

PE7 Attachments

1. Public Exhibition Notice from Department of Planning & Environment
2. Draft Wilton ILUIIP
3. Draft Wilton Background Analysis report
4. Draft South East Precinct Exhibition maps
5. SEPP Explanation of Intended Effect
6. Draft Precinct Planning Report
7. Letter to the Minister for Planning the Hon. Rob Stokes (Nov 16)
8. Letter to the Minister for Planning the Hon. Anthony Roberts (Mar 17)
9. Letter to the Minister for Planning the Hon. Anthony Roberts (May 17)
10. Wilton A Great New Town or No Town At All

Monday 21 August 2017

PE7 – LATE REPORT Public Exhibition of Wilton (South East Precinct) and Interim Land Use and Infrastructure Implementation Strategy

Mr Luke Johnson
General Manager
Wollondilly Shire Council

EXHIBITION OF PLANS FOR THE WILTON PRIORITY GROWTH AREA

Plans for a new town at Wilton and rezoning in Wilton South East are now on exhibition for consultation.

The Interim Land Use and Infrastructure Implementation Plan for the Wilton Priority Growth Area and draft Precinct Plan for the Wilton South East Precinct within the Priority Growth Area are on exhibition until 20 September 2017.

We are writing to invite you to comment on the plans. The exhibition documents can be viewed at <http://www.planning.nsw.gov.au/wilton>

Should you have any further questions about the plans, please contact our team at the Department on 1300 305 695.

We look forward to continuing to collaborating with you for the planning of the Wilton Priority Growth Area.

Yours sincerely



Bruce Colman
Director Land Release



Planning &
Environment

Wilton

Priority Growth Area

○ Interim Land Use and Infrastructure Implementation Plan

August 2017



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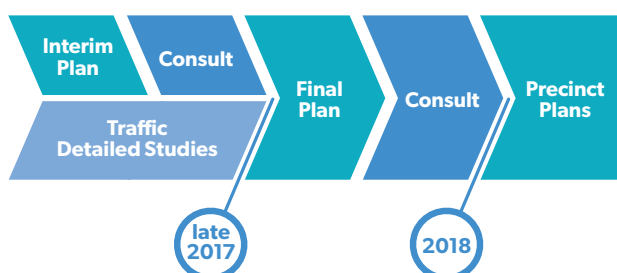
About the Wilton Priority Growth Area

Wilton in 2040 is a place where families are thriving and businesses are flourishing. The town has grown sustainably over the last 25 years with a strong natural environment, and jobs leveraging the town's location relative to Wollongong and the new Western Sydney Airport. The town has excellent access to services and connections to infrastructure reinforcing Wilton as a place where families can live, work and play. Wilton is recognised as the leader in housing diversity. Wilton is a home for all.

The Wilton Priority Growth Area is positioned at the junction of the Hume Motorway and Picton Road within the Wollondilly Shire Local Government Area. Separate from the metropolitan growth corridors of Sydney, Wilton will become a new town providing homes and jobs in the south west of the Sydney basin. With access to the beaches of Illawarra and National Parks, Wilton will be a thriving community in the region.

The vision for Wilton is for a community of around 15,000 new homes over the next 20 to 30 years. The community will develop around a major new town centre with open space, schools, employment areas and a range of retail and commercial uses. The Wilton town centre and employment area at Maldon will provide local jobs in line with Wollondilly Shire Council's vision for local growth in population and employment. Infrastructure will be provided commensurate with development as the new town grows.

The Department has worked with Wollondilly Shire Council, Transport for NSW and other State agencies on the planning for Wilton. The Department has now released an Interim Land Use and Infrastructure Implementation Plan and we are finalising transport and other detailed studies. This now allows us to consider planning proposals that address environmental considerations and provide infrastructure. The Minister for Planning has made it clear that the Implementation Plan and proposed amendments to the Growth Centres State Environmental Planning Policy will not be finalised until such time as traffic, transport and infrastructure matters are satisfactorily resolved.



Key features of Wilton

Key features include:

- around 15,000 new homes in a variety of forms to meet the needs of people of different ages and income
- around 60,000m² of retail and business space to provide new shops, restaurants and services near to homes
- a target of 15,000 local jobs to create employment opportunities close to new homes.
- appropriate infrastructure to support new and changing communities
- new walking and cycling routes
- conservation of important wildlife habitat and biodiversity corridors
- recognition and conservation of the area's historic and Aboriginal heritage
- proactive employment and economic advisory board partnered by Council, NSW Government and major landowners to ensure jobs are created in accordance with this plan
- streamlined rezoning and precinct planning processes piloted in Wilton with the focus of delivering housing, jobs and infrastructure sooner.

The Interim Plan outlines the delivery of a new town at Wilton and identifies the infrastructure needed to support this new community over the next 20 to 30 years.

This document details the Interim Plan and the package of information that is available for public consultation. For more detail on the technical investigations and community engagement process that informed the planning for Wilton, view the draft Wilton Interim Land Use and Infrastructure Implementation Plan Background Analysis.



Figure 1: Land Use Plan

About the Land Use and Infrastructure Implementation Plan

The Interim Land Use and Infrastructure Implementation Plan for Wilton provides a comprehensive framework for the delivery of a new town at Wilton. It sets out the long term vision for Wilton so that the community grows as planned. It also provides an infrastructure masterplan to coordinate delivery of essential infrastructure to support new homes and jobs.

The Plan guides the overall growth area and will be reviewed periodically to adapt to changes in market forces, NSW and Federal government policy and investment decisions. Periodic reviews will also help to ensure job and housing targets are on track. Precinct plans will provide more guidance for development within each precinct. Major landowners will prepare precinct plans in consultation with the Department and Wollondilly Shire Council. For areas of fragmented land ownership Council and the Department will prepare precinct masterplans in consultation with the community.

Key features of the Interim Plan:

- develops a long-term vision for Wilton built around jobs and housing so the community grows as planned
- identifies the essential transport links for the Priority Growth Area
- provides an infrastructure masterplan
- identifies areas for growth based on a detailed analysis of opportunities and constraints
- develops a framework to guide future planning
- establishes an implementation and monitoring framework.



Developing the Interim Land Use and Infrastructure Implementation Plan

The Interim Land Use and Infrastructure Implementation Plan is based on extensive investigations into the suitability of Wilton for development. In response to the Department's 2011 Home Sites Program, several major landowners carried out detailed technical studies. As part of the Greater Macarthur Land Release Investigation, the Department commissioned additional studies. These additional studies considered a larger area than originally examined in the 2011 Home Sites Program. Following the exhibition of the Preliminary Strategy for the Greater Macarthur Land Release Investigation in 2015, the Department did further work to update and finalise these studies. The Department is continuing to finalise work on transport to determine the final road network and public transport requirements. Notwithstanding, it is appropriate to release this Interim Land Use and Infrastructure Implementation Plan for public comment and review.

The Interim Plan has been informed by the following technical investigations:

- economic development
- heritage
- Biocertification
- water quality
- utilities
- social infrastructure
- transport (ongoing).

These studies are summarised in the draft Wilton Interim Land Use and Infrastructure Implementation Plan Background Analysis report and are available on the Department's website.



New homes

Wilton has the potential for around 15,000 new homes to accommodate around 50,000 people over the next 20 to 30 years. A new streamlined approach to rezoning will be piloted in Wilton with a view to developing housing and jobs sooner. The Bingara Gorge precinct has already been rezoned for urban development with approval for up to 1,800 homes.

Homes will be delivered in a variety of forms to meet the needs of people of different ages and income. Detached housing is expected to make up the majority of homes while the demand for smaller lots, semi-detached homes, townhouses and low rise apartments is expected to grow over time as the new town becomes established. These would make up around 20% of total homes when the new town is fully developed. Large lot housing could be developed within appropriate land at the south-eastern edge of the growth area. In order to address housing affordability and housing diversity needs, the Department has proposed to remove minimum lot sizes and encourage innovative housing solutions as part of precinct plans to ensure a variety of housing products are provided to meet the needs of a changing community.


15,000
homes


variety
of home types



New jobs

The new town has the potential to accommodate around 60,000m² of retail and business space to provide new shops, restaurants and services near to homes. The Department has adopted a target to create 15,000 new jobs over the next 20 to 30 years in partnership with Council, NSW Government and major landowners. Local employment is essential to minimise commuting and promote a self-contained town. The Department aims to match the supply of new homes in proportion to the creation of new jobs ensuring that the new town grows in balance. Employment will be focused in the major town centre, village centres and an expansion of the Maldon employment precinct. This will support a range of jobs including retail, food services, health, education, trades, service industries and general light industrial jobs. The growth area's proximity to existing and future regional transport connections provides opportunities for employment in industries such as freight, logistics and manufacturing.

The Department is working with Wollondilly Shire Council to prepare an economic development strategy to complement proposals by the private sector to attract jobs to Wilton. An economic development board will be established to focus efforts on this key issue in partnership with Council, NSW Government and major landowners. This will enable the board to assess and adapt to changing employment opportunities as development proceeds.

Improved transport

The growth of Wilton must be supported by the timely provision of adequate transport infrastructure to meet the needs of the future population. In consultation with relevant State agencies, major transport infrastructure requirements have been identified including:

- widening of Picton Road between Pembroke Parade and Almond Street
- upgrades to the Hume Highway between Picton Road and Narellan Road
- Pembroke Road and Picton Road intersection upgrade
- western bridge over Picton Road, near Janderra Lane
- new bridge over Picton Road at Almond Street
- investigate access to Hume Motorway
- Picton Road West and Wilton Park Road intersections.

The Department is continuing to work on transport to determine the final road network and public transport requirements. These will be finalised prior to the release of the final Land Use and Infrastructure Implementation Plan.



15,000
new jobs



Community areas

Wilton will have a full range of health and community uses that will grow over time. Major landowners will support the provision of social infrastructure as well as providing sites for schools and health facilities. Services including schools will continue to be provided by the NSW Government in response to housing location choices made by the community.

Careful understanding of the future demographics of the area allows us to understand the kind of community assets required in Wilton. These will include:

- new private schools, three public primary schools and a public high school
- new or upgraded emergency services such as police, fire and rescue
- local medical facilities including an integrated health centre
- privately-operated child care centres.

State based facilities will be provided in accordance with agreed population and demand thresholds over the next 20 years.

The environment

One of the defining features of Wilton is the exceptional setting in bushland adjoining the Hawkesbury-Nepean River, other water courses and drinking water catchment areas. The area has high biodiversity value and includes Endangered and Critically Endangered Ecological Communities. Much of the vegetation will be conserved to maintain biodiversity and habitat for fauna.

Heritage

The Gandangara people are the traditional custodians of land in the Priority Growth Area. Investigations and engagement with the Gandagara people have identified the presence of Aboriginal objectives/sites of significance, with the majority expected to occur along the Hawkesbury-Nepean River and Allens Creek, which are not suitable for development.

There are nine listed non-Indigenous heritage items that reflect the area's pastoral history, one of which is also likely to have high Aboriginal heritage potential. Most of these items are locally listed. Wilton Park is listed on the State Heritage Register.

An Integrated Archaeological Research Design and Management Strategy has been developed. This will guide development near known or potentially significant heritage items and sites, and assist in defining the extent and nature of heritage significance so that these sites can be properly managed.



Delivery and funding Infrastructure

The Plan identifies infrastructure that the growing community will need, as well as upgrades to existing infrastructure that will be required. This includes major roads and land for education and health.

Infrastructure planned for Wilton includes:

- upgraded roads with improved intersections
- public transport facilities, including a new bus interchange in the town centre and bus depot to operate bus services from Wilton
- open space and recreation in each precinct with a district sports ground near the town centre
- new primary schools in each precinct and a high school near the town centre
- community, health and cultural facilities.

Major landowners will build most supporting infrastructure to align with the release and development of land and will set aside sites for schools. The NSW Government will build schools as the population grows. Wollondilly Council will provide local infrastructure in accordance with Council's local infrastructure plans.

Infrastructure for new and growing communities will be provided in line with development. Planned major infrastructure will be incorporated in a Special Infrastructure Contributions Scheme. This will be exhibited later in 2017 and will allow developers to make monetary contributions for items listed on the Infrastructure Schedule, or to arrange works-in-kinds agreements.

Infrastructure delivery thresholds

The Background Analysis report accompanying the Interim Plan outlines general guidance for infrastructure to be provided in line with dwelling and population thresholds. Adoption of this Plan when it is finalised will assist agencies to plan for future capital works. Provision of schools, health facilities and roads will be incorporated in NSW budget planning processes to ensure that funding is allocated in a timely way.

The following general targets are suggested and will be refined in consultation with Wollondilly Council and State agencies:

- New primary school in Wilton South East to be provided to open before Wilton Primary School exceeds student capacity of 1000 students in line with Department of Education guidelines.
- New primary school for subsequent precincts to be opened in stages.
- Timing of new high school in Wilton town centre will be planned for before new Picton High School exceeds capacity, and when road and other infrastructure is in place to provide access to students.
- Bus services to be provided from the occupation of first homes within Wilton South East.
- Expanded bus services to be provided in stages.
- Transport for NSW will consider the merits of electrification of the Southern Highlands rail corridor through the Future Transport Strategy.
- Playing fields to be provided in stages within each precinct with active open space provided in the first stage of each precinct release.
- Planning for Integrated Health Centre to begin in 2018 in consultation with Council and NSW Health.

Bushfire protection

The land that can be developed within the Priority Growth Area is influenced by bushfire risks. Despite risks to some areas, development can happen in Wilton provided appropriate bushfire protection measures are put in place.

During precinct planning, development proposals will require bushfire protection assessments which will also be referred to the Rural Fire Service. The Department will continue to work with the Rural Fire Service and landowners to develop practical bushfire protection measures that can be implemented in the Priority Growth Area.

Mining

Part of the Priority Growth Area has approval for coal mining over the next 15 to 30 years. The Department is working with landowners and the mining industry to address the risks associated with building homes near mining areas. These will be resolved before any precinct planning is approved. Landowners of the northern and town centre precincts have reached agreement with miner South32 that the mining lease over this area will be relinquished when the area is rezoned. This will enable development to proceed.

Planning controls

Further detailed planning will be undertaken for each precinct following the finalisation of the Land Use and Infrastructure Implementation Plan. Wollondilly Council is currently preparing a development control plan for the Priority Growth Area.

The Department is proposing to use a new approach that introduces an urban zone under the Growth Centres State Environmental Planning Policy. This new zone aims to facilitate faster delivery of homes, jobs and infrastructure giving investment certainty about the future land uses expected in the area. The urban zone would apply to an entire precinct and confer development rights. Development and subdivisions would only occur once detailed precinct plans have been prepared and assessed to show how the strategic planning and infrastructure requirements in the Land Use and Infrastructure Implementation Plan have been included in the new development. These more detailed plans would apply an urban design process to address issues including biodiversity, heritage and local road networks.

After precinct plans are developed a supplementary planning amendment would occur to reflect the final land use under the standard planning instrument through an amendment to Wollondilly Council's local environmental plan.

Biodiversity Certification

To enhance and protect Wilton's natural assets, the Department is pursuing 'biodiversity certification', a process that addresses biodiversity issues upfront, allows for the offsetting of the biodiversity impacts of development and certifies land as appropriate for development.




Have your say

The Department welcomes your feedback on the Interim Land Use and Infrastructure Implementation Plan. You can make a submission by visiting planning.nsw.gov.au/wilton.

Your feedback is a vital step in the process that will enable us to finalise the Plan.

You can also register to receive updates about the Final Land Use and Infrastructure Implementation Plan at planning.nsw.gov.au/wilton

More Information

-  Contact us on 1300 305 695
-  Email us at community@planning.nsw.gov.au
-  Visit planning.nsw.gov.au/wilton

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○ **Interim Land Use
and Infrastructure
Implementation
Plan Background
Analysis**

August 2017



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Executive summary

A new town of around 15,000 homes is planned for Wilton. The self contained town will include open space, schools, employment areas and a range of retail and commercial services. This draft Land Use and Infrastructure Implementation Plan outlines the plan for Wilton to develop over 20 to 30 years and identifies infrastructure needed to support the new community.

The Department of Planning and Environment is working with Wollondilly Shire Council, Transport for NSW and other State agencies to plan for Wilton. Potential for the area to develop is identified in *A Plan for Growing Sydney* and the draft *South West District Plan*. Following the Greater Macarthur Land Release Investigation in 2015, the NSW Government declared Wilton a Priority Growth Area in July 2016.

This draft Implementation Plan outlines a framework for the development of Wilton. It will be complemented by precinct plans prepared by major landowners and the NSW Government and Wollondilly Shire Council. It will be reviewed and adapted over time to reflect regional planning decisions, market forces and socio-demographic change.

The draft Land Use and Infrastructure Implementation Plan:

- develops a long-term vision for Wilton so the community grows as planned
- articulates the essential transport links for the Priority Growth Area
- provides an infrastructure masterplan
- identifies areas for growth based on a detailed analysis of opportunities and constraints
- develops a framework to guide future planning
- establishes an implementation and monitoring framework.

Strategic infrastructure planning for community facilities, schools, open space and other public spaces will make the Priority Growth Area an attractive and pleasant place to live and work.

Vision

Wilton in 2040 is a place where families are thriving and businesses are flourishing. The town has grown sustainably over the last 25 years with a strong natural environment, and jobs leveraging the town's location relative to Wollongong and the new Western Sydney Airport. The town has excellent access to services and connections to infrastructure reinforcing Wilton as a place where families can live, work and play. Wilton is recognised as the leader in housing diversity. Wilton is a home for all.

Key features

Key features include:

- around 15,000 new homes in a variety of forms to meet the needs of people of different ages and income
- around 60,000m² of retail and business space to provide new shops, restaurants and services near to homes
- a target to create around 15,000 local jobs to build employment opportunities close to new homes
- appropriate infrastructure to support new and changing communities at no additional cost to government
- new walking and cycling routes
- conservation of important wildlife habitat and biodiversity corridors
- recognition and conservation of the area's historic and Aboriginal heritage.
- proactive employment and economic advisory board in partnership with Council, the State Government and major land owners to ensure jobs are created in accordance with this plan.
- Streamlined rezoning and precinct planning process piloted in Wilton with the focus of delivering housing, jobs and infrastructure sooner.

Key considerations

Mining

Part of the Priority Growth Area is encumbered by mining. The risks of co-existence of coal mining and urban development must be mitigated. The NSW Government is working with landowners and the mining industry to address these risks before rezoning.

Delivery

Delivery of Wilton will be phased over a 20 to 30 year timeframe.

This Implementation Plan identifies new and upgraded regional and State infrastructure, including major roads and land for education and health. This infrastructure will be incorporated in a Special Infrastructure Contributions Scheme. Local infrastructure will be funded and provided through developer contributions.

Infrastructure planned for Wilton includes:

- road upgrades, including intersection improvements
- public transport facilities, including a new bus interchange
- land for open space and recreation
- new primary schools
- community, health and cultural facilities.

Developers will build most supporting infrastructure with the staged release and rezoning of land and will set aside sites for schools. The State government will build schools as the population grows. Wollondilly Council will provide local infrastructure after collecting developer contributions.

Employment

An initial masterplan put forward by the three major landowners for Wilton aimed to provide one job for every household. This premise was incorporated into the *Greater Macarthur Preliminary Strategy and Action Plan*. Initial land release will grow the population base needed to attract investment in the town centre. An economic development strategy will complement proposals by the private sector to attract jobs to Wilton. Local employment will minimise commute times and promote a self-contained town.

Biodiversity

One of the defining features of Wilton is the exceptional setting in bushland adjoining the Hawkesbury-Nepean River, other water courses and drinking water catchment areas. The area has high biodiversity value and includes Endangered and Critically Endangered Ecological Communities. Much of the vegetation will be conserved to maintain biodiversity and habitat for fauna. Biocertification of development precincts will manage any unavoidable clearing for essential infrastructure and be offset within the Priority Growth Area or adjoining lands.

Infrastructure

Transport networks including road, public and active transport will build on existing road networks and planning will preserve corridors for future transport opportunities.

Social infrastructure including health, education, open space and community facilities will be funded through voluntary planning agreements with lead developers.

New water and wastewater infrastructure and an augmentation of the existing electricity network will be required. Water systems will be designed to protect in-stream water quality.

Key actions



Action 1

The Department will consider, in consultation with Council, proposals and submissions for rezoning based on the Interim Land Use and Infrastructure Implementation Plan and make recommendations to the Minister for Planning. The Department will introduce a streamlined approach to rezoning to facilitate an urban development zone.



Action 2

The Department will formulate a Special Infrastructure Contribution Scheme for the Priority Growth Area, using the Implementation Plan's infrastructure schedule as a basis.



Action 3

Wollondilly Shire Council will prepare a Section 94A Plan for the Priority Growth Area. The Department will assist the Council to cost local infrastructure upgrades recommended in the plan and coordinate the delivery of infrastructure items to be partly funded through the SIC.



Action 4

The Department will work with the Department of Industry, Subsidence Advisory, the mining industry and landowners to implement a risk-based management framework for co-existence of urban development and coal mining.



Action 5

The Department will work with Transport for NSW to update the transport strategy for the Priority Growth Area.



Action 6

The Department will work with Wollondilly Shire Council, State agencies and landowners to develop a precinct plan for Wilton West and Wilton Village precincts.



Action 7

The Department will work with Wollondilly Shire Council to prepare an economic development strategy for the Priority Growth Area and establish an employment and economic advisory board to proactively deliver jobs to the area.



Precincts

Planning for the Wilton Priority Growth Area will be focused on precincts:

Wilton North precinct is bounded by the Maldon to Dombarton rail corridor, the Hume Motorway and the Hawkesbury-Nepean River. It has potential to deliver around 5,400 homes after the resolution of issues around the co-existence of coal mining and urban development.

Wilton South East includes land south of Picton Road and surrounding the existing Wilton Village. Allens Creek runs along the precinct's eastern edge. It could accommodate around 3,500 homes.

Wilton Town Centre precinct sits at the junction of the Hume Motorway and Picton Road. It will accommodate the district centre and around 1,600 dwellings.

West Wilton is south west of Picton Road. It is comprised of smaller land holdings and in the longer term could provide around 2,400 dwellings.

The existing Wilton village includes around 300 homes. Bingara Gorge has around 500 homes and will grow to 1,800 homes over time.





1 *Introduction*

A new town of around 15,000 homes is planned for Wilton. The town will include open space, schools, employment areas and a range of retail and commercial services. An employment area at Maldon will also be developed.

A Plan for Growing Sydney, the NSW Government's 20 year plan for a growing Greater Sydney, and the draft *South West District Plan* aim to increase the supply and diversity of housing across Sydney. These plans identify major new land release precincts in the South West and North West Priority Growth Areas and look to unlock opportunities to meet Greater Sydney's housing supply challenge.

Action 2.4.2 of *A Plan for Growing Sydney* set out parameters for the investigation of potential growth areas, and identified the Greater Macarthur area as an initial focus.

The draft *South West District Plan* has a specific focus on the ability of Wilton New Town to provide new jobs for the District.

Three major landowners initially proposed the concept of a new town at Wilton to the NSW Government in response to the 2011 Home Sites Program. The Wilton Junction proposal was a self-contained new town supported by a masterplan including a major town centre and supporting transport and social infrastructure. The masterplan was endorsed by Wollondilly Council in 2012.

A key premise of the town was a goal to provide one job for every household.

In response to Action 2.4.2 of *A Plan for Growing Sydney*, the NSW Government released a preliminary strategy for the delivery of approximately 35,000 homes in the Greater Macarthur land release precincts including Gilead, Menangle Park and a new town in Wilton.

In June 2016, Wilton New Town was formally declared a Priority Growth Area through an amendment to State Environmental Planning Policy (Sydney Region Growth Centres) 2006.



Figure 1: Wilton Priority Growth Area planning process

1.1 Purpose of the Implementation Plan

This draft Land Use and Infrastructure Implementation Plan provides a comprehensive framework to deliver a new town at Wilton. It sets out the long-term vision for Wilton New Town and provides an infrastructure masterplan to support new homes and jobs.

The draft Implementation Plan will be exhibited after technical studies are complete for traffic, transport and infrastructure. The Implementation Plan will be reviewed periodically to adapt to changes in market forces and NSW and Australian Government policy and investment decisions. Precinct plans will provide more guidance for development. Major landowners will prepare precinct plans in consultation with the Department and Wollondilly Shire Council. In areas of fragmented land ownership, Council and the Department will prepare precinct masterplans in consultation with the community. A masterplan for West Wilton and the Wilton Village environs are being prepared.

Specifically, the Land Use and Infrastructure Implementation Plan:

- develops a long-term vision for Wilton so the community grows as planned
- articulates the essential transport links for the Priority Growth Area
- provides an infrastructure masterplan
- identifies areas for growth based on a detailed analysis of opportunities and constraints
- develops a framework to guide future planning
- establishes an implementation and monitoring framework.

This process will deliver community facilities, schools, green open space, and other public spaces as the population grows.

The key features of this Land Use and Infrastructure Implementation Plan include:

- around 15,000 new homes in a variety of forms to meet the needs of people of different ages and income
- around 60,000m² of retail plus business space to provide new shops, restaurants and services near to homes
- a target to create around 15,000 local jobs
- appropriate infrastructure to support new and changing communities
- the provision of physical and social infrastructure in tandem with growth and change
- walking and cycling routes
- conservation of important wildlife habitat and corridors
- recognition and conservation of the area's historic assets and Aboriginal heritage.

Overview of infrastructure

Planned infrastructure includes:

- three new primary schools and a new high school
- an integrated health centre
- open space and recreation facilities
- road network upgrades and new road and transport connections at a number of locations to facilitate access to key destinations.

This draft Implementation Plan should be read in conjunction with planning policies and technical guidelines published by the NSW Government.

1.2 The investigation process

Extensive investigations include detailed technical studies prepared by the original three landowners that were carried out in line with the requirements of the Department. Most study conclusions were endorsed but some required additional work. The studies investigated:

- transport
- ecology
- mining
- economic development
- social infrastructure
- heritage
- water quality.

Further investigatory work by the Department for the wider Greater Macarthur area supplemented proponent studies and considered a larger geographic area population than originally proposed for Wilton Junction.

Following exhibition of the Preliminary Plan in 2015, additional work was completed during 2016 to update and finalise studies. This work investigated:

- heritage
- biocertification
- water quality
- utilities
- social infrastructure
- transport.

The transport study will be finalised in 2017 and will test various development scenarios and transport solutions.

The results of these studies are reflected in this Implementation Plan, and contribute to the Implementation Plan's overall guidance for precinct-level planning.

The maps in this report are indicative and based on desktop analysis that is to be confirmed by site specific studies at the precinct planning stage. This is particularly the case in relation to biodiversity and threatened species. Additional investigations will assist to identify vegetation that should be avoided to minimise impacts on biodiversity.

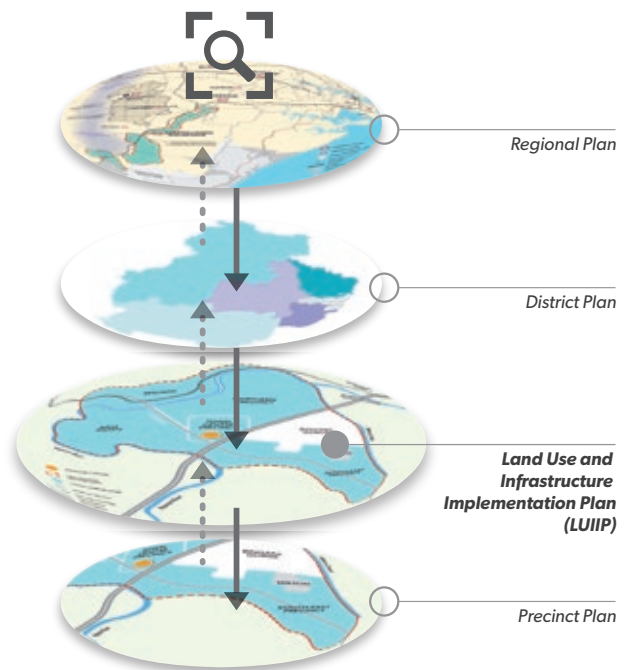


Figure 2: Plan and development process



Figure 3: Investigations and planning

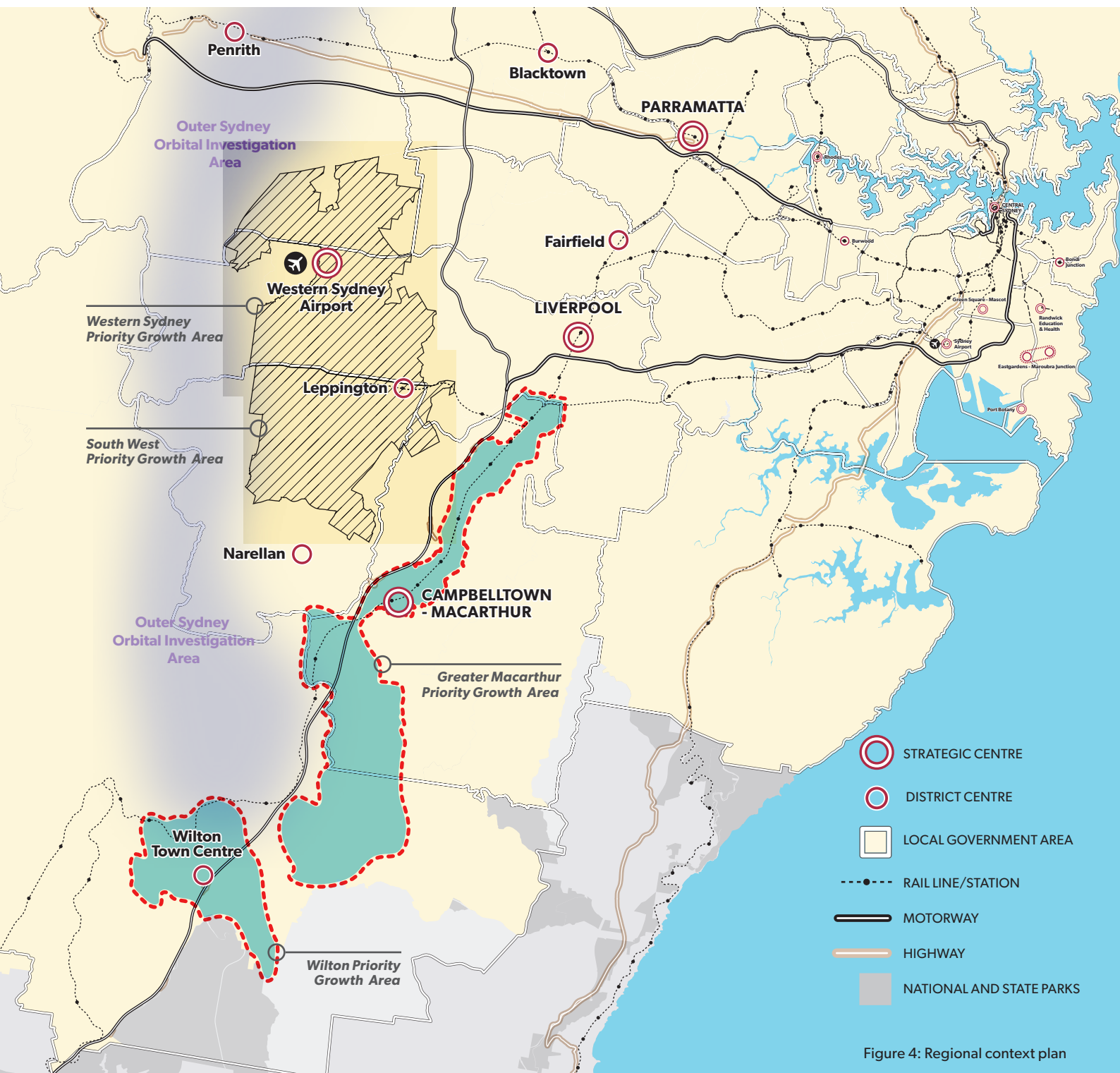


Figure 4: Regional context plan

2 *Regional context*

2.1 The Priority Growth Area

The Wilton Priority Growth Area sits at the junction of the Hume Motorway and Picton Road within Wollondilly Local Government Area. Separated from the metropolitan growth corridors of Sydney, Wilton will become a new town to provide homes and jobs in Sydney's South West District. With access to the beaches of Illawarra and national parks, the town will be a thriving community in the region.

Wilton is situated in a strategic location and will have access to the Western Sydney Airport via the planned Outer Sydney Orbital as shown on Figure 4. Wilton has similar demographic characteristics to the rest of the wider Greater Macarthur region. It has a relatively young demographic and the majority of housing is detached.



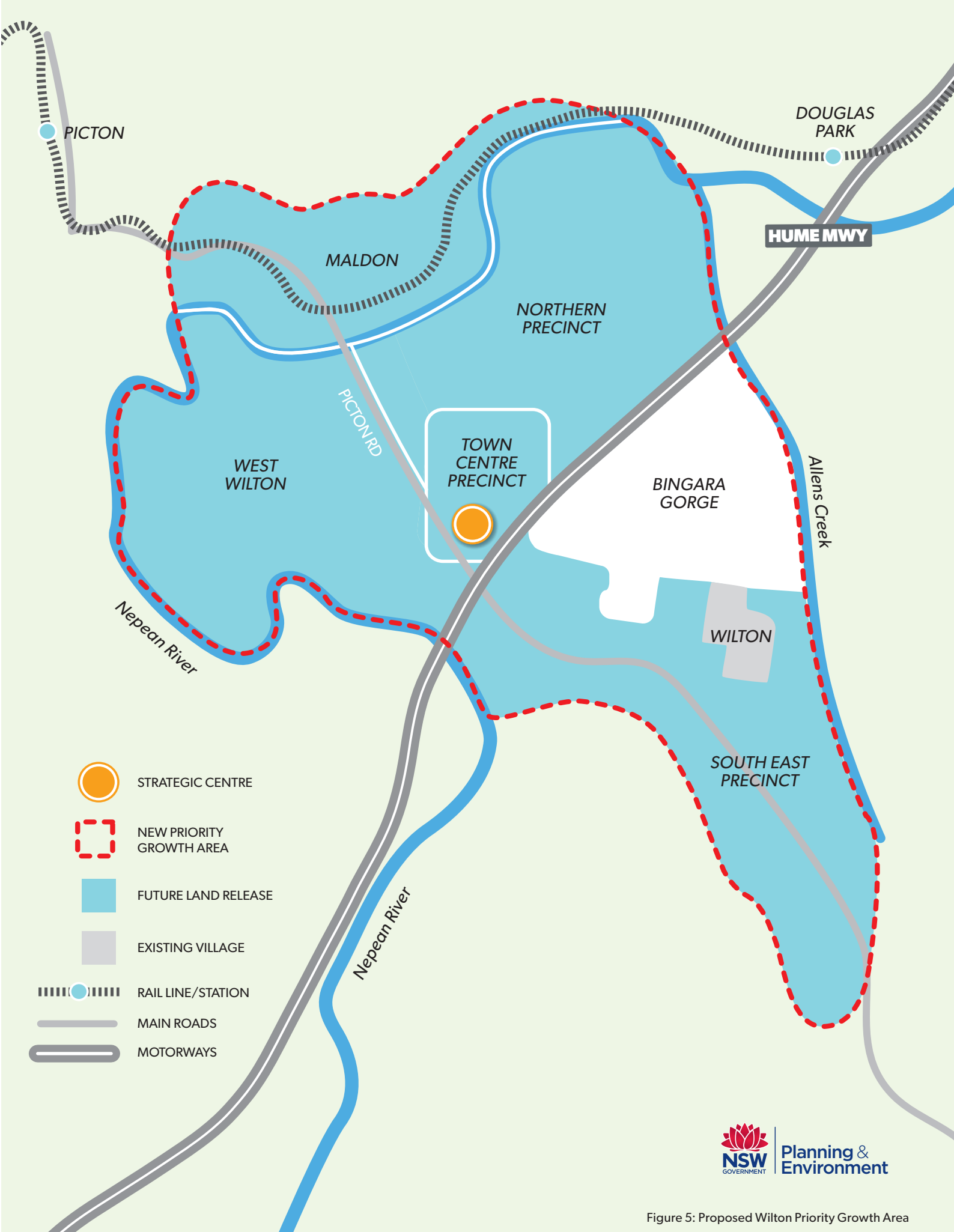


Figure 5: Proposed Wilton Priority Growth Area

2.2 Current land uses

Wilton is largely a rural environment with a range of agricultural activities. Land holdings range from large parcels to rural residential holdings of two hectares. Wilton Village has around 300 homes. Bingara Gorge, a new development north of the existing village is developing in stages around a golf course, with 500 lots developed from a total of 1,800 lots.

Rural service industries and general industry is established in Maldon.

2.3 Current planning controls

The planning controls for the Priority Growth Area are set out in the *Wollondilly Local Environmental Plan 2011* (Wollondilly LEP). It is currently zoned for a range of employment, residential, recreational, national parks, nature reserves and environmental conservation areas (see Figure 6).

Given the lower population of Wollondilly some zonings are not applied; for example, high density residential and general residential zonings are not applied. Business zonings are focused on neighbourhood centres and village centres to reflect the lower intensity of business development. The Wollondilly LEP is supported by the Wollondilly Development Control Plan (DCP) which provides more detailed standards and controls for specific types of development.

Figure 6 shows:

- Large areas of the Priority Growth Area are zoned RU2 Rural Landscape.
- The new development of Bingara Gorge is zoned residential (R2 Low Density Residential) and mixed use (B4 Mixed Use). The mixed use area includes Wilton Public School, a pre-school, medical centre, neighbourhood shops, restaurants and cafes.
- The existing industrial area in Maldon is zoned IN1 General Industrial, IN3 Heavy Industrial and E2 Environmental Conservation.
- A public recreation area (RE1 Public Recreation) on the eastern side includes Wilton Community Centre and Hannaford Oval along Broughton Street.
- Pockets of small rural landholdings (RU4 Rural Small Holdings) sit on the eastern side between the Hume Highway and Picton Road.
- Areas zoned E2 Environmental Conservation are located along the southern and south east boundaries of the Priority Growth Area.

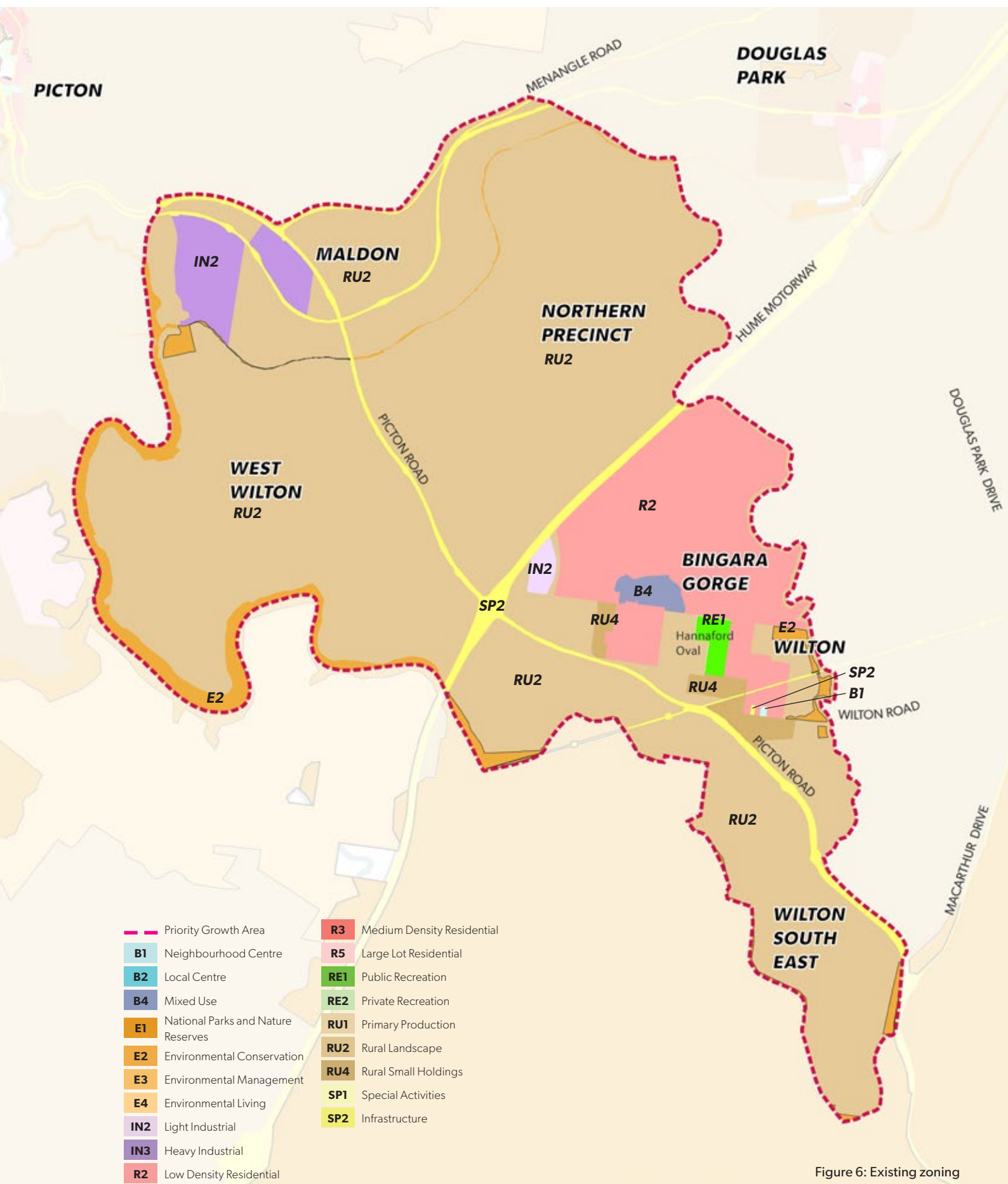


Figure 6: Existing zoning

3 Consultation

The Department exhibited the Greater Macarthur Land Release Investigation Land Use and Infrastructure Analysis and Preliminary Plan in 2015.

The following is a snapshot of the consultation program for the growth area from late 2015 to late 2016.



4 Vision

Wilton in 2040 is a place where families are thriving and businesses are flourishing. The town has grown sustainably over the last 25 years with a strong natural environment, and jobs leveraging the town's location relative to Wollongong and the new Western Sydney Airport. The town has excellent access to services and connections to infrastructure reinforcing Wilton as a place where families can live, work and play. Wilton is recognised as the leader in housing diversity. Wilton is a home for all.

Housing

- People will choose from a variety of housing forms with easy access to a vibrant town/city centre.
- People will be able to live near families and friends in places they can afford.

Environment and heritage

- Healthy waterways and connected bushland will be accessible to the new community.

Open space and community facilities

- Health, education and social facilities will be provided as needed and will expand with growth.

Movement network

- People and businesses will have better access via roads, buses and walking and cycling.
- Roads will be improved to ensure community safety and amenity.

Jobs

- A new town centre will be a lively and attractive commercial centre providing new jobs for the region.
- Industrial development will provide opportunities for local and new businesses.
- Each precinct will incorporate employment land including space for retail, commercial and industrial activities.
- Growth in health and education services will provide significant employment opportunities.

5 Key considerations

This Implementation Plan is based on both a consideration of the Priority Growth Area's environmental, agricultural and resources values, as well as the constraints to future development, including air quality, biodiversity, environmental health and bushfire risk.

A large part of the Priority Growth Area is owned by three landholders. This allows orderly, staged and coordinated development, beginning with opportunities in Wilton South East and around the proposed town centre where land is unencumbered by mining. Longer-term development will occur once mining issues are resolved.

5.1 Government priorities

Regional infrastructure

Regional infrastructure will benefit the entire Priority Growth Area and its surrounding communities. It can include major roads, public schools and primary health facilities. The NSW Government is proposing a Special Infrastructure Contributions (SIC) scheme for the Priority Growth Area to coordinate the funding and delivery of regional infrastructure.

The SIC is a financial payment made by a developer during the development process so that developers share the costs of regional infrastructure.

Local infrastructure

Councils fund most local infrastructure in new release areas through contributions from developers under section 94 of the *Environmental Planning and Assessment Act 1979*. A Section 94 Contributions Plan will enable Wollondilly Shire Council to levy contributions on development to fund and deliver essential local infrastructure such as local roads, stormwater facilities and open space.

Draft South West District Plan

Wilton Priority Growth Area falls within Sydney's South West District. A draft South West District Plan was released in late 2016.

The draft District Plan describes the South West District as Greater Sydney's urban parkland, where urban lifestyles meet rural living and residents enjoy the best of both worlds. It's one of the fastest growing districts in Greater Sydney, with the population increasing to over one million people by 2036. The rural landscape will undergo dramatic changes.

The new Western Sydney Airport and the transport and jobs it will bring translates to potential for the South West District to become Australia's most connected place and to transform the South West's current locational disadvantage into its key advantage.

The draft District Plan establishes five-year housing targets for each local government area from 2016 to 2021, as outlined in Table 1.

The draft South West District Plan sets a 20 year minimum housing supply target of 143,000 new dwellings.

Table 1: South West District's five-year housing targets by local government area (2016-2021)

Local Government Area	Housing Target 2016-2021
Camden	11,800
Campbelltown	6,800
Fairfield	3,050
Liverpool	8,250
Wollondilly	1,550
South West Total	31,450

Western Sydney City Deal

The Australian and NSW Governments have agreed to work with local government on a Western Sydney City Deal, a generational deal to deliver almost 100,000 jobs, more housing and better transport for outer Western Sydney. The Western Sydney City Deal aims to drive a new economy in the emerging aerotropolis around the Western Sydney Airport and broader region.

The Western Sydney City Deal pledges to:

- target additional infrastructure investment to increase public transport and reduce traffic congestion
- deliver more jobs closer to homes and services, with a focus on youth and Aboriginal training and skills development
- increase housing through better planning and better application of higher density housing, and streamlining approvals across all three levels of government
- support clean air, green spaces and vibrant arts and cultural initiatives.



5.2 Housing

Wilton Priority Growth Area will be a mix of residential, commercial and industrial uses, with a major town centre. It will be supported by public transport and health services. Planning for the Priority Growth Area is based on the staging of development across six precincts.

The Priority Growth Area has the potential to accommodate around 15,000 new homes by 2046 for around 40,000 people.

Bingara Gorge has already been rezoned for up to 1,800 homes with 500 delivered to date.

Table 2: Potential new homes by Precinct

Precinct	Potential new homes	Expected Staging
Bingara Gorge	1,800	Under construction
South East Wilton	3,500	First homes by 2018
Wilton Town Centre	1,600	First homes by 2019
North Wilton	5,400	First homes by 2019
West Wilton	2,400	First homes by 2025
Wilton Rural Residential	50	First homes by 2025

A mix of densities and housing types will provide housing choice. Detached housing on medium-sized lots (400 – 700m²) is expected to make up the majority of homes, driven by unmet demand in the South West and North West Priority Growth Areas and comparatively cheaper land prices.

Demand for smaller lots, semi-detached homes, townhouses and low-rise apartments is expected to grow as the new town becomes established, making up approximately 20% of homes when the Priority Growth Area is fully developed.

Planning for the right mix of densities will consider infrastructure provision and local character. In order to address housing affordability and housing diversity needs, it is proposed to remove minimum lot sizes and encourage innovative housing solutions as part of precinct plans. This is to ensure a variety of housing products are provided to meet the needs of a changing community.

Development-capable land which is constrained by slope, vegetation or other factors could be developed for rural residential purposes.



5.3 Future population

The local population is expected to grow in accordance with the following projections. Population growth will trigger the need for social infrastructure at different scales. New community facilities will be built in stages culminating in a full range of services when the Priority Growth Area reaches its ultimate size.

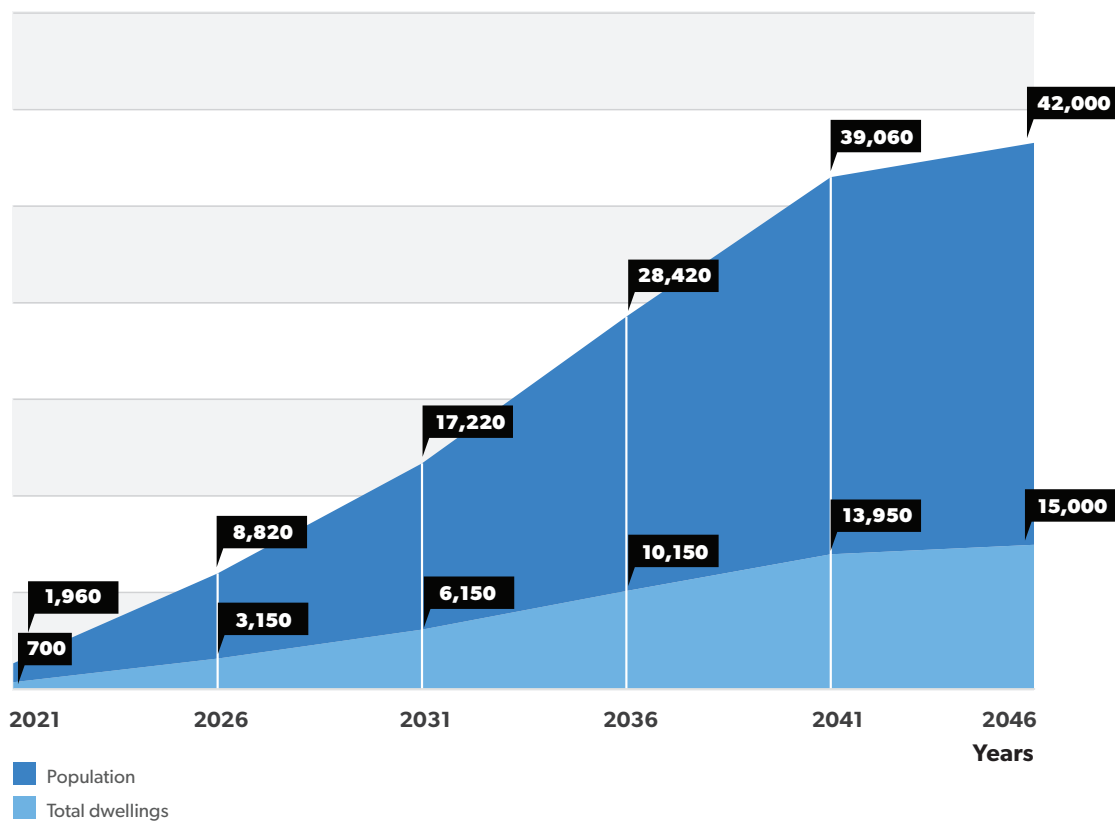


Figure 7: Projected population for Wilton

5.4 Employment

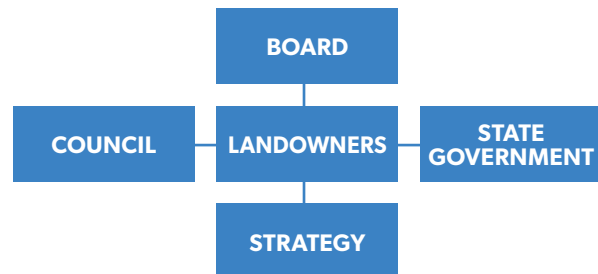
The initial Wilton Junction proposal included the concept of self-containment for employment. This would create a thriving local economy, avoid long commutes and increase residents' leisure time.

Wollondilly Shire Council has adopted a goal of achieving one job per dwelling. The Priority Growth Area can accommodate over 30 hectares of employment land, with the potential capacity of around 15,000 new jobs by 2046. Employment will be focused in the town and village centres and an expansion of the Maldon employment precinct in the north.

Jobs will be created across retail, food services, education, trades, service industries, and general light industrial jobs. Many jobs will rely on a local market and be created in response to the needs of the local population.

Strategic employment uses, such as freight and logistics and manufacturing, would be focused around the town centre and the Maldon industrial precinct, close to existing and future regional transport connections.

An employment and economic development board will be formed for Wilton. The board would be supported by a full-time economic development coordinator who would facilitate identifying and implementing economic development opportunities. The structure of the board will be as follows:



The strategy will require input from all levels of government and the private sector. It will build on the initial work by landowners to attract and secure private education, retail and other investors. It will also aim to secure development in each precinct within the Priority Growth Area.

Each precinct will need to accommodate a range of uses to avoid the creation of dormitory suburbs.

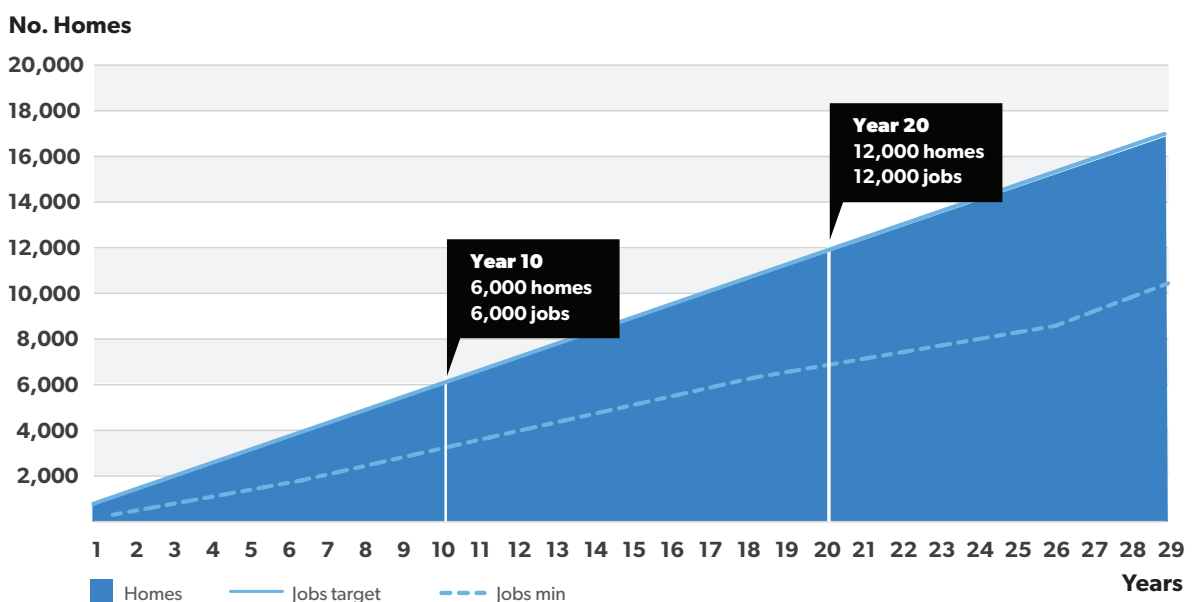


Figure 8: Employment thresholds



Planning for employment should:

- be informed by the economic development and employment strategy
- contribute to the overall vision as set out in this Implementation Plan
- contribute to a jobs self-containment target across the Priority Growth Area of one job per household by 2046
- provide employment uses early in the development.

Jobs and housing growth will be reviewed periodically to determine the extent to which the self-containment principle is being achieved. It is accepted that the local population will create demand for employment and services and that a level of growth will need to occur before employment follows. However, residential development should not dominate in the absence of employment growth.

The Department proposes that within each precinct and across the Priority Growth Area additional residential subdivision only be approved when employment growth is assessed to be sustainably growing in line with population. Council's development control plan would include controls to ensure that additional residential subdivision is approved after sufficient local jobs growth has occurred.

5.5 Existing development activity

The combined dwelling completions for Greater Macarthur and Wilton in the 2015/16 financial year were 728. Within the statistical area 2, within which Wilton falls, 174 dwellings were approved.

5.6 Transport

The Priority Growth Area is serviced by the Hume Motorway, providing a connection to Sydney and Canberra, Picton Road, Menangle Road and Wilton Road, as well as limited bus services. The Maldon to Dombarton Freight Rail Corridor through the Priority Growth Area is reserved for a future freight rail connection. The diesel-reliant Southern Highlands rail line travels from Macarthur in the north through to Picton.

This draft Implementation Plan reflects the studies prepared for the Greater Macarthur Land Release Investigation, as presented in the Preliminary Implementation Plan. The conceptual transport network, which includes infrastructure required for growth, is subject to further investigation including feasibility studies and the Department will continue to model land use and transport scenarios.

The final transport network will be funded primarily through private sector investment in the form of a Special Infrastructure Contribution. Some projects may require direct funding from government (Local, State and Commonwealth) subject to funding being available.

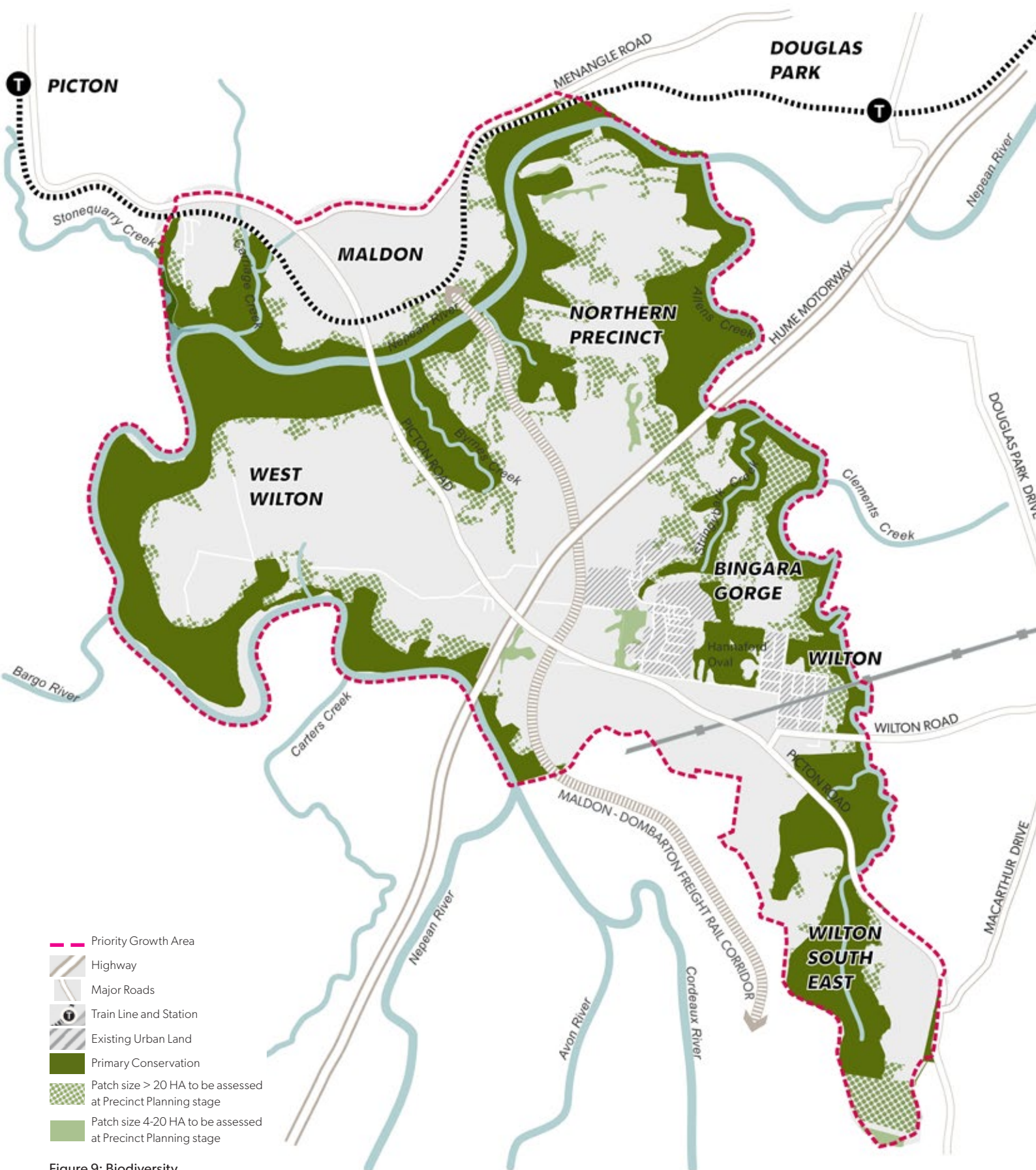


Figure 9: Biodiversity

5.7 Biodiversity

A high-level biodiversity assessment has identified Critically Endangered Ecological Communities such as Cumberland Plain Shale Woodland and Shale Sandstone Transition Forests within the Priority Growth Area.

Much of the high-value vegetation comprises native forest and woodland on the Priority Growth Area's peripheries, along the Hawkesbury-Nepean River, Allens Creek and other watercourses. Most of this vegetation is identified in the Cumberland Plain Recovery Plan and in the Cumberland Subregion Biodiversity Investment Opportunities map produced by the NSW Office of Environment and Heritage. These areas represent the best remaining opportunities in the region to secure long-term biodiversity benefits and protect Cumberland Plain Woodland. The vegetation provides habitat and migration corridors for native fauna including koalas.

Wollondilly Council is working with the Office of Environment and Heritage to better understand and protect existing koala populations. A management strategy will be developed and this will include controls on urban development and infrastructure. Additional investigations will be required at the precinct planning level to address the impact of urban design on koala movement and habitat.

Some fragmented vegetated areas could be enhanced to improve habitat connectivity. These areas will need to be managed for weeds and feral animals, and rehabilitation of native vegetation will be required.

Investigations to inform this Plan were completed at a strategic level. Additional site-specific investigation and ecological studies are required at the precinct planning stage to more clearly identify vegetation that should be avoided to minimise impacts on biodiversity. Where clearing cannot be avoided in order to achieve a connected and serviced urban area, biodiversity assessment will identify vegetation that must be offset by permanent conservation of equivalent vegetation in other parts of the growth area or region.

5.8 Liveability and sustainability

The vision for healthy and sustainable communities, where people live and work in a healthy environment, will create a place where homes and commercial buildings are comfortable and efficient.

Incorporating efficient design or initiatives – such as orientating buildings for passive solar benefits, reusing water for non-potable purposes such as evaporative cooling or watering gardens and treating waste as a valuable resource – will reduce water and energy use.

Planning will minimise the Priority Growth Area's ecological footprint by incorporating Ecological Design Principles and meeting BASIX requirements. Detailed planning will consider the feasibility and opportunity to substitute grid-source power with environmentally sustainable alternatives, such as tri-generation, co-generation, or photovoltaics.

5.9 Climate resilience

The South West District already experiences more hot days than other parts of Greater Sydney and exposure to extreme heat will be an ongoing challenge for the precinct. Parts of the Priority Growth Area are at risk of flooding, and increases in the amount and intensity of rainfall could worsen flood impacts, especially where there are vulnerable communities.

Longer-term impacts such as drought, bushfires, flooding, worsening air quality, and risks to infrastructure will be considered and planned for so that new communities and infrastructure are resilient and able to adapt to the changing climate.

5.10 Air quality

Air pollution, particularly fine particle pollution, has major public health impacts in terms of morbidity and economic cost to communities. While all parts of Sydney are exposed, the South West District is one area that often experiences higher levels of pollution from industry, vehicles and fires.

The Department, Office of Environment and Heritage and the NSW Environment Protection Authority have identified opportunities to minimise air pollution emissions and exposure of communities through the growth planning process.

Home wood heaters are a significant air emission source, with each wood heater generating the equivalent particle emissions of three and half trucks each year. While changes to existing environmental legislation aim to promote the use of low emission wood heaters in homes, new homes should not be designed to include wood heaters, especially as alternative heating options are available.

Bushfires and hazard reduction burns also contribute to emissions. Traffic emissions remain a concern, especially for residential and other sensitive land uses such as child care centres and schools and along road corridors where pollutant levels, exposure and health impacts are higher. Set backs from busy road corridors or high performance mechanical ventilation systems can minimise air quality impacts.

Encouraging walking and cycling for short journeys within five-kilometre catchments can help improve air quality, specifically in terms of the fine air particles that cause significant health impacts.

Non-road diesel equipment, such as construction equipment and locomotives, are also a key contributor to emissions.

Mitigation strategies can minimise exposure. Measures include appropriate setbacks from sources of exposure, or mechanical ventilation where adequate setbacks cannot be achieved.

5.11 Walking and cycling

Pedestrian connections between major destinations are limited due to topography, rail and road barriers.

The proposed transport network will improve walking and cycling connections to public transport and between precincts. This will provide health and environmental benefits and help to prioritise access to public transport. Safe, direct and convenient walking and cycle paths will encourage and allow safe movement.

Planning across the Priority Growth Area will look at opportunities to make walking and cycling a more attractive option than driving for local trips. New communities will be designed to encourage pedestrians and cyclists to use safe crossing facilities. Cycle routes will be planned for different users, such as commuters or recreational cyclists.

Pedestrian and cycling infrastructure will be developed with State agencies, local government and non-government organisations.



5.12 Open space

The area is well serviced by large regional open space, including the Dharawal State Conservation Area. However, much of this space is used for passive recreation and does not meet the full range of open space needs of the future population, such as fitness and team sports.

While existing local open spaces and sports fields provide for some of these active recreation needs, new open space and outdoor sports facilities will be needed.

The Green Grid is identified in *A Plan for Growing Sydney* to connect Western Sydney through green corridors. The draft South West District Plan identifies priority projects to support the development of a Green Grid connecting key open space areas in the Priority Growth Area.

The Green Grid will include open spaces, parks, bushland, natural areas, waterway corridors and tree-lined streetscapes in a network that connects homes to centres, public transport, jobs and recreation. It will promote a healthier urban environment, improve community access to recreation and exercise, encourage social interaction, support walking and cycling connections and improve the resilience of communities.

The recreation hub contains the existing sports and recreation facilities:

- Wilton Community Centre
- Sydney Skydivers Drop Zone
- Bingara Gorge Golf Course
- Wilton Recreational Reserve

SD2 District Level sports facilities, close to town centre adjoining town park, including the existing Hannaford Oval. It is also next to the aboriginal shelter sites that can be utilised to be cultural recreation sites.

PD2 District Level Town Park to be developed by the development consortium to match population thresholds; location in the future town centre

W4 Walking tracks and picnic facilities adjoining weir and old suspension bridge

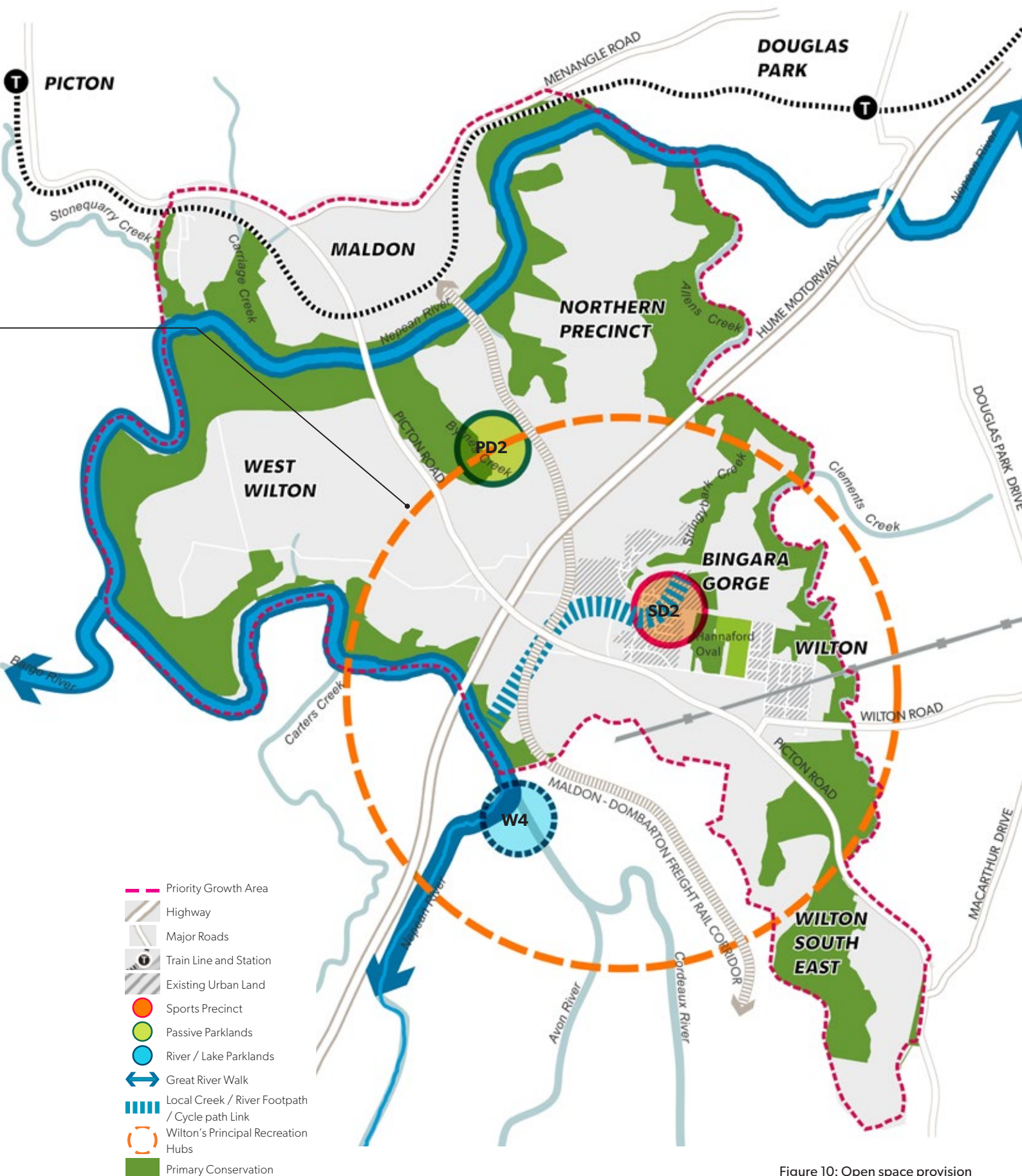


Figure 10: Open space provision

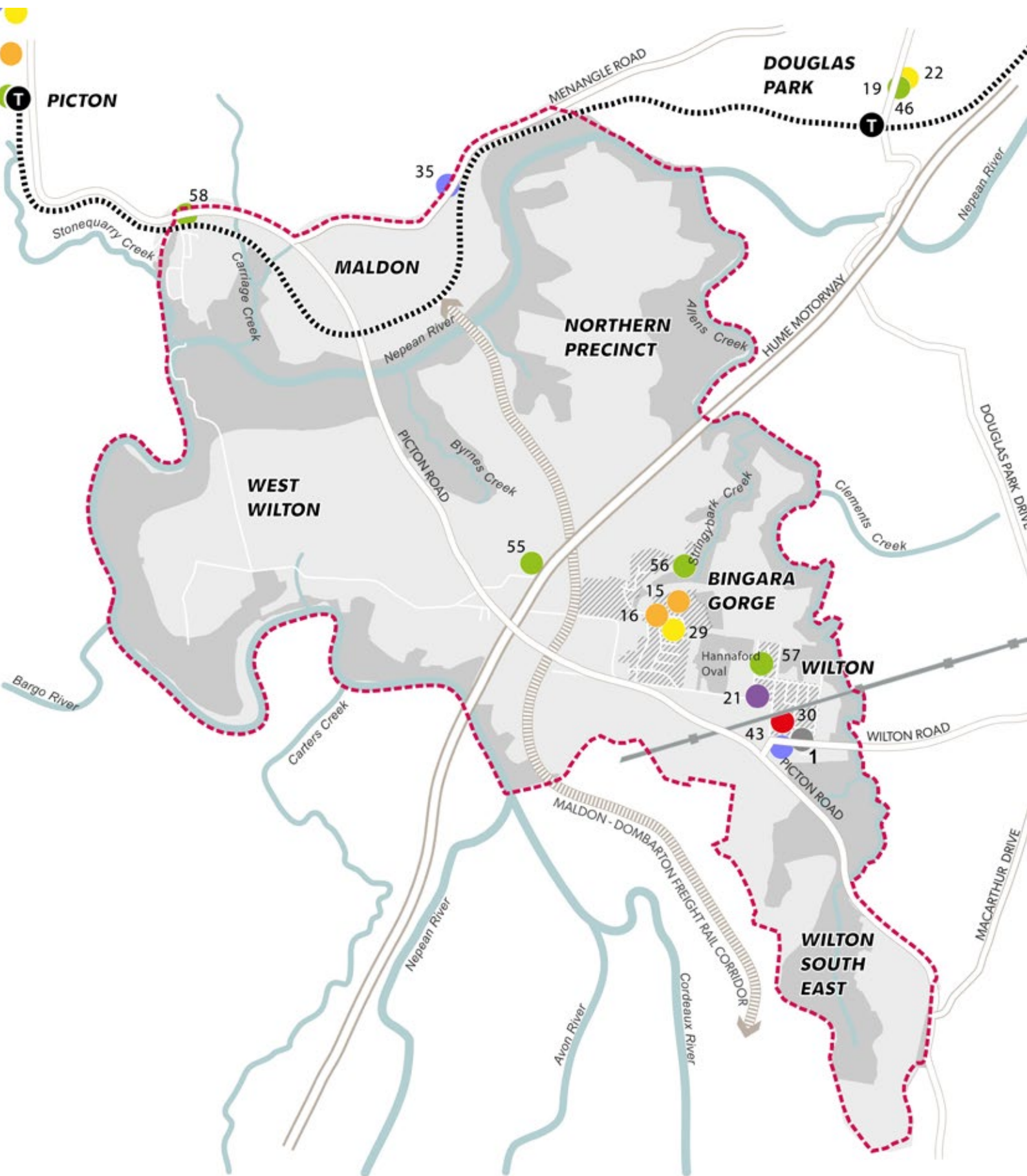


Figure 11: Social infrastructure

5.13 Social infrastructure

As a semi-rural area, the Wilton Priority Growth Area and Wollondilly contain limited social infrastructure. Wilton includes a government primary school, community centre adjacent to sporting fields and facilities, and a Rural Fire Service station. A child care centre sits outside the area on Douglas Park Drive. The Bingara Gorge development will provide a new primary school, pre-school, out of school hours care service provider and a golf course. In Wollondilly, the only government high school in Picton is at capacity, meaning children living in the Priority Growth Area travel further to access secondary education.

While Appin and Douglas Park have similar infrastructure provision, difficult road conditions such as Broughton Pass may deter Wilton residents from accessing facilities and services in Appin. Picton offers a greater variety of child care and sporting facilities and a government high school. However, major roads and rivers of the Hume Motorway, Menangle Road and Hawkesbury-Nepean River present physical barriers between the two communities.

Tertiary education is provided by the University of Western Sydney, TAFE NSW South Western Sydney and the University of Sydney outside the Wollondilly Local Government Area.

Justice services are located in Campbelltown, Picton, Camden and Liverpool. Wilton is serviced by Picton's emergency services, including police, ambulance, fire and rescue, rural fire and state emergency services. However, the closest hospital (Campbelltown Hospital) is between 25 to 30 kilometres away. There are no regional level health facilities in Wilton. The Wollondilly Community Health Centre in Tahmoor is the closest facility.

The Priority Growth Area does not contain any regional-level community centres or libraries. Residents access facilities in Picton. Sport and recreation is supported by regional facilities of Ambarvale Sports Complex and Bridge Street Indoor Sports Centre (Picton).

Sport and recreation

- 46: Douglas Sports ground
- 55: Sydney Skydivers Drop Zone
- 56: Bingara Gorge Golf Courses
- 57: Wilton Recreational Reserve
- 58: Picton Karting Track

Place of worship

- 35: St Mark's Anglican Church
- 43: Wilton Anglican Church

Education

- 22: Douglas Park Primary School
- 29: Wilton Public School

Child care

- 15: Skoolzout Bingara Gorge
- 16: Bingara Gorge Community Pre-School

Community centre







- 19: Douglas Park Community Centre
- 21: Wilton Community Centre

Emergency

- 30: Wilton Rural Fire Brigade

Cemetery

- 1: Wilton Anglican Church

-  Priority Growth Area
-  Highway
-  Major Roads
-  Train Line and Station
-  Existing Urban Land
-  Sport and Recreation
-  Open Space
-  Place of Worship
-  Education
-  Childcare
-  Community Centre
-  Emergency
-  Arts/Cultural Facilities
-  Cemetery



5.14 Water quality

The Priority Growth Area's range of watercourses drain into the Hawkesbury-Nepean river system. The community has identified several water quality objectives for the catchment, including:

- protecting aquatic ecosystems
- providing access to waterways for recreation
- maintaining visual amenity.

The water quality required to support these objectives will reference the National Water Quality Management Plan and ANZECC (2000) Guidelines, and other relevant guidelines.

Many watercourses are low-order streams subject to agricultural pressures including clearing of riparian vegetation, unrestricted stock access and the construction of online farm dams.

Higher-order watercourses, such as Allens Creek, are located on the periphery of the Priority Growth Area and are relatively undisturbed and in good condition. These riparian corridors are not suitable for urban development.

The Upper Canal, which provides water to Sydney from the four Upper Nepean dams crosses the Priority Growth Area. Future development will need to protect this system.

While urban development will reduce pollutants from agricultural uses, it could increase the velocity and pollutant load in stormwater runoff. Appropriate measures will be required to manage stormwater flows and contribute to the community's water quality objectives for the Hawkesbury-Nepean.

Water sensitive urban design can protect and enhance the natural water systems by integrating stormwater management into the landscape and providing public open space and recreational and visual benefits.

As a result of the limited amount of space available for new water infrastructure within the planning area, external water quality improvement measures may need to be considered to achieve the adopted objectives.

Innovative use of onsite irrigation, lakes for integrated amenity and water quality improvement along with innovative wastewater disposal options may be incorporated into planning for the Priority Growth Area to help meet water quality objectives.

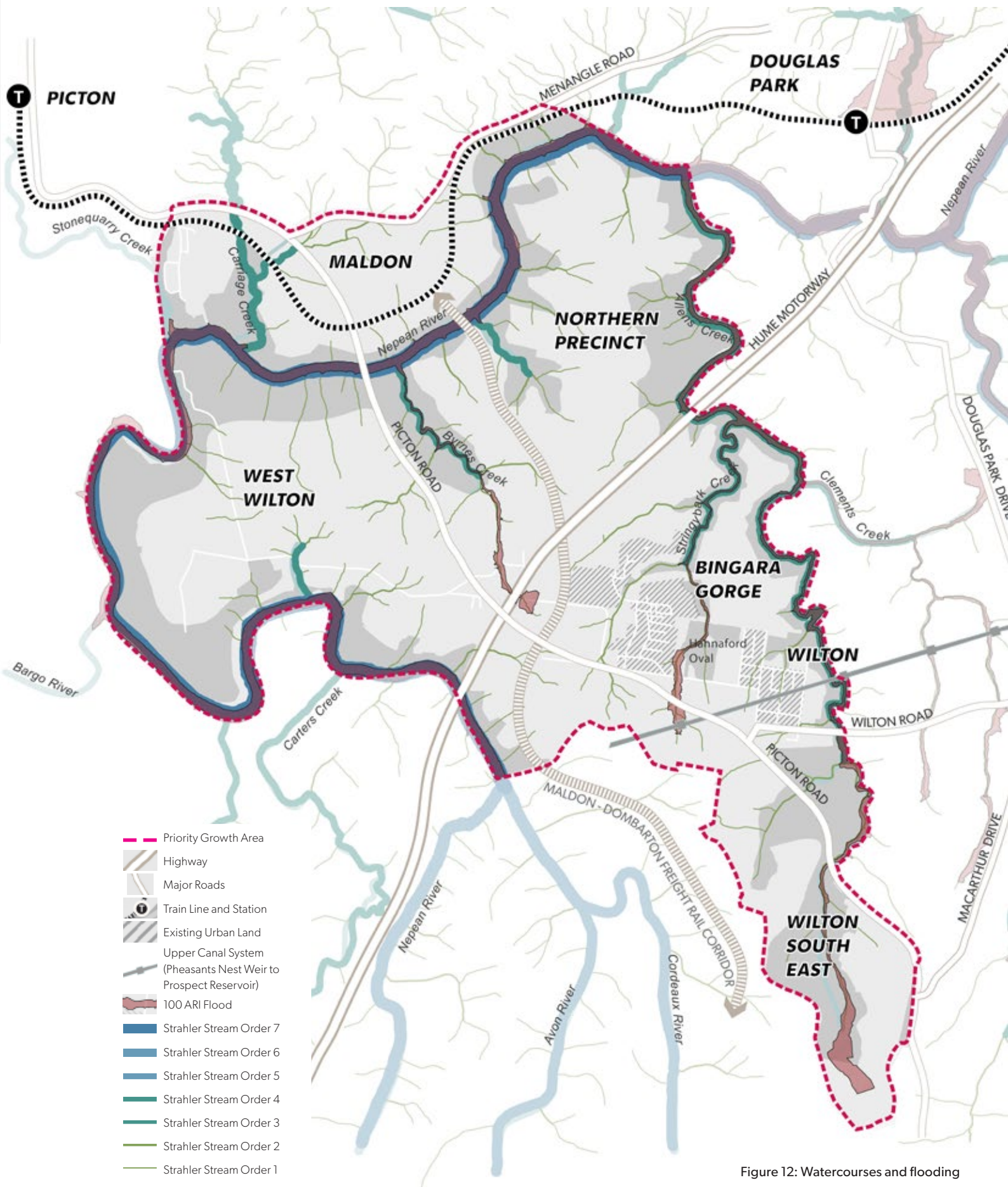


Figure 12: Watercourses and flooding



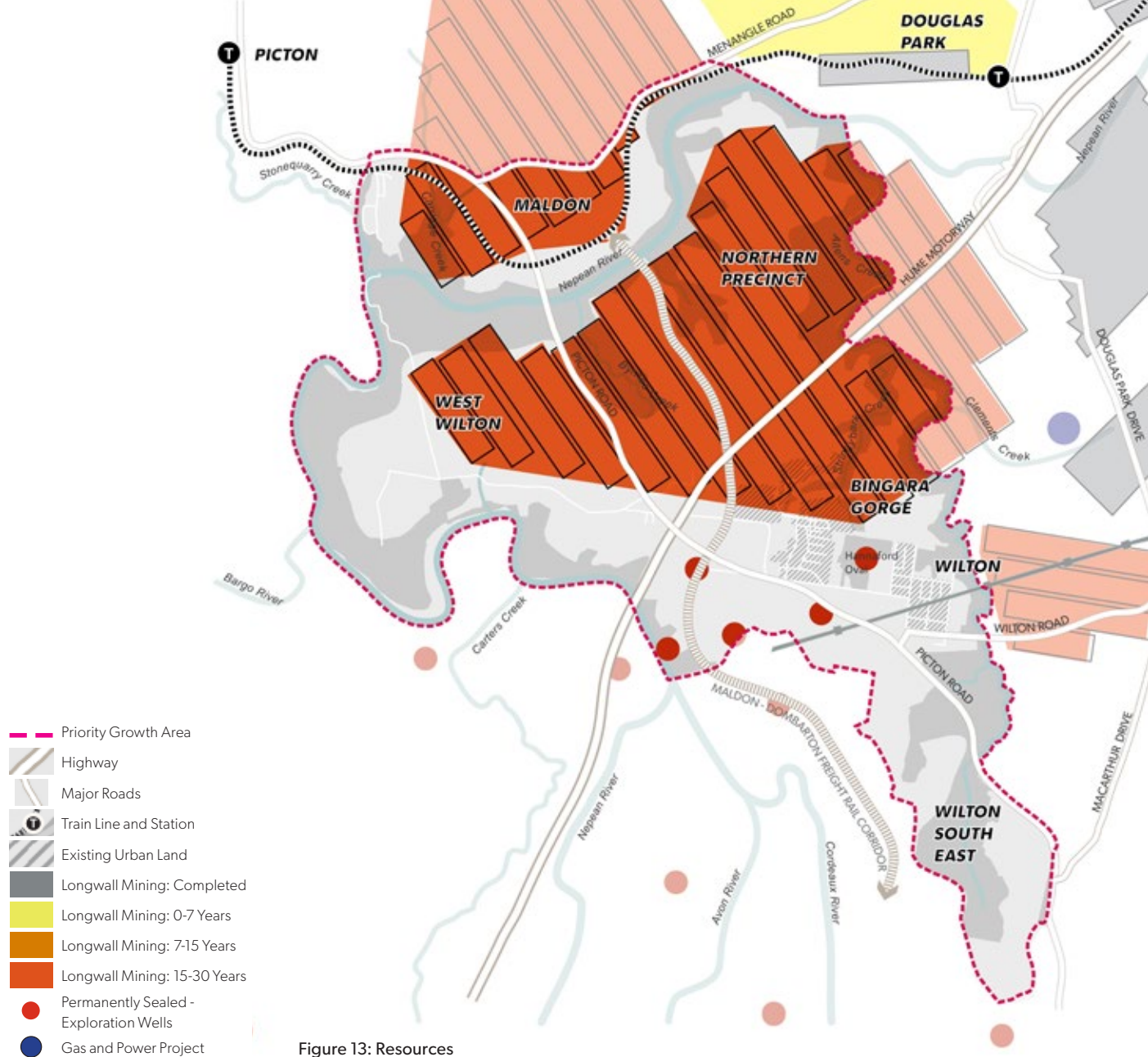
5.15 Landscape character

Much of the developable land within the Wilton Priority Growth Area is gently undulating and open pastoral land with scattered tree cover, of low to moderate scenic value.

The undulating rural landscape of ridgelines, densely vegetated river gorges and open pastoral land are of high scenic value and provide a green buffer to the Sydney metropolitan urban area and nearby rural villages.

The Razorback Range defines the northern boundary and as a dominant landform provides high impact vistas. The slightly elevated and heavily forested ranges of the Dharawal State Recreation Area create vistas to the east.

Heavily vegetated hills and ridgelines and river gorges define the southern, eastern and northern boundaries. Ridgelines and slopes with scenic values are unsuitable for urban development.



5.16 Resource extraction

Mining

A significant portion of the Priority Growth Area has approval for coal mining over the next 15 to 30 years. Coal mining in urban areas has the potential to damage building and infrastructure as a result of subsidence, adding costs to building requirements. The co-existence of coal mining and urban development can incur high costs involved with managing mining impacts including mine subsidence and community intolerance.

Coal Seam Gas

Coal seam gas wells installed for exploration are known to be located predominantly in the southern portion of Wilton. Decommissioned wells indicated to be permanently sealed present a low risk to future

to future development, if sealed to appropriate standards. Access to the well is unlikely to be required but must be maintained. This means that the wells should be located within public land or if in private land no buildings should be constructed over the well. Sensitive uses such as child care centres or schools should not be located adjacent to wells. Further work may be required to ensure old or legacy wells are appropriately sealed.

5.17 Bushfire hazard

The Priority Growth Area's potential urban footprint is influenced by bushfire risks. Despite risks to some areas, the Priority Growth Area can accommodate future subdivision and urban development with appropriate bushfire protection measures.



5.18 Heritage

The Gandangara people are the traditional custodians of land in the Priority Growth Area. The area is close to tribal boundaries with the Darug to the north and the Dharawal people to the east which may give rise to sites of shared interest relating to ceremonial gatherings. Investigations and engagement with the Aboriginal community have identified the presence of Aboriginal objects/sites of significance.

The majority of known Aboriginal objects/sites and those predicted to occur within the Priority Growth Area are along the Hawkesbury-Nepean River and Allens Creek, which are not suitable for development. In the steepest river banks and sandstone gorges, Aboriginal sites are likely to cluster around the upper reaches of tributaries where sandstone shelters begin to form and sandstone outcrops occur in the creek beds.

The nine listed non-Indigenous heritage items reflect the area’s pastoral history, one of which is also likely to have high Aboriginal heritage potential. The majority of these items are locally listed, with Wilton Park being listed on the State Heritage Register. The Homestead in Bingara Gorge has potential local significance and archaeological sensitivity, and is neither locally nor state listed.

Development will protect the significance of heritage items and sites. Further investigation will be conducted as part of the planning and development process. Where appropriate, significant heritage items will be set aside with adequate curtilages for long-term protection.

State Heritage

- 00257: Wilton Park
- 01373: Upper Canal System
(Pheasants Nest Weir to Prospect Reservoir)

Local Heritage

- I77: Maldon Weir
- I78: Suspension Bridge over the Nepean Rive
- I275: Cottage
- I276: St Luke’s Anglican Church
- I277: Wilton Park – Stables, Coachhouse, Water Tanks, Stallion Boxes, Covered Yards
- I278: Upper Nepean Scheme –Pheasants Nest Weir
- I279: Cottage
- I280: Kedron
- I285: Aboriginal Shelter Sites

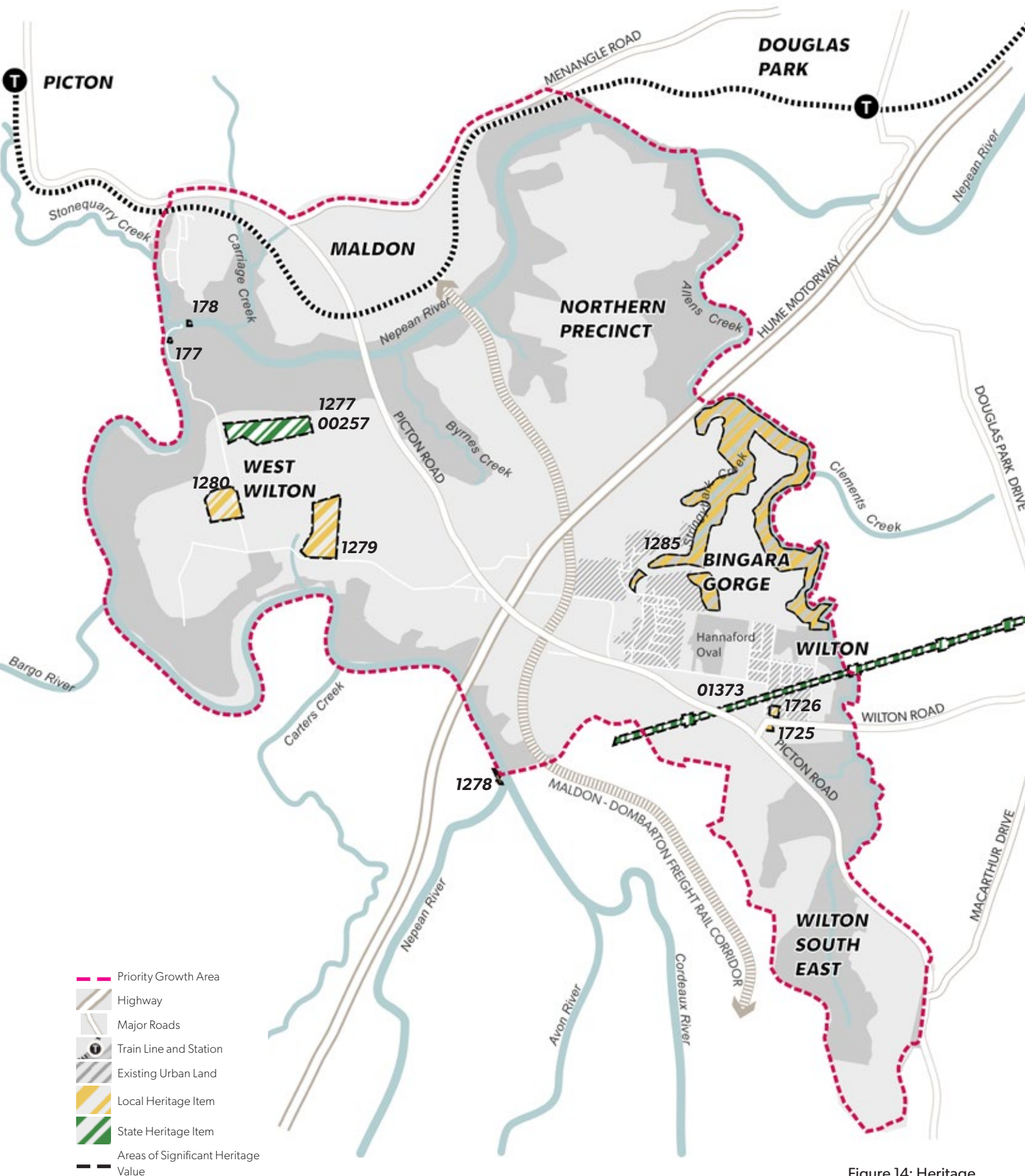


Figure 14: Heritage

5.19 Existing utilities

Existing trunk services infrastructure is generally limited, supplying existing semi-rural development. They generally align with the Wilton Road and Picton Road reserves.

Potable water network

Initial consultation with Sydney Water indicates the proposed dwellings can be serviced subject to multiple upgrades of existing infrastructure, which could include new storage facilities and duplication of trunk water mains. Additional capacity of the Water Filtration Plant is potentially required in conjunction with further infrastructure upgrades including a new treatment plant.

Sewer network

Initial consultation with Sydney Water has projected the need for new treatment infrastructure in the Priority Growth Area to accommodate sewer demand loads. It is expected the capacity of the Malabar system will be limited as a result of predicted infill growth within the Malabar system, as well as greenfield growth within parts of the South West and Western Priority Growth Areas.

Sydney Water has prepared an infrastructure strategy for Wilton. Initial stages may be serviced through the provision of package treatment plants. At least one new wastewater treatment plant will be required. Next stages of planning will determine cost effective and reasonable servicing options to meet demand. Any decision by Sydney Water to fund infrastructure will need to meet the principles of its Growth Servicing Plan.

Power network

The main supplier is Endeavour Energy with a number of privately owned substations serving small developments in Wilton. The Macarthur bulk supply point (TransGrid), near Campbelltown has multiple feeder connections across the surrounding area, with a critical 66kV connection to the Douglas Park switching station. Two power plants owned by Energy Development Limited – Appin Power Plant and Tower Power Plant – supply power to the surrounding area.

Natural gas

A privately owned gas main provides a limited supply to the Priority Growth Area from the north west. This is then distributed to dwellings through local reticulation infrastructure by Jemena.

Telecommunications

The telecommunications network is limited, with minor infrastructure provided by NBN and Telstra. The NBN rollout map indicates only a small area near the Hume Motorway is served. Telstra infrastructure is limited to west Wilton and is a mixture of above and below ground optic cabling.



6 Land Use Plan

6.1 Proposed land uses

District centre

A district centre will develop at the heart of the Priority Growth Area, providing a gateway to Wollondilly Shire and Greater Sydney. The district centre will provide a mix of uses to meet a range of needs and create a vibrant destination, both day and evening.

The centre will develop in stages. By 2046 it will support around 50,000m² of floorspace, providing a full range of retail, business and community uses to service the Priority Growth Area and surrounding areas. This will include:

- at least two full line supermarkets (3,000 - 4,000m²) each
- a discount supermarket
- speciality shops of around 20,000m²
- cafes and food services
- offices and retail services of around 9,000m²
- education, health facilities, leisure and civic uses
- open space.

To facilitate timely delivery, the district centre will initially develop near the Picton Road/Hume Highway junction. The first uses are likely to be predominantly service industries and a large format retail area.

Over time, the centre core will develop north, away from the junction to align with the predominant residential catchment. Development away from major roads will provide better amenity including main street retail, dining and entertainment, and community-orientated uses.

Regional city services will continue to be provided in Campbelltown-Macarthur.





Precinct planning principles

To support the vision for the district centre, precinct planning should:

- support the early delivery of a mix of uses to gain a foothold in the market and momentum to reach maturity
- provide flexible land use and lot size controls to enable the centre to evolve in line with the growing population and long-term strategic vision
- deliver the infrastructure necessary to unlock the district's centre's establishment and growth
- design high quality public areas based around open spaces and streets that are comfortable for walking. A plaza, town centre park or town square should be a focal point for people to interact and include a variety of formal and informal seating, landscape treatments and weather protection

- provide crossings over Picton Road and Hume Highway to facilitate safe, convenient and direct access to the district centre from across the Priority Growth Area
- ensure end-of-trip facilities are provided alongside vehicle parking in commercial areas to encourage walking and cycling
- ensure parking areas and large format retail are underground or sleeved with specialty retail stores that create a more active street front.

Rezoning proposals for commercial uses outside the district centre will need to be supported by a retail study that demonstrates any retail, commercial and community uses will not impact the viability or intended role of the district centre.



Village centres

A network of village centres will provide residents with convenient access to local shops and services and ensure centres remain viable. There is identified capacity for up to 20,000m² floorspace across village centres. These centres will serve a local population and each comprise:

- a small supermarket (1,500m² to 2,500m²)
- up to 2,000m² of specialty shops, cafes and food services
- education and child care
- local health services
- recreation facilities.

In addition to the district centre and village centres, the Implementation Plan identifies overarching land uses as a framework for precinct planning.

Urban land

Urban land benefits from limited constraints and has good development potential. Land will predominantly be used for housing, but will also include employment, retail and commercial space, community facilities and other amenities such as open space. Infrastructure such as roads and utilities services will also be located on this land.

Some of this land may have environmental and heritage values that reduce development potential or may require offsets. This will need to be assessed during precinct planning.

Some land is also constrained by the existence of a mineral lease and development approval for coal mining. Development can only take place in these

areas once it is negotiated and confirmed that the approved mine operator can obtain access and the risk of subsidence and building damage can be managed.

Urban employment

Locations have been identified as potentially suitable for employment-generating development, such as retail and commercial space, offices, service and repair trades, manufacturing, warehousing, freight and logistics. Employment lands will include highway service and enterprise zones.

Further detailed suitability studies will be completed in consultation with landowners. For the Maldon employment lands investigation, we will consider scenic values, topography, vegetation and other constraints. Detailed precinct plans will determine the final land use.

Community facilities, open space and infrastructure may also be located on this land.

Rural residential

Land with lesser development capability is suitable for large lot rural residential housing to protect environmental values and provide a transition to the surrounding rural areas or bushland.

Constrained land

Land with significant slopes, environmental values and constraints are not suitable for development. This includes riparian and habitat corridors and land with high biodiversity value, and items or areas of historic and Aboriginal cultural heritage significance.

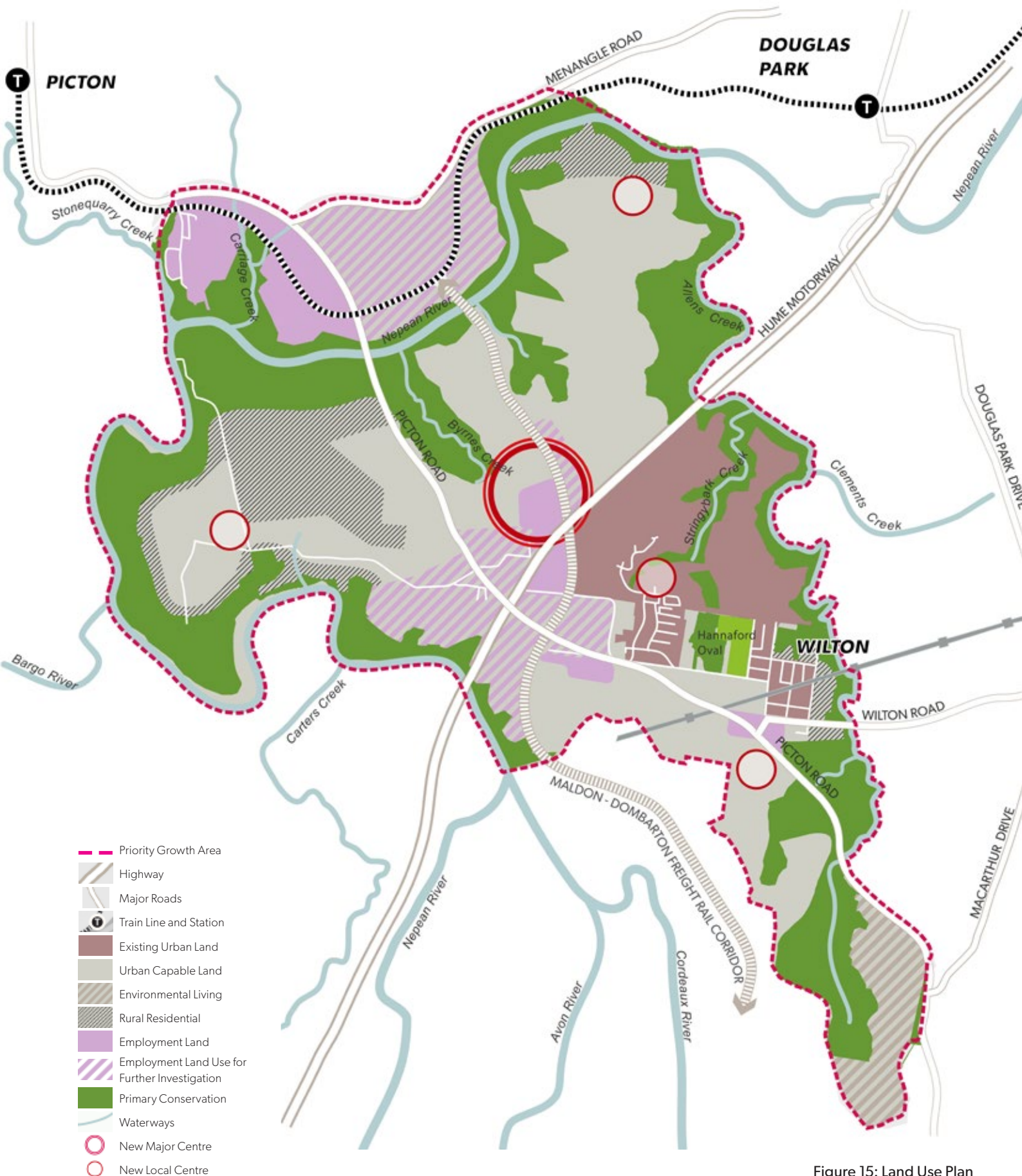


Figure 15: Land Use Plan



6.2 Forecasts

Table 5: Housing forecasts (high-growth scenario)

Precinct	Existing (June 2016)	2021	2026	2031	2036
Wilton Village	300				
Bingara Gorge	600	800	1,300	1,800	1,800
Wilton South East		800	1,600	2,400	3,500
Town Centre ¹		300	700	1,500	1,600
Wilton North ¹		800	1,200	2,600	5,400
Wilton West ¹			500	1,500	2,400

1. Subject to resolution of mining co-existence

7 Infrastructure Implementation Plan

The Department's Special Infrastructure Contribution (SIC) scheme for Wilton will identify regional infrastructure and the cost of provision. The preliminary infrastructure schedule below includes Commonwealth, State and local infrastructure. The SIC will exclude Commonwealth and local infrastructure. The schedule will be finalised following the completion of a transport strategy. This Interim Wilton Land Use and Infrastructure Implementation Plan (LUIIP) has been released for consultation. The Minister for Planning has made it clear that the LUIIP and proposed amendments to the SEPP will not be finalised until such time as traffic, transport and infrastructure matters are satisfactorily resolved. Transport studies are ongoing and transport infrastructure and services included in the InterimLUIIP are subject to further investigation including feasibility testing and funding implications. The Department will continue to work with Transport for NSW and other key agencies such as Roads and Maritime Services and Wollondilly Shire Council during and after the public exhibition period to ensure that traffic, transport and infrastructure investigations are completed and that satisfactory arrangements are in place. The LUIIP will be re-exhibited with updated transport infrastructure and services.

The NSW Government has identified Wilton for urban development on the basis that this will occur. Developers will fund physical infrastructure including transport and some social infrastructure as well as providing sites for schools and other NSW Government infrastructure such as health. Services including schools will continue to be provided by the NSW Government in response to housing location choices made by the community.

The Department has tested and refined a comprehensive infrastructure schedule prepared by the major landowners in Wilton Priority Growth Area. Additional work is continuing on transport to determine the final road network and public transport requirements. Triggers for the timing of particular improvements will be decided in consultation with RMS. Indicative triggers are shown in the table below. Work completed to date shows that electrification of passenger rail services is likely to be needed in the long term. Transport for NSW will complete feasibility studies for this.

Table 6: Infrastructure Schedule

Measure	Delivery	Timing	Assumptions
Regional/State road network			
Upgrade Picton Road	RMS	Timing to be determined	Funded by SIC
Upgrade Hume Highway	RMS	Trigger for widening to be modelled	
Upgrade Wilton Park Road	Wollondilly Shire Council	Staged upgrade linked development of West Wilton	Funded by SIC and Section 94 contributions
Upgrade Pembroke Road and Picton Road intersection	Developer/RMS	Required prior to registration of first lot with middle sub-precinct of Wilton South East and Bingara Gorge	Funded by SIC or works in kind including contribution from Bingara Gorge
Western bridge over Picton Road	Developer/RMS	Required at 1500 lots for western stage of Wilton South East	Funded by SIC delivered as works in kind
Collector road linking north and south east precincts	Developer	Staged release and development of northern precinct	Funded by SIC delivered as works in kind
Upgrade Almond Street and Picton Road intersection	Developer/RMS	Required with 901st lot for eastern stage of Wilton South East	Funded by SIC delivered as works in kind with potential contribution from Bingara Gorge
Upgrade Picton Road/Hume Motorway intersection	RMS	Required in stages, interim work from 300 lots	Funded by SIC and NSW Government delivered by RMS

Measure	Delivery	Timing	Assumptions
Upgrade Wilton Road	Wollondilly Shire Council	Required with development in east Wilton village environs	Funded by Section 94 contributions
Upgrade Picton Road West and Wilton Park Road intersections	Developer/RMS	Required with development in West Wilton	Funded by SIC delivered by developers
New pedestrian bridge over Hume Highway	Developer/RMS	Required with development of district centre	Funded by SIC delivered by RMS
Investigate road connection to Menangle Road from North Wilton	Developer/RMS	Required at full development	Funded by SIC delivered by RMS
Investigate location of Hume Motorway intersection	Developer/RMS	Threshold to be modelled	Funding to be determined
Investigate upgrade to Menangle Road	Developer/RMS	Threshold to be modelled	Funding to be determined
Collector road networks	Wollondilly Shire Council and developers	Required in stages with each precinct	Funded by Section 94 contributions and delivered by developers as works in kind
Cycle and pedestrian network within Wilton and linking to the broader South West District and to employment around Western Sydney Airport	Wollondilly Shire Council and developers	Required in stages with each precinct	Funded by Section 94 contributions and delivered by developers as works in kind
Education			
Three new primary schools	Developers/ Department of Education	New primary school in Wilton South East to be provided to open before Wilton Primary School exceeds student capacity of 1000 students. New primary school for subsequent precincts to be opened in stages.	Land provided through SIC and capital cost and recurrent funding by NSW Government
One public high school	Developers/ Department of Education	Timing of new High School in Wilton town centre will be planned for before new Picton High School exceeds capacity, and when road and other infrastructure is in place to provide access to students.	Land provided through SIC and capital cost and recurrent funding by NSW Government
Public transport			
Provide bus services between Wilton and key local and regional destinations	Transport for NSW	Shuttle bus service required with occupation of first homes to encourage public transport use. This includes the provision of a bus depot for Wilton to operate bus services from Wilton.	Initial services potentially provided by developers with recurrent funding for long-term services by NSW Government
New bus interchange	Developers and Transport for NSW	To be developed as district centre establishes	Funded by SIC delivered as works in kind
Picton and Wilton Road bus signals	RMS/Developer	Required in stages	Funded by SIC delivered as works in kind
Drainage and flooding			
Detention and stormwater infrastructure	Developers/ Wollondilly Shire Council	Required in stages	Funded by Section 94 contributions and delivered by developers as works in kind

Measure	Delivery	Timing	Assumptions
Community infrastructure			
One Police station (2,000m ²) and access to regional emergency hub	Developer, NSW Government	Preferably after development of around 4,000 lots	Land provided through SIC and capital cost and recurrent funding by NSW Government
Upgrade Rural Fire Service facility into a staffed facility and provide one staffed Fire and Rescue NSW station	Developer, NSW Government	To maintain maximum of 10 minute call out response time	Land provided through SIC and capital cost and recurrent funding by NSW Government
Health facilities	Developer, NSW Health	Requirement and timing to be determined.	Land provided through SIC and capital cost and recurrent funding by NSW Government.
One multipurpose community centre (1,000m ²) or two district centres (600m ²)	Developer, Wollondilly Shire Council	To align with growth	Funded by Section 94 contributions and delivered by developers as works in kind.
One central library (2,207m ²) plus 100m ² cultural space	Developer, Wollondilly Shire Council	To be determined in Council's Community Strategic Plan	Funded by Section 94 contributions, delivered by Wollondilly Shire Council.
Cultural facility (500m ²)	Developer, Wollondilly Shire Council	To be determined in Council's Community Strategic Plan	Funded by Section 94 contributions, delivered by Wollondilly Shire Council.
Child care and out of school hours (OOSH) care	Developer, Wollondilly Shire Council	One place: two resident children aged 0 – 5 years One place : five children aged 5 – 11 years for OOSH care	Partly funded by Section 94 contributions.
One indoor sports facility	Developer, Wollondilly Shire Council	Required when population reaches 20,000	Funded by Section 94 contributions, delivered by Wollondilly Shire Council.
One indoor aquatic/ swimming facility	Developer, Wollondilly Shire Council	Required when population reaches 20,000	Funded by Section 94 contributions, delivered by Wollondilly Shire Council.
One youth recreation facility	Developer, Wollondilly Shire Council	Required when population reaches 20,000	Funded by Section 94 contributions, delivered by Wollondilly Shire Council.
10 local parks (at least 3,000m ²)	Developer, Wollondilly Shire Council	A minimum of one local or multipurpose park: 3,000 to 5,000 people or 400m radius of 90% of residents	Funded by Section 94 contributions, delivered by Wollondilly Shire Council.
Great River Walk	Developer, Wollondilly Shire Council	To be provided in stages	Funded by Section 94 contributions and delivered by Wollondilly Shire Council
One district park (between two and five hectares)	Developer, Wollondilly Shire Council	One district park: 20,001 – 50,000 people	Funded by Section 94 contributions, delivered by Wollondilly Shire Council.
10 sports grounds, with two playing fields each (40 hectares in total)	Developer, Wollondilly Shire Council	One sports ground (of two playing fields) per 5,000 people	Funded by Section 94 contributions, delivered by Wollondilly Shire Council.
Two double sports grounds, with four playing fields each (10 hectares in total)	Developer, Wollondilly Shire Council	Two double sports grounds (four playing fields) per 20,000 – 50,000 people.	Funded by Section 94 contributions, delivered by Wollondilly Shire Council.
Outdoor sports courts, including five multipurpose courts, 18 tennis courts, two basketball courts and four netball courts	Developer, Wollondilly Shire Council	Multipurpose court: 10,000 people Tennis courts: 10,000 people Two basketball courts: 40,000 Four netball courts: 40,000 Eight tennis courts: 20,000 – 50,000 people	Funded by Section 94 contributions, delivered by Wollondilly Shire Council.

7.1 Transport

Key infrastructure requirements are being identified in consultation with State agencies including Transport for NSW and Roads and Maritime Services and utility providers.

No land will be rezoned until satisfactory arrangements for the appropriate supporting infrastructure are in place.

Transport network

A preliminary transport study and modelling is being prepared to assess all modes of transport including walking, cycling, public transport and passenger vehicles. This will inform the Special Infrastructure Contributions scheme.

Table 7: Key infrastructure items

Major transport infrastructure requirements	Need
Upgrade Picton Road	Increase capacity of road to accommodate growth in traffic and enable freight movement between the Highway and Picton Road to the east
Upgrade Hume Motorway	Increase capacity to accommodate expected increase in traffic to and from the Priority Growth Area
Upgrade existing Picton Road/Hume Highway interchange	Increase capacity and address safety concerns
Provide bus services between Wilton and key local and regional destinations	Provide direct public transport to regional services and rail links
Walking and cycling upgrades	Allow future residents to access employment, services and recreation

Precinct planning principles

The necessary regional road and transport infrastructure will be funded by developers. Rezoning proposals will identify the road and transport infrastructure needed to support the future community, in accordance with the following principles:

- provide a hierarchy of roads to ensure efficient movement of vehicles and pedestrians, the free flow of freight, and minimise conflicts between through and local traffic and residential amenity
- provide convenient and safe walking and cycling connections throughout the neighbourhood, across major roads, and to open space, schools and centres
- ensure homes are within walking distance of a bus stop and that bus routes link key centres, transport hubs, schools, employment opportunities and residential areas
- reserve sufficient land for future transport corridors, social and physical infrastructure to cater for population growth
- adequate site and design development adjoining infrastructure corridors to address potential noise impacts
- connect the town centre and the existing Wilton village
- integrate land use and transport to align travel needs with infrastructure and services to support the land use change
- consider alternative modes of transport in the planning for local road networks, including measures to encourage walking and cycling and access for public transport, community transport and taxis.

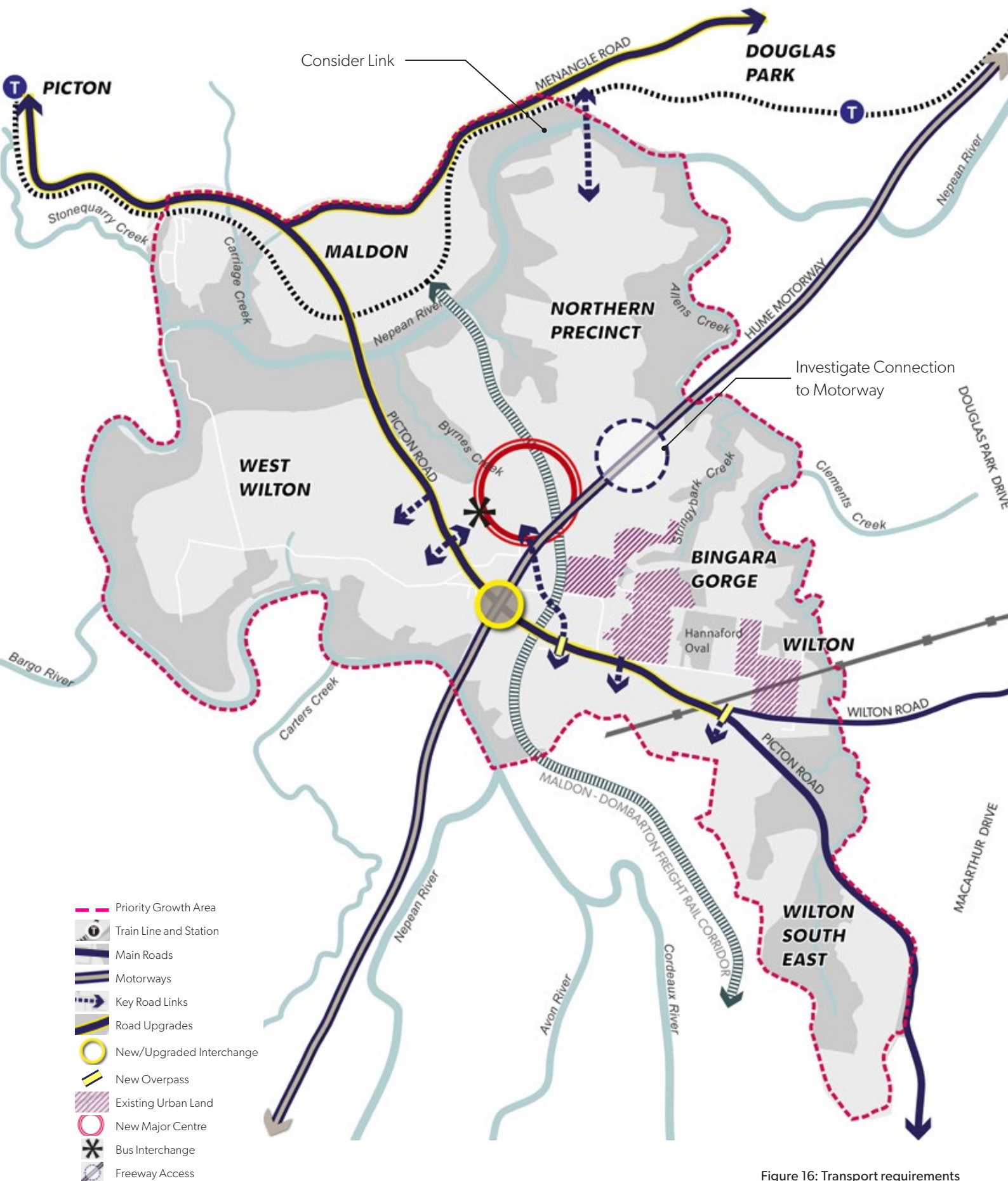


Figure 16: Transport requirements

Long-term transport opportunities

While these are not essential to the delivery of the Priority Growth Area in the short term, the following long-term opportunities offer the potential to improve access and unlock additional development opportunities:

- **Maldon to Dombarton Freight Corridor:** The existing corridor will be preserved to enable a direct freight connection to Port Kembla. The design of development adjoining the corridor will need to adequately address potential future rail noise.
- **Outer Sydney Orbital:** The NSW Government will identify and preserve a corridor for the Outer Sydney Orbital, a north-south future motorway and freight rail line. The Outer Sydney Orbital will improve connections within Greater Sydney, to regional NSW and to Newcastle, Wollongong and Canberra.
- **Douglas Park connection:** To address limited connectivity across the Cataract River gorge, a future link across the River could connect Douglas Park with Wilton. This could facilitate access to the town centre and train station at Douglas Park.

7.2 Biodiversity

Future precinct plans should:

- be informed by a comprehensive ecological study including consideration of flora and fauna
- avoid and minimise impacts on threatened species and endangered ecological communities within the growth area, including Priority Conservation Lands
- protect wildlife corridors that connect areas of high biodiversity value and other large areas of habitat outside the Priority Growth Area to achieve ecological connectivity and avoid fragmentation
- where possible, retain critically Endangered Ecological Communities outside wildlife corridors
- consider how existing vegetation can add to the character of the new urban area, provide open space and amenity, contribute to the Green Grid, support riparian protection and water sensitive urban design, provide urban cooling and support biodiversity.

Biodiversity Certification allows for the offsetting of biodiversity impacts and removes the requirement for site by site threatened species analysis, saving time and money while protecting important vegetation.

The process runs concurrently with the rezoning of precincts and includes detailed technical investigations and field surveys to clarify the extent and biodiversity significance of vegetation communities.

Land development and infrastructure should avoid areas with high biodiversity values where possible and implement strategies to mitigate unavoidable impacts.



7.3 Liveability and sustainability

Precinct plans should incorporate Ecologically Sustainable Development principles that:

- improve energy efficiency through the design and siting of buildings
- ensure environmentally sustainable development in terms of energy and water use, and management of waste and discharge (BASIX)
- encourage using materials and construction techniques with low energy inputs in their production for construction energy systems
- consider the feasibility of substituting grid-source power with environmentally sustainable alternatives such as tri-generation (green transformers), co-generation (recovery of waste energy) or photovoltaics, using an urban sustainability precinct tool, such as the Infrastructure Sustainability Council of Australia's *Infrastructure Sustainability Rating Scheme*.

7.4 Climate resilience

A Plan for Growing Sydney highlights how planning can manage some risks from natural hazards through design, landscaping, emergency management, and infrastructure and, in some cases, avoiding development in high risk areas.

To enhance the Priority Growth Area's climate resilience, precinct plans should:

- base decisions for housing and infrastructure on the best available evidence and assessment of risks to make sure that people, homes and businesses are not at risk from natural hazards
- incorporate green cover, creating open spaces, and permeable and reflective surfaces to avoid increasing urban surface temperatures and heat-island effect in vulnerable communities
- design and locate new roads, bridges, water supply and wastewater systems to be resilient to the future impacts of climate change
- investigate potential for new development to achieve zero emissions, including electric vehicle charging infrastructure and renewable energy power supply.
- consider opportunities for green cover, creating open spaces, and permeable and reflective surfaces, as outlined in the *OEI Technical Guidelines for Green Cover*, to avoid increasing urban surface temperatures and "heat-island" effects, especially where there are vulnerable communities.

7.5 Air quality

Future precinct plans should set back and locate residential and other sensitive uses such as child care centres and schools away from existing and likely future sources of air pollution, such as busy roads and rail corridors.

Best-practice set backs will be applied for new residences on busy roads with likely Annual Average Daily Traffic flows above 20,000 vehicles. If this cannot be achieved, Minimum Efficiency Reporting Value (MERV) mechanical filtration should be installed.

The Department will identify required set backs once transport modelling is completed. Set backs should be incorporated to minimise exposure and odours from agricultural uses.

Precinct planning should also:

- include development control plans with appropriate design measures to limit exposure to air pollution, such as prohibiting wood heaters or requiring them to meet appropriate low emission standards in new residences, or optimising design of houses to reduce home heating needs
- minimise private vehicle use by promoting walking and cycling opportunities and access to local services and employment
- use best practice emission controls to minimise air pollution from industrial and commercial uses and include provisions in development control plans to reduce diesel and other polluting emissions from construction activity.

The Department, Environment Protection Authority and Office of Environment and Heritage are developing best practice guidance to provide further detail on measures to reduce emissions and exposure to air pollution. This will inform development control plans.

7.6 Walking and cycling

Precinct plans should:

- include walking and cycling routes, especially alongside areas where many people move to encourage more active modes of travel
- encourage walking and cycling within and to and from the Priority Growth Area to other centres in the South West District.

Detailed planning will:

- plan for walking and cycling connections and regional links to create movement between employment, commercial and retail land uses, and community and residential neighbourhoods
- promote walking and cycling alongside new infrastructure developments to meet the needs of pedestrians and cyclists, by providing or upgrading separated cycleways, shared user paths, footpaths, pedestrian refuges, end-of-trip facilities and appropriate streetscaping
- provide direct, safe and easily accessible walking and cycling infrastructure to, from and within proposed interchange areas and centres
- adapt cycling infrastructure to suit local needs such as topographic barriers or different land uses
- develop walking and cycling infrastructure in partnership with State agencies, local government, non-government organisations and Wilton's current and future community.

7.7 Schools

New government schools will be funded, built and operated when there is a demonstrated need for a new school, in accordance with the considerations outlined in the *Planning New Schools, School Safety and Urban Planning Advisory Guidelines* (2015).

Guidance on the planning for schools provides that one primary school can serve 2,000 to 2,500 new dwellings. One high school can serve 6,000 to 7,500 new dwellings, while one school for specific purpose can serve 17,000 new dwellings.

NSW Education has assessed the requirements for school education. If Wilton develops as planned three primary schools and one high school will be required.



7.8 Open space

New open space and outdoor sports facilities will include a mix of local and district parks, playing fields and sports courts.

Wilton will require:

- 10 local parks (at least 3,000m²)
- a district park (at least three hectares)
- 10 sports grounds, with two playing fields each (40 hectares in total). Each sports ground can serve 5,000 people.
- two double sports grounds, with four playing fields each (10 hectares total). Each double sports ground can serve between 20,000 and 50,000 people.
- outdoor sports courts, including five multipurpose courts, 18 tennis courts, two basketball courts and four netball courts. A multipurpose court and double tennis court can serve 10,000 people each. A double basketball court or four netball courts can serve 40,000 people.

New and/or enhanced open space can meet the passive and active recreation needs of the future population and support biodiversity values.

Waterway corridors, heritage items and high-value landscape features improve access to and enjoyment of these places as part of an integrated open space network.

District parks serve a number of neighbourhoods and main town centres. They should feature a mix of active and passive recreation uses and be directly and safely accessible from collector or arterial roads.

Local parks serve a neighbourhood and feature a mix of active and passive recreational uses. They should be within easy walking and cycling reach of homes. They can serve between 3,000 and 5,000 people.



7.9 Social infrastructure

Large facilities that also service a district or region are most appropriately located in the district centre. Large facilities such as a cultural facility, indoor sports, indoor aquatic/swimming, and youth recreation facility, can serve between 20,000 and 50,000 people. Neighbourhood-level facilities that service a local population can be located in village centres. Co-location or integration of facilities should be considered. The NSW Government will work with Wollondilly Shire Council to determine which items of infrastructure are provided via Section 94 contributions. The following table outlines the estimated requirements for social infrastructure.

Table 8: Social infrastructure requirements and timing

Requirement	Timing
Three new primary schools	New primary school in Wilton South East to open before Wilton Primary School exceeds student capacity of 1000 students. New primary schools for subsequent precincts to be opened in stages. Timing of new high school in Wilton town centre will be planned for before new Picton High School exceeds capacity, and when road and other infrastructure is in place to provide access to students.
One public high school	Required in line with population growth.
One multipurpose community centre (1,000m ²) or two district community centres (600m ²)	Community space required at each stage and to expand with growth. A community space can serve up to 20,000 people.
One central library (2,207m ²), plus 100m ² cultural space	To be determined in Council's Community Strategic Plan
Cultural facility (500m ²)	To be determined in Council's Community Strategic Plan
Child care and out of school hours care	One place: two resident children aged 0 – 5 years One place : five children aged 5 – 11 years for OOSH care
One indoor sports facility	To be determined in Council's Community Strategic Plan
One indoor aquatic/swimming facility	To be determined in Council's Community Strategic Plan
One youth recreation facility	To be determined in Council's Community Strategic Plan

7.10 Water quality

Future precinct plans should:

- protect waterway health and contribute to achieving the community's values and objectives for the use of waterways
- adopt the NSW Government's risk-based framework to meet appropriate stormwater management targets to protect water quality and waterway health, and outline the targets in development control plans. Targets should maintain and/or improve the health of slightly to moderately disturbed waterways, improve the health of highly disturbed waterways, and protect waterways of high conservation value
- be consistent with the Department of Primary Industry's *Water Guidelines for Controlled Activities on Water Front Land*, retaining and enhancing riparian corridors where practicable
- provide sufficient set backs to the Hawkesbury-Nepean River and Allens Creek corridors to provide a buffer from development and opportunities for walking and cycling trails
- incorporate appropriate set backs from the Upper Canal to protect this system
- consider cost-effective opportunities to meet the management targets for environmental offsets
- adopt water sensitive urban design principles informed by a water cycle management strategy that promotes stormwater re-use and harvesting and potable water conservation.

7.11 Landscape character

Precinct plans should:

- be informed by a landscape assessment to take advantage of and retain key landscape features, including high points, views to surrounding areas, creeks and areas of existing vegetation
- ensure street and open space networks, and development density and form, appropriately respond to landscape character and topography.

7.12 Resource extraction

Mining

Prior to any rezoning on land subject to a current mineral extraction lease and/or an approval for mining, the risks associated with mine subsidence need to be mitigated. There are four pathways for this to occur:

- 1 Mining leases/approvals expire before urban development occurs
- 2 The mine operator comes to commercial agreement with the developer of urban land and manage subsidence risk and surface access to mine operations together, where Government's liability is limited or nil
- 3 Mining works precede urban development
- 4 The mining lease is relinquished.

Landowners of the northern and town centre precincts within the Wilton Priority Growth Area have already reached commercial agreements with the mine operator that the mining lease would be relinquished on rezoning.

Coal Seam Gas

Prior to any development approval:

- 1 Mapping must be obtained by the proponent to identify if there are any coal seam gas wells located within the proposed development, and their status.
- 2 No buildings must be constructed over coal seam gas wells.
- 3 Access to coal seam gas wells must be maintained.
- 4 Set-backs must be incorporated to avoid the location of sensitive uses such as child care centres and schools near coal seam gas wells.

Ground-truthing of the existence of Coal Seam Gas wells, and confirmation of adequacy of sealing to appropriate standards will be required at sub-division. The Department will develop guidance on a verification approach, requirements for remediation if required, and future notification for future occupants, in partnership with council.

7.13 Bushfire hazard

During precinct planning, a Bushfire Assessment Report should assess compliance with the requirements of *Planning for Bush Fire Protection 2006*. Rezoning proposals will also be referred to the NSW Rural Fire Service for comment.

Asset protection zones for bushfire protection purposes should be located wholly within the urban suitable land for new developments, not within high biodiversity constrained land.

7.14 Heritage

Any development within the vicinity of known or potential heritage items and archaeological sites will require further investigation to define the extent and nature of heritage significance and inform an appropriate design and/or management response.

The Department and Office of Environment and Heritage are finalising an integrated Archaeological Research Design and Management Plan that:

- provides a framework for the research, assessment and management of heritage items and archaeological sites that require further investigation to support more detailed planning
- identifies areas of high, medium and low heritage sensitivity based on predictive modelling
- ensures consistency in Aboriginal and non-Indigenous assessments
- will be regularly updated with new information to facilitate knowledge sharing and minimise duplication
- facilitates the development of a regional (historical) archaeological zoning plan.

Additionally, precinct planning should:

- identify and involve the appropriate Aboriginal representatives in further studies
- investigate opportunities to use heritage item curtilages for open space or environmental conservation where appropriate.

7.15 Housing

A variety of housing types will develop in Wilton over time. Precinct plans should:

- Identify zones for medium and lower density housing.
- Locate medium density housing in close proximity to services, shops and bus routes.
- Include medium density housing on residential land within 1km of the main town centre.
- Ensure that adequate open space is integrated with housing in each precinct.

This Implementation Plan proposes both minimum and maximum residential densities.

Table 3: Minimum and maximum residential densities

Zone	Minimum density dw/ha	Maximum density dw/ha
R1/R2	15	25
R3	25	45

Provision of affordable housing is an issue for the key workers who provide frontline and essential services such as teachers, firefighters, health care and social workers. Further, in 2011, less than 1% of total dwellings in the Wollondilly Shire Local Government Area constituted public housing.

The Department will ensure that diverse housing is provided to cater for a range of needs within the community.



7.16 Health and emergency services

The Wilton Priority Growth Area is expected to generate the need for one police station, an upgrade to the Rural Fire Service station, a staffed Fire and Rescue NSW station, and regional health facilities.

Regional-level health facilities are provided by NSW Health through the South Western Sydney Local Health District (SWSLHD). NSW Health is investigating a site for an integrated health facility within the Wilton Priority Growth Area. This can serve up to 250,000 people from around the region.

It is anticipated that the area will require one ambulance hub and up to three ambulance standby points. Under Ambulance NSW's Sydney Ambulance Metropolitan Infrastructure Plan (SAMIS), ambulance hubs will be provided in major urban centres supported by a network of standby points. The closest ambulance hub is proposed in Liverpool (around 35 kilometres away). An ambulance hub can serve 250,000 people.

7.17 Utility infrastructure

A strategic utilities servicing study has demonstrated that it is feasible to service the Priority Growth Area to accommodate urban development and has identified the key infrastructure upgrades needed.

Table 9: Utilities requirements

Utilities servicing requirements
New electricity zone substation at Bingara Gorge
Upgrade of zone substation at Maldon
New 5ML water storage facilities
Duplication of water main to the Picton Reservoir
New sewer pumping stations
Water management infrastructure

Rezoning proposals will be supported by an infrastructure servicing and staging plan that outlines arrangements for servicing new development with water, sewerage and electricity.

The primary utility providers in the Priority Growth Area are Sydney Water, Endeavour Energy, Jemena and NBN. Feasibility applications and subsequent consultation has been undertaken to inform this Implementation Plan.

Potable water network

The proposed dwellings can be serviced subject to multiple upgrades of existing infrastructure, which are likely to include new storage facilities and duplication of trunk water mains. Additional capacity of the water filtration plant is potentially required in conjunction with further infrastructure upgrades including a new treatment plant.

Sewer network

Sydney Water has prepared a preliminary strategy to potentially service Wilton. There are a number of options to provide wastewater services to initial stages of development, such as provision of a pre-packaged plant.

Later stages of land release will require at least one new wastewater treatment plant, depending on the rate, timing and location of development, and alignment with Sydney Water's principles of funding growth.

If Sydney Water is the service provider it may provide one plant central to Greater Macarthur and Wilton or two new plants in Menangle and Wilton.

Water services can be provided through a combination of extension to existing systems and supply from the Macarthur Water Filtration Plant. New reservoirs and trunk and distribution mains will be required.

Sydney Water will revise its Growth Servicing Plan in 2017 and will further consider the standards of treatment required in consultation with regulators and the financial viability for the provision of recycled water in precincts serviced by new treatment plants.

Power network

Consultation with Endeavour Energy has indicated that the existing sub-transmission network capacity for Wilton is limited to 2,500 lots without augmentation works. To provide supply for the projected development rate, augmentation of Wilton zone substation is required by 2026 along with augmentation of 66kV sub-transmission cabling.

Natural gas network

Consultation with Jemena has indicated for them to consider bringing a natural gas supply to the Wilton area a significant contribution will be required. As a result Jemena have said it is very unlikely that natural gas supply will be provided to the Priority Growth Area.

Telecommunications

NBN will provide infrastructure as part of the Telecommunications Infrastructure in New Development (TIND) Policy.

8 Key Actions



Action 1

The Department will consider, in consultation with Council, proposals and submissions for rezoning based on the Interim Land Use and Infrastructure Implementation Plan and make recommendations to the Minister for Planning. The Department will introduce a streamlined approach to rezoning to facilitate an urban development zone.



Action 2

The Department will formulate a Special Infrastructure Contribution Scheme for the Priority Growth Area, using the Implementation Plan's infrastructure schedule as a basis.



Action 3

Wollondilly Shire Council will prepare a Section 94A Plan for the Priority Growth Area. The Department will assist the Council to cost local infrastructure upgrades recommended in the plan and coordinate the delivery of infrastructure items to be partly funded through the SIC.



Action 4

The Department will work with the Department of Industry, Subsidence Advisory, the mining industry and landowners to implement a risk-based management framework for co-existence of urban development and coal mining.



Action 5

The Department will work with Transport for NSW to update the transport strategy for the Priority Growth Area.



Action 6

The Department will work with Wollondilly Shire Council, State agencies and landowners to develop a precinct plan for Wilton West and Wilton Village precincts.



Action 7

The Department will work with Wollondilly Shire Council to prepare an economic development strategy for the Priority Growth Area and establish an employment and economic advisory board to proactively deliver jobs to the area.

9 Implementation

9.1 Section 117 Direction

To ensure future land use change is consistent with the Implementation Plan, the Department has recommended that a local planning direction (Section 117 Direction) be applied to the draft and finalised Implementation Plan.

In particular, future rezoning proposals should demonstrate:

- consistency with the vision in this Implementation Plan
- that study requirements within the Implementation Plan report have been addressed.

9.2 Planning pathways

Rezoning of land in the Priority Growth Area will occur over time, guided by the Land Use and Infrastructure Implementation Plan.

No land will be rezoned until there are satisfactory arrangements for the delivery of infrastructure to support growth and any environmental constraints are resolved.

Further detailed planning will be undertaken for each precinct following the finalisation of the Land Use and Infrastructure Implementation Plan. Wollondilly Council is currently preparing a development control plan for the priority growth area.

The Department is proposing to use a new approach that introduces an urban zone under the Growth Centres State Environmental Planning Policy. This new zone aims to facilitate faster delivery of homes, jobs and infrastructure giving investment certainty about the future land uses expected in the area. The urban zone would apply to an entire precinct and confer development rights. Development and subdivisions would only occur once detailed precinct plans have been prepared and assessed to show how the strategic planning and infrastructure requirements in the Land Use and Infrastructure Implementation Plan have been included in the new development. These more detailed plans would apply an urban design process to address issues including biodiversity, heritage and local road networks.

After precinct plans are developed a supplementary planning amendment would occur to reflect the final land use under the standard planning instrument through an amendment to Wollondilly Council's local environmental plan.

The Department will work with Wollondilly Shire Council, State agencies, and major landowners to progress rezoning proposals. Rezoning will occur through local environmental plans or a subsequent State Environmental Planning Policy (SEPP) that amends local environmental plans. Rezoning through the SEPP process may be used if needed to integrate proponent-led proposals to address regional and State matters.

Each rezoning process will be required to prepare technical studies in accordance with the requirements of the Department. These studies will consider a precinct's development potential in further detail and address key land use constraints and issues. This includes:

- Biodiversity Certification assessment and strategy
- air quality assessment
- water cycle management strategy
- heritage and archaeology assessment
- landscape and visual assessment
- bushfire Assessment Report
- agricultural land assessment
- economic development and employment strategy
- retail analysis
- traffic and transport assessment
- social and recreation needs assessment
- infrastructure and servicing strategy
- indicative layout plan
- development control plan.

These studies will form the basis of a draft rezoning package, which is placed on public exhibition. The package will outline proposed road patterns, future land uses, the mix and type of housing, and the location of community facilities and local open space. The rezoning process will also ensure appropriate commitments are in place to deliver necessary infrastructure in time for new homes.

Rezoning of precincts within Wilton Priority Growth Area is anticipated to begin in late 2017. The Department will consult further with the community prior to rezoning.

9.3 Monitoring and reporting

To provide a valuable evidence base to inform service and infrastructure delivery as the Priority Growth Area evolves over the next 20 years, the Department will monitor and report annually on the:

- number of housing approvals, construction commencements and completions for all housing types
- pipeline for additional housing throughout the South West District
- the number of jobs created in the Growth Area.

The Department will also monitor population, household and dwelling projections for the South West District and the Wollondilly Local Government Area.



To find out more **visit**
planning.nsw.gov.au/wilton





**Planning &
Environment**

Wollondilly Local Environmental Plan 2011



Wilton Priority Growth Area Height of Buildings Map

LEGEND


 Wilton Priority Growth Area Boundary

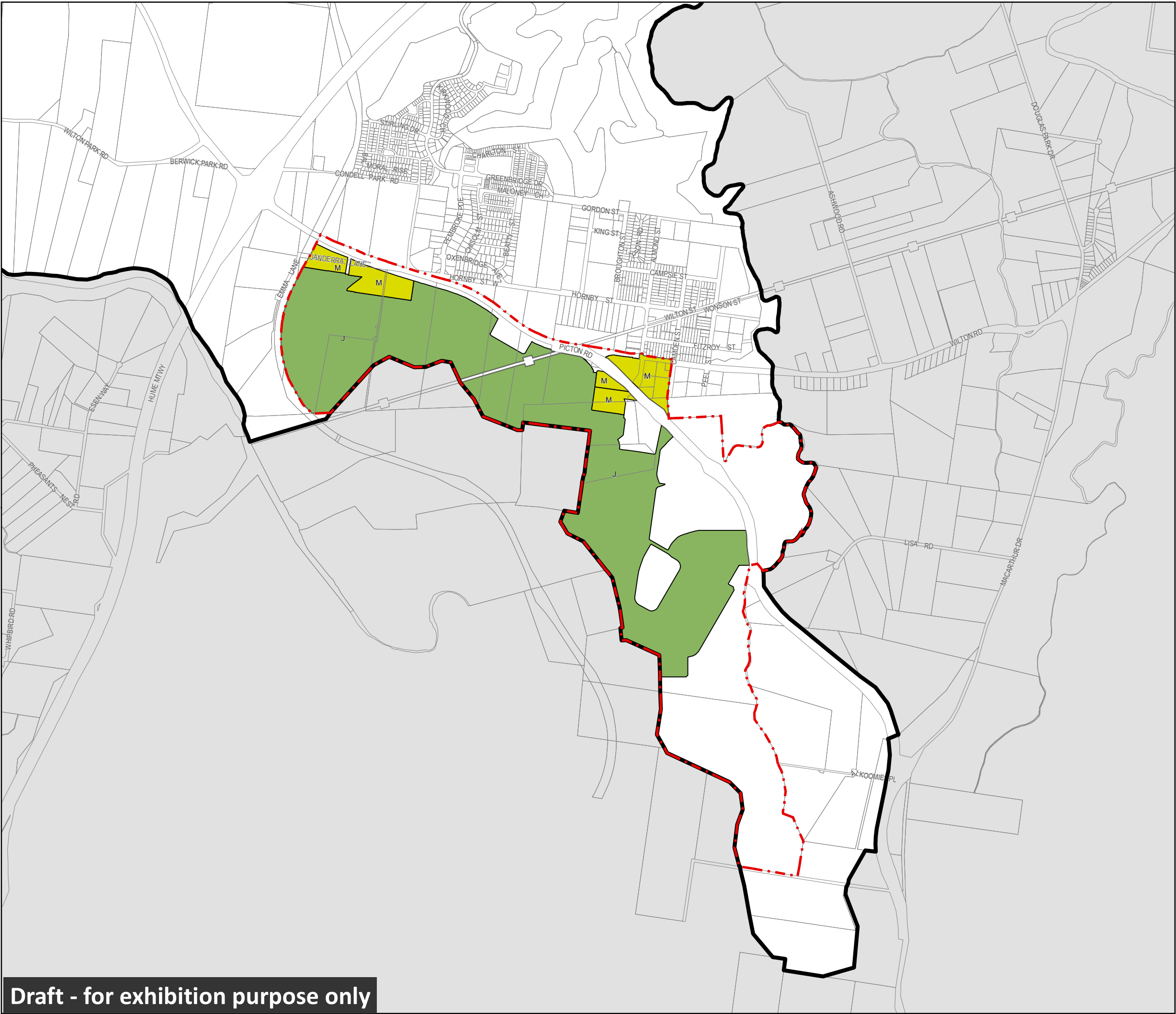
 Land to which the Wilton amendment applies

Maximum Building Height (m)

 J	9
 M	12

Cadastre

 Cadastre © 28/07/2017 NSW LPI



Projection: GDA 1994
Zone 56

Scale: 1:25,000 @ A3

Wollondilly Local Environmental Plan 2011

Wilton Priority Growth Area Land Reservation Aquisition Map

LEGEND

 **Wilton Priority Growth Area Boundary**

 Land to which the Wilton amendment applies

Land Reservation Acquisition

 Local open space (RE1)

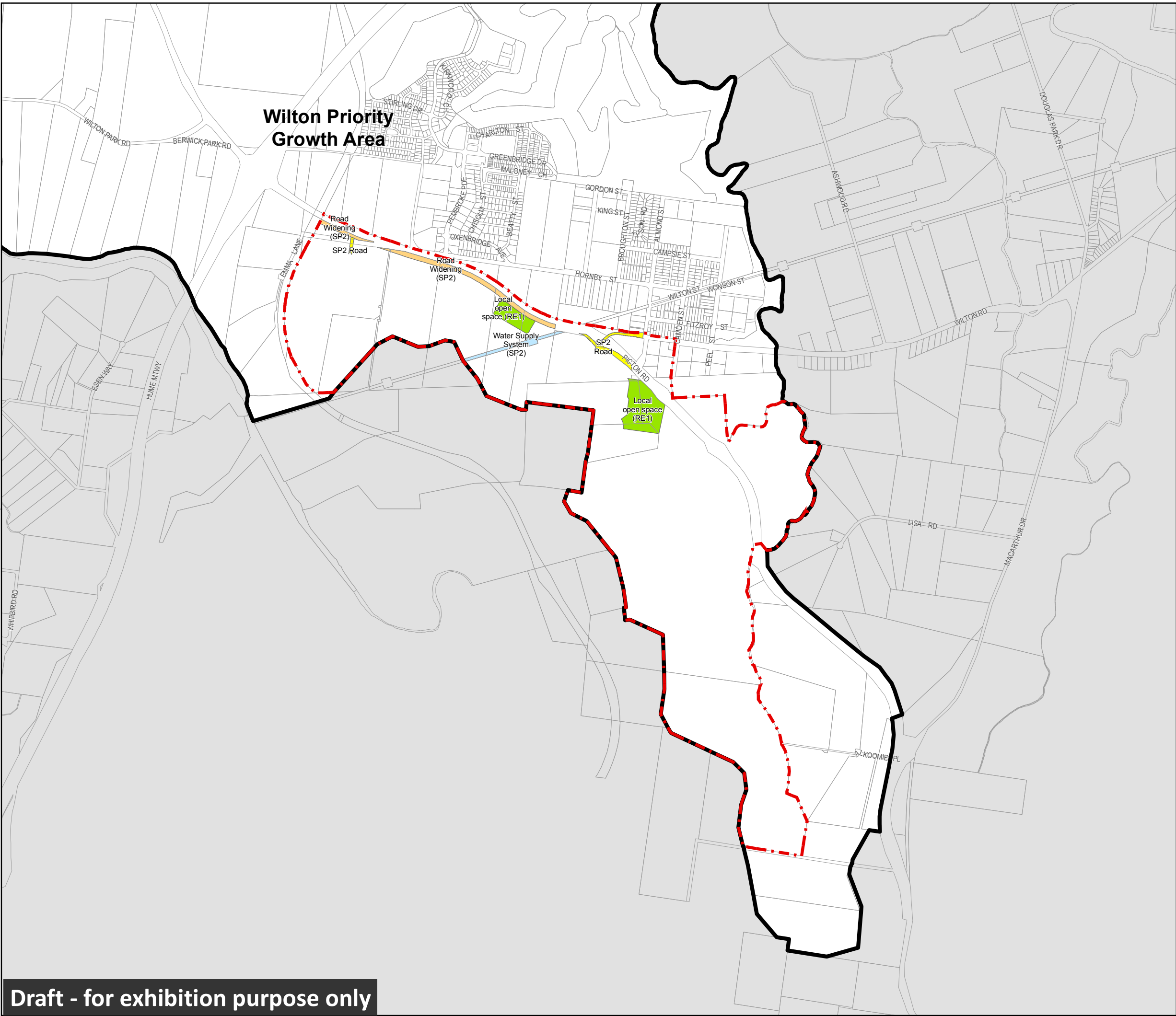
 Road Widening

 SP2 Road

 Water Supply System (SP2)

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


















Wollondilly Local Environmental Plan 2011

Wilton Priority Growth Area Lot Size Map

LEGEND
 Wilton Priority Growth Area Boundary
 Land to which the Wilton amendment applies

Minimum Lot Size (m2)

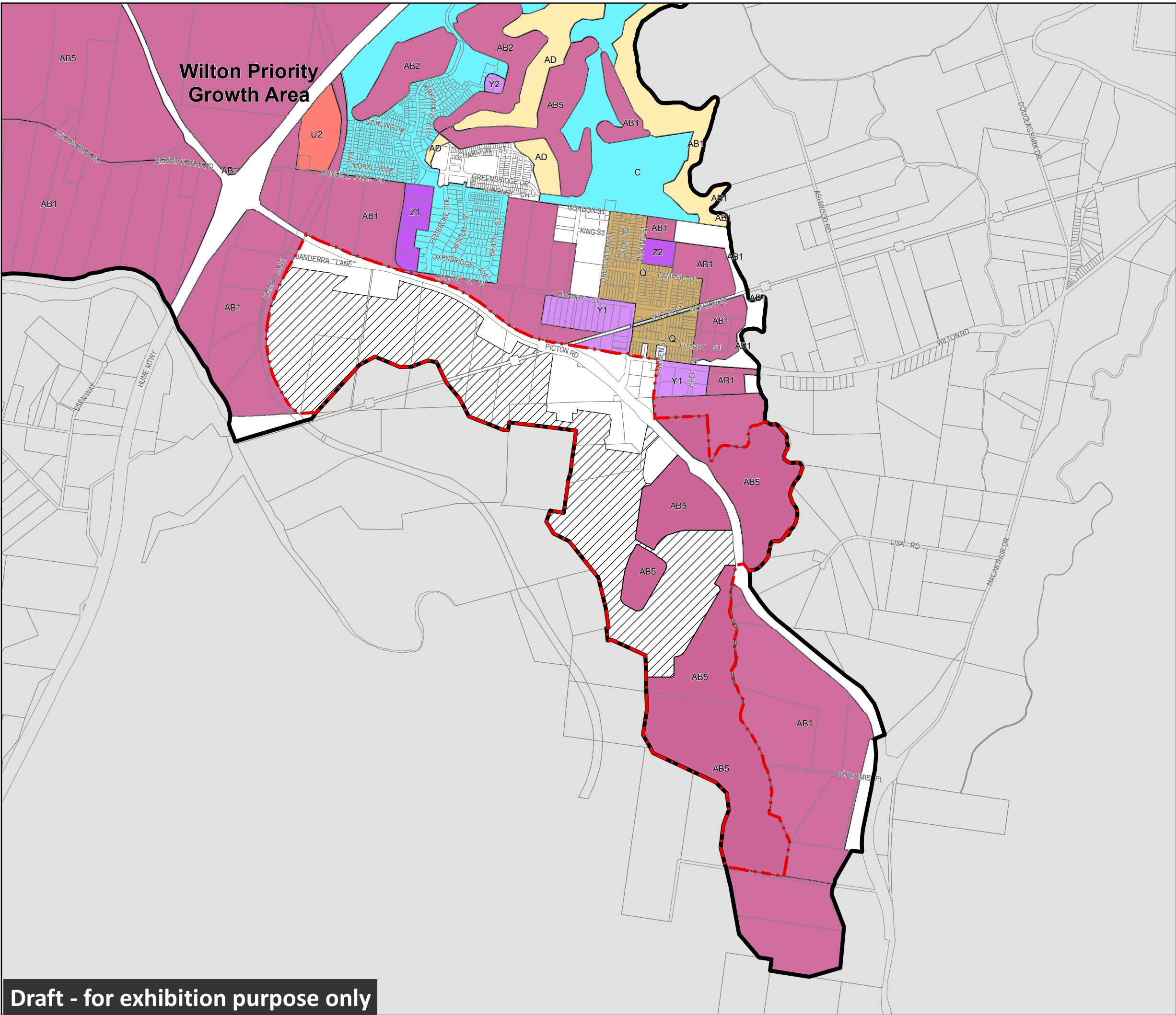
	No Minimum Lot Size Applies to this area
	AB5
	C 250
	Q 700
	U2 1500
	W 4000
	X 8000
	Y1 10000 (1 ha)
	Y2 15000 (1.5 ha)
	Z1 20000 (1 ha)
	Z2 30000 (1 ha)
	AA1 50000 (5 ha)
	AB1 160,000 (16 ha)
	AB2 200,000 (20 ha)
	AB5 400,000 (40 ha)
	AD 1000,000 (100 ha)

Cadastre
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 Projection: GDA 1994 Zone 56
 Scale: 1:25,000 @ A3

Map Identification Number: SEPP_SRGC_WT_LSZ_20170728





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













Wollondilly Local Environmental Plan 2011

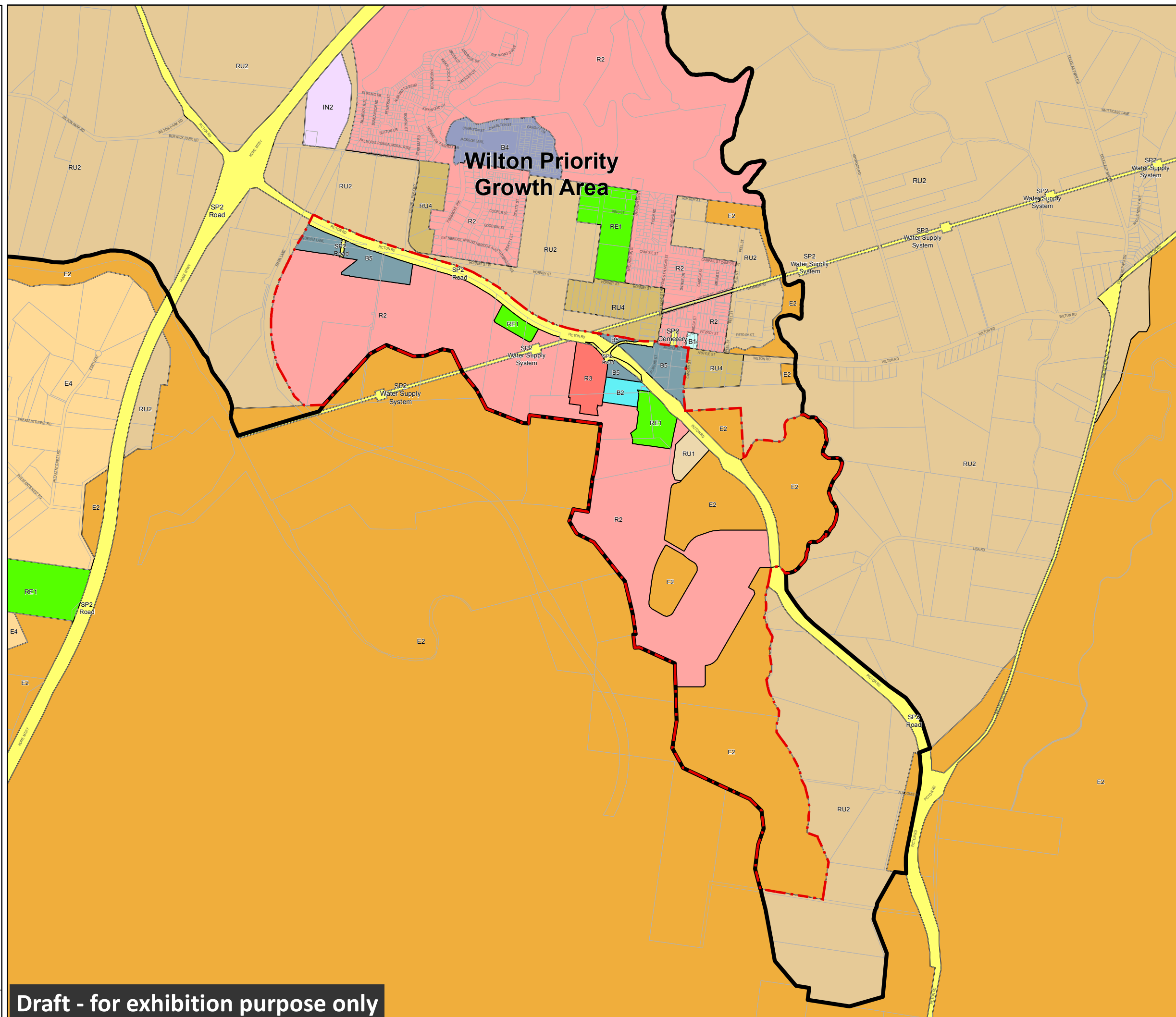
Wilton Priority Growth Area Land Zoning Map

LEGEND

-  Wilton Priority Growth Area Boundary
-  Land to which the Wilton amendment applies

Zone

-  B1 Neighbourhood Centre
-  B2 Local Centre
-  B4 Mixed Use
-  B5 Business Development
-  E2 Environmental Conservation
-  E4 Environmental Living
-  IN2 Light Industrial
-  R2 Low Density Residential
-  R3 Medium Density Residential
-  RE1 Public Recreation
-  RU1 Primary Production
-  RU2 Rural Landscape
-  RU4 Rural Small Holdings
-  SP2 Infrastructure



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Projection: GDA 1994
Zone 56

Map Identification Number: SEPP_SRGC_WT_LZN_20170728

Wollondilly Local Environmental Plan 2011


Wilton Priority Growth Area Residential Density Map

LEGEND

 Wilton Priority Growth Area Boundary


 Land to which the Wilton amendment applies

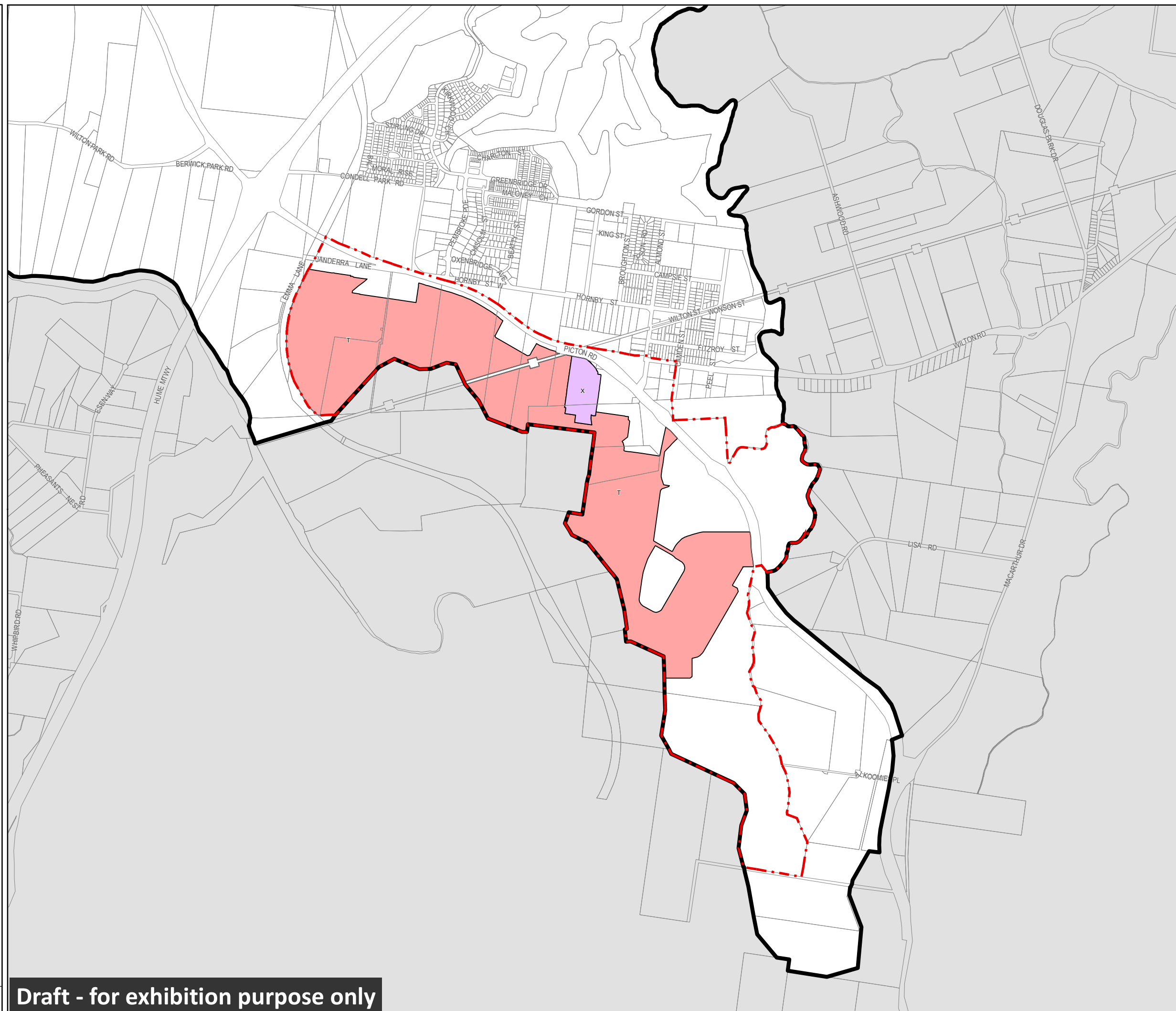
Dwelling Density (per hectare)

 T 15 - 25

 X 25 - 45

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Projection: GDA 1994
Zone 56

0 0.2 0.4 0.6 km

Scale: 1:25,000 @ A3

**Wollondilly Local
Environmental Plan 2011**

**Wilton Priority Growth Area
Urban Release Area Map**

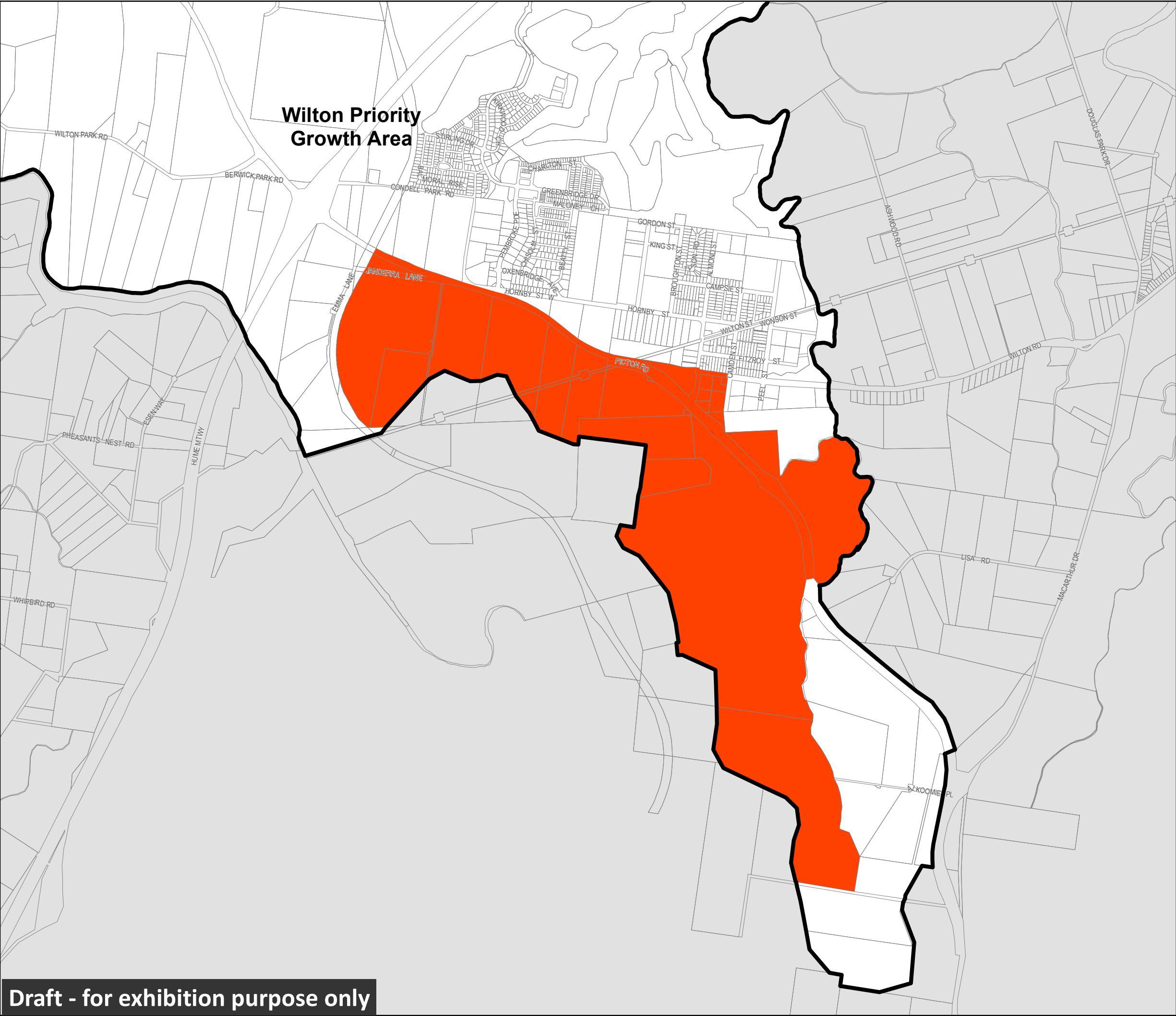
LEGEND

 Wilton Priority Growth Area Boundary

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 Urban Release Areas



Projection: GDA 1994
Zone 56

Scale: 1:25,000 @ A3

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EXPLANATION OF INTENDED EFFECT

PROPOSED STATE ENVIRONMENTAL PLANNING POLICY TO AMEND WOLLONDILLY SHIRE COUNCIL LOCAL ENVIRONMENTAL PLAN 2011

1.1 Introduction

The proposed instrument (**proposed SEPP**) will amend the *Wollondilly Shire Council Local Environmental Plan 2011 (Wollondilly LEP)* by:

- 1) rezoning land in part of the Wilton South East Precinct Urban Release Area;
- 2) amending the map in the Growth Centres SEPP to identify the Wilton Growth Area precincts; and
- 3) making consequential operative amendments to the operative provisions of the Wollondilly LEP to reflect the rezoning.

1.2 Background

- The NSW Government has identified opportunities for new jobs, homes and services in the south-west sub-region. Studies of the Greater Macarthur Land Release Area confirmed the capability of the Wilton area to provide new homes for the sub-region.
- In September 2015, the NSW Government released a preliminary strategy for the delivery of around 35,000 homes in Greater Macarthur including Wilton. Wilton was formally declared a priority growth area in July 2016.
- The Department of Planning & Environment is currently preparing a Land Use and Infrastructure Implementation Plan for the Wilton Priority Growth Area.
- Three major landowners initially proposed the concept of a new town at Wilton, known as Wilton Junction, to Government in response to the 2011 Home Sites Program.
- The proposal was for a largely self-contained new town and was supported by a masterplan including a major town centre and supporting transport and social infrastructure. This masterplan was endorsed by Wollondilly Shire Council in 2012.
- Wilton will be a community of around 15,000 homes and employment areas. The town will develop in stages with infrastructure provided as development occurs.
- In July 2016, Walker Corporation lodged a submission with the Department in relation to land within the Wilton South East Precinct of the Growth Area.
- The submission proposes the rezoning of rural land to enable urban development.
- The Department proposes to rezone part of the Wilton South East Precinct via an amendment of Wollondilly LEP with a self-repealing SEPP.
- Proposed zones and other planning controls are documented in relevant maps

which will be incorporated into the existing Wollondilly LEP map series.

1.3 Proposed Wollondilly LEP amendments

Part 1 Preliminary

Part 1 sets out the aims of the Wollondilly LEP, important definitions and the land to which the LEP applies.

No amendments are proposed to Part 1.

Part 2 Permitted or prohibited development

Land use table and zones

The SEPP will amend the Wollondilly LEP to rezone land within the part Precinct to enable residential development, some employment land and supporting uses. The rezoning is to providing homes and jobs within the region. Land will be rezoned from rural to one of the following zones, as shown on the Land Zoning Map:

- R2 Low Density Residential, intended to provide for low density residential housing supported by local facilities and services to meet the needs of the local community. This zone is proposed as the predominant zone for future residential areas. This is consistent with existing new urban release areas in Wollondilly including neighbouring Bingara Gorge. A proposed primary school, local open space and public recreation areas are also included within this zone.
- Attached housing, not currently permitted in other R2 zones within Wollondilly will be permitted within Wilton South East Precinct.
- R3 Medium Density Residential, intended to provide a variety of housing types within a medium density residential environment, supported by facilities and services to meet the needs of the local community. This zone is proposed next to the local centre with good access to transport.
- B2 Local Centre, intended to provide a range of retail, business, entertainment and community uses that meet the needs of the local community, as well as local employment opportunities and access to public transport. This zone is consistent with other locations within Wollondilly for centres of a similar scale servicing a similar sized population. The zone will be located generally in the centre of the Precinct ensuring residents are within 2 km of a local centre reducing the need for car trips. Controls may be included in Council's DCP to ensure that the scale of the local centre is not expected to impact on the viability of the future Wilton Town Centre within the Town Centre. Development would be guided by proposed amendments to the Wollondilly Development Control Plan (DCP).
- B5 Business Development, intended to enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres. This zone is consistent with existing large floor area business uses on the southwestern

edge of Tahmoor, and located close to road connections, with minimal exposure to adjacent to residential uses.

- SP2 Infrastructure, intended to provide land required for infrastructure and similar uses, such as drainage, major roads and utility infrastructure. This zone includes land required to widen Picton Road.
- E2 Environmental Conservation, intended to protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values. Around 140 ha of ecologically sensitive land will be conserved under this zone.

Land Use Table

The existing LEP specifies zones and none of the permitted uses will be changed by this amended retaining uses as follows:

Column 1	Column 2	Column 3	Column 4
Zone	Permitted without consent	Permitted with consent	Prohibited
R2 Low Density Residential	Home occupations	Bed and breakfast accommodation; Boarding houses; Cemeteries; Child care centres; Community facilities; Dwelling houses; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Exhibition villages; Flood mitigation works; Group homes; Health consulting rooms; Home-based child care; Home businesses; Home industries; Home occupations (sex services); Neighbourhood shops; Places of public worship; Recreation areas;	Attached dwellings; Multi dwelling housing; Residential flat buildings; Rural workers' dwellings; Shop top housing; Water treatment facilities; Any other development not specified in item 2 or 3

Column 1	Column 2	Column 3	Column 4
Zone	Permitted without consent	Permitted with consent	Prohibited
		Residential accommodation; Respite day care centres; Roads; Sewerage systems; Signage; Veterinary hospitals; Water supply systems	
R3 Medium Density Residential	Nil	Attached dwellings; Bed and breakfast accommodation; Boarding houses; Child care centres; Community facilities; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Exhibition villages; Flood mitigation works; Group homes; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential accommodation; Respite day care centres; Roads;	Biosolids treatment facilities; Rural workers' dwellings; Shop top housing; Any other development not specified in item 2 or 3

Column 1	Column 2	Column 3	Column 4
Zone	Permitted without consent	Permitted with consent	Prohibited
		Seniors housing; Serviced apartments; Sewerage systems; Signage; Water supply systems	
B2 Local Centre	Nil	Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hostels; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Tourist and visitor accommodation; Any other development not specified in item 2 or 4	Agriculture; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat sheds; Cemeteries; Crematoria; Depots; Eco-tourist facilities; Exhibition homes; Exhibition villages; Extractive industries; Forestry; Freight transport facilities; Heavy industrial storage establishments; Industrial retail outlets; Industrial training facilities; Industries; Mortuaries; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sex services premises; Storage premises; Vehicle body

Column 1	Column 2	Column 3	Column 4
Zone	Permitted without consent	Permitted with consent	Prohibited
			repair workshops; Waste disposal facilities; Water recreation structures; Water treatment facilities; Wharf or boating facilities
B5 Business Development	Nil	Bulky goods premises; Child care centres; Garden centres; Hardware and building supplies; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Respite day care centres; Roads; Self storage units; Warehouse or distribution centres; Any other development not specified in item 2 or 4	Agriculture; Airstrips; Air transport facilities; Animal boarding and training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Business premises; Camping grounds; Caravan parks; Car parks; Cellar door premises; Cemeteries; Charter and tourism boating facilities; Community facilities; Correctional centres; Crematoriums; Eco-tourist facilities; Electricity generating works; Environmental facilities; Environmental protection works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Flood mitigation works; Forestry; Freight

Column 1	Column 2	Column 3	Column 4
Zone	Permitted without consent	Permitted with consent	Prohibited
			transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupation (sex services); Industries; Information and education facilities; Jetties; Marinas; Moorings; Mooring pens; Mortuaries; Open cut mining; Plant nurseries; Recreation areas; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Restricted premises; Roadside stalls; Rural industries; Sewerage systems; Sex service premises; Shops; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Waste or resource management facilities; Water

Column 1	Column 2	Column 3	Column 4
Zone	Permitted without consent	Permitted with consent	Prohibited
			recreation structures; Water supply systems; Wharf or boating facilities
SP2 Infrastructure	Nil	The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose; Roads	Any development not specified in item 2 or 3
E2 Environmental Conservation	Nil	Environmental facilities; Environmental protection works; Information and education facilities; Roads; Water supply systems	Business premises; Hotel or motel accommodation; Industries; Multi dwelling housing; Recreation facilities (major); Residential flat buildings; Restricted premises; Retail premises; Seniors housing; Service stations; Warehouse or distribution centres; Any other development not specified in item 2 or 3

Part 3 Exempt and complying development

Part 3 identifies requirements for development that may be carried out without the need for development consent under Parts 4 or 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act). It also identifies development standards and

requirements for complying development specified in Part 1 of Schedule 3 of the EP&A Act.

No amendments are proposed to Part 3.

Part 4 Principal development standards

Part 4 refers to minimum subdivision lot size and height of buildings as shown on the associated maps.

Minimum subdivision lots

The purpose of the minimum subdivision lots control is to provide for suitable lot sizes and ensure that the subdivision of land is compatible with the landscape and environmental constraints of the land. The proposed minimum lot sizes relate to desired densities in order to provide a variety of housing types for the community. Medium density housing is proposed next to the local centre.

It is proposed that there will be no minimum lot sizes for housing within Wilton South East, as shown on the Minimum Lot Size Map. Lot size will be determined on merit at the development application stage with consideration of Council's development control plan, the maximum density permissible and the allotment cap proposed in this amendment.

Height of buildings

Currently the LEP shows there are no building height restrictions for the Precinct.

The purpose of the maximum building height controls is to control the scale of development. The height controls proposed relate to desired densities in a scale of building that is consistent with the expected pattern of development. Increased building heights have been proposed where greater densities are possible to support development within the proposed local centres.

The maximum height of buildings on land within the Precinct is shown on the Height of Buildings Map.

The height control is expressed in metres and is measured from the existing ground level to the highest point of the building. The term and method of calculating building height is defined in the Dictionary to the Growth Centres SEPP.

Dwelling density

The purpose of minimum and maximum density controls are to establish minimum density requirements to ensure that there is efficient use of land and new communities are supported by adequate infrastructure, and so contribute to the availability of new housing.

The minimum and maximum residential density of buildings on land within the Precinct is shown in the Residential Density Map.

Proposed dwelling densities to be applied to residential zoning are:

- a minimum of 15 and maximum of 25 dwellings per hectare for R2 Low Density Residential zones; and
- a minimum of 25 and maximum of 45 dwellings per hectare for R3 Medium Density Residential zones.

Where R2 is proposed adjoining R3 Medium Density Residential and/or within close proximity to planned bus routes and open space, floor space incentives and variations to dwelling density to achieve 15% to 20% of floor space set aside for affordable housing. This would provide affordable homes or lots for community housing providers for low income households.

Note: residential density is expressed as the net developable area in hectares of the land on which the development is situated divided by the number of dwellings proposed to be located on that land.

Net developable area means the land occupied by the development, including internal streets plus half the width of any adjoining access roads that provide vehicular access, but excluding land that is not zoned for residential purposes.

Part 5 Miscellaneous provisions

A new clause would be inserted in Wollondilly's LEP to limit the maximum number of residential lots in the precinct to 3,600. This is to ensure that the capacity of infrastructure including roads, open space and community facilities is not exceeded.

Part 6 Urban Release Areas

Part 6 outlines arrangements for Urban Release Areas.

Specific amendments include:

- Reference additional controls relevant to the Precinct in the Wollondilly Development Control Plan.
- Update links to the amended Urban Release Map where referenced.

Part 7 Additional local provisions

Part 7 covers a range of additional local provisions including biodiversity protection, earthworks and water protection.

No amendments are proposed to Part 7.

Schedule 1 Additional permitted uses

A new clause in Schedule 1 Additional permitted uses, will allow attached residential dwellings in the R2 Low Density Residential zone in the Wilton South East Precinct. The R2 Low Density Residential zone in the Wollondilly LEP currently prohibits attached dwellings in this zone across Wilton.

By allowing attached dwellings in the R2 Low Density Residential zone this will maximise land use and enable a greater housing diversity and typology to meet the demographic needs in Wilton.

Consequential amendments

Map amendments

Consistent with the development controls described above, the following maps in the Wollondilly LEP that apply to the Precinct will be replaced:

- Land Zoning Map
- Urban Release Area Map
- Height of Buildings Map
- Minimum Lot Size Map
- Land Acquisition Map



Planning &
Environment

Wilton

Priority Growth Area

Wilton South East Precinct

**Draft Precinct Plan
August 2017**

About the Wilton South East Precinct

Enhanced by surrounding bushland, rivers and ridges, the area has the potential to accommodate around 3,000 homes for 8,500 residents. Development in the precinct will integrate a network of open space, retail and community services. 1,900 ongoing local jobs and temporary construction jobs will support the growth of Wilton.

We have worked with Walker Corporation (the landowner), Wollondilly Shire Council, Transport for NSW and other State agencies on the planning for part of the Wilton South East Precinct.

The Wilton South East Precinct is a 433-hectare land release precinct in Sydney's south west within the Wollondilly Shire local government area, and in the Wilton Priority Growth Area, as shown in Figure 1. It is located south of the existing Wilton Village and Bingara Gorge precinct and has close access to the Hume Highway and Picton Road junction. It is a major precinct of Wilton Priority Growth Area that will provide around 15,000 new homes, 15,000 jobs and associated infrastructure over the next 20 years. A major town centre is proposed within the Northern Precinct of the priority growth area. The development of part of the Wilton South East Precinct will be important in the early years of Wilton until the town centre is established.

The precinct is currently zoned for rural purposes under Wollondilly Local Environmental Plan 2011, and a large part of the precinct is now proposed for urban development. This document describes what the precinct could be like in the future and how people can get involved and provide feedback on the proposed precinct plan.



To view an electronic version in PDF format, visit www.planning.nsw.gov.au

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Department of Planning and Environment
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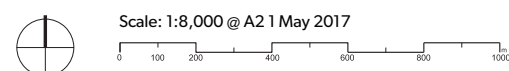
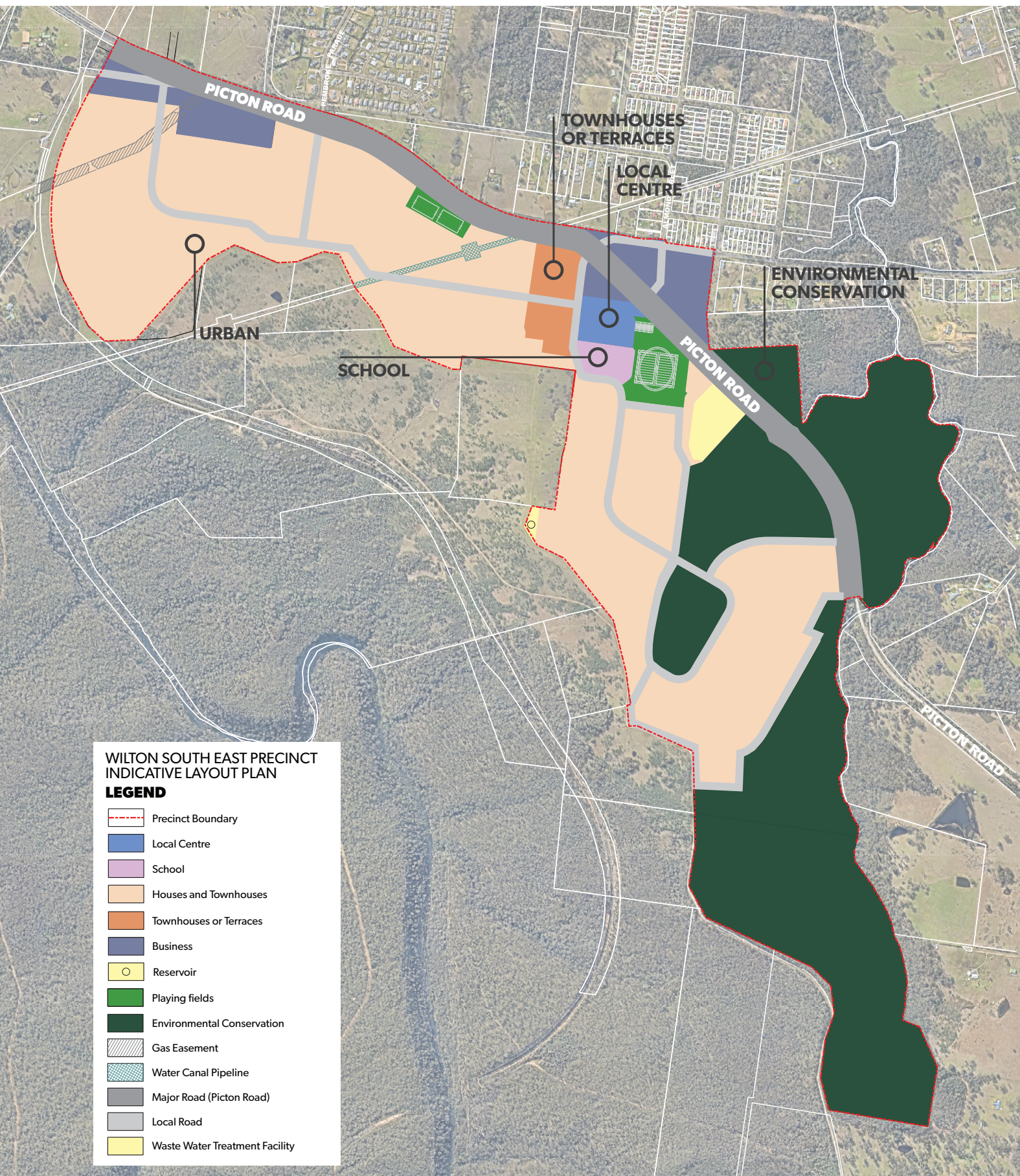


Figure 2: Wilton South East Precinct Indicative Layout Plan

About the draft precinct plan

The Department and landowner worked together to prepare the draft precinct plan which was refined in consultation with Wollondilly Council and State agencies. It provides detailed guidance for development within the precinct. The draft indicative layout plan (ILP), shown opposite, outlines the proposed land uses for the precinct.

The draft precinct plan has been guided by the Interim Wilton Land Use and Infrastructure Implementation Plan

and is a more detailed plan for the precinct. The ILP may be refined as further information and community feedback is received.

The draft precinct plan is now on public exhibition and we welcome your feedback. To view the documents and make a submission, visit planning.nsw.gov.au/wiltonsoutheast.



Housing

The precinct has the potential to accommodate around 3,000 new homes for 8,500 residents over the next 20 years. Homes will be built in stages to align with the delivery of new infrastructure. The precinct will deliver a mix of housing types. Low density housing is expected to make up the majority of homes with opportunities for medium density housing adjacent to the local centre and homes on smaller lots located adjacent to local open space and areas with access to bus routes. The demand for smaller lots, semi-detached homes, townhouses and low rise apartments is expected to grow over time as Wilton New Town becomes established. Large lot housing could also be developed at the south-eastern edge of the precinct.

Affordable housing

Homes in Wilton South East on smaller allotments will provide home purchasers with more housing choice. The NSW Government's District Plans propose that affordable rental housing be provided in all parts of Sydney. Wollondilly Council will prepare a development control plan for Wilton and, at a later stage, a housing strategy. The development control plan can include requirements for the developer to provide a proportion of homes to community housing providers for affordable rental housing. We will work with Council and the landowner to identify how this requirement will be applied in practice.

Employment

There will be a local centre in the middle of the precinct ensuring that residents are within 2km of local shops and services, including shops, a supermarket, medical centre and child care. The local centre will be strategically located near the proposed primary school, sporting field, neighbourhood community centre and local open space, which could be used for community markets and other gatherings. The local centre will be linked to all residents by an east-west main street, bus route and off-road cycle paths. This will encourage local employment while reducing the need to drive for both residents and locally employed people.

Employment will also be located to the north of the precinct, which is easily accessible to Picton Road. These jobs could be in a variety of industries, including business and warehousing, bulky goods and other light industrial uses.



1,900
local jobs



200
construction
jobs annually
at peak

Transport

A bus route will run east-west through the precinct so that 90% of residents will be within 400m of a bus route. Walking and off-road cycling paths will encourage active travel. The landowner will provide new road and pedestrian bridges over Picton Road to provide safe access for pedestrians and cyclists between the precinct and the existing Wilton village. These walking and cycling links will allow the community to use open space and other facilities on each side of Wilton.

Development in the Wilton South East Precinct may have significant impacts on the capacity and safety of Picton Road and the existing junction of Picton Road and Hume Highway. To support access for the future community, new transport infrastructure or upgrades include:

- Duplication of Picton Road between Hume Highway and Almond Street
- Upgrade of Pembroke Road and Picton Road intersection
- Upgrade of Almond Street and Picton Road intersection with a new overpass
- Initial upgrade of the Picton Road and Hume Highway interchange
- A new overpass at Pembroke Parade West.

We are continuing to work on transport to determine the final road network and public transport requirements.



Community uses

A range of community uses including open space and education will be provided within the precinct. The precinct plan identifies locations for two double sports fields. If additional sports fields are needed, Wollondilly Council will consider this need as they plan for local open space in 2017. Local parks will be provided in each neighbourhood within the precinct and will be designed in consultation with Wollondilly Council.

A primary school will be built within the precinct when the population grows. In the early stages families will have access to Wilton Public School in Bingara Gorge. Child care centres and medical practices would be located in the village centre.

Bushfire protection

A high level bushfire protection assessment has identified that land within the southern part of the precinct contains bushfire prone vegetation. Most of this land is located within the proposed environmental conservation zone. The land outside the precinct to the south also contains bushfire prone vegetation. The bushfire protection assessment has identified the buffer zones required between these hazardous areas and homes, in accordance with the NSW Rural Fire Services Planning for Bushfire Protection 2006.

To plan for bushfire protection, the precinct will generally have perimeter roads next to bushland areas and it is intended that an outer Asset Protection Zone will be included within road reserves wherever possible.

Heritage

Four Aboriginal sites have been identified within the proposed development area of the precinct. A further six sites are located within proposed conservation areas along creek lines. One highly significant site is an identified scar tree adjacent to Picton Road. Further Aboriginal archaeological investigations are required at the locations identified by the proponent prior to development applications.

Three non-indigenous heritage items were also identified. If a development application affects an identified heritage item, further heritage assessment will be required before the application can be approved.

Environment

The precinct contains areas of high biodiversity value, including threatened ecological communities of Cumberland Shale Plain Woodland and Shale Sandstone Transition Forest. Around 160 hectares of land containing high biodiversity value will be conserved in the southern part of the precinct. This land will include substantial areas of both ecological communities and will form part of a large, well-connected reserve network along the Nepean River and Allens Creek valley. These measures will also conserve habitats for threatened species that are known or considered likely to occur here.


The Biodiversity Certification process will address the potential impacts of urban development and the delivery of infrastructure on ecologically sensitive land.

Sydney to Moomba Gas Pipeline

Two high pressure gas pipelines traverse the precinct:

- Sydney to Moomba pipeline
- Ethane pipeline

A high level risk assessment identified that no development can occur within the 40-metre pipeline corridor and sensitive uses (e.g. schools, child care, aged care facilities) will need to be located away from the pipeline. A Safety Management Study (SMS) is required to ensure future urban development within the precinct is safe and maintains the integrity of the pipeline.


>160
hectares
of high biodiversity
value land protected



Delivery and funding

Infrastructure

We have worked with other state agencies to identify the regional and state infrastructure required to support growth. Local infrastructure will also be provided and improved through developer contributions.

The Department has negotiated an agreement for the landowner to provide and fund key infrastructure. The agreement ensures that roads, a school site and other infrastructure is provided on time.

Transport networks including road, public and active transport will need to be provided. These links will build on existing road networks and preserve corridors for future transport opportunities.

Health, education, open space and community facilities have been identified and planning for their delivery will continue through the development of another voluntary planning agreement. New water and wastewater infrastructure and an augmentation of the existing electricity network will be required. A temporary Sewage Treatment Plant will also be required and located, subject to Sydney Water’s Servicing Strategy and advice. Water systems will be designed to protect in stream water quality.

Planning controls

The draft precinct plan includes new draft planning controls to enable rezoning for the precinct and a draft Indicative Layout Plan to support rezoning. The rezoning would occur through an amendment to the current local environmental plan. Once rezoning occurs, Wollondilly Shire Council will be responsible for implementing the precinct plan.

Biodiversity Certification

To enhance and protect the precinct’s natural assets, we are pursuing biodiversity certification, a process that addresses biodiversity issues upfront, allows for the offsetting of the biodiversity impacts of development and certifies land as appropriate for development. Biodiversity Certification will allow the management of any unavoidable clearing for essential infrastructure to be offset within the precinct or adjoining lands.

Funding

Regional infrastructure including major roads and land for health and education will be incorporated in a Special Infrastructure Contributions Scheme. Council will prepare a Section 94 Contributions Plan to identify infrastructure. This will require developers to fund local infrastructure through contributions. Funding sourced from these contributions will fund essential infrastructure such as local roads, drainage infrastructure, open space or land for community uses.

Have your say

We welcome your feedback on the draft Precinct Plan. You can make a submission by visiting planning.nsw.gov.au/wiltonsoutheast

Your feedback is a vital step in the process that will enable us to finalise the plan.

You can also register to receive updates about Wilton South East Precinct at planning.nsw.gov.au/wiltonsoutheast

More Information

- Contact us on 1300 305 695
- Email us at information@planning.nsw.gov.au
- Visit planning.nsw.gov.au/wiltonsoutheast

If you are deaf or have a hearing or speech impairment, call us through the National Relay Service:

- TTY users, call 133 677 and ask for 1300 305 695
- Speak and Listen (speech to speech relay) users, call 1300 555 727 and ask for 1300 305 695
- Internet relay users, connect to NRS (relayservice.com.au) and ask for 1300 305 695

Translating and Interpreting Service:

- Please telephone 131 450 and ask for an interpreter in your language to connect you to 1300 305 695.

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Credit: Walker Corporation



Planning &
Environment



Our Reference: TRIM 6930-5

The Hon. Rob Stokes
Minister for Planning & Environment
GPO Box 5341
Sydney NSW 2001

3 November 2016

Dear Minister

PLANNING FOR WILTON NEW TOWN IN THE MACARTHUR

I write to request your assistance in resolving a number of important matters that are impeding the timely delivery of a land use planning framework for Wilton New Town. To this end, I would like to ask that myself and Council's newly elected Mayor, Judith Hannan meet with you to discuss these matters further.

Council is concerned that over the past 12 months since the release of the Greater Macarthur Land Release Investigation Strategy sufficient progress has not been made to resolve several outstanding issues. These include:

- Mining co-existence
- Public transport
- Health and wellbeing

Council supports your view that good design is critical to creating liveable, productive, sustainable and resilient communities and we want to ensure we apply this thinking at Wilton.

I ask that a meeting be arranged with yourself and colleagues in the health and transport portfolios along with your Chief Planner and Secretary of the Department of Planning & Infrastructure. This would be attended by myself and our Mayor, Cr Judith Hannan.

Should you wish to discuss this matter, or to arrange a meeting, please contact my office on (02) 4677 9547 or via e-mail to luke.johnson@willondilly.nsw.gov.au.

Yours faithfully



Luke Johnson
General Manager
WOLLONDILLY SHIRE COUNCIL

Our Reference: TRIM 6930-5

The Hon. Anthony Roberts MP
Minister for Planning
GPO Box 5341
Sydney NSW 2001

1 March 2017

Dear Minister

PLANNING FOR WILTON NEW TOWN IN SYDNEY'S MACARTHUR REGION

Please accept my congratulations on your recent appointment as Minister for Planning, Minister for Housing and Special Minister of State.

I write to request your urgent assistance in resolving a number of important matters that are impeding the timely delivery of a land use and infrastructure framework for Wilton New Town.

Council is concerned that over the past 18 months since the release of the Greater Macarthur Land Release Investigation Strategy, sufficient progress has not been made to resolve several outstanding issues. These include:

- Voluntary Planning Agreement
- Public transport infrastructure
- Health infrastructure
- Employment generation

My concerns about the delay in finalising the Planning Cost Agreement was raised in the Mayoral Minute at Council's Ordinary Meeting held 20 February 2017.

I would like to ask that myself and Council's General Manager, Luke Johnson meet with you to discuss these matters further at the earliest opportunity.

Should you wish to discuss this matter, or to arrange a meeting, your staff can contact the Mr Johnson's office on (02) 4677 9547.

Yours faithfully



Robert Khan
Acting Mayor
WOLLONDILLY SHIRE COUNCIL

Our Reference: TRIM 6930-5

The Hon. Anthony Roberts MP
Minister for Planning
GPO Box 5341
Sydney NSW 2001

5 May 2017

Dear Minister

REQUEST FOR URGENT MEETING TO DISCUSS WILTON NEW TOWN

I write to follow up on earlier correspondence from our Acting Mayor Mr Robert Khan dated 1 March 2017 (copy attached) requesting an urgent meeting regarding Wilton New Town. The purpose of this meeting is to discuss several unresolved concerns which may jeopardise Council's continuing support for the release of land at Wilton for housing.

Council is concerned over the lack of a credible plan to meet employment targets, specifically Council's objective of '1 job per household'. Council is also concerned over the lack of commitment from the NSW Government to the provision of public health, education and road and public transport infrastructure to service growth at Wilton.

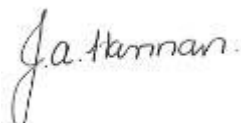
Despite these concerns remaining unresolved, the Department has now advised that it intends to proceed with early rezoning of land owned by Walker Corporation. This is contrary to Council's longstanding position that rezoning will only be supported as a single masterplanned community where there is an adequate infrastructure strategy in place.

The Department has failed to provide essential funding to cover Council's planning and local infrastructure planning costs as agreed in August 2015. The unnecessary delay has placed council 6 months behind on the preparation of its Section 94 Plan for Wilton.

Council cannot support any rezoning until these issues are resolved and all necessary policies plans adopted by Council.

Should you wish to discuss this matter, or to arrange a meeting, your staff can contact the Mr Johnson's office on (02) 4677 9547.

Yours faithfully



Judith Hannan
Mayor
WOLLONDILLY SHIRE COUNCIL

CC: Mr Jai Rowell MP
Member for Wollondilly

CC: The Hon. Lou Amato, MLC
Member of the Legislative Council



WILTON

...a GREAT new town or NO town at all



WILTON

A GREAT NEW TOWN

“It’s not every day that you get to plan and build a new town from scratch. We have a unique opportunity to create a GREAT new town that will benefit the whole of Wollondilly. If we don’t get this right our future generations will have to deal with the consequences. Let’s make sure Wilton New Town is something our children, grandchildren and great grandchildren can be proud of!”

– Judith Hannan, Mayor, Wollondilly Shire Council

Proposals for new masterplanned towns are rare. The proposal to build a new town at Wilton with an eventual population of up to 50,000 is a unique opportunity to plan a great new community, an exemplar of what good planning can achieve.

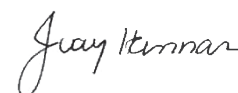
Planning for growth on the fringe of Sydney must overcome several significant challenges including the lack of infrastructure, limited employment, lack of social services and poor public transport. These challenges, if not met, will further compound other problems facing Western Sydney communities such as, higher car dependency, poor health, lower education, higher unemployment and social exclusion generally.

Without strong and determined advocacy by Council and the community for good urban design and infrastructure delivery, Wilton New Town will struggle to cope with these issues. In fact, because of its separation and distance from Sydney’s metropolitan area, these risks are potentially heightened.

Wilton New Town supports the NSW Government’s housing supply agenda but all levels of government must share the vision for a well-planned community and to work together towards that vision.

The purpose of this paper is to clearly and strongly express Wollondilly Council’s longstanding position that best practice design and infrastructure delivery are essential for achieving a healthy, vibrant and sustainable new community.

Our ongoing commitment to Wilton New Town depends on this.


Judith Hannan,
Mayor


Luke Johnson,
General Manager

B BACKGROUND

In August 2011, the NSW Government's Potential Home Sites Program (PHP) called expressions of interest for owners of landholdings greater than 100Ha to nominate their projects for priority rezoning to increase housing supply.

In response to the program, developers nominated twelve sites in the Wollondilly Shire, with 3 being in the Wilton area. Several projects within the Shire were nominated.

In February 2012, Council resolved in relation to projects nominated at Bingara Gorge, Wilton South and Wilton West that *"if the State Government proposes to support any major new land releases for housing developments in the Wilton area, any such releases should not be on an ad hoc basis but should be part of a coordinated master planned approach for the entire Wilton area..."*

Council's resolution went on to stress that this would involve the following:

- Preparation of a joint master plan for Wilton in partnership with the NSW Department of Planning and Environment and support from key infrastructure providers and all relevant state agencies.
- The strategic objective of the master plan being to provide housing, employment, all supporting infrastructure and services, and a full range of complimentary land uses to support livability and sustainability.
- An infrastructure strategy for all current and future infrastructure requirements and an associated funding strategy supported by an overall structure and staging plan.

Council then entered into a Memorandum of Understanding with the three PHP proponents for land at Wilton and over the course of 2012 developed a high-level masterplan for Wilton to provide 11,000 homes.

Following two rounds of community consultation and an independent review Council resolved to give 'in principle support' to the master plan in December 2012.

Among a number of matters, Council's support of the master plan was conditional on the following:

- The NSW Government coordinating the rezoning and state infrastructure agencies and resolution of mining related issues.
- Identifying designs and funding for the upgrade of Picton Road and the Hume Highway to accommodate the development.
- Seek 1 job for each lot created through the master plan.
- The NSW Government building a new hospital to service the new town and the broader Shire.
- A number of issues relating to flora and fauna and indigenous heritage be investigated in the master plan process.

At the request of Council, the NSW Department of Planning and Environment in February 2013 agreed to lead planning for the project and coordinate relevant agencies to achieve Council's vision.

A Project Control Group was established which included the following partners:

- NSW Department of Planning and Environment.
- Transport for NSW.
- Wollondilly Shire Council.

In July 2016, the Minister for Planning (former), Rob Stokes MP declared Wilton a "Priority Growth Area" for the development of a new community of up to 16,600 homes.

Council has attempted to work with the Department of Planning and Environment and Transport for NSW since the Department originally agreed to lead planning for Wilton, however we are concerned that the lack of coordination and engagement across agencies will be detrimental to creating a 'great new town' for Wilton.

CURRENT SITUATION

The Department of Planning & Environment has failed to deliver on its commitment to develop a Land Use and Infrastructure Strategy which achieves the vision for Wilton New Town.

Specifically, the Department has not finalised critical infrastructure delivery plans which establish a clear staging and delivery plan for public transport, health and education infrastructure. Further, there is no plan for the sequential release of land for housing as local employment opportunities are created.

The Department now intends to rezone land for 3,000 homes south of Picton Road without having delivered on its commitment. This is contrary to Council's longstanding vision that an integrated masterplanned community would be released as one.

The release of any land for rezoning is premature at this stage as the State Government has not yet resolved many outstanding issues including:

- Provision of passenger rail transport services via the Maldon-Dombarton Rail Corridor with a new train station at Wilton.
- An integrated health care facility providing services from health clinics, wellbeing centres, specialist services e.g. radiology, allied health care facilities and ultimately, a hospital.
- K-12 public schools.
- Establishing strategies and mechanisms to ensure housing delivery aligns with job creation.
- Appropriate funding framework to support delivery of local infrastructure services.
- Adequate provision of an open space and recreation network.
- A Biodiversity Offset Strategy endorsed by Council and the Office of Environment and Heritage.
- A Water and Sewer Servicing Strategy.

Council does not support the ad hoc release of land at Wilton that cannot demonstrate that the future community will have access to the level of services required for a town the size of Port Macquarie.

Such an approach to housing delivery risks leaving a legacy that repeats the mistakes of many outer suburban subdivisions of the past which entrenches poor accessibility and socio-economic disadvantage. We cannot address housing affordability by creating housing that a community can ill-afford.



MEET THE DE SOUSA FAMILY...

A Tale of Two Cities

It's the 2020s and the De Sousa Family have just moved to Wilton New Town. They are one of the first residents in an early land release stage.

David and Marie jumped at the opportunity to build a brand new house close to their extended family and have moved back into the area after many years living outside of the Shire. Moving into Wilton New Town along with David and Marie is their 11 year old son Jack and 4 year old daughter Audrey, as well as David's 18 year old daughter Jessica from his previous marriage.

What would the life experience be like for each De Sousa family member in a well-planned Wilton New Town (a "great new town") as opposed to a poorly planned Wilton New Town (a "not-so-great town")? Let's take a look.

...IN A NOT-SO-GREAT TOWN

David and Marie both work full-time to keep up with all their financial commitments including:

- Mortgage
- Cost of operating two cars
- Cost of travel to work each week
- Children's school
- Children's activities
- Day care
- Out of School Hours (OOSH) Care

When they chose to move to Wilton New Town they thought they would be better off financially but they hadn't realised how much all the fuel costs, car registration and OOSH care costs would mount up.

Marie went back to work after 6 months maternity leave after having her daughter Audrey, and both David and Marie work out of the area.

On a "good" day David drives 1.5 hours each way to work; while Marie drives at least 30 minutes into Campbelltown each day for work. Marie is often late to pick up Jack from OOSH care and Audrey from day care due to the traffic bank up on the Hume Highway getting back onto Picton Road. David's noticed that the commute time is getting worse and wonders when the new exit ramps and intersection that were 'promised' are going to be built.

Because David and Marie both leave so early to get to work on time. Jack and Audrey are often up at the crack

of dawn so Mum and Dad can get them ready for the day. Sometimes their older sister Jessica needs to help out which impacts on her studies.

Marie and David have to rely on Jack and Audrey's friends' parents to help get the kids to activities and would like to be able to return the favour but can't as they are time poor due to their long commutes.

Marie and David are frustrated with lack of quality time they have to spend with their family. They both keep vowing to get fit but just don't seem to find the time. There's a short bike track that's being progressively built around the edge of the subdivision so at least they can go for a short walk on the weekend but it doesn't really go anywhere yet.

The new local supermarket in the neighbourhood centre opened recently but it's not really the place to do a big grocery shop. Marie can't shop at Campbelltown as she'd then get home even later, so she often drives into Coles at Picton late at night after the kids have been fed and done their homework. She's tired and wonders when the new town centre will start being built.

When they first moved in, a few of their friends from Sydney visited to check it out, but there's not much to do here and it's a long drive out. So despite being closer to their extended family, they feel a bit socially isolated.

Sometimes they wonder whether the move to Wilton New Town was the right decision.

Marie & David De Sousa...

...IN A GREAT NEW TOWN

David is able to work from home a number of days a week because he has fast connecting NBN at home and there is a business hub in the new town centre that he uses for his other work needs.

On the days he has to go in to work he takes the train from Wilton and then travels on to the City. The services are not that frequent but he's heard that City Rail are planning more express services next year as the population grows.

Marie is able to work close to home for the same pay and can drop Jack to school and Audrey to day care each morning before she walks to work. She loves her walk routine and is feeling the fittest and healthiest she's felt for a long time. One of her work friends often joins her on the morning walk as she lives nearby.

Marie and David are able to attend more school functions even though they work full-time as they both have family-friendly jobs that give them the flexibility to pop out when they need to.

Marie and David don't have to rely on Jessica to help get Jack and Audrey ready in the morning and now Jessica can concentrate on her own studies more, or sleep in!

Marie and David take it in turns with their children's friends' parents to drop Jack and Audrey and their friends to activities in the week.

David has spare time to help with Jack's footy training and Marie is able to volunteer at the canteen on game days.

David is looking forward to taking Jack to his first big footy game at Campbelltown. The Wests Tigers are playing the Cowboys. They need to get there early though as all the good seats often get taken by the hordes of fans that arrive on the 6pm train.

David's also recently taken up cycling and has become a MAMIL (middle aged man in Lycra!). Every Sunday he meets up with the Wilton Cycle Club members for a ride around the expanding cycle network. He and his MAMIL mates always finish off with a coffee in the town centre.

Although their home is 3 kilometres from the new town centre, they like the fact that they can get there easily and don't always have to drive. It's coming on well and has a great new town square where they have regular events that the whole family attend. And being a big movie fan, Marie is particularly excited about the new VRC (virtual reality cinema) opening at the end of the year.

They're really pleased with their decision to move to Wilton. The house and land package was a good deal compared to other parts of south western Sydney and financially they feel they're doing well. David's sister, who often visits on the weekend with her husband and kids, wants to move out to Wilton too and is now seriously considering making the move.



MEET THE

DE SOUSA FAMILY...



Jessica De Sousa (18 years old)...

Jack De Sousa (11 years old)...

...IN A NOT-SO-GREAT TOWN

Jessica just completed her first semester of university studies; however, she's decided to drop out because the travel costs were too high and the buses to Wollongong are so infrequent and weren't fitting in with her timetable. She also couldn't afford to live out of home and close to the university.

Jessica's grades were suffering as she regularly had to help out with her younger siblings Jack and Audrey.

David and Marie have told Jessica that she needs to get a job if she is no longer studying; however, there are very few local jobs. Jessica can't afford a car and public transport is unreliable so this is making the search for a job very difficult.

Jessica finds it hard to see her friends because there is no public transport. She's got a few friends in the area but there's not much to do. Most have moved away closer to uni or work and she doesn't really feel all that connected to them anymore.

David knows that his eldest daughter has struggled ever since the loss of her mother when she was very young. He's worried about her current lack of direction and social disconnection and knows he needs to find time to help her stay motivated and positive. But it's hard when she sees her old friends on social media sharing their adventures on their latest study abroad program. She is happy for them but it makes her feel like she is missing out.

...IN A GREAT NEW TOWN

Jessica has just completed her first semester of study at Wollongong Uni. She is enjoying her course and finds it easy to commute to and from University on the regular express bus service between Wilton and Wollongong that run throughout the day.

She's connected with a bunch of other students and is loving her new uni lifestyle.

Jessica also has also lined up a part-time job at the new VRC opening soon in the town centre and she plans to walk, ride or catch the bus to work.

Jessica regularly uses the library in Wilton to study. The library has great study facilities and even offers video conferencing facilities so she can do her group work with her fellow University students. Jessica is getting excellent grades and is on track to achieve to graduate with honours which in her field gives her the edge in a competitive job market.

Jessica is able to keep up to date with her school friends regularly as she can catch the train to Campbelltown for nights out. Her school friends as well as her new uni friends regularly come to Wilton for group dinners and nights out too.

...IN A NOT-SO-GREAT TOWN

Jack goes to primary school on the other side of Wilton. He desperately wants to ride to school but his Mum and Dad won't let him as there is no safe way for him to ride across Picton Road.

Both his parents work full-time and commute long distances to work. His friend's parents sometimes take him to footy training but sometimes he has to miss training because his parents can't get him there.

The football fields are located in Picton which makes it even harder for his parents to get him to training. He resents that his parents don't seem to take the time to help him stay involved in sport like other parents do.

Jack and his parents are starting to look into which High School he will go to. Picton High School is the only public high school in Wollondilly but it's full. Jack's very bright and is keen to go to a selective academic school so will most likely have to go to a high school out of the area which will take him at least an hour each way.

Jack would like to start martial arts lessons but the local instructor can't offer lessons in Wilton as there are no community facilities available to run them in.

The mobile library attends Wilton once a week but not at a time Jack can visit. Jack has to travel to Picton if he wants to borrow books.

...IN A GREAT NEW TOWN

Jack is able to ride his bike to school as there is a pedestrian bridge across Picton Rd that he can safely ride across every day.

He takes himself straight to footy training after school because there are safe path connections from his school to the multifunction sports centre.

Jack's been attending a number of orientation days at the high schools in Wilton to decide where he will go to high school.

On Tuesdays he attends martial arts lessons at the community hall near his house and while his sister has ballet lessons in the other room at the hall at the same time.

Wilton has a multifunction library and Jack loves to go there with his Mum and sister to borrow books. He is even looking to sign up for an upcoming ANIME workshop there with his best friend Tom.

He's super excited about going to his first big footy game at Campbelltown this weekend. Tom will be there with his Dad too. Go the mighty Tigers!!

MEET THE DE SOUSA FAMILY...



Audrey De Sousa (4 years old)...

...IN A NOT-SO-GREAT TOWN

Audrey attends day care 2 days per week. The day care centre is at capacity so she is on the wait list for the other 3 days a week.

Her grandparents live in Tahmoor and look after her the other 3 days per week.

Audrey's on the autism spectrum and gets some support through day care; however she needs more access to services to prepare her for school. Her parents work full-time and her grandparents can't drive so they need access to local services or outreach services which are unavailable in Wilton.

Audrey doesn't see that much of her Dad during the week as he leaves for work very early and gets home quite late.

She loves to dance however there are no ballet classes in Wilton as the community hall hasn't been constructed yet.

...IN A GREAT NEW TOWN

Audrey goes to day care 5 days per week and has a special teacher who is helping with her learning needs and integration.

Audrey will be able to attend a mainstream school because she's had support at day care.

Every Tuesday, while her brother does his Martial Arts class, Audrey attends ballet classes at the community hall near her house.

Her Grandpa picks her up from day care twice a week and they walk to the inclusive play space near her house to play.

Dad's got one of those child seats on his bike and often finishes work early to pick her up. She loves the ride home with him and they usually stop at one of the lookouts on the way. Sometimes they go to the leisure centre for a swim.



The De Sousa's Grandparents...

...IN A NOT-SO-GREAT TOWN

Grandma and Grandpa De Sousa live in Tahmoor and play a significant role in caring for their granddaughter Audrey. They rely on the bus to get to Wilton to look after Audrey but it can sometimes take up to an hour and is unreliable.

They've both retired and would love to do some travelling, but they can't because David and Maria rely so heavily on them to look after Audrey three days a week. David and Maria wouldn't be able to afford to pay someone to look after Audrey if they went away.

They struggle to take Audrey to her appointments as they have to use the limited public transport and the appointments are usually in Campbelltown.

Grandma suffers from hypertension and is beginning to develop other associated health issues. She has been going to Campbelltown Hospital for a series of tests on her kidneys which is an added burden, as there are no options for her to receive tests and treatments locally.

She's worries that this will be another reason why they'll never get to travel to Europe.

...IN A GREAT NEW TOWN

Maria and David are able to put Audrey in full-time day care, so Grandma and Grandpa can choose when they spend time with their grandkids.

They can easily get to Wilton via the train, and they can either walk from the train station to the De Sousa's home or they can get a bus if it's raining.

If they need to help out and take Audrey to an appointment they are usually within walking distance or a short bus trip away from the services; and Grandma can go to her Healthy Seniors program that they run at the Integrated Community Health Care Centre in the Wilton Town Centre.

Grandma's health has gone from strength to strength ever since she's been on the Healthy Seniors program. Her doctor has given her an all-clear to fly so next month they're off to Europe for a cruise down the Danube. She's always dreamt of visiting Vienna.

Grandpa has started going to U3A (University of the Third Age) which is held on Thursday mornings at the multifunction centre.

There are lots of smaller medium density housing options available in Wilton and Grandma and Grandpa are thinking of "downsizing" - selling the family home and moving into Wilton. This will allow them to be even closer to their family and have greater access to the services in Wilton Town Centre.

NOW

WHAT NEEDS
TO HAPPEN...

EVERYBODY WORKING TOGETHER

We need a coordinated approach with all key proponents and agencies working together.

TO ACHIEVE THIS WE NEED...

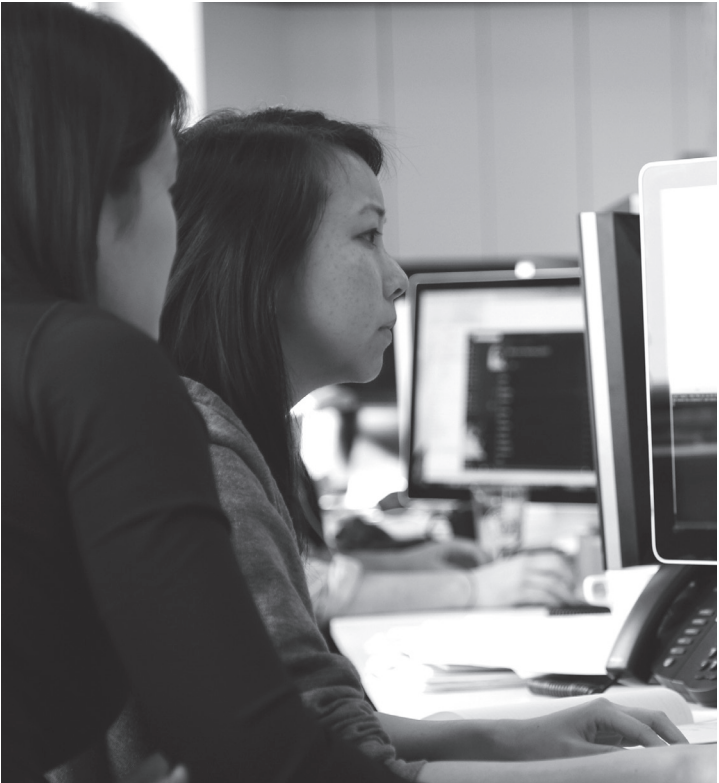
- All major development proponents working together in a coordinated manner with a single coordinating entity, within a framework that allows integration with other land owners.
- A Department of Planning and Environment that refocuses on delivering good planning outcomes as sought by the Greater Sydney Commission, rather than the Department's narrow focus on delivering housing with little regard for quality outcomes.
- Council and State Agencies (i.e. planning, health, education and transport) collaborating to facilitate Council's vision of delivering an exemplar new town.
- Recognition that Wollondilly's short term housing targets are being easily met by other proposals, and therefore we have time to plan Wilton properly.
- A Land Use and Infrastructure Strategy that requires certain infrastructure (i.e. health, education and public transport) to be provided prior to release of land at agreed thresholds.
- No land rezoned ahead of the finalisation of the Western Sydney City Deal and finalisation of local infrastructure servicing agreements being in place.
- Provision of passenger rail transport services, integrated health care facilities, adequate public primary and high schools, local employment opportunities.
- An appropriate funding framework to support delivery of local infrastructure services.
- Adequate provision of an open space and recreation network.
- A Biodiversity Offset Strategy endorsed by Council and the Office of Environment and Heritage.
- A Water and Sewer Servicing Strategy.

WHY THIS IS IMPORTANT

The coordinated approach to the provision of passenger rail transport services, integrated health care facilities, public primary and high schools as well as local employment opportunities is essential if we are to achieve positive outcomes for Wilton.

The fragmented approach to the development of Wilton experienced to date, coupled with the lack of a single coordinating entity is of great concern and can only be detrimental to creating a 'great new town' for Wilton.

To release land at Wilton without having addressed these critical issues is to compound the problems facing outer-urban communities which are poorly serviced. We do not want this for Wilton New Town.



WILTON NEW TOWN
alone provides 53 years of land supply based on the targets established by the Greater Sydney Commission's Draft South West District Plan



PUBLIC AND ACTIVE TRANSPORT

We need people to be able to get to and from Wilton without always relying on cars.

TO ACHIEVE THIS WE NEED...

- A reliable electric train link to Macarthur (via the Maldon-Dombarton corridor) that includes express services that connect from Wilton town centre to key destinations in the city network.
- Development of a new station at Wilton New Town, integrated with a bus interchange and commuter parking.
- Separation of freight trains from passenger trains either by duplication of train lines or the creation of a new rail corridor.
- A reliable, regular bus service connecting to both Campbelltown/Macarthur and Wollongong, particularly while rail links are being developed.
- The planning, design and costing to be undertaken now and timed for delivery as Wilton grows beyond the capacity of existing services.

WHY THIS IS IMPORTANT

There is a growing consensus that urban sprawl promotes a sedentary lifestyle that contributes to poor mental and physical health. At present, almost a third of our residents travel to Campbelltown, Camden and Liverpool for employment while our school children are travelling to 17 different schools outside the Wollondilly Shire.

Car dependency has been linked to a number of negative impacts including:

- Environmental degradation;
- Social exclusion and 'time-poor' lifestyles;
- Reduced public health;
- Economic inefficiency.

Features of good urban environments that promote greater physical activity:

A growing body of research suggests there is a positive association between physical activity and urban form. Good design can play a critical role in addressing these issues by:

- Increasing proximity and access to public transport;
- Designing compact, pedestrian friendly neighbourhoods;
- Providing multiple destinations such as schools, shops, public transport nodes and recreational facilities with walking and cycling links;
- Providing a greater diversity of land uses.



“YOU CAN’T
have the
housing without
the infrastructure,
that’s the
essential issue”

- The Hon Angus Taylor, Member
for Hume, the Sydney Morning
Herald, 30 January 2017



3 JOBS

We want access to a range of local jobs.

TO ACHIEVE THIS WE NEED...

- Jobs at Wilton that grow as the town grows.
- An active working party focusing on job creation and including the main developers.
- A clear understanding of what government services will be there in the long term and commitment regarding the timing of these services.
- Controls in place that prevent other centres from usurping the long term role of the Wilton town centre.
- The NBN in place and other smart city strategies adopted and implemented.

WHY THIS IS IMPORTANT

In supporting the master plan in 2012, Council expressed its strong support for the provision of transport infrastructure and delivering an employment target of 1 job for each lot generated.

Currently, around two thirds of Wollondilly’s employed residents travel outside the Local Government Area to work. Without provision of local employment opportunities this will only increase which has detrimental impacts on our community’s social physical and emotional well-being.

Effective and efficient transport links will ensure a community that is well serviced and an attractive location for business investment. This in turn leads to more local jobs.

Failing to provide sufficient local employment opportunities only exacerbates the problems associated with inadequate public transport infrastructure as it consigns future residents to long car commutes to work.



“**JOBS WILL BE CREATED** in the school, health services, civic precinct and retail opportunities... it (Wilton New Town) will reverse the flow of traffic - people will live and work in the same area.”

- Jai Rowell MP, Member for Wollondilly, Wollondilly Advertiser, 22 September 2015



4 HOUSING FOR ALL

We all want to be able to live there.

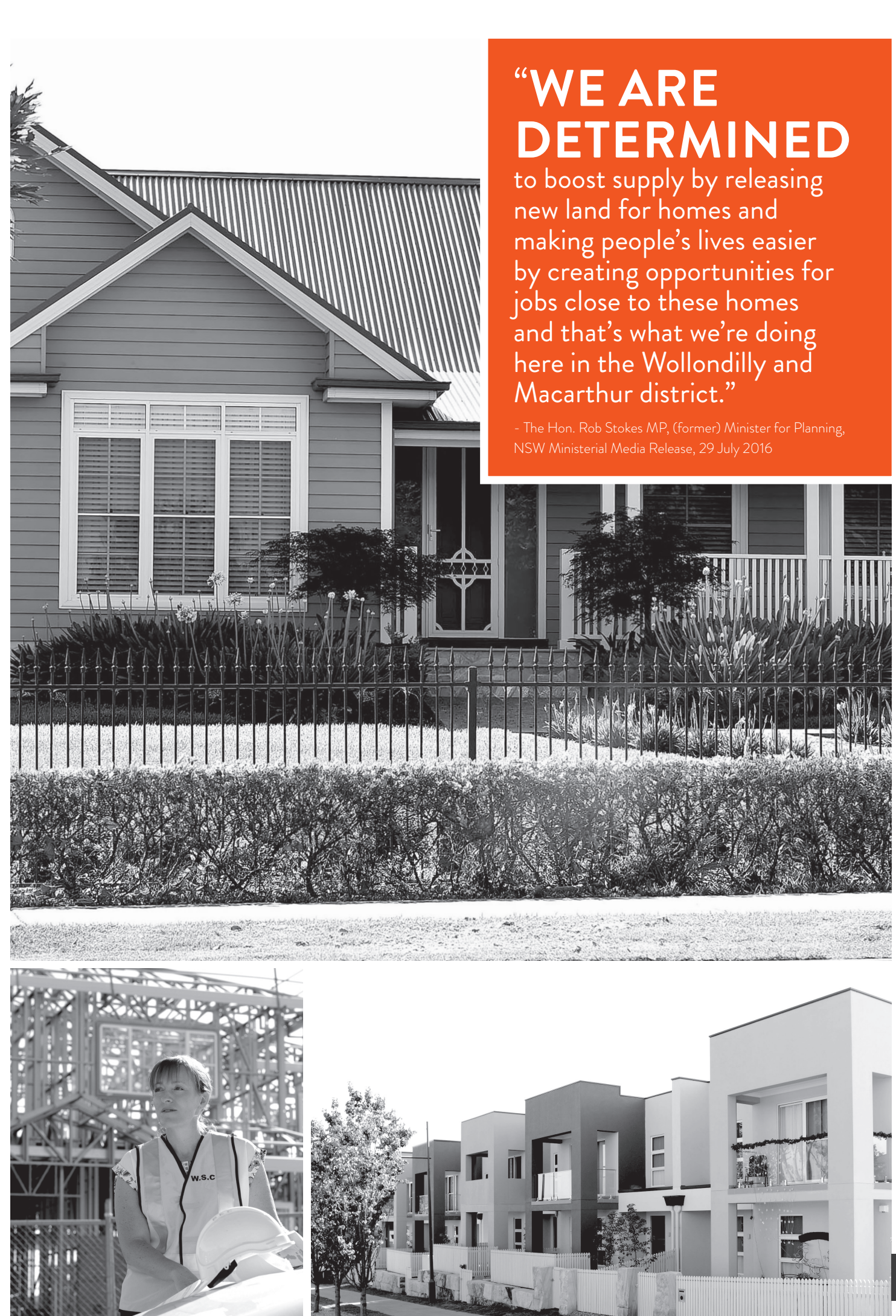
TO ACHIEVE THIS WE NEED...

- A diversity of housing types.
- A reasonable percentage of affordable housing products.
- Higher density living around the town centre.
- Well-designed walkable neighbourhoods.
- A competitive residential construction environment, with more than one development front.

WHY THIS IS IMPORTANT

Housing diversity is an important part of building a sustainable and diverse community, ensuring a range of housing types and choices that accommodate the changing needs of the community over time. These choices include housing for younger people to own or rent close to services, family homes as couples mature and raise a family and then smaller, lower maintenance accommodation as people grow older and enter retirement.

We need higher density housing to be well located within walking distance of schools, public transport and the town centre – enabling residents to be less car dependent.



**“WE ARE
DETERMINED**

to boost supply by releasing new land for homes and making people’s lives easier by creating opportunities for jobs close to these homes and that’s what we’re doing here in the Wollondilly and Macarthur district.”

- The Hon. Rob Stokes MP, (former) Minister for Planning, NSW Ministerial Media Release, 29 July 2016

HEALTH AND WELLBEING

We want those that live in Wilton to be healthy and happy.

TO ACHIEVE THIS WE NEED...

- A Health and Wellbeing Strategic Plan for Wilton that reflects best practice, sets out clear strategies and actions to support social sustainability and meets the emerging needs of the new Wilton community.
- Walking and cycling infrastructure in place early that encourages people to leave the car at home and live a more active lifestyle.
- Suitable health service, in place early that are adaptable to the growing population and focused on preventative health.
- Investment in soft infrastructure (e.g. community workers and social programs) focused on community building activities.
- Public spaces that encourage social interaction and healthy life choices, and foster a connected and engaged community.

WHY THIS IS IMPORTANT

Urban planning alone cannot create cohesive local communities with strong social networks and high levels of community involvement. Developing a new community must involve more than just hard infrastructure. We need to stimulate and support 'community building' in new neighbourhoods, by providing resources for community development workers and programs. We need a coordinated approach to creating a healthy, happy and connected community.

Evidence shows that neighbourhoods that are walkable can lead to increased physical activity levels and a greater sense of community connectedness. Community involvement in the planning of public urban space can also lead to improved health and wellbeing outcomes as a result of participation.

Good urban design can have a positive influence on physical activity thus reducing the long term impact on health services. Without access to public transport or local employment opportunities, Wilton is at risk of developing as a car dependent satellite suburb with significant implications for the physical and emotional health and wellbeing of its future residents.

The Health and Wellbeing Strategic Plan is crucial to delivering a coordinated approach with regard to achieving social sustainability for Wilton. Ideally this document would become integral to driving the implementation of social programs and settlement initiatives designed to build communities and foster a more cohesive, healthy and happy community. It would also provide a framework around reviewing and adapting initiatives to respond to the changing needs of the community as it establishes over time.



“LIVEABLE COMMUNITIES

are healthy and inclusive. They are well connected by public transport to cultural and economic opportunities near and far.”

- Urban Growth NSW (Website)



6 EDUCATION

We want to be able to learn and grow there.

TO ACHIEVE THIS WE NEED...

- A new public high school, a K-12 private school and 3 more public primary schools.
- Shared use of school spaces so that these community assets are better utilised.
- Schools near playing fields to provide better opportunities for physical activity.
- A road and shared pathway network that facilitates kids walking and riding bicycles to school.
- Access to tertiary education at Campbelltown, Liverpool and Wollongong by suitable public transport connections.
- Strategies to support tertiary campuses being established at Wilton (e.g. TAFE/UWS).
- Facilities to support informal life-long learning (Library, community education hubs etc).

WHY THIS IS IMPORTANT

Our schools are currently over or near capacity. We have school children travelling outside the local government area to 17 different high schools. This is inequitable and disadvantages the learning and development of our current and future younger generations.

People should have access to education close to where they live so that they can maximise their learning potential and have time to contribute to community life, rather than spending time in transit to education facilities elsewhere.

Local education options mean that talent is retained within the town thus avoiding a 'brain drain'. It also means that Wilton becomes a destination of choice where the educational needs of individuals can be met within the town itself, rather than forcing people to seek opportunities elsewhere.



“WE WANT TO CREATE

great places, not just to build houses... we need to manage the scale of urban growth and renewal to deliver high quality urban design, housing diversity and choice, as well as affordable housing.”

- Sheridan Dudley, South West District Commissioner, Greater Sydney Commission, Macarthur Chronicle, 23 November 2016



PLACE

We want to meet there, shop there, eat there, play there.

TO ACHIEVE THIS WE NEED...

- A town centre that is a destination, with entertainment and cultural activities.
- Excellent urban design and best practice approaches to place making and public domain activation.
- A wide retail offering.
- Public art.
- Cultural facilities and spaces suitable for performing and visual arts.
- Sufficient sports fields to cater for a regional centre.
- Walking trails, bike paths, lookouts, views.
- Protection of significant views such the Razorback Range from incremental development outside Wilton.

WHY THIS IS IMPORTANT

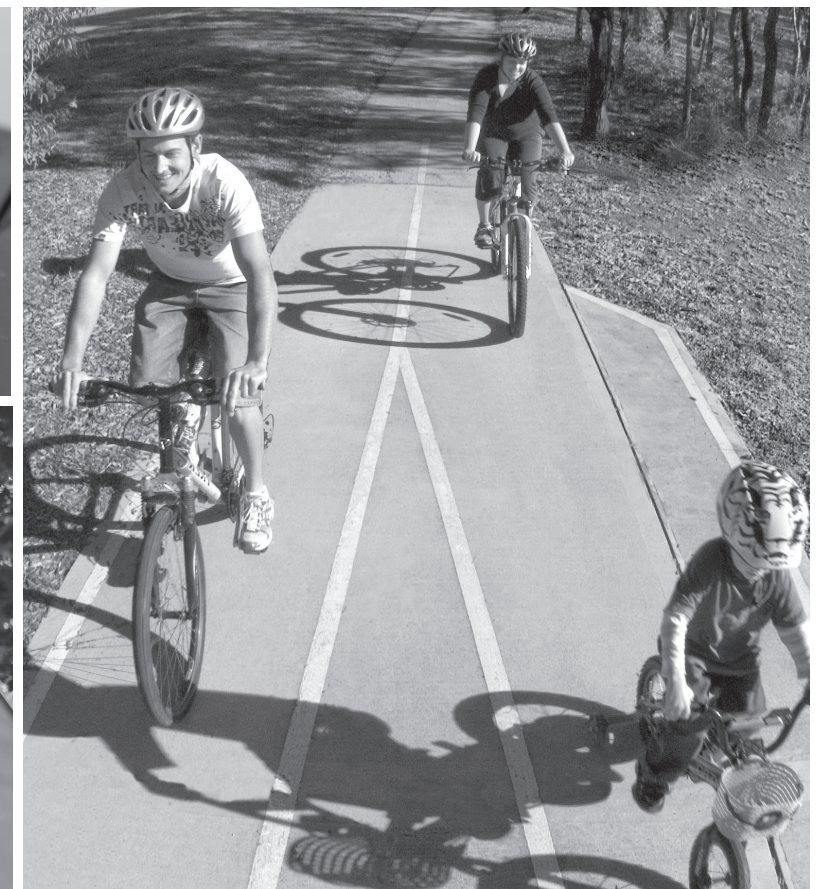
Providing attractive public spaces that create opportunities for people to meet and connect with one another or participate in community events has a direct relationship with achieving a sense of community.

A sense of community has significant positive impacts for individuals and groups. Community connections, networks and social cohesion play a significant role in an individual's health, wellbeing, and mental health outcomes. Community interaction and social contacts reduces the risk of stroke and depression.

Well-designed urban spaces with shopping, dining and recreational attractors will encourage visitors thus contributing to the economic sustainability of the town and it's capacity to provide jobs.

The unique features of Wilton and its urban/rural interface should be developed and Wilton marketed as a key destination for regional recreational pursuits.

Not fulfilling these opportunities will result in a community that fails to reach its potential as a thriving, healthy and happy destination of choice.



“A CO-ORDINATED APPROACH to delivering city-scale economic, social and environmental outcomes is required”

- Lucy Turnbull, Chairperson, Greater Sydney Commission, The Australian Business Review, 28 April 2017

HOW TO GET IN TOUCH

PO Box 21, Picton NSW 2571 Australia

E council@wollondilly.nsw.gov.au

P 02 4677 1100

www.wollondilly.nsw.gov.au

