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.
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

Wilton: Interim Land Use and Infrastructure Implementation Plan Background Analysis
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.

- **Email notifications**: 317
- **Formal submissions**: 96
- **Public exhibition**: 8wk
- **Website visits**: 8000
- **Community information sessions**: 217k
- **Council or forum briefings**: 4

The consultation program included various methods of engagement to gather feedback and information from the community.
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)**

<table>
<thead>
<tr>
<th>Local Government Area</th>
<th>Housing Target 2016-2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camden</td>
<td>11,800</td>
</tr>
<tr>
<td>Campbelltown</td>
<td>6,800</td>
</tr>
<tr>
<td>Fairfield</td>
<td>3,050</td>
</tr>
<tr>
<td>Liverpool</td>
<td>8,250</td>
</tr>
<tr>
<td>Wollondilly</td>
<td>1,550</td>
</tr>
<tr>
<td><strong>South West Total</strong></td>
<td><strong>31,450</strong></td>
</tr>
</tbody>
</table>

**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

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Potential new homes</th>
<th>Expected Staging</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bingara Gorge</td>
<td>1,800</td>
<td>Under construction</td>
</tr>
<tr>
<td>South East Wilton</td>
<td>3,500</td>
<td>First homes by 2018</td>
</tr>
<tr>
<td>Wilton Town Centre</td>
<td>1,600</td>
<td>First homes by 2019</td>
</tr>
<tr>
<td>North Wilton</td>
<td>5,400</td>
<td>First homes by 2019</td>
</tr>
<tr>
<td>West Wilton</td>
<td>2,400</td>
<td>First homes by 2025</td>
</tr>
<tr>
<td>Wilton Rural Residential</td>
<td>50</td>
<td>First homes by 2025</td>
</tr>
</tbody>
</table>

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.

![Projected population for Wilton](image)

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.

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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

- Priority Growth Area
- Highway
- Major Roads
- Train Line and Station
- Existing Urban Land
- Primary Conservation
- Patch size > 20 HA to be assessed at Precinct Planning stage
- Patch size 4-20 HA to be assessed at Precinct Planning stage

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.

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**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

Wilton: Interim Land Use and Infrastructure Implementation Plan Background Analysis
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).
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

Priority Growth Area
Highway
Major Roads
Train Line and Station
Existing Urban Land
Upper Canal System
(Pheasants Nest Weir to Prospect Reservoir)
100 ARI Flood
Strahler Stream Order 7
Strahler Stream Order 6
Strahler Stream Order 5
Strahler Stream Order 4
Strahler Stream Order 3
Strahler Stream Order 2
Strahler Stream Order 1

Wilton: Interim Land Use and Infrastructure Implementation Plan Background Analysis
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 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 River
- 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
Wilton: Interim Land Use and Infrastructure Implementation Plan Background Analysis
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

- Priority Growth Area
- Highway
- Major Roads
- Train Line and Station
- Existing Urban Land
- Urban Capable Land
- Environmental Living
- Rural Residential
- Employment Land
- Employment Land Use for Further Investigation
- Primary Conservation
- Waterways
- New Major Centre
- New Local Centre

Wilton: Interim Land Use and Infrastructure Implementation Plan Background Analysis
### 6.2 Forecasts

Table 5: Housing forecasts (high-growth scenario)

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Existing (June 2016)</th>
<th>2021</th>
<th>2026</th>
<th>2031</th>
<th>2036</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilton Village</td>
<td>300</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bingara Gorge</td>
<td>600</td>
<td>800</td>
<td>1,300</td>
<td>1,800</td>
<td>1,800</td>
</tr>
<tr>
<td>Wilton South East</td>
<td>800</td>
<td></td>
<td>1,600</td>
<td>2,400</td>
<td>3,500</td>
</tr>
<tr>
<td>Town Centre¹</td>
<td>300</td>
<td></td>
<td>700</td>
<td>1,500</td>
<td>1,600</td>
</tr>
<tr>
<td>Wilton North¹</td>
<td>800</td>
<td></td>
<td>1,200</td>
<td>2,600</td>
<td>5,400</td>
</tr>
<tr>
<td>Wilton West¹</td>
<td></td>
<td></td>
<td>500</td>
<td>1,500</td>
<td>2,400</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Measure</th>
<th>Delivery</th>
<th>Timing</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional/State road network</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upgrade Picton Road</td>
<td>RMS</td>
<td>Timing to be determined</td>
<td>Funded by SIC</td>
</tr>
<tr>
<td>Upgrade Hume Highway</td>
<td>RMS</td>
<td>Trigger for widening to be modelled</td>
<td></td>
</tr>
<tr>
<td>Upgrade Wilton Park Road</td>
<td>Wollondilly Shire Council</td>
<td>Staged upgrade linked development of West Wilton</td>
<td>Funded by SIC and Section 94 contributions</td>
</tr>
<tr>
<td>Upgrade Pembroke Road and Picton Road intersection</td>
<td>Developer/RMS</td>
<td>Required prior to registration of first lot with middle sub-precinct of Wilton South East and Bingara Gorge</td>
<td>Funded by SIC or works in kind including contribution from Bingara Gorge</td>
</tr>
<tr>
<td>Western bridge over Picton Road</td>
<td>Developer/RMS</td>
<td>Required at 1500 lots for western stage of Wilton South East</td>
<td>Funded by SIC delivered as works in kind</td>
</tr>
<tr>
<td>Collector road linking north and south east precincts</td>
<td>Developer</td>
<td>Staged release and development of northern precinct</td>
<td>Funded by SIC delivered as works in kind</td>
</tr>
<tr>
<td>Upgrade Almond Street and Picton Road intersection</td>
<td>Developer/RMS</td>
<td>Required with 901st lot for eastern stage of Wilton South East</td>
<td>Funded by SIC delivered as works in kind with potential contribution from Bingara Gorge</td>
</tr>
<tr>
<td>Upgrade Picton Road/ Hume Motorway intersection</td>
<td>RMS</td>
<td>Required in stages, interm work from 300 lots</td>
<td>Funded by SIC and NSW Government delivered by RMS</td>
</tr>
<tr>
<td>Measure</td>
<td>Delivery</td>
<td>Timing</td>
<td>Assumptions</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>----------------------------------------------</td>
<td>------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Upgrade Wilton Road</td>
<td>Wollondilly Shire Council</td>
<td>Required with development in east Wilton village environs</td>
<td>Funded by Section 94 contributions</td>
</tr>
<tr>
<td>Upgrade Picton Road West and Wilton Park Road intersections</td>
<td>Developer/RMS</td>
<td>Required with development in West Wilton</td>
<td>Funded by SIC delivered by developers</td>
</tr>
<tr>
<td>New pedestrian bridge over Hume Highway</td>
<td>Developer/RMS</td>
<td>Required with development of district centre</td>
<td>Funded by SIC delivered by RMS</td>
</tr>
<tr>
<td>Investigate road connection to Menangle Road from North Wilton</td>
<td>Developer/RMS</td>
<td>Required at full development</td>
<td>Funded by SIC delivered by RMS</td>
</tr>
<tr>
<td>Investigate location of Hume Motorway intersection</td>
<td>Developer/RMS</td>
<td>Threshold to be modelled</td>
<td>Funding to be determined</td>
</tr>
<tr>
<td>Investigate upgrade to Menangle Road</td>
<td>Developer/RMS</td>
<td>Threshold to be modelled</td>
<td>Funding to be determined</td>
</tr>
<tr>
<td>Collector road networks</td>
<td>Wollondilly Shire Council and developers</td>
<td>Required in stages with each precinct</td>
<td>Funded by Section 94 contributions and delivered by developers as works in kind</td>
</tr>
<tr>
<td>Cycle and pedestrian network within Wilton and linking to the broader South West District and to employment around Western Sydney Airport</td>
<td>Wollondilly Shire Council and developers</td>
<td>Required in stages with each precinct</td>
<td>Funded by Section 94 contributions and delivered by developers as works in kind</td>
</tr>
</tbody>
</table>

**Education**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Delivery</th>
<th>Timing</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three new primary schools</td>
<td>Developers/Department of Education</td>
<td>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.</td>
<td>Land provided through SIC and capital cost and recurrent funding by NSW Government</td>
</tr>
<tr>
<td>One public high school</td>
<td>Developers/Department of Education</td>
<td>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.</td>
<td>Land provided through SIC and capital cost and recurrent funding by NSW Government</td>
</tr>
</tbody>
</table>

**Public transport**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Delivery</th>
<th>Timing</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide bus services between Wilton and key local and regional destinations</td>
<td>Transport for NSW</td>
<td>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.</td>
<td>Initial services potentially provided by developers with recurrent funding for long-term services by NSW Government</td>
</tr>
<tr>
<td>New bus interchange</td>
<td>Developers and Transport for NSW</td>
<td>To be developed as district centre establishes</td>
<td>Funded by SIC delivered as works in kind</td>
</tr>
<tr>
<td>Picton and Wilton Road bus signals</td>
<td>RMS/Developer</td>
<td>Required in stages</td>
<td>Funded by SIC delivered as works in kind</td>
</tr>
</tbody>
</table>

**Drainage and flooding**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Delivery</th>
<th>Timing</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detention and stormwater infrastructure</td>
<td>Developers/ Wollondilly Shire Council</td>
<td>Required in stages</td>
<td>Funded by Section 94 contributions and delivered by developers as works in kind</td>
</tr>
<tr>
<td>Measure</td>
<td>Delivery</td>
<td>Timing</td>
<td>Assumptions</td>
</tr>
<tr>
<td>---------</td>
<td>----------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>Community infrastructure</td>
<td>Developer, NSW Government</td>
<td>Preferably after development of around 4,000 lots</td>
<td>Land provided through SIC and capital cost and recurrent funding by NSW Government</td>
</tr>
<tr>
<td>One Police station (2,000m²) and access to regional emergency hub</td>
<td>Developer, NSW Government</td>
<td>To maintain maximum of 10 minute call out response time</td>
<td>Land provided through SIC and capital cost and recurrent funding by NSW Government</td>
</tr>
<tr>
<td>Upgrade Rural Fire Service facility into a staffed facility and provide one staffed Fire and Rescue NSW station</td>
<td>Developer, NSW Government</td>
<td>Requirement and timing to be determined</td>
<td>Land provided through SIC and capital cost and recurrent funding by NSW Government</td>
</tr>
<tr>
<td>Health facilities</td>
<td>Developer, NSW Health</td>
<td>To align with growth</td>
<td>Funded by Section 94 contributions and delivered by developers as works in kind.</td>
</tr>
<tr>
<td>One multipurpose community centre (1,000m²) or two district centres (600m²)</td>
<td>Developer, Wollondilly Shire Council</td>
<td>To be determined in Council’s Community Strategic Plan</td>
<td>Funded by Section 94 contributions, delivered by Wollondilly Shire Council.</td>
</tr>
<tr>
<td>One central library (2,207m²) plus 100m² cultural space</td>
<td>Developer, Wollondilly Shire Council</td>
<td>To be determined in Council’s Community Strategic Plan</td>
<td>Funded by Section 94 contributions, delivered by Wollondilly Shire Council.</td>
</tr>
<tr>
<td>Cultural facility (500m²)</td>
<td>Developer, Wollondilly Shire Council</td>
<td>One place: two resident children aged 0 – 5 years One place: five children aged 5 – 11 years for OOSH care</td>
<td>Partly funded by Section 94 contributions.</td>
</tr>
<tr>
<td>Child care and out of school hours (OOSH) care</td>
<td>Developer, Wollondilly Shire Council</td>
<td>One place: two resident children aged 0 – 5 years One place: five children aged 5 – 11 years for OOSH care</td>
<td>Partly funded by Section 94 contributions.</td>
</tr>
<tr>
<td>One indoor sports facility</td>
<td>Developer, Wollondilly Shire Council</td>
<td>Required when population reaches 20,000</td>
<td>Funded by Section 94 contributions, delivered by Wollondilly Shire Council.</td>
</tr>
<tr>
<td>One indoor aquatic/swimming facility</td>
<td>Developer, Wollondilly Shire Council</td>
<td>Required when population reaches 20,000</td>
<td>Funded by Section 94 contributions, delivered by Wollondilly Shire Council.</td>
</tr>
<tr>
<td>One youth recreation facility</td>
<td>Developer, Wollondilly Shire Council</td>
<td>Required when population reaches 20,000</td>
<td>Funded by Section 94 contributions, delivered by Wollondilly Shire Council.</td>
</tr>
<tr>
<td>10 local parks (at least 3,000m²)</td>
<td>Developer, Wollondilly Shire Council</td>
<td>A minimum of one local or multipurpose park: 3,000 to 5,000 people or 400m radius of 90% of residents</td>
<td>Funded by Section 94 contributions, delivered by Wollondilly Shire Council.</td>
</tr>
<tr>
<td>Great River Walk</td>
<td>Developer, Wollondilly Shire Council</td>
<td>To be provided in stages</td>
<td>Funded by Section 94 contributions and delivered by Wollondilly Shire Council</td>
</tr>
<tr>
<td>One district park (between two and five hectares)</td>
<td>Developer, Wollondilly Shire Council</td>
<td>One district park: 20,001 – 50,000 people</td>
<td>Funded by Section 94 contributions, delivered by Wollondilly Shire Council.</td>
</tr>
<tr>
<td>10 sports grounds, with two playing fields each (40 hectares in total)</td>
<td>Developer, Wollondilly Shire Council</td>
<td>One sports ground (of two playing fields) per 5,000 people</td>
<td>Funded by Section 94 contributions, delivered by Wollondilly Shire Council.</td>
</tr>
<tr>
<td>Two double sports grounds, with four playing fields each (10 hectares in total)</td>
<td>Developer, Wollondilly Shire Council</td>
<td>Two double sports grounds (four playing fields) per 20,000 – 50,000 people.</td>
<td>Funded by Section 94 contributions, delivered by Wollondilly Shire Council.</td>
</tr>
<tr>
<td>Outdoor sports courts, including five multipurpose courts, 18 tennis courts, two basketball courts and four netball courts</td>
<td>Developer, Wollondilly Shire Council</td>
<td>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</td>
<td>Funded by Section 94 contributions, delivered by Wollondilly Shire Council.</td>
</tr>
</tbody>
</table>
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

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

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 OEH 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

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three new primary schools</td>
<td>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.</td>
</tr>
<tr>
<td>One public high school</td>
<td>Required in line with population growth.</td>
</tr>
<tr>
<td>One multipurpose community centre (1,000m²) or two district community centres (600m²)</td>
<td>Community space required at each stage and to expand with growth. A community space can serve up to 20,000 people.</td>
</tr>
<tr>
<td>One central library (2,207m²), plus 100m² cultural space</td>
<td>To be determined in Council’s Community Strategic Plan</td>
</tr>
<tr>
<td>Cultural facility (500m²)</td>
<td>To be determined in Council’s Community Strategic Plan</td>
</tr>
<tr>
<td>Child care and out of school hours care</td>
<td>One place: two resident children aged 0 – 5 years</td>
</tr>
<tr>
<td></td>
<td>One place : five children aged 5 – 11 years for OOSH care</td>
</tr>
<tr>
<td>One indoor sports facility</td>
<td>To be determined in Council’s Community Strategic Plan</td>
</tr>
<tr>
<td>One indoor aquatic/swimming facility</td>
<td>To be determined in Council’s Community Strategic Plan</td>
</tr>
<tr>
<td>One youth recreation facility</td>
<td>To be determined in Council’s Community Strategic Plan</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Zone</th>
<th>Minimum density dw/ha</th>
<th>Maximum density dw/ha</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1/R2</td>
<td>15</td>
<td>25</td>
</tr>
<tr>
<td>R3</td>
<td>25</td>
<td>45</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Utilities servicing requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>New electricity zone substation at Bingara Gorge</td>
</tr>
<tr>
<td>Upgrade of zone substation at Maldon</td>
</tr>
<tr>
<td>New 5ML water storage facilities</td>
</tr>
<tr>
<td>Duplication of water main to the Picton Reservoir</td>
</tr>
<tr>
<td>New sewer pumping stations</td>
</tr>
<tr>
<td>Water management infrastructure</td>
</tr>
</tbody>
</table>

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