



NSW RURAL FIRE SERVICE



NSW Dept of Planning, Industry & Environment
12 Darcy Street
PARRAMATTA NSW 2150

Your reference: Draft Wilton Town Centre
Precinct Rezoning
Our reference: SPI20201119000196
30 July 2021

Attention: David Burge; Gwenda Kullen

Dear Sir/Madam,

Draft Wilton Town Centre Precinct Rezoning

I refer to the original NSW Department of Planning, Industry and Environment's correspondence dated 11 December 2020 which sought comment and feedback from the New South Wales Rural Fire Service (NSW RFS) in relation to the draft Wilton Town Centre Precinct Rezoning Proposal.

The NSW RFS has re-considered the information submitted and raises no objection to the proposed rezoning for the Wilton Town Centre Precinct. This is based on the advice within the report prepared by Blackash Bushfire Consulting (Project No. J2531, Version 1.0, Dated 15 July 2021) which identifies the Wilton Town Centre Precinct as the following:

'The Wilton Town Centre precinct is considered a lower-risk area and therefore appropriate to proceed without further Evacuation Studies' (p.14).

Subject to the recommendations stated in Part 5 of the report prepared by Blackash Bushfire Consulting (p.19) being enacted in further development assessments, the exhibition of the draft Wilton Town Centre Precinct Rezoning may proceed. Any further applications within the Wilton Town Centre Precinct are to comply with *Planning for Bush Fire Protection 2019*.

This response is provided on the basis of further information being received and analysed, and supersedes the previous correspondence dated Thursday 24 June 2021 issued to Wollondilly Shire Council.

For any queries regarding this correspondence, please contact Adam Small on 1300 NSW RFS.

Yours sincerely,

Nika Fomin

Nika Fomin

Manager

Planning and Environment Services

Postal address

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DOC20/927898-7

Department Planning, Industry and Environment
Place, Design and Public Space
4 Parramatta Square, 12 Darcy Street
PARRAMATTA NSW 2150

Attention: Wilton Town Centre Precinct Team

Dear Sir or Madam,

Draft Wilton Town Centre Precinct Rezoning

I am writing in reply to your request to provide comment on the draft Wilton Town Centre Precinct Rezoning and supporting information received by the Environment Protection Authority (EPA) on 6 November 2020 and currently on exhibition.

A review of the supporting information appears that the EPA has previously provided comment on supporting studies including *Air Quality Opportunities and Constraints Report* (SLR Ref: 610.12801-R02 Version No: -v1.0 September 2018), *Noise and Vibration Planning Issues* (Atkins Acoustics 48.7130 R1.ga/dt/2018), *Preliminary Water Cycle Management Strategy* (Cardno 2018) and letter from Douglas Partners dated 3 September 2018 regarding *Summary of Land Capability Reports*. The EPA recommends Department of Industry Planning and Environment (DPIE) should consult our previous advice (DOC18/665169-06 dated the 2 October 2018, DOC19/671090-5 dated the 18 September 2019 and DOC19/671090-6 dated the 8 October 2019). These letters provide comment on the above studies and includes suggested provisions to help inform the development of the area wide Draft Development Control Plan (DCP). These comments relate to: Air Quality, Noise, Water Quality, Contaminated Land Management, Waste & Resource Recovery Management, & Coal Seam Gas Infrastructure.

The matters raised in our letters are important and should be considered by DPIE in its assessment of the planning proposal. Copies of these letters can be provided on request. The EPA has also been engaging with DPIE in the provision of comment and advice on the area wide DCP including waterway health and contaminated land management. The planning proposal would benefit updating based on these suggested amendments.

If you have any questions regarding this matter, please contact Mr Paul Wearne on (02) 4224 4100.

Yours sincerely

27/11/2020

GREG NEWMAN
Acting Unit Head Regulatory Operations Metro South

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7 December 2020

Re: Draft Wilton Town Centre Precinct Rezoning

Thank you for providing NSW Ports with the opportunity to comment on the Draft Wilton Town Centre Precinct Rezoning Plan. NSW Ports is responsible for managing the port and freight assets of Port Botany, Port Kembla, the Cooks River Intermodal Terminal and the Enfield Intermodal Logistics Centre. These assets, along with the efficient movement of freight to and from these assets, are critical to the future economic growth, liveability, productivity and sustainability of New South Wales.

Port Kembla is one of NSW's key trade gateways and plays a vital part of the state economy. Port Kembla is approved for development as a container terminal and is well located to service the growing population of Greater Sydney. NSW Ports advocates for the construction of the Maldon-Dombarton rail line in order to expand existing rail service capability to Port Kembla and to connect to a future container terminal in the Outer Harbour. In addition, it will provide a more direct connection between the Port and West and Southwest Sydney.

NSW Ports seeks to ensure that the planning, design and assessment of development located within the Wilton Town Centre Precinct takes in to consideration the proposed alignment of the Maldon-Dombarton rail line. Future development within the area must be designed and constructed to mitigate amenity impacts to ensure the rail line can operate to its full potential.

The Future Transport Strategy 2056 (TfNSW 2018) is an overarching strategy, to achieve a 40-year vision for the NSW transport system. The Strategy outlines the vision and strategic directions, with infrastructure and services plans underpinning the delivery of these directions across NSW. The Maldon-Dumbarton rail link is identified for investigation and completion within the strategy. Therefore, future development must take into consideration any potential impacts of future infrastructure development.

Draft Precinct Structure Plan

NSW Ports supports the identification of the Maldon Dombarton Freight Rail Corridor on the draft Wilton Town Centre Precinct Structure Plan.

Given the corridor is identified and zoned SP2 within the Structure Plan is important to appropriately design and plan development around identified future infrastructure within the Wilton Growth Area.

Should the Maldon-Dombarton Rail Corridor operate as originally proposed, it would be able to facilitate up to 36 train movements over a 24 hour period, including during night-time hours. Therefore, it is essential to appropriately mitigate development from future freight rail impacts.

It is critical that the Wilton Town Centre Development Control Plan (DCP) include appropriate mitigation measures.

Draft Growth Centres SEPP Maps

NSW Ports supports the zoning of the Maldon Dombarton Freight Rail Corridor SP2 - Infrastructure in the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*, Wilton Growth Area Town Centre Precinct Land Zoning Map (draft).

The Maldon-Dombarton Freight Rail Corridor meets the objectives of the SP2 zone.

The SP2 zone is considered an appropriate land use zone for the rail corridor.

DCP – Draft Schedule 3

The draft Schedule 3 exhibited forms part of the *Wilton Growth Area Development Control Plan 2019* and applies to land in the Wilton Town Centre Precinct. Figure 12 of this schedule provides an indicative noise consideration plan. The plan indicates noise consideration (rail) is required along the boundary of the identified Maldon Dombarton Freight Rail Corridor.

The area directly adjacent to the Maldon Dombarton Freight Line is identified in the Wilton Town Centre Draft Precinct Structure Plan as school land. Educational establishments are considered to be sensitive land uses which are likely to be adversely affected by rail noise or vibration, therefore, it is critical that the DCP includes appropriate acoustic mitigation measures for development located adjacent to the future Maldon Dombarton Freight Line. Future development must be constructed to a standard to withstand rail noise and vibration impacts of future rail corridors. Development controls to mitigate any impacts within the Wilton Town Centre should be included in Part 7 of the DCP.

The noise consideration plan contained in Schedule 3 of the DCP does not detail the application of this plan. Further guidance should be provided in this section of the DCP regarding the type of noise consideration and what implications the plan has on development adjacent to the identified area.

DCP – Draft Part 7 Wilton Town Centre

Part 7 of the DCP applies to development on land within the Wilton Town Centre.

NSW Ports supports objective 3.4.1(5) of the DCP - *Ensure that land in the Maldon–Dombarton rail corridor is protected for possible future rail transport needs.*

Part 7 of the DCP does not include built form or amenity development controls to ensure the impacts of the development of a school adjacent to the Maldon Dombarton Freight Line are appropriately mitigated. The following DCP conditions are recommended:

- Applicants proposing new development for sensitive uses (childcare centres, hospitals, aged care facilities, schools and residences) located within 100m of the Maldon-Dombarton Rail Corridor should refer to the *Development Near Rail Corridors and Busy Roads - Interim Guideline (Department of Planning 2008)* which includes design guidelines and requirements to manage the impacts from development near rail corridors.

Where applicable the applicant should demonstrate compliance with the relevant requirements of the *Development Near Rail Corridors and Busy Roads - Interim Guideline (Department of Planning 2008)* to ensure development is appropriately designed to mitigate any future freight rail development.

Consideration should be given to the design of the development in terms of the site layout, building materials and design, orientation of the buildings and location of sleeping and recreation areas.

- Applicants proposing new development for sensitive uses (childcare centres, hospitals, aged care facilities, schools and residences) located within 100m of the Maldon-Dombarton Rail Corridor will be required to submit an acoustic report where the development is considered to be affected by noise from an existing or possible future rail corridor. The acoustic report will need to take into consideration the acoustic impact from existing and future identified rail corridors and demonstrate compliance with the relevant acoustic criteria for the proposed development.

Reason: Further consideration should be given to the development of sensitive land uses located within the vicinity of the Maldon-Dombarton Rail Corridor to ensure they are constructed to a level which can appropriately mitigate acoustic impacts from the future rail corridor. Where new rail lines are proposed, attention needs to be paid to the effective management of rail noise and requires the combined efforts of existing and future rail infrastructure owners, property developers and planning authorities. It is important for the DCP to include controls for sensitive land uses affected by possible future heavy rail projects, including new rail lines.

If you have any questions regarding the above submission, please contact myself on (02) 9316 1151 or adriane.whiley@nswports.com.au.

Yours sincerely,



Adriane Whiley
Planning Officer

Our Ref: C20/750

1 December 2020

Your Ref: IRSF20/8411

Mr David Burge
Director of Urban Design
Department of Planning, Industry & Environment
Locked Bag 5022
Parramatta NSW 2124
c/o: david.burge@planning.nsw.gov.au

Mr Burge,

Consultation request for the Draft Wilton Town Centre Precinct rezoning plan (seeking to amend the SEPP Sydney Region Growth Centres 2006)

Thank you for your referral of 26/11/2020 seeking comment on the proposal from DPI Fisheries, a division of NSW Department of Primary Industries on the proposal stated above.

DPI Fisheries is responsible for ensuring that fish stocks are conserved and that there is no net loss of key fish habitats upon which they depend. To achieve this, DPI Fisheries ensures that developments comply with the requirements of the *Fisheries Management Act 1994* (FM Act) (namely the aquatic habitat protection and threatened species conservation provisions in Parts 7 and 7A of the Act, respectively), and the associated *Policy and Guidelines for Fish Habitat Conservation and Management (2013)*. DPI Fisheries is also responsible for ensuring the sustainable management of commercial, recreational and Aboriginal cultural fishing, aquaculture, marine parks and aquatic reserves within NSW.

Previous advice on this matter

DPI Fisheries has previously provided advice to DPIE on this matter on the 7 April 2017 (C17/146), 3 May 2017 (DGPO17/45), 7 June 2017 (C17/249) and 10 November 2017 (DGPO17/133).

Threatened species to be considered

The Nepean River and Byrnes Creek adjacent to this site is important key fish habitat. The Nepean River in the vicinity of this proposal is known to support the following threatened species listed under the FM Act as 'endangered species':

- Macquarie Perch (for distribution map see: http://www.dpi.nsw.gov.au/__data/assets/pdf_file/0009/670248/Macquarie-Perch.pdf), and
- Sydney Hawk Dragonfly (for distribution map see: http://www.dpi.nsw.gov.au/__data/assets/pdf_file/0008/635570/sydney-hawk-dragonfly.pdf).

Where threatened fish species are known or expected to occur, section 220ZZ of the FM Act requires a test of significance be undertaken consistent with NSW DPI's Threatened Species Assessment Guidelines: The assessment of significance to inform the decision-making process of the likelihood of significant effect'. This document is available from: <http://www.dpi.nsw.gov.au/fishing/species-protection/info-sheet>. Completion of such an assessment for this site is required.

The maintenance or improvement of water quality in these areas is important for the survival of these species. Any stormwater and sewerage discharges from this development should consider the potential to impact such threatened species.

Water, wastewater & recycled water plans

It is very important that the habitat of aquatic threatened species is not impacted as a result of this planning proposal. Both these endangered species are impacted by poor water quality.

DPI Fisheries has noted that little detail has been provided to date on water, wastewater and recycled water measures to be installed as part of this development. The Draft Plan comments that Sydney Water Corporation (SWC) is developing a 30-year strategy for the whole Macarthur Region that will include a 'holistic, integrated wastewater management strategy'. Currently, only temporary sewage facilities are proposed. The location of permanent wastewater treatment facilities, reservoirs and distribution mains are not finalised.

DPI Fisheries requests the opportunity to review the SWC strategy document before it is finalised. DPI Fisheries supports the implementation of Water Sensitive Urban Design (WSUD) and will look for sustainable and resilient solutions to future water management plans.

DPI Fisheries is aware that the Environmental Protection Authority is developing a framework for the regulation of sewage treatment plant discharges in the Hawkesbury-Nepean River system. It is anticipated that the SWC strategy will uphold the standard of no net nutrient increase discharge to the Hawkesbury-Nepean River system.

Also, these water quality treatment systems should be maintained to ensure peak performance over time. Sewerage discharges from this development should also be managed to avoid the potential for deleterious impacts on these two threatened species. As the stormwater and sewerage treatment measures for this proposal have not been finalised, DPI Fisheries is not satisfied that the aim of avoiding impacts to threatened fish species in surrounding waterways has been considered.

Riparian protection

Within the Wilton Town Centre Precinct, Byrnes Creek is mapped as Key Fish Habitat and a (Strahler) Stream Order of 1. It flows into the Nepean River. As mentioned above, the Nepean River in the vicinity of this proposal is known to support threatened species listed under the FM Act as 'endangered species. According to the Draft Wilton Growth Area Development Control Plan (DCP) 2019, a Stream Order 1 waterway is only afforded a 10m buffer. This is substantially less than recommended DPI Fisheries – Policy and guidelines for protecting urban riparian vegetation (*Policy and Guidelines for Fish Habitat Conservation and Management (2013)*).

Further, the Draft Wilton Growth Area DCP relies on *Habitat Management Plans (HMP)* to deliver appropriate protection to areas zoned *Riparian Management Areas*. HMP's are also purported to be vital in recognising the ecological conditions required to protect threatened species. DPI Fisheries understands that HMP's have not yet been developed. It is very important that the habitat of aquatic threatened species is not impacted as a result of this planning proposal. From the information provided, it appears the habitat of aquatic threatened species has not been considered. This office questions how appropriate riparian buffers and wastewater facilities can be installed if this rezoning plan has already allocated land to another purposes.

DPI Fisheries supports connection between the E2 zones along Byrnes Creek currently mapped as '*under further investigation*'. While these areas form part of the Cumberland Plains Conservation Plan (CPCP) area, they also provide important connectivity for the riparian community that protects in-stream habitat.



If you require any further information, please contact me on (02) 4222 8311 or josi.hollywood@dpi.nsw.gov.au

Yours sincerely,

J. Hollywood

Josi Hollywood
Fisheries Manager, Coastal Systems Unit

14 April 2021

Director, Urban Design
Central River City and Western Parkland City
Department of Planning, Industry and Environment

Submitted via the Planning Portal

Subject: Draft Planning Package for Wilton

Background

South32 Illawarra Metallurgical Coal (IMC) produces high-quality metallurgical coal used for steelmaking. The coal within the mining and exploration tenure that IMC operate are considered some of the best in the world and our operations are extremely important to the region and to New South Wales through our significant economic and employment contributions.

The BlueScope Steelworks at Port Kembla is the largest steel production facility in Australia, and one of only two primary iron and steel making facilities in Australia. IMC supplies the Steelworks with approximately 60% of their coking coal requirements. There is currently no economically viable alternative to the use of metallurgical coal in the blast furnace method of steelmaking used at the Port Kembla Steelworks.

IMC directly employs 2,000 people, 90% of whom live locally. In FY20 we spent over \$338 million with local businesses and suppliers.

Development Consent and Mining Tenure

IMC holds mining lease CCL767, which partially covers the Wilton Growth Area (WGA). This lease is a consolidation of leases which were in place since the late 1950s. In 2008, IMC submitted an application for the Bulli Seam Operations (BSO) Project. The BSO Project identifies a mining footprint for the next 30 years, including CCL767. This approval provides IMC, Government and the community with certainty in mine planning and clearly established our future mining footprint. As part of this approvals process IMC conducted extensive consultation with the community, other land users in the area and Government.

The BSO Project is a commitment from the Company to clearly identify our activities in a strategic planning timeframe. Having regard to IMC's commitment to long-term mine planning demonstrated by the BSO Project, land use conflicts within the approved mining area are avoidable. Avoiding such conflicts will provide certainty to all industries in the region and respects existing Government approvals.

Mining areas and layouts are evaluated through an integrated planning process. Multiple scenarios are evaluated to determine the optimal mining sequence and layout configuration.

Detailed mine designs are not typically 'locked-in' more than five years prior to extraction. The key inputs to the planning process are tenure, geological exploration data, surface features, infrastructure and economic assumptions. Mine layouts are designed to enable the most economic, efficient and sustainable extraction of the available resource. Once determined, mining domains are relatively inflexible in that long lead times are required to enable significant changes to mine layouts. By way of example, development for the Appin Area 9 domain (north-west of Douglas Park) commenced some eight years prior to the planned start of the first longwall in that domain.

It is planned to mine the Appin Area 7 and Appin Area 9 domains before proceeding to Appin Area 8 (including the West Wilton area). The main reason for this sequence is that, until Appin Area 9 is developed, underground access to Appin Area 8 cannot economically occur.

Appin Areas 7 and 9 domains have sufficient resources defined to continue our concurrent (two longwall) operations in the Bulli coal seam for approximately 15-20 years. Therefore, it is anticipated, at this time, that mining in Appin Area 8 would not commence before this timeframe.

Infrastructure Management

Underground longwall mining results in subsidence of the surface. The magnitude of predicted vertical subsidence in the BSO project area is up to 1.6 m, depending on factors such as strata composition, depth of cover and longwall geometry. Infrastructure such as houses, highways, railways, bridges, canals, pipelines and transmission towers have been mined under safely with the application of rigorous engineering and monitoring controls.

IMC is committed to working closely with all infrastructure stakeholders to implement an infrastructure management program.

Acknowledgement of South32 in discussion paper

In the document 'Wilton Town Precinct – Exhibition Discussion Paper – November 2020', section 3.11 Mining states:

'Part of the Precinct has approval for coal mining over the next 15 to 30 years. The Precinct landowner has reached an agreement with mining company, South32, to relinquish mining leases when the area is rezoned. This agreement will enable development to proceed without subsidence and other impacts from underground mining.'

IMC would like to clarify that despite reaching agreements with precinct landowners to relinquish mining tenure, this does not set a precedent for future lease relinquishment.

Where proposed land rezoning is located within a declared Mine Subsidence District, all subdivision and surface development require approval by Subsidence Advisory NSW (SA NSW).

Conclusion


Urban development within approved mining areas should occur after mining is complete. In this circumstance subsidence movements have finished and there are no impacts to private or public infrastructure such as houses and roads. This is to ensure the NSW Government and the community receive the benefits of both mining and urban development.

Development sensitive to mining movements such as high-density housing should not be approved in areas approved for mining until this mining has been completed. IMC has worked with the NSW Department of Planning Industry and Environment, the Resources Regulator and Developers to assist the NSW Government achieve its aim of 'Affordable Housing'.

In the Wilton North and Bingara Gorge sections of the WGA, agreements have been reached with several Developers to expedite development and ensure the benefits of mining are not compromised. IMC is committed to continuing to work with the NSW Government and Developers in the WGA.

A Deed of Agreement is in place between IMC and a Developer in relation to the Wilton Town Centre. This Deed is currently progressing with the requirements of the Deed in relation to rezoning of the subject area. IMC does not object to rezoning of land included within any existing Deeds, however it does object to further rezoning unless acceptable agreements are in place between IMC and Developers.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'G. Brassington', with a stylized, cursive script.

Gary Brassington
Manager Approvals
South32 Illawarra Metallurgical Coal

117 Bull Street, Newcastle West, NSW, 2302

T: (02) 4908 4300 | **24 Hour Emergency Service:** 1800 248 083 (Free Call)

David Burge
Director, Urban Design
Department of Planning Industry and Environment
Email: david.burge@planning.nsw.gov.au

Dear David,

Draft Planning Proposal for the New Wilton Town Centre – EREZ20-00034

Thank you for your e-mail, giving Subsidence Advisory NSW (SA NSW) the opportunity to comment on the draft proposal to rezone land for the proposed new Wilton Town Centre.

In accordance with the *Coal Mine Subsidence Compensation Act (2017)*, Subsidence Advisory NSW regulates development within mine subsidence districts to help protect homes, buildings and infrastructure from potential subsidence damage.

The land within the boundary of the proposed new Wilton Town Centre is within a declared mine subsidence district. There is an active mining lease with development consent. Full extraction consent has not yet been granted.

SA NSW does not support the subdivision of land or large-scale intensive surface development where future mining is planned. Further consultation with the lease holder is required in order to determine the timing and likelihood of any future mining that may affect the rezoning of land in the draft proposal.

If you would like more information, please contact Subsidence Advisory NSW on 49084300 or subsidencedevelopment@customerservice.nsw.gov.au.

Yours sincerely



John Johnston
Manager, Subsidence Risk Evaluation and Regulation
16 December 2020



16 December 2020

West Wilton Precinct Team
Department of Planning, Industry & Environment
4 Parramatta Square,
12 Darcy Street
PARRAMATTA NSW 2150

Via Planning Portal

To whom it may concern,

Re: West Wilton Town Centre Precinct Rezoning

LFA (Pacific) Pty Ltd (LFA) is a professional consulting firm that has been providing planning advice to the West Wilton Owners Group (WWOG) since 2017. Between 2017 and 2020, LFA has liaised closely with the Department, attended a substantial number of Departmental meetings, has undertaken a site visit with Departmental Officers and has provided input at the Department's request for infrastructure studies.

LFA's objective is to assist the WWOG to achieve the rezoning of the West Wilton Precinct in accordance with Wilton 2040 and the recently released Draft Cumberland Plain Conservation Plan.

In that context, LFA has conducted a review of the documents on exhibition for the Wilton Town Centre rezoning and is generally supportive of the proposal. However there are three matters which in LFA's opinion require attention prior to progressing the planning proposal to gazettal:

1. The inconsistent alignment of the connecting roads between the West Wilton Precinct and the Wilton Town Centre shown on the Structure Plan and the Rezoning Proposal prepared on behalf of the proponent;
2. Lack of any provision for a Future Local Centre in the West Wilton Precinct based on the retail studies and recommendations for the Wilton Town Centre; and
3. Lack of a written instrument and public exhibition of the written instrument prior to gazettal.

1. Road Alignment

As shown in **Figure 1**, the exhibited Structure Plan and supporting DCP documents differ to the Planning Proposal specifically in terms of the alignment of future roads connecting the Town Centre to the West Wilton Precinct.

The Structure Plan proposes the deletion of the existing connection of Wilton Park Road and Picton Road and the construction of a new sub-arterial road approximately 100 metres to the north of the existing intersection. A new

northern major road connection is also proposed approximately 100 metres to the north of the one shown in the Planning Proposal.

In contrast, the Rezoning Proposal identifies two connecting road alignments, neither of which matches the Structure Plan, with variances in excess of 100 metres.

LFA and the WWOG support the alignment of the sub-arterial road in the Structure Plan on the grounds that it better responds to the contours of the land (than the Rezoning Proposal alignment), will require substantially less excavation and will provide a more direct connection to the West Wilton Precinct.

It is also noted that the Rezoning Proposal proposes retention of the existing Wilton Park Road connection to Picton Road while the Structure Plan clearly shows that the existing intersection is to be deleted.

Accordingly, the Rezoning Proposal should be updated to reflect the exhibited Structure Plan, or struck from the list of exhibited documents such that it cannot be relied upon should the proponent wish to vary the Structure Plan at DA stage.

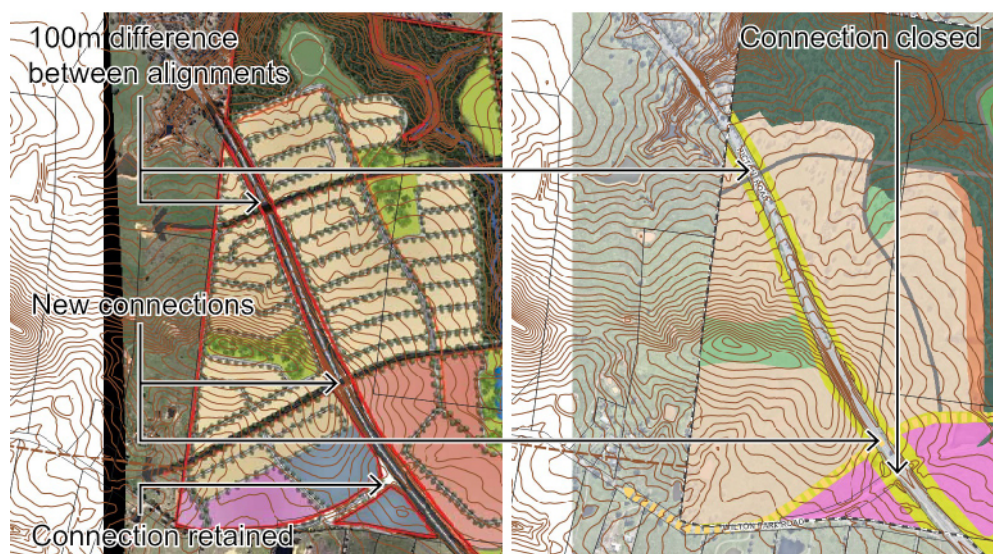


Figure 1: Comparison between Rezoning Proposal (left) and Structure Plan (right) road alignments in the south-western portion of the Town Centre Precinct with contour overlay

2. Retail

Figure 4 (p. 9) in the Wilton Town Centre Precinct Exhibition Discussion Paper shows Existing Local Centres in Wilton and Bingara Gorge, Future Local Centres in South East Wilton, North Wilton and West Wilton and a Future Strategic Centre in the Wilton Town Centre. The Economic Analysis and Employment Estimates prepared by Deep End Services (2018) provides that the entire Wilton Priority Growth Area (PGA) will accommodate 60,000m² of retail and business space, of which 52,600m² will be located within the Wilton Town Centre. Given the maximum 5,000m² of retail gross floor area



permitted in South East Wilton under Clause 4.3B, Appendix 14 of the Sydney Region Growth and 4,000-6,000m² of retail approved under the Wilton North Structure Plan, the Wilton Town Centre studies clearly imply that there will be no provision for a Future Local Centre in West Wilton.

Such an approach is at variance with the guidance provided under the LUIIP and advice previously received from DPIE. Accordingly, LFA and the WWOG seek to ensure that provision is made for the development of a walkable local retail centre in West Wilton in setting any limits on the maximum GFA associated with the Wilton Town Centre.

3. Public Exhibition of the Written Instrument

The exhibition documents do not include a written instrument detailing proposed amendments to State Environmental Planning Policy (Sydney Region Growth Centres) 2006 to facilitate the development of the Wilton Town Centre. Should the Planning Proposal be gazetted without exhibition of a written instrument, clauses may be inserted which may impact adversely on both the development outcome for the Wilton Town Centre, as well as the surrounding area. Accordingly, surrounding landowners must have the opportunity to review and comment on a proposed written instrument.

Subject to the above matters being addressed/resolved, LFA and the WWOG express their support for the Wilton Town Centre rezoning and encourage DPIE to expedite the process to enable discussions regarding the rezoning of the West Wilton Precinct to progress.

If you would like to discuss any of the matters raised in this submission or the WWOG intentions for the West Wilton Precinct, please do not hesitate to contact the undersigned on (02) 9327 6822.

Yours sincerely
LFA (Pacific) Pty Limited

A handwritten signature in blue ink, appearing to read 'Alf Lester'.

Alf Lester
Director

17 December 2020

Department of Planning, Industry & Environment
Locked Bag 5022
Parramatta NSW 2124

Contact: *Stuart Little*
Telephone: *02 9865 2449*
Our ref: *D2020/127863*

Dear Sir/Madam

RE: Public Exhibition of Draft Planning Package for Wilton Town Centre Precinct

I refer to the exhibition of the Draft Planning Package for the Wilton Town Centre Precinct. The package includes a Discussion paper, a Precinct Structure Plan, proposed Wilton Town Centre Precinct maps for inclusion under State Environmental Planning Policy (Sydney Region Growth Centres) 2006 and additions to the draft Wilton Growth Area Development Control Plan (DCP) 2019. WaterNSW provided comments on the previous exhibition in August 2019 (our ref: D2019/104513). The proposed additions to the DCP include the Part 6 Employment, Part 7 Wilton Town Centre and the Draft Wilton Town Centre Precinct proposed for inclusion as Schedule 3.

WaterNSW's main interest in the Wilton Growth Area concerns the development of the South East Precinct which includes WaterNSW's Upper Canal Corridor. The southern boundary of the South East Precinct also borders the Upper Nepean State Conservation Area which forms part of the Metropolitan Special Area and lies within the Sydney Drinking Water Catchment. With the exception of the proposed addition of Part 6 Employment to the DCP, the draft Planning package provisions solely apply to the Wilton Town Centre Precinct. WaterNSW has no comment on the package other than Draft Part 6 of the DCP as described below.

Draft Part 6 of the DCP applies to employment-generating land uses within the Wilton Town centre Precinct as well as all other employment-generating uses across the Wilton Growth Area. To this end, Table 2 (page 8) and Figure 2 of Part 6 identify a future local centre proposed in the South East Precinct. The location of the local centre is consistent with the South East Precinct Structure Plan. It is also located over a half kilometre east of the Upper Canal Corridor and several hundred metres north of the Metropolitan Special Area. WaterNSW raises no issue with the location of the proposed local centre or the proposed DCP controls applying to it.

Figure 2 also depicts the location of a small existing local centre at Wilton as being positioned directly over the Upper Canal Corridor. The local centre does not in fact occur over the Upper Canal Corridor. We ask that the position of the existing local centre be modified on Figure 2 to reflect its true position and so that the map does not suggest that the Upper Canal Corridor can be developed for commercial and retail purposes.

Should you have any questions regarding the issues raised in this letter, please contact Stuart Little at stuart.little@waternsw.com.au.

Yours sincerely

A handwritten signature in black ink that reads 'Clay Preshaw'.

CLAY PRESHAW
Manager Catchment Protection



Thursday 17 December 2020

Brett Whitworth
Deputy Secretary, Greater Sydney, Place and Infrastructure
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

ATTENTION: BRETT WHITWORTH

Dear Brett,

RE: Town Centre Precinct Rezoning – Exhibition Package

Bradcorp wish to congratulate the Department of Planning, Industry and Environment on the release of the draft planning package for Wilton Town Centre Precinct Rezoning. The Town Centre Precinct is an important component to the success of the Wilton Growth Area (WGA), serving as its commercial core.

Bradcorp supports the rezoning of the Town Centre Precinct, particularly its location, as well as its role and function. In fact, Bradcorp are keen to see the Town Centre Rezoning finalised to enable the delivery of the commercial, retail and employment core of the WGA develop in line with the already rezoned North Wilton and South East Wilton Precincts.

Notwithstanding, there are a number of areas where further consideration is required to ensure that delivery of the Town Centre Precinct and broader WGA is not impacted by controls that are impractical to apply and lead to additional delivery costs and times. A submission has been prepared by Design+Planning, with supporting information from Macroplan, which identifies our concerns and provides recommendations for progressing the finalisation of the Town Centre Rezoning. The key concerns, that the recommendations to remedy these concerns and their potential significant impacts are identified in the table below.

Key Concerns	Recommendation
<p>Reference to plans and strategies that are yet to be finalised, inconsistent with State Government policies and/or establish an unrealistic and costly benchmark.</p>	<ol style="list-style-type: none"> 1. Remove any reference to Policies and Strategies that are inconsistent with NSW Government Policies, Strategies and Guidelines, refer to documents that do not currently exist (e.g. Council's 'adopted public art policy'). <p>Any remaining Council Policies and Strategies (e.g. Council's "Engineering and Design Specification") that are referenced in the DCP are to be the final Council adopted policy or strategy and date stamped at their current version.</p> <ol style="list-style-type: none"> 2. Reconsider the application of the Western Sydney Street Guidelines until they are formally exhibited, tested and adopted.
<p>Introduction of a Structure Plan that does not satisfactorily integrate with the already adopted North Wilton Structure Plan and a proposed road network that would be difficult to deliver without significant and unnecessary cost.</p>	<ol style="list-style-type: none"> 1. Release information that informed the design and alignment of the proposed road network, particularly in relation to connectivity with the strategic Road network from the North Wilton Precinct. 2. Review the road alignments and structure that and adopt a Structure Plan for the Town Centre that is supported by sound road engineering and urban design and is cost effective to deliver.
<p>Retention of creeks that substantially impact the delivery of road infrastructure, particularly in relation to those that have already been removed as part of the North Wilton Precinct rezoning.</p>	<ol style="list-style-type: none"> 1. Remove the 'creek' identified for retention at the northern boundary of the Town Centre Precinct, particularly given the precinct planning undertaken for the North Wilton Precinct removed the creek.
<p>Placing limitations on retail that do not consider future growth of retail needs outside of the Town Centre.</p>	<ol style="list-style-type: none"> 1. Introduce a control that enables the out of centre retail activity to be increased as the Town Centre Retail Hub approaches GFA capacity.
<p>The lack of detail in relation to the assessment process for the Neighbourhood Plan and Detailed Concept Plan, particularly assessment timeframes.</p>	<ol style="list-style-type: none"> 1. Establish appropriate timeframes for the consideration and finalisation of Neighbourhood Plan and Urban Design Concept Plan. This should be no longer than 6 months.
<p>Introduction of street cross section designs, which if implemented across the WGA, have the potential of increasing the amount of road reserve infrastructure, including WSUD devices, increasing ongoing maintenance costs.</p>	<ol style="list-style-type: none"> 1. Remove references to the Western Sydney Street Design Guidelines, particularly given they have yet to be released for public comment or appropriately tested. 2. Reconsider the need for footpaths on both sides of the road for Local Streets outside of the Town Centre.

	3. Reconsider the application of WSUD requirements that will significantly impact road design and maintenance costs.
The need to recognise the North Wilton Lakeside Hub as a unique centre in the hierarchy of centres. The following recommendations are put forward to remedy these concerns:	1. Amend Table 2 of the draft Part 6 Employment DCP that recognises the Lakeside Hub and its role and function as a 'centre'.

Bradcorp are committed to delivering excellence and building on their demonstrated commitment to the Wollondilly Shire. Bradcorp wish to maintain their commitment and strong working relationship with the State Government, Council and all stakeholders to deliver Sydney's newest emerging town. To this end, we request that the recommendations summarised above, and the matters raised in the attached submission are adopted.

Thank you for considering our submissions. We would welcome the opportunity to discuss the above in further detail. If you wish to do so or have any questions, please do not hesitate to contact us.

Kind Regards



Grahame Kelly
Executive Director

*C/O- Catherine Van Laeren, Executive Director Central River City and Western Parkland City
C/O- David Burge, Director Urban Design*



**Response to the
Wilton Town Centre Precinct
Rezoning Exhibition**

Prepared for Bradcorp

December 2020



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APPENDICIES

Appendix A: Lakeside Hub Function and Role, prepared by Macroplan

Appendix 2: Submission to the Draft Cumberland Plain Conservation Plan (with Attachments), prepared by Bradcorp

1 INTRODUCTION

Design+Planning has prepared this submission in response to the Department of Planning, Industry and Environment's (DPIE) exhibition of the Wilton Town Centre Rezoning and accompanying material, including additions to the Draft Wilton Growth Area Development Control Plan 2019 (the Draft DCP). The submission has been prepared on behalf of Bradcorp Holding Pty Ltd, landowners of the North Wilton Precinct, and reviews the following documentation:

- Wilton Town Centre Precinct Exhibition Discussion Paper
- Wilton Growth Area DCP – Draft Part 6 Employment
- Wilton Growth Area DCP – Draft Part 7 Wilton Town Centre

On behalf of Bradcorp, we wish to congratulate the DPIE on the release of the draft planning package for Wilton Town Centre Precinct Rezoning. The Town Centre Precinct is an important component to the success of the Wilton Growth Area (WGA), serving as its commercial core. Fundamentally, Bradcorp do not disagree with the Town Centre, both in location but also its role and function. In fact, Bradcorp are keen to see the Town Centre Rezoning finalised to enable the delivery of the commercial, retail and employment core of the WGA develop in line with the already rezoned North Wilton and South East Wilton Precincts.

Notwithstanding, we have identified a number of areas where further consideration is required to ensure that delivery of the WGA is not impacted by controls that are impractical to apply and lead to additional delivery costs and times. These are addressed in the following sections:

- Policy and Strategy
- Wilton Town Centre Precinct Exhibition Discussion Paper
 - Town Centre Structure Plan
 - Biodiversity and riparian corridors
 - Limitations on retail
- Draft Wilton Growth Area Development Control Plan - Part 7 Wilton Town Centre
 - Neighbourhood Plan and Detailed Concept Plan
 - Street Network
- Draft Wilton Growth Area Development Control Plan - Part 6 Employment
 - Retail Hierarchy

2 POLICY AND STRATEGY

The Rezoning material introduces a number of additional sections that will be added to the main body of the DCP, including Draft Part 6 Employment, Draft Part 7 Wilton Town Centre and Schedule 3 Town Centre Precinct. There are many references within the Draft DCP additions requiring development to be consistent with various Council Strategies and Policies, and Government guidelines, which are not finalised, subject to change without notice and are inconsistent with current State Government policy.

The Western Sydney Road Design Guidelines have been referenced on a number of occasions in the draft DCP additions. Bradcorp's concern in relation to referencing these guidelines is that they have yet to be formally exhibited for broad community input, as well as independent testing to determine the deliverability of the road designs, nor formally adopted by Wollondilly Council.

In relation to the Council policies and strategies, there are a number of instances where compliance with Council policies and strategies have been identified, even though they are yet to be finalised or even exist.

For instance, Section 5.2, control 11 requires that:

The design, installation and maintenance of stormwater drainage systems for all developments must comply with council's growth-area-wide stormwater and water-sensitive urban-design controls.

The Strategy puts forward water management objectives that are contrary to NSW Government policy and common practice. For instance, water quality measures in the draft Strategy far exceed those in the DCP, which seeks to implement the Neutral or Beneficial Effect (NoRBE) approach. Furthermore, the draft Strategy requires the installation of in road swales, which not only increase road reserve widths and restrict access to and from residential dwellings, but also are difficult to install on land that has a gradient of greater than 2%. The shortcomings of Council's proposed Water Management Strategy was identified in detail as part of the Wilton Landowners Group submission. This should be considered further by the DPIE prior to referencing the Council's strategy, particularly its impact on the deliverability of homes and jobs across the WGA.

The Draft DCP additions also references Council's Design and Construction Specifications. There are concerns that the Specifications are not geared towards the type of urban development that will occur across the WGA, leading to outcomes that are inappropriate for the urban outcome envisioned. Additionally, there is also a concern that a policy or strategy, such as the Design and Construction Specifications can be amended without due and appropriate consultation.

Furthermore, Bradcorp has previously raised serious concerns about the referencing of policies and strategies that are yet to be tested or finalised. In this regard, the use of the Western Sydney Street Guidelines to govern road reserve widths and design should be reconsidered. The Guidelines are yet to be publicly exhibited, tested or formally adopted.

Recommendation

1. Remove any reference to Policies and Strategies that are inconstant with NSW Government Policies, Strategies and Guidelines, refer to documents that do not currently exist (e.g. Council's 'adopted public art policy')

Any remaining Council Policies and Strategies (e.g. Council's "Engineering and Design Specification") that are referenced in the DCP are to be the final Council adopted policy or strategy and date stamped at their current version.
2. Reconsider the application of the Western Sydney Street Guidelines until they are formally exhibited, tested and adopted.

3 WILTON TOWN CENTRE PRECINCT EXHIBITION DISCUSSION PAPER

The Discussion Paper has been prepared as the Explanation of Intended Effect (EIE) document and provides detail on the proposed rezoning, structure plan and controls that are intended to be introduced. A number of items have been identified that require further consideration prior to the finalisation of the Town Centre Rezoning and adoption of the draft DCP additions.

3.1 Town Centre Structure Plan

The Discussion Paper introduces the Town Centre Precinct Structure Plan, which identifies the general arrangement of broad land use activities across the Precinct. This includes the road network and how it will link with the surrounding Precincts, including the North Wilton Precinct. Figure 1 below provides a snapshot of the proposed connections between the Town Centre Precinct and the North Wilton Precinct. The following key issues have been identified:

- The alignment of the sub-arterial road does not correspond with the zoned sub-arterial road alignment within the North Wilton Precinct. Section 1.6 of the Discussion Paper notes that an amendment to the North Wilton Precinct's zoning plan will be made to re-align the sub-arterial road to enable the connection to be made. The alignment of the sub-arterial road, from the North Wilton Precinct to the Town Centre Precinct was based on considerations of safe road design (geometry), site topography and traffic modelling that would best facilitate the delivery of the overpass over the Hume Motorway. While no detail is provided, the alignment proposed in the Town Centre Structure Plan does not seem to consider safe road design (i.e. the required 80km/h design speed specifications), nor the intersection with road leading to the Hume Motorway overpass.

Additional detail in this regard is required to show that the road alignment has considered the necessary road design requirements and a road that enable the safe travel of vehicles/passengers can be delivered.

- The intersection of the sub-arterial road and proposed road leading to the Hume Motorway overpass is at an extreme angle. As no specific engineering detail has been provided in relation to road geometry, it is difficult to accurately determine whether the road geometry that has been designed in accordance with road design requirements.

Furthermore, a curved bridge over the Hume Motorway, connecting the Town Centre and North Wilton Precinct with the South East Wilton precinct, is proposed. The delivery of a curved bridge adds significant (and unnecessary) engineering design and construction cost. In this regard, further detail on the design of the overpass bridge should be released for comment.

The western collector road from the Town Centre travelling north and connecting to the North Wilton collector road has a series of 'S' bends as the road passes the proposed conservation area. As highlighted above, no detail is provided on the engineering design that has informed the proposed alignment. In this regard, further detail on the design of the overpass bridge should be released for comment.

- The Town Centre Structure Plan proposes a collector road to run parallel to the Maldon Dombarton Rail Corridor (MDRC) and 'T' into the western collector road from the North Wilton Precinct. The proposed location of the 'T' intersection is in a location where the western collector road is elevated and transitioning down for the bridge crossing over the MDRC. To enable such an intersection to be delivered, significant mounding would be required, impacting on the ability to develop within the mixed-use area identified in the North Wilton Precinct Structure Plan.

While it may be argued that the Structure Plan provides the indicative location of road and land uses, it is considered that the Structure Plan must illustrate a design that is deliverable and not subject to significant modification when detailed design is undertaken. It is therefore necessary that the information used to inform the road network should be released for comment, particularly to ensure that linkages to the North Wilton Precinct and the broader WGA can be delivered.

Figure 1: Structure Plan Extract



Recommendation

1. Release information that informed the design and alignment of the proposed road network, particularly in relation to connectivity with the strategic Road network from the North Wilton Precinct.
2. Review the road alignments and structure that and adopt a Structure Plan for the Town Centre that is supported by sound road engineering and urban design and is cost effective to deliver.

3.2 Biodiversity and riparian corridors

The rezoning package includes the zoning plans that identify the E2 Environmental Conservation land. The E2 zoned land includes a creek at the boundary of the Town Centre (at the northern extent) and North Wilton Precincts (at the southern extent of the south-western portion). The creek is identified in the Cumberland Plain Conservation Plan (CPCP) released for public comment in August 2020 and is shown as “Under Investigation for Biodiversity Purposes” on the zoning map.

In previous discussions with DPIE staff, and Bradcorp’s submission to the CPCP, Bradcorp highlighted documentation, which as part of the rezoning process, the DPIE had received correspondence from the then Department of Primary Industries that provided support for the removal of a selection of streams, including the ‘stream’ at the boundary of the North Wilton and Town Centre Precincts. As such, the streams were removed as part of the rezoning of the North Wilton Precinct. Bradcorp’s submission to the CPCP has been attached for reference at Appendix B.

Furthermore, there is a concern that the stream will have an impact on planned road infrastructure, with the ‘stream’ located in an area where an essential road link to the Town Centre Precinct is proposed. A number of the figures in the draft Part 7 DCP identifies the need to provide a number of crossings, including a pedestrian only crossing, as well as a vehicular crossing the link the southern end of the North Wilton Precinct’s western Collector Road to the Town Centre Precinct. The proposed bridge structure is in a location of the road network, where a significant ‘S’ bend is indicated. As raised previously, there are concerns that the geometry of the road is inconsistent with safe design speed specifications, and furthermore, a crossing in this location only adds additional and unnecessary engineering and delivery costs.

Recommendation

1. Remove the ‘creek’ identified for retention at the northern boundary of the Town Centre Precinct, particularly given the precinct planning undertaken for the North Wilton Precinct removed the creek.

3.3 Limitations on retail

The Discussion Paper identifies that a new clause will be inserted that will limit the Gross Floor Area (GFA) of each local or neighbourhood centre within the Wilton Growth Area that are outside the Wilton Town Centre Retail Hub to a maximum GFA of 5,000m². This limitation already exists in the currently zoned North Wilton and South East Wilton Precincts.

While it is understood that the limitation has been placed to ensure that the Town Centre can evolve into a Strategic Centre in the hierarchy of centres, there needs to be recognition that once the Town Centre reaches capacity, additional out of centre capacity will need to be considered. In this regard, there is scope to consider a control that ensures the Town Centre develops as intended but enables out of centre retail to be increased when the Town Centre Retail Hub reaches a GFA close to capacity.

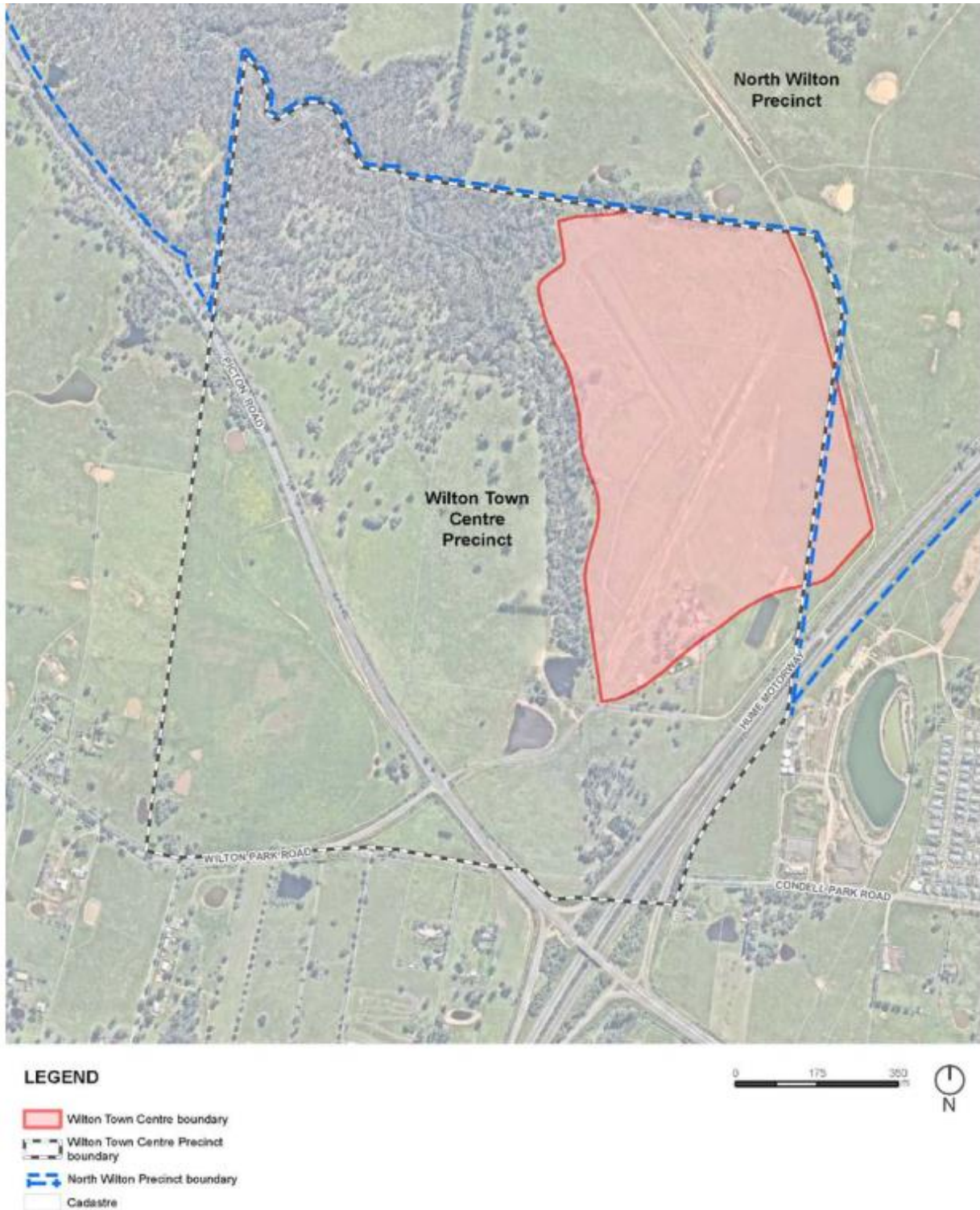
Recommendation

1. Introduce a control that enables the out of centre retail activity to be increased as the Town Centre Retail Hub approaches GFA capacity.

4 DRAFT WILTON GROWTH AREA DEVELOPMENT CONTROL PLAN - PART 7 WILTON TOWN CENTRE

Part 7 Wilton Town Centre applies to the area between the MDRC and the north south riparian corridor and includes land within the North Wilton Precinct (see Figure 2). However, draft Part 7 of the DCP only applies to land within the Town Centre Precinct. Further clarification is needed on the application of the DCP

Figure 2 Part 7 Wilton Town Centre DCP application area



4.1 Neighbourhood Plan and Detailed Concept Plan

Part 7 requires the preparation of one Neighbourhood Plan for the whole Town Centre (including the land within the North Wilton Precinct). Additionally, a detailed Urban Design Concept Plan must be submitted with the Neighbourhood Plan.

- The detailed Urban Design Concept Plan must include:
 - finer details of the distribution of all public spaces that are required within Wilton Town Centre, including details of the connectivity between these public spaces;
 - building form envelopes and active frontages throughout Wilton Town Centre, to provide for clear built form outcomes; and
 - details of vehicular access, parking and service access within the Town Centre Core, to ensure that site frontage provides and supports high-quality walking and cycling amenity for a vibrant, activated centre.
- The detailed Urban Design Concept Plan may be supported with development guidelines that set out more design details based on the principles of this of the DCP and describe the implementation plan for the design.

Bradcorp has previously expressed concern with the Neighbourhood Plan process. Specifically, timeframes to the Neighbourhood Planning process are necessary. We contend that this will provide Council, community and the development industry certainty that the process will be dealt with in a timely manner.

Furthermore, we have previously raised the need to implement mechanisms for instances where timeframes are not met, a Neighbourhood Plan is refused, or Council seeks amendments or information that are contrary to the submitted Neighbourhood Plan and the DCP. This should be considered for the detailed Urban Design Concept Plan.

Regardless of the process or mechanism in place, DPIE must recognise that an appropriate review process is required to ensure the preparation and adoption of Neighbourhood Plans and the Urban Design Concept Plan do not unduly delay the delivery of jobs, housing and infrastructure.

Recommendation

1. Establish appropriate timeframes for the consideration and finalisation of Neighbourhood Plan and Urban Design Concept Plan. This should be no longer than 6 months.

4.2 Street Network

Part 7 requires that all proposals must align with the principles of the Western Sydney Street Design Guidelines from the Western Sydney Planning Partnership Organisation. As highlighted above, Bradcorp has concerns with the referencing of guidelines that yet to be publicly exhibited or finalised.

Notwithstanding, there are concerns with a number of the road cross sections, particularly in relation to the following:

- **Reserve width:** the smallest local road is identified at 18m. Typically, in emerging growth areas, an 18m road is a primary local road that connects to collector road. The impact such road widths will have on development yields cannot be understated and should be reconsidered. Specifically, should the new approach to roads be applied to the North Wilton Precinct, it will significantly impact the existing Stage 1 Development Application currently under assessment by Council.
- **Water Sensitive Urban Design:** the road cross sections require an integrated WSUD approach that introduces the provision of low-flow runoff to passively irrigate street trees and verge planting. While this is a sound principle, in practice such designs are difficult to implement, particularly on land that is steeper than 2%. Furthermore, they require additional maintenance, which Councils are continually attempting to reduce.
- **Minimum foot path requirements:** the requirements for local roads is to provide a 1.5m footpath on each side. Given local roads are designed for low speeds, a single footpath on one side is considered to be sufficient. Furthermore, requiring additional footpaths, as well as shared paths increases the amount of (including footpaths on both sides of local roads)

- **Minimum 2.5m wide planting areas:** it is understood that the rationale for this is to increase the area for tree planting, however there is little indication of how this will be practically implemented on a standard local road, with the multiplicity of driveways. Additionally, with the need to provide footpaths on both sides of the road, the minimum requirement will create significantly larger verges that will require additional maintenance.
- **Interspersing parking bays with WSUD infrastructure:** it is understood that the intent of this approach is to provide areas that enable the delivery of planted rain gardens to maximise permeable surfaces. Preliminary analysis of such requirements has highlighted the difficulty in making such systems work in areas with gradients greater than 2%. Furthermore, it is likely that Council will ultimately be responsible for the maintenance of the WSUD infrastructure, placing an increased burden on Council resources and increasing maintenance costs. Given Council's Contribution Plan for the WGA does not include stormwater infrastructure, it is likely that need to regularly maintain WSUD infrastructure will lead to the need for additional maintenance costs to be included as part of any Planning Agreements. This is not considered to be an acceptable outcome and should be reconsidered.

Recommendation

1. Remove references to the Western Sydney Street Design Guidelines, particularly given they have yet to be released for public comment or appropriately tested.
2. Reconsider the need for footpaths on both sides of the road for Local Streets outside of the Town Centre.
3. Reconsider the application of WSUD requirements that will significantly impact road design and maintenance costs.

5 DRAFT WILTON GROWTH AREA DEVELOPMENT CONTROL PLAN - PART 6 EMPLOYMENT

Draft Part 6 of the exhibition material sets the controls for the development of employment generating land within the Town Centre Precinct. While Draft Part 6 currently only applies to the Town Centre Precinct, any intention to apply the controls across the WGA needs to be considered holistically. To this end, clarification is needed on the application of Part 6 across the remainder of the WGA.

5.1 Retail Hierarchy

Section 1.6 of the draft Part 6 Employment DCP introduces the retail hierarchy of the WGA and includes the Strategic Centre of the Town Centre Retail Hub, Local Centres and Neighbourhood Centres. Figure 3 below, extracted from the Part 6 DCP, identifies the general location of each new centre, as well as existing centres.

Figure 3: Centres Hierarchy

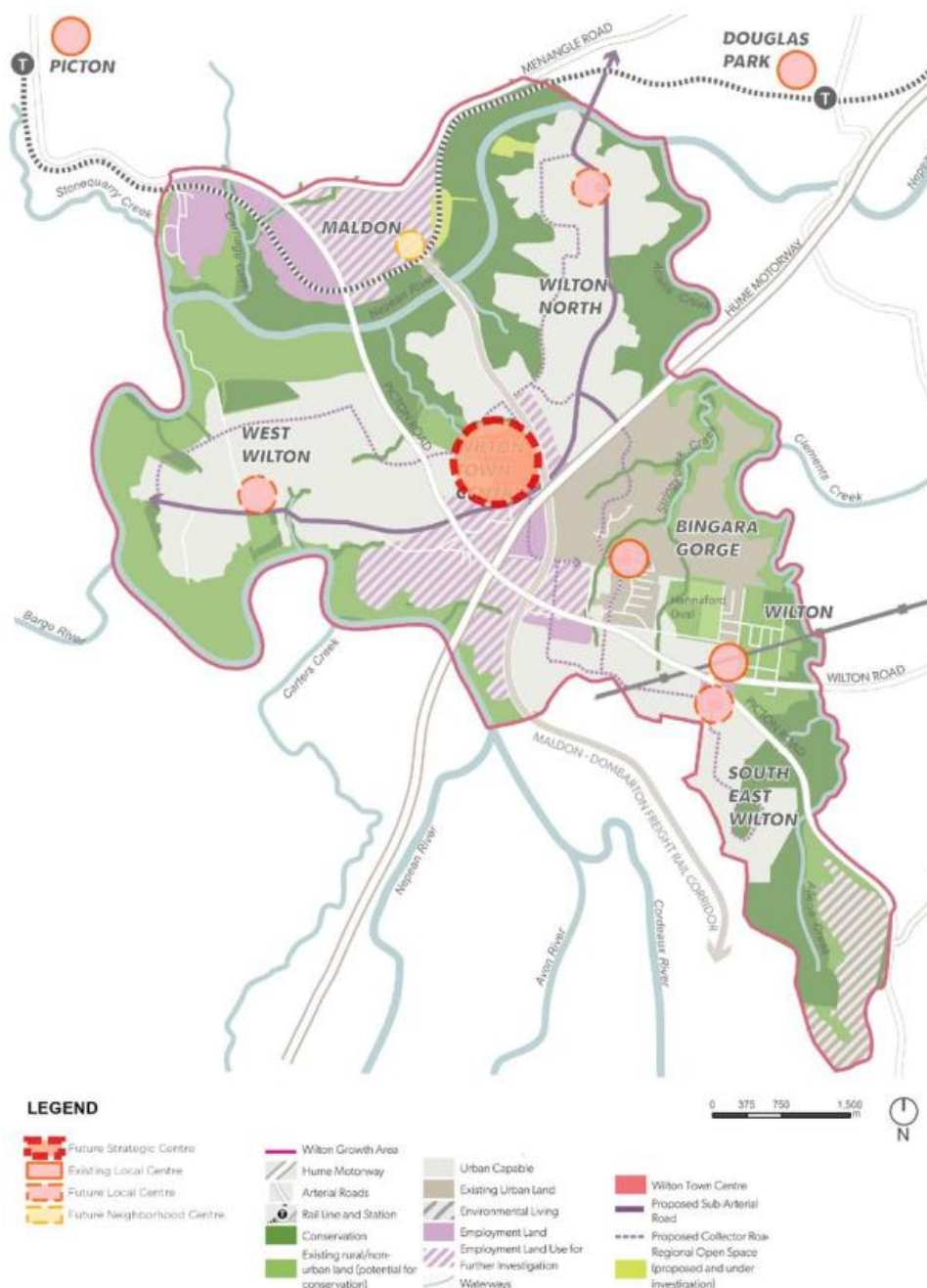


Table 2 of the Part 6 Employment DCP sets out the role and function of each of the centre types. Importantly, Table 2 indicates that a total capacity of 20,000m² of retail GFA has been identified for local centres outside of the Town Centre Retail Core. This includes the Local Centres in the north of the North Wilton Precinct, West Wilton and the South East Wilton Precinct.

However, Table 2 fails to recognise the Lakeside Hub located in the North Wilton Precinct. Situated on the proposed Lake, the Lakeside Hub forms a critical component of the North Wilton Precinct, and its vision to create a unique community and recreation focal point. The Lakeside Hub is identified in the adopted North Wilton Structure Plan (refer to Figure 4), which also identifies the 5,000m² retail GFA limit.

While it is acknowledged that the Lakeside Hub is not a Local Centre, we believe it should be considered on its own, particularly given the unique setting of the Lake and the opportunity to leverage off its amenity to create a social, employment and recreation focal point.

Macroplan have undertaken a review of the draft Part 6 Employment DCP, noting that the Lakeside Hub should be considered in its own right as 'centre', particularly since it is already recognised in the North Wilton Structure Plan (refer to Appendix A). This includes the suggestion that Table 2 of the draft Part 6 Employment DCP should be amended to specifically recognise the Lakeside Hub and its unique role in the hierarchy of centres. Table 1 below indicates the proposed amendment.

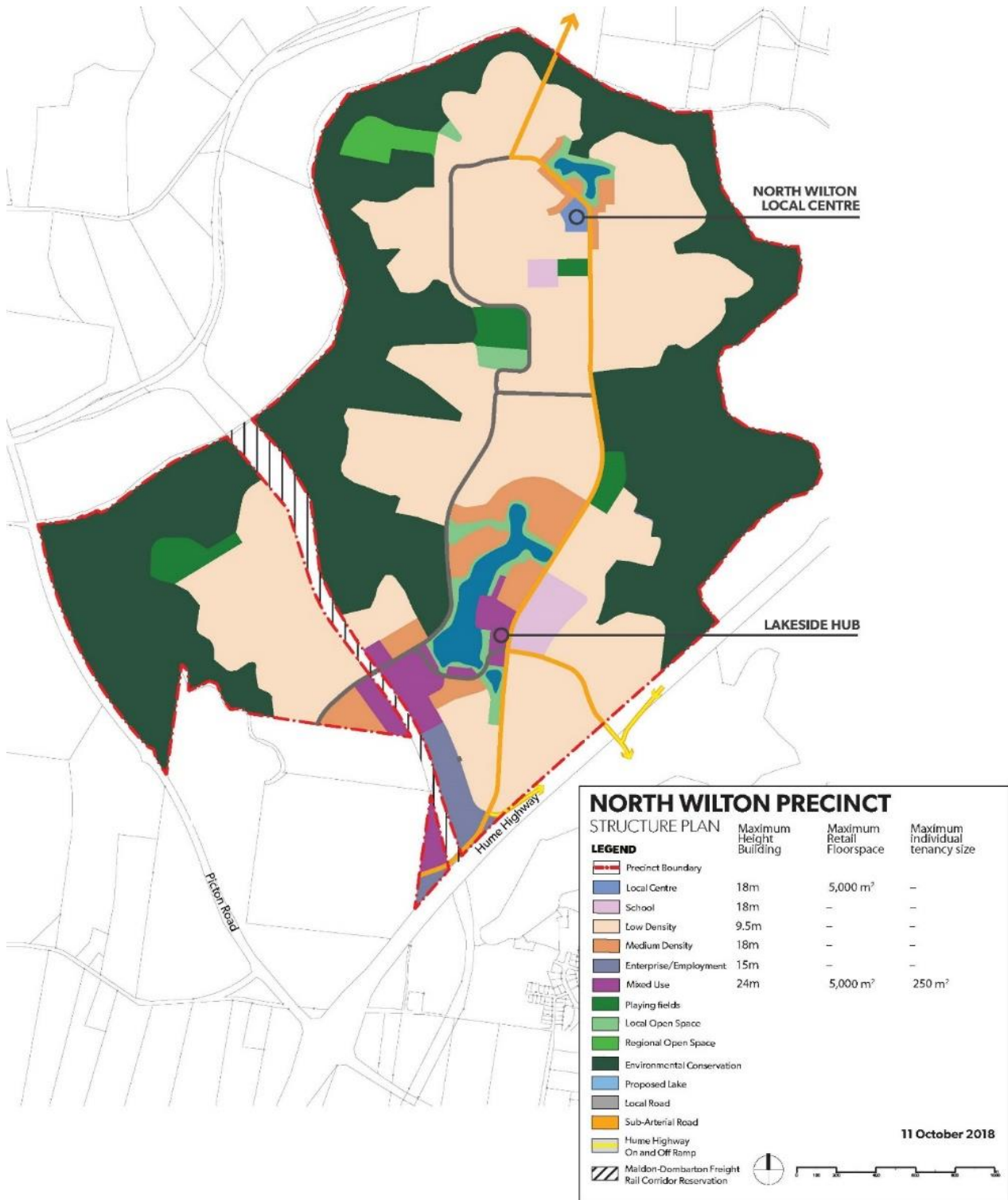
Table 1: Lakeside Hub Centre Function Addition

Centre Type	Examples / Description	Function	Appropriate retail uses
Lakeside Activity Hub	Refer to Section 3.5 of Schedule 2 of the Draft Wilton Growth Area DCP 2019 – North Wilton Precinct	<p>The Lakeside Activity Hub will:</p> <ul style="list-style-type: none"> be the focus of activity and daily life for the Precinct; provide for the local convenience needs of the local community; accommodate a range of land uses including commercial, residential, civic, recreation, education and social infrastructure; complement and support the role and function of the adjacent Wilton Town Centre; and be a key attraction for people to visit and businesses to establish in the Hub. 	<p>The Lakeside Activity Hub will provide a range of retail uses that aim to provide for the needs of the local community and create a vibrant centre. These uses include a supermarket with supporting specialty retail provision complementary to the Wilton Town Centre, markets, fresh food, cafes, restaurants, bars, personal services and convenience shops.</p> <p>The Lakeside Activity Hub will include:</p> <ul style="list-style-type: none"> a supermarket no greater than 2,500m²; specialty shops; cafes, bars and food services; offices and retail services; local educational, health, leisure and civic facilities; and recreational facilities and open space.

Recommendation

1. Amend Table 2 of the draft Part 6 Employment DCP that recognises the Lakeside Hub and its role and function as a 'centre'.

Figure 4: North Wilton Structure Plan



6 CONCLUSION

On behalf of Bradcorp, we thank the DPIE for the opportunity to comment on Town Centre Rezoning, including the Draft DCP additions. As highlighted above, Bradcorp is supportive of the timely rezoning of the Wilton Town Centre Precinct, particularly to ensure that the development of the Precinct can occur in line with the already zoned North Wilton and South East Wilton Precincts.

Notwithstanding, we have highlighted a number of areas that, if maintained in their current form and applied across the WGA, would have a significant impact on the developability of land within the North Wilton Precinct and broader WGA. In this regard, we believe these matters have the potential to impact the delivery of the NSW State Government's vision for a new Town at Wilton.

The key concerns detailed in this submission include:

- Reference to plans and strategies that are yet to be finalised, inconsistent with State Government policies and/or establish an unrealistic and costly benchmark. The following recommendations are put forward to remedy these concerns:
 1. Remove any reference to Policies and Strategies that are inconsistent with NSW Government Policies, Strategies and Guidelines, refer to documents that do not currently exist (e.g. Council's 'adopted public art policy')

Any remaining Council Policies and Strategies (e.g. Council's "Engineering and Design Specification") that are referenced in the DCP are to be the final Council adopted policy or strategy and date stamped at their current version.

 2. Reconsider the application of the Western Sydney Street Guidelines until they are formally exhibited, tested and adopted.
- Introduction of a Structure Plan that does not satisfactorily integrate with the already adopted North Wilton Structure Plan and a proposed road network that would be difficult to deliver without significant and unnecessary cost. The following recommendations are put forward to remedy these concerns:
 1. Release information that informed the design and alignment of the proposed road network, particularly in relation to connectivity with the strategic Road network from the North Wilton Precinct.
 2. Review the road alignments and structure that and adopt a Structure Plan for the Town Centre that is supported by sound road engineering and urban design and is cost effective to deliver.
- Retention of creeks that substantially impact the delivery of road infrastructure, particularly in relation to those that have already been removed as part of the North Wilton Precinct rezoning. The following recommendations are put forward to remedy these concerns:
 1. Remove the 'creek' identified for retention at the northern boundary of the Town Centre Precinct, particularly given the precinct planning undertaken for the North Wilton Precinct removed the creek.
- Placing limitations on retail that do not consider future growth of retail needs outside of the Town Centre. The following recommendations are put forward to remedy these concerns:
 1. Introduce a control that enables the out of centre retail activity to be increased as the Town Centre Retail Hub approaches GFA capacity.
- The lack of detail in relation to the assessment process for the Neighbourhood Plan and Detailed Concept Plan, particularly assessment timeframes. The following recommendations are put forward to remedy these concerns:
 1. Establish appropriate timeframes for the consideration and finalisation of Neighbourhood Plan and Urban Design Concept Plan. This should be no longer than 6 months.

- Introduction of street cross section designs, which if implemented across the WGA, have the potential of increasing the amount of road reserve infrastructure, including WSUD devices, increasing ongoing maintenance costs. The following recommendations are put forward to remedy these concerns:
 1. Remove references to the Western Sydney Street Design Guidelines, particularly given they have yet to be released for public comment or appropriately tested.
 2. Reconsider the need for footpaths on both sides of the road for Local Streets outside of the Town Centre.
 3. Reconsider the application of WSUD requirements that will significantly impact road design and maintenance costs.
- The need to recognise the North Wilton Lakeside Hub as a unique centre in the hierarchy of centres. The following recommendations are put forward to remedy these concerns:
 1. Amend Table 2 of the draft Part 6 Employment DCP that recognises the Lakeside Hub and its role and function as a 'centre'.

Bradcorp are committed to delivering excellence and building on their demonstrated commitment to the Wollondilly Shire. Bradcorp wish to maintain their commitment and strong working relationship with the State Government, Council and all stakeholders to deliver Sydney's newest emerging town. To this end, we request that the recommendations summarised above and the matters raised in this report are adopted. Please contact either ourselves or Bradcorp directly if you have any questions, require anything further or wish to meet.

Appendix A
Lakeside Hub Function and Role
Macroplan

16 December 2020

Brett Whitworth
Deputy Secretary Greater Sydney, Place and Infrastructure
Department of Planning, Industry & Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Mr Whitworth,

Draft Wilton Town Centre Structure Plan and Wilton Growth Area Development Control Plan (DCP) amendments

We refer to the draft planning package for the Wilton Town Centre which includes a discussion paper outlining the rezoning proposal for the Wilton Town Centre Precinct as well as proposed additions to the draft Wilton Growth Area Development Control Plan 2019 (previously exhibited in August 2019). Macroplan has reviewed these documents on behalf of Bradcorp and notes that the planning framework does not acknowledge the mixed use and employment precinct proposed around the large lake in North Wilton including the retail offering proposed. Whilst it is accepted that the Wilton Town Centre will include a major retail and commercial centre, the provision of retail and commercial uses surrounding the North Wilton Lake will be critical to achieving sustainable planning and place making outcomes as well as the creation of new jobs.

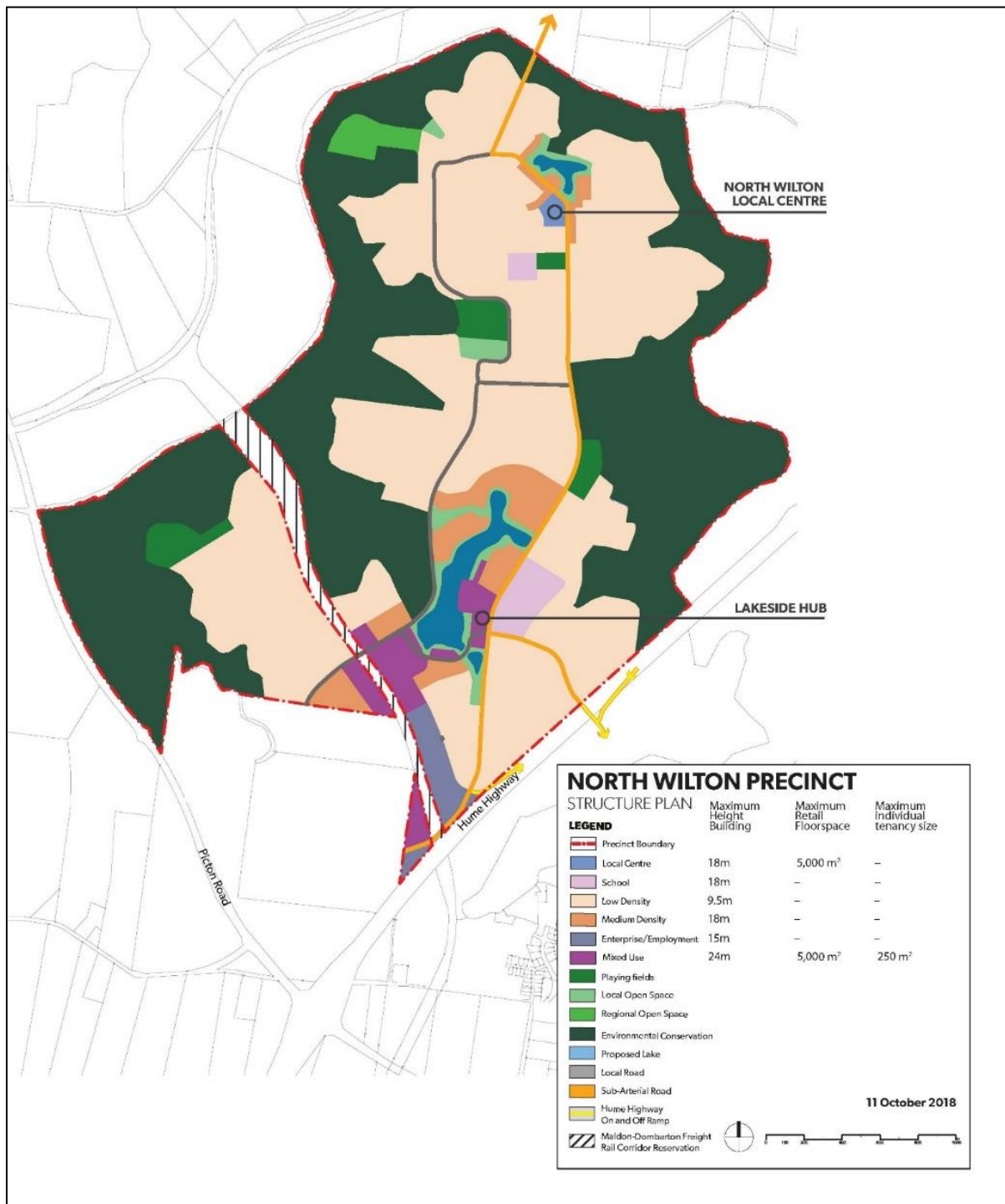
The primary retail focus of the town centre will principally occur through the provision of adequate floor space, the floor plate sizes of retail stores and the density of people living within and in close proximity to the town centre. The current Wilton Town Centre proposal anticipates higher density development occurring within the town centre and mixed-use areas, with a total yield of 400 dwellings. Macroplan is of the opinion that this dwelling yield within the town centre will not be adequate to sustain business offerings and night-time trading within the town centre. In addition, the timing of approving residential development and infrastructure in the Wilton Growth Area is likely to delay the take-up of retail space in the town centre, not due to the provision of a small-medium sized supermarket in the Lakeside Activity Hub. Stronger leadership and support is required between all levels of government to facilitate the provision of housing in the locality which will then provide the demand for retail and other business uses.

Macroplan is also of the opinion that the Plan for the Town Centre is not reflective of a contemporary centres model including the current conversation taking place around employment lands in NSW. The draft Structure Plan for the Wilton Town Centre does not enable and promote the locality as a future and vibrant location where centre activities occur and a mix of uses and interaction is enabled. This is a suburban town centre model more aligned to vehicle-oriented centres planning.

North Wilton and the Lakeside Activity Hub

The North Wilton Structure Plan was gazetted in October 2018 (Figure 1). A fundamental component of the Structure Plan is the Lake and the adjoining mixed-use precinct – the Lakeside Activity Hub. This has been recognised by the State Government as a key feature that will enable the delivery of a development that links the Green and Blue Grids and delivers an important place making, social, environmental and economic centre piece.

Figure 1: North Wilton Precinct Structure Plan



The Lakeside Activity Hub (Figure 2) will be the focus of activity and daily life for the Neighbourhood. It has been designed to accommodate a range of land uses including commercial, retail, residential, civic, recreation, education and social infrastructure. The amenity and direct association with the large lake will be a key attraction for people to visit and businesses to establish in the Hub. The Lakeside Activity Hub will complement the services, employment and activities in the future Town Centre and provides a high level of amenity.

Figure 2: Lakeside Activity Hub



The vision for the North Wilton is to deliver a new, vibrant and sustainable master planned community as a major contributing part of the overall Wilton New Town. North Wilton will incorporate a series of thoughtfully planned villages with high local amenity, job opportunities and connections to essential facilities and services. The housing choice, employment opportunities, education facilities, infrastructure and leisure activities available to North Wilton residents will make this Precinct a highly functional, desirable and self-contained community to live.

The lake is a distinctive aquatic feature in Wilton, which integrates with the natural assets of the locality and forms a key meeting place for local residents and visitors. The importance of the Lake and the Lakeside Activity Hub is to create an active heart for the community that attracts people to live and work in the area by choice. The Hub is a major component of the future Town Centre framework, providing early activation and leisure, local retail, business recreation and community facilities and will be a major attractor to stimulate early employment growth. The Lakeside Activity Hub, a focal point of leisure, retail, business activity and residential accommodation, will provide the community an activated space that will cater to a variety of daily needs and will offer a range of activities and opportunities for a diver range of residents of all ages.

It will be important for local and neighbourhood centres and the Lakeside Activity Hub to provide uses and services that support the needs of the local population and create local jobs and walkable communities. This is particularly evident as a result of COVID-19 and the NSW Government’s policy to ensure the delivery of high quality urban design and better places for people. A reliance on major retail centres like Wilton Town Centre for all retail and commercial services will only encourage a greater use of, and reliance on, private vehicles to access the Town Centre which is inconsistent with the planning objectives for the Wilton Growth Area i.e. to “reduce trips by private vehicles for daily needs”. Achieving this planning objective is more likely to occur if people live and / or work within walking distance of the services and amenity they require on a daily basis.

North Wilton is expected to have a future population of over 16,000 with the Wilton Growth Area forecast to grow to a population of over 42,000 people over the next 20-30 years. In addition to the Town Centre being able to accommodate a number of full line supermarkets (3,000-4,000m²), there will be a demand and need for the other local and neighbourhood centres and the Lakeside Activity Hub to include small-medium (1,000-2,500m²) supermarkets and other speciality retail stores. The draft DCP needs to be updated to acknowledge the 5,000 m² retail floor space that will be provided at the Lakeside Activity Hub (gazetted in the North Wilton Structure Plan) as the Hub is neither a local nor neighbourhood centre. Table 2 of Draft Wilton Growth Area DCP - Part 6 Employment should be amended as follows to be consistent with the draft North Wilton Precinct DCP (August 2019):

Centre Type	Examples / Description	Function	Appropriate retail uses
Lakeside Activity Hub	Refer to Section 3.5 of Schedule 2 of the Draft Wilton Growth Area DCP 2019 – North Wilton Precinct	The Lakeside Activity Hub will: <ul style="list-style-type: none"> • be the focus of activity and daily life for the Precinct; • provide for the local convenience needs of the local community; 	The Lakeside Activity Hub will provide a range of retail uses that aim to provide for the needs of the local community and create a vibrant centre. These uses include a supermarket with supporting specialty retail provision complementary to the Wilton

		<ul style="list-style-type: none"> • accommodate a range of land uses including commercial, residential, civic, recreation, education and social infrastructure; • complement and support the role and function of the adjacent Wilton Town Centre; and • be a key attraction for people to visit and businesses to establish in the Hub. 	<p>Town Centre, markets, fresh food, cafes, restaurants, bars, personal services and convenience shops.</p> <p>The Lakeside Activity Hub will include:</p> <ul style="list-style-type: none"> • a supermarket no greater than 2,500m²; • specialty shops; • cafes, bars and food services; • offices and retail services; • local educational, health, leisure and civic facilities; and • recreational facilities and open space.
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Wilton Town Centre – a need for a new approach

It is noted that the Department has proposed to exclude residential development from certain employment lands such as the retail core of the New Town Centre. Macroplan is of the opinion that the provisions to exclude residential development from the town centre, specifically the “Retail Hub” should be reconsidered as it will impact on the economic viability of the centre. One of the reasons many town centres are not vibrant and active places is because they have or are being constrained by such planning controls. This does not align with the new way of thinking and planning for places which focus on an “Activity Centre” approach.

The Structure Plan fails to respond to the needs of a contemporary centres planning conversation. Instead, it promotes a dated example of centres planning and strategy which does not enable and promote the locality as a future and vibrant location where centre activities occur and a mix of uses and interaction is enabled.

This dated approach is typified by the notion of dividing a centre around a zoning conversation. Preconceived notions about aspects of a centre appear to be put forward by technical advisors which is contrary to overwhelming evidence coming forward as to what is required to make a successful centre / town centre. This is a suburban town centre model more aligned to vehicle-oriented centres planning as opposed to ques which are required in active and successful centres 2020 and beyond. The current conversation taking place around employment lands in NSW by the Department of Planning, Industry and Environment is reflective of the need for the planning system to be more contemporary and responsive to emerging trends and needs.

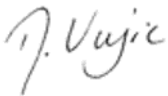
Retail trends indicate that centres are being repositioned and evolving to meet people’s needs. This includes offerings that require the physical presence of the consumer such as gyms, fresh food, medical and childcare to support local residential populations as they grow. Therefore, the question needs to be asked as to why residential uses need to be separated from the employment / retail precinct rather than being integrated to achieve compact, sustainable and liveable places? Restricting residential development in these locations will encourage private

vehicle use and impact on the creation of demand for services outside daytime operating hours (9am-5pm). Uses and users together activate places and precincts. It is therefore important to establish a sense of community and increase activity outside normal business hours through land uses such as hospitality and entertainment, community facilities, gymnasiums, etc.

The successful functioning of the New Town Centre will be critical to the successful development of the Wilton Growth Area and examples of successful town centres need to be reviewed in this context before imposing such restrictions. Increased density and diversity of housing in and around the new town centre will improve land efficiency, housing variety and support centre facilities. It will also ensure the centre provides sufficient development intensity and land use mix to support high-frequency public transport. Diversity of land uses promotes a more equitable distribution of services, facilities and employment and an overall reduction in travel demand. A range of land uses that complement the primary function of the town centre can be provided on a scale that will not detract from other centres in the hierarchy. Should the Department have concerns regarding residential development compromising the retail and commercial floor space provided in the town centre then consideration could be given to imposing a minimum floor space requirement for retail and commercial uses whilst allowing for a mixing of other uses to occur such as residential.

Should you wish to discuss the above further, please do not hesitate to contact Gary White on 0407 969 442 or me on 0427 664 128 or Daniela.vujic@macroplan.com.au.

Yours sincerely,



Daniela Vujic
Senior Strategic Planning Manager

Appendix B

Submission to the Draft Cumberland Plain Conservation Plan (with Attachments)

Bradcorp



Friday, 09 October 2020

Department of Planning, Industry & Environment
Green & Resilient Places Division
Locked Bag 5022
Parramatta NSW 2124

Dear Sir / Madam

Submission to exhibition of Draft Cumberland Plain Conservation Plan ('draft CPCP') – North Wilton Precinct, Wilton Growth Area

Thank you for the opportunity to make submissions on the draft CPCP exhibition documents. We also acknowledge receipt of the information provided in your email advice of 26 August 2020 which in part responds to our submissions of 27 May 2020 (copies attached).

We congratulate the NSW Government and the Department in their efforts in preparing the CPCP. The finalised plan will be a much-needed, critical piece of environmental policy and legislation that supports both the long-term growth of Western Sydney while protecting important biodiversity in the region.

Bradcorp appreciates the ongoing consultation and dialogue over the preparation of the CPCP. We acknowledge the complexities in preparing such a plan to achieve the overall vision of supporting the delivery of infrastructure, housing and jobs for the Western Parkland City in a planned and strategic way that protects and maintains important biodiversity. This submission is being made with that in mind.

We note that the exhibited mapping has, in part, taken into account early feedback from Bradcorp. This related to the need to recognise the strategic road network for the Wilton Growth Area as well as other suggested measures to efficiently and logically develop the land without compromising good biodiversity outcomes. There are still however a number of matters we either need to again raise or now bring to the Department's attention. These are outlined below.

Riparian Corridors

We note the advice in your email of 26 August 2020. With respect, the advice does not in our view properly recognise or acknowledge our previous submission & supporting information on 27 May 2020 that the rezoning process for North Wilton included ground truthing stream assessments supporting the removal of streams which are now proposed to be excluded as urban capable land and be included as Environmental Conservation land.

The streams referred to are identified at Notes 1 and 3 in the plan at Attachment 3 of our submission of 27 May 2020.

The practical effect of excluding these streams and zoning them as Environmental Conservation land will mean that:

- Delivery of the northern sub-arterial road serving the North Wilton Precinct will be unnecessarily impacted.
- Delivery of an essential road link to the Town Centre Precinct and the Wilton primary/secondary school will also be unnecessarily impacted.

Based on the above, these proposed 'urban capable land' exclusions would not contribute to maintaining important biodiversity and would unnecessarily complicate the delivery of important infrastructure. This, in our view, is inconsistent with the overall vision for the CPCP referred to above.

We again request that the streams in question be included as urban capable land to enable the delivery of the infrastructure and road links that have been planned for by DPIE.

Maldon Dombarton Rail Corridor and Easements

We note that the Maldon MDRC, 132kv powerline easement and right of way along the Hume Motorway at North Wilton are still not proposed to be bio-certified under the draft CPCP.

As outlined previously:

- two major road crossings are required to link North Wilton to the Town Centre Precinct, both of which form an integral part of the Strategic Road Network identified in Wilton 2040.
- Additionally, a pedestrian link between the Precincts over the MDRC has also been identified by the DPIE.
- Land within the 132kv powerline the easement can be developed by either being included within future lots, open space or the road network.
- The right of way along the Hume Motorway, currently providing legal access to the MDRC, will be removed and developed for urban purposes once the sub-arterial road network is constructed to replace it.

Please refer to Notes 2, 4, 5, 6 and 7 in the plan at Attachment 3 of our submission of 27 May 2020 for the locations referred to.

We note your email advice that if no vegetation (within these corridors) are impacted, it is likely that the approval process to develop them will be straight forward.

It is apparent that any vegetation within the MDRC where these crossings are located is of no biodiversity significance. This is also the case for the majority of the land within the powerline easement where it is abutted by 'urban capable' land and land within the right of way. We therefore consider that to exclude the crossings, easement and right of way lands will add an unnecessary step in obtaining approval to deliver important infrastructure (in the case of the MDRC crossings) or the efficient delivery of urban land. Again, this approach is inconsistent with the overall vision for the CPCP of supporting important infrastructure and delivering housing while maintaining important biodiversity.

We accept that this may not be the case for all easements within the nominated areas of the Plan. However, for the reasons outlined above, a "one size fits all" approach as proposed by the Draft CPCP is not an efficient or good planning outcome. We again request that the

MDRC (at the least the crossing locations), powerline easement area and right of way lands be included as urban capable land and bio-diversity certified.

Proposed Environmental Conservation Zone

The explanation of intended effect for the proposed SEPP for Strategic Conservation Planning ('the Conservation SEPP') provides the following:

In some cases, an E2 zone will already exist under another EPI but its provisions will be inconsistent with the E2 zone proposed under this SEPP. If the land is identified as avoided land, the proposed SEPP will remove some permitted land uses of the existing E2 zone to align the zone with the E2 zone proposed under this SEPP

In the case of North Wilton, the existing E2 Zone is proposed to be amended to align with proposed non-certified land avoided for biodiversity reasons or avoided for other purposes. Significantly, the proposed E2 Zone under the Conservation SEPP will remove the following current permissible land uses from E2 Zoned land under the Growth Centres SEPP:

Information and education facilities; Kiosks; Recreation areas; Roads

The Conservation SEPP will only permit *environmental protection works* and *flood mitigation work* in the proposed zoned E2 zone.

We refer to our earlier discussion of riparian corridors and the streams referred to at Notes 1 and 3 in the plan at Attachment 3 of our submission of 27 May 2020. The intended prohibition of roads in the proposed E2 Zone will effectively mean that any planned roads, i.e. the northern sub-arterial road and road link to the Town Centre Precinct and the Wilton primary/secondary school will need to be relocated. This is despite ground-truthing stream assessments undertaken as part of Precinct Planning supporting their removal. This is a significant change which, in our view, is not supported by the evidence.

Based on the above, in the case of North Wilton we would strongly request that the current range of permitted land uses for the E2 zone remain as is.

Shale Sandstone Transition Forest ('SSTF') mapping

We note that the draft CSCP mapping identifies significant parts of the North Wilton 'urban capable' land as part of a SSTF Threatened Ecological Community. These areas predominantly comprise of degraded Derived Native Grassland ('DNG'). We understand that the determination of required offsets area under the Plan takes account of these areas being declared urban capable.

We have discussed the classification of the DNG areas as SSTF with ecological consultants, Niche Environment & Heritage. It is our understanding from those discussions that:

- Insofar as the legal definition for SSTF in NSW is concerned there does not appear to be any provision for the community to comprise a grassland only (derived from the woodland community) variant of the community.
- Whilst it is true that some EEC final determinations note that DNG variants of the woodland community, if contiguous with the woodland variant (i.e. grass adjacent to trees) may contribute to the 'patch' of the EEC, the SSTF final determination does not provide for that.
- The final determination states that SSTF is also listed at a Commonwealth level under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). However, the Commonwealth listing advice excludes some patches, here regarded as Shale Sandstone Transitional Forest, on the basis of condition or

structure thresholds. In other words, the Commonwealth definition of the community, generally has a higher condition threshold than the NSW definition.

On this basis we submit that these predominantly DNG areas should not be identified as SSTF for the purposes of the Plan.

Cumberland Plain Woodland ('CPW') mapping

We note that the draft CPCP mapping identifies parts (90ha) of the areas proposed to be certified 'urban capable' land as part of a CPW Threatened Ecological Community. The areas identified are in fact individual 'paddock' trees. We understand that the determination of required offsets area under the Plan also takes account of these areas being declared urban capable.

We do not believe that these areas constitute CPW communities as per the final determination. On this basis we submit that these areas of individual trees should not be identified as CPW for the purposes of the Plan.

Exclusion of Stage 1 DA area

The Draft CPCP excludes areas that are the subject of current, yet undetermined development applications. In the case of North Wilton, this excludes the land area covered by our Stage 1 subdivision and Sub-Arterial road application. We understand the basis for its exclusion is that the ecological assessment of the applications is subject to the now repealed *Threatened Species Conservation Act* and complications with having the 'DA land' potentially subject to multiple assessment approaches.

Whilst we understand and would agree with the exclusion of land that is subject to determined development applications, this is not the case here. Whilst we have every confidence that our development applications will be approved, we can't be certain. This would potentially mean that areas within the Growth Areas covered by the Plan would be excluded from the certainty of outcomes, as intended for the Growth Areas. We are also concerned that we would be obligated to pay State Infrastructure Contributions under VPA arrangements for conservation outcomes in an area not identified under the plan as urban capable.

On this basis we believe it is imperative that the Plan does not exclude areas that are subject to undetermined development applications.

Existing and Future Maldon Employment Areas

The existing and future Maldon Employment Areas have been identified, in the majority, as urban capable land under the draft Plan. We raise the following issues:

- The existing Maldon Employment Area, located on the western/south western side of Picton Road, is zoned and largely developed. The TEC mapping shows a significant amount of SSTF TEC on nominated urban capable land here, which we understand would be included as TEC required to be offset under the Plan. Whilst we question the identification of these areas as SSTF (they are essentially grassland) we disagree with this approach in principle on the basis that the land is largely developed. We submit that these areas should not be included for the purposes of calculating required offsets.
- It is our understanding that the future Maldon employment area is affected by an approved mining lease held by South 32. We further understand that a significant, high quality coal resource is present here and that mining is not scheduled to commence for some 30 years with completion more than a decade later. In all likelihood this area will not be developable for the life of this Plan. We therefore

submit that this area should not be included for the purposes of calculating required offsets for the life of this Plan.

Thank you for considering our submissions. We would welcome the opportunity to discuss the above in further detail. If you wish to do so or have any questions please don't hesitate to contact us.

Kind Regards,

A handwritten signature in black ink, appearing to read 'G. Kelly', with a stylized flourish at the end.

Grahame Kelly
Executive Director

From: DPE PS Biodiversity Mailbox <biodiversity@planning.nsw.gov.au>
Sent: Wednesday, August 26, 2020 5:29:48 PM
To: Peter Grogan <pgrogan@bradcorp.com.au>
Cc: Laura Torrible <Laura.Torrible@planning.nsw.gov.au>
Subject: Public exhibition of the Draft Cumberland Plain Conservation Plan

Dear Mr Grogan,

Subject: Public exhibition of the Draft Cumberland Plain Conservation Plan

The Department of Planning, Industry and Environment (the department) is writing to notify you that the Draft Cumberland Plain Conservation Plan (the Plan) is currently on public exhibition.

The Plan is a strategic conservation plan for Western Sydney. It will support the delivery of infrastructure, housing and jobs for the Western Parkland City in a planned and strategic way that protects and maintains important biodiversity. The Plan seeks to streamline biodiversity approvals processes under both NSW and Commonwealth legislation.

The department met with you in late 2019 about the Plan and Bradcorp holdings in the Wilton Growth Area. The meetings were set up to allow you to provide early feedback into the development of the Plan in relation to these landholdings.

In your letter of the 27th of May 2020, you raised four specific issues. They are addressed in the responses below:

1. Riparian corridors and essential infrastructure:
 - The riparian corridors have been mapped consistently throughout the Plan Area using the LPI 1:25,000 topographic database hydro line layer and calculating the Strahler orders using tools from the ArchHydro extension in ArcGIS. A buffer each side of the centre line with a width correlated to the strahler order has been created to generate a spatial riparian corridor. The Department recognises that additional essential infrastructure, such as local roads, may be needed outside of the urban capable land, to support development in the growth areas.
 - The strategic assessment under Part 10 of the EPBC Act will allow certain essential infrastructure to be developed by, or on behalf of, public authorities outside of the urban capable land, subject to consistency with a guideline proposed under the Plan.
 - Infrastructure that would cross non certified areas, such as riparian corridors, may require assessment and approval under the *Biodiversity Conservation Act 2016*.

2. Precinct plans will be amended consistently with the Plan.
 - The zoning for Wilton North was completed prior to the finalisation of the CSCP urban capable footprint. This has resulted in some minor inconsistencies between the zoning and the urban capable footprint.
 - It is proposed that the zoning will be updated to align with the urban capable footprint immediately following approval of the Cumberland Plain Conservation Plan. This will ensure that the land certified for development matches the land zoned for development.

3. Maldon Dombarton Rail Corridor and Easements:

- Easements, including the rail corridor, have been consistently excluded from biodiversity certification across the nominated areas of the Plan.
- Any development occurring within the corridor will need to undergo a separate approval noting that if no vegetation is impacted, it is likely that the approval process will be straight forward.
- Note that not all infrastructures were certified through the Growth Centres process and required a specific offsetting program.
- Legislation and process have changed since the Growth Centres were certified.

Land Category Update

The map at Attachment 1 shows how the land categorisation has changed on these holdings between 2019 and the Plan currently on public exhibition.

The urban capable footprint determined for these holdings were developed following the department's Avoidance Criteria. These criteria were applied consistently throughout all the nominated areas and ensured that areas with a high biodiversity value were not included in the urban capable footprint.

During the early engagement process requests for updates to the certification boundary were considered by the department and only those changes consistent with avoidance criteria with no additional impacts to threatened species or native vegetation could be made.

The department has published the Draft Cumberland Plain Conservation Viewer at <https://www.planning.nsw.gov.au/aboutcumberlandplainconservationplan> to help landowners identify if their land is affected by the Plan at property scale. It shows land categorisation, presence of mapped threatened ecological communities, presence of koala corridors and other environmental and planning information. Please also refer to our website for more information, including landholder FAQs at <https://www.planning.nsw.gov.au/aboutcumberlandplainconservationplan>.

If the Plan is approved, all land designated as certified-urban capable will not require further environmental assessment under the NSW *Biodiversity Conservation Act 2016*, or the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.

Proposed Environmental Conservation Zone

The Plan has identified that some of your land is within the area proposed for environmental conservation (E2) zoning. The proposed change to land use zoning will support the Plan's objectives. This proposed future use is consistent with the strategic plan and vision for your area, which can be reviewed on the department's website <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts>.

The Plan has also identified that some of your land is already zoned or proposed to be zoned for environmental conservation (E2) under an environmental planning instrument such as a state environmental planning policy (SEPP) or local environmental plan (LEP).

The department is proposing amendments to the permitted land uses for your land, to align these uses with the environmental conservation (E2) zone proposed under the SEPP for strategic conservation planning. Please refer to the Explanation of Intended Effect for more detail on the proposed planning changes relating to the environmental conservation (E2) zone.

Your land may also be affected by other planning controls proposed by the Plan. The department has published the Draft Cumberland Plain Conservation Viewer to help landholders identify if their land

is affected by the Plan. It identifies land proposed for environmental conservation (E2) zoning and other key information.

The Explanation of Intended Effect describes the planning controls proposed by the Plan and will help you understand how land proposed to be zoned for environmental conservation (E2) is affected by the Plan.

If only part of your land is identified for environmental conservation (E2) zoning, the remainder of your land will remain in the existing zoning as identified in the relevant environmental planning instrument such as a SEPP or local environmental plan (LEP).

The proposed environmental conservation (E2) zoning will not affect current uses of the land, and landholders can continue to live on their land, using their properties as they lawfully did before the Plan commenced.

Your submission

The Plan package is on public exhibition until 25 September 2020. The department encourages you to view the documents and make a formal submission on the Plan at <https://www.planningportal.nsw.gov.au/draftplans/exhibition/draft-cumberland-plain-conservation-plan>.

The department will consider all feedback gathered from the submissions when finalising the Plan.

If you require further information, please contact Laura Torrible on Laura.Torrible@planning.nsw.gov.au.

Yours sincerely,

Elizabeth Irwin

Director Conservation & Sustainability

Green & Resilient Places Division

4 Parramatta Square, 12 Darcy St Parramatta, NSW, 2150

www.dpie.nsw.gov.au



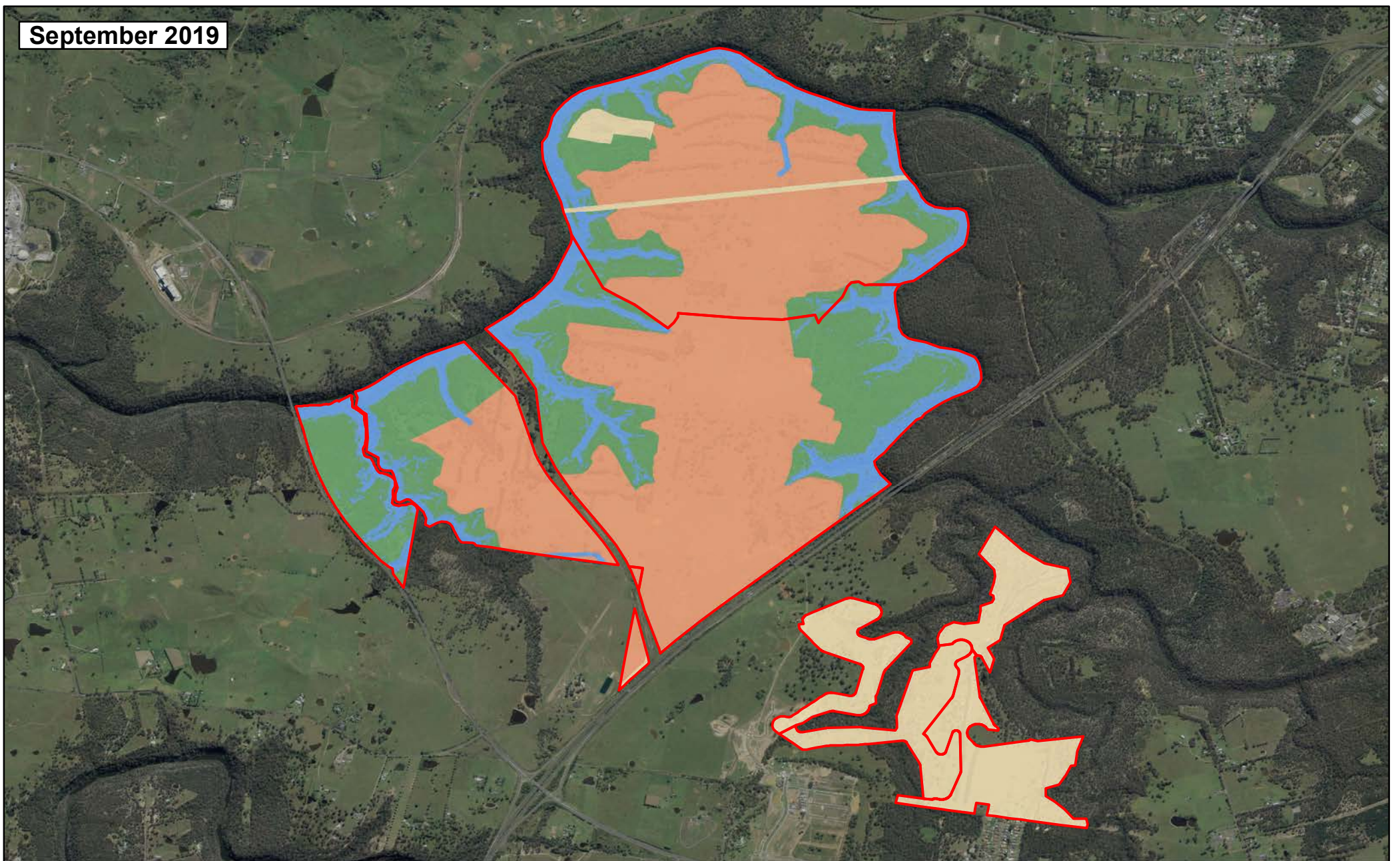
The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Greener Places, Great Public Spaces

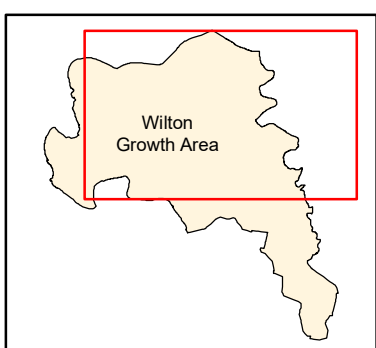
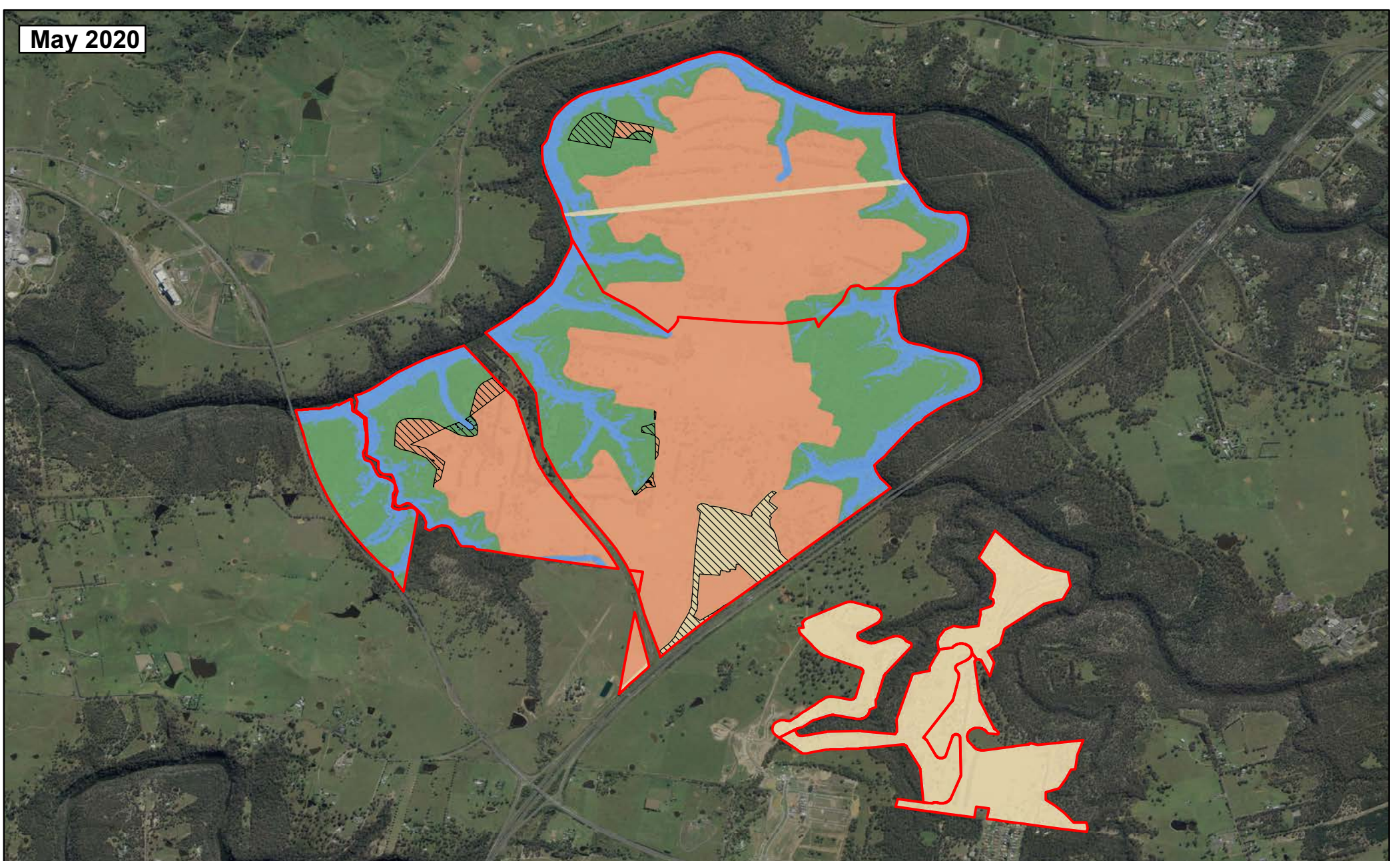


dpie.nsw.gov.au/premiers-priorities

September 2019



May 2020

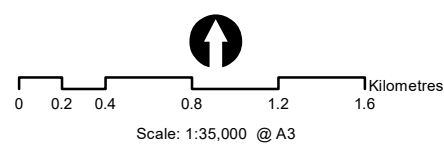


Legend

- Identified Bradcorp Land
- Area of Land Category change
- Land Category**
- Certified - Urban Capable
- Excluded
- Non certified - Avoided for Other Purposes
- Non certified - Avoided for Biodiversity

Cumberland Plain Conservation Plan

Land Category Comparison
Identified Bradcorp Land





Wednesday, 27 May 2020

Mr Steve Hartley
Executive Director
Environment Infrastructure Planning & Resilient Places
Department of Planning, Industry & Environment
Locked Bag 5022
Parramatta NSW 2124

Via email: Steve.Hartley@planning.nsw.gov.au

Dear Mr Hartley,

RE: NORTH WILTON PRECINCT – CUMBERLAND PLAIN CONSERVATION PLAN

Thank you for our telephone conversation on the 20th May 2020. Bradcorp is appreciative of the previous and continuing dialogue with the Department regarding the draft Cumberland Plain Conservation Plan (CPCP).

As discussed, Bradcorp has strong concerns relating to the land at North Wilton proposed to be bio-certified, i.e. the proposed 'urban capable' land. It was appreciated that you had indicated that, if the matters we addressed were found to be valid, then changes may need to be made.

We have now reviewed the details of the proposed Urban Capable footprint for North Wilton provided to us by your team last week. There are a number of issues we need to raise with you.

Unfortunately, in our view the current proposed bio-certification for North Wilton does not recognise the delivery of the Government's strategic road network at Wilton. That road network was finalised by the Government after extensive work and is key to connecting the Wilton precincts. We are sure this potential impact is inadvertent, but hope you agree it needs to be resolved.

The Strategic Road Network is a core part of the Wilton Priority Growth Area and should be bio certified in the CPCP process.

A review of the data provided has identified a number of significant issues, which not only reduce the quantum of proposed bio-certified land, but also make it difficult to efficiently and logically develop the land. These issues are identified below.

1. Riparian Corridors

The digital data and accompanying site plan identify that two 'streams' will be excluded from the 'urban capable' classification and will not be bio-certified. In previous discussions with Department of Planning, Industry and Environment (DPIE) staff, Bradcorp noted that as part of the rezoning process, the DPIE and Bradcorp had received correspondence from the then Water NSW, which did not require protection of the streams. As such, the streams were rezoned Urban Development as part of the rezoning of the North Wilton Precinct.

Notwithstanding this, we do not believe that the streams that have been identified for retention have been appropriately ground-truthed. This is particularly case for the stream identified to be retained in the north, which does not demonstrate the required characteristics of a stream and is on land identified as the northern village centre. See attached report and correspondence from Water NSW.

The practical effect of excluding these streams will mean that planned road infrastructure and the core of the northern village centre will not be bio certified.

The northern stream impacts on the northern sub-arterial road serving the North Wilton precinct which is also proposed to cross over the Nepean River to Douglas Park.

The stream in the south of the North Wilton precinct is located in an area where there is an essential road link to the Town Centre Precinct and the Wilton primary/secondary school.

Separate to these impacts, there is history of discussions about these areas which we understood had been concluded in the Precinct Planning Process by the DPIE.

It is unreasonable to suggest that this essential infrastructure will have to be offset outside of the CPCP and contributions of the SIC regime.

In light of the above, we believe the streams must be included as urban capable land to enable the delivery of the infrastructure and road links that have been planned for by DPIE.

2. Maldon Dombarton Rail Corridor

We note that the Maldon MDRC will not be bio-certified as part of the draft CPCP.

Two major road crossings are required to link North Wilton to the Town Centre Precinct, both of which form an integral part of the Strategic Road Network identified in Wilton 2040. Additionally, a pedestrian link between the Precincts over the MDRC has also been identified by the DPIE.

This infrastructure has been identified by DPIE and Transport NSW as integral to the broader Growth Area road and pedestrian network and its approval is subject to Part 4 of the EPA Act.

Without the necessary bio-certification, an unnecessary delay and study on the impact on native vegetation potentially affected will be required. Potentially resulting in unjustified offsetting applied on top of the SIC.

As such, the corridors for the road and pedestrian links over the MDRC should be bio-certified as part of the CPCP.

To assist the Department with mapping, we attach a plan that illustrates the areas of the MDRC we believe should be bio-certified as part of the CPCP process. The digital data of this plan can be provided to the DPIE if required.

3. Easements

The 132kV powerline easement that traverses the site in the north of the precinct is identified to be excluded as part of the draft CPCP. This easement remains in the ownership of Bradcorp and at the very minimum will be developed for roads, the rear of residential lots and open space. Bradcorp has outlined during our conversations with the Department that the electricity infrastructure is likely to be undergrounded and the current easement extinguished. Notwithstanding, in the event this does not eventuate, the land within the easement can be developed by either being included within future lots, open space or the road network.

This is not a new approach. As noted in point 1 above, the bio-certification outcome achieved in the South West Growth Centre also included electricity easements. For example, the 132kV and 330kV powerline easements traversing the Oran Park Precinct are bio-certified. In the case of the 330kV powerline easements, they have been incorporated as part of the open space network or included as part of private residential lots. A similar approach should be considered in the CPCP.

We also note that a right of way along the Hume Motorway, which provides legal access to the Maldon Dombarton Rail Corridor (MDRC) has not been identified as 'urban capable' and consequently will not be bio certified. As with the powerline easement, the right of way is land that remains in the ownership of Bradcorp, with the right of way to be extinguished once the sub-arterial road is delivered.

A further requirement to offset any vegetation in this land in addition to the CPCP and SIC is unreasonable and contrary to the intent of the bio-certification provisions of the Act.

As such, the easement and right of way should be classified as 'urban capable' and included as bio-certified land under the CPCP.

We request the above matters be given urgent consideration and attention.

4. Other matters

There are a number of additional areas of land that have an Urban Development zoning that have not been identified as urban capable by the draft CPCP that would result in a reduction of developable land and the application of boundary linework that is impractical from a development design and delivery aspect. While these matters are important in their own right, these were discussed during our meeting on the 20 December 2019 and we understand they can be resolved as part of the exhibition and submissions process for the draft CPCP.

We will be preparing a detailed submission on the alignment of the draft CPCP boundary and the UDZ zoning boundary for further discussion with the Department ahead of, or during the exhibition process.

We respectfully request that the above matters 1 – 3 be incorporated into the draft CPCP ahead of the exhibition or that there is an undertaking that the recommended Plan post exhibition will remedy the above issues.

We are keen to work collaboratively with the Department and suggest we meet to discuss a way forward to resolve these issues.

Please do not hesitate to contact Grahame Kelly on 0418 964426.

Kind Regards,

A handwritten signature in black ink, appearing to read 'G Kelly', with a long horizontal stroke extending to the right.

Grahame Kelly
Executive Director | Bradcorp Holdings Pty Ltd

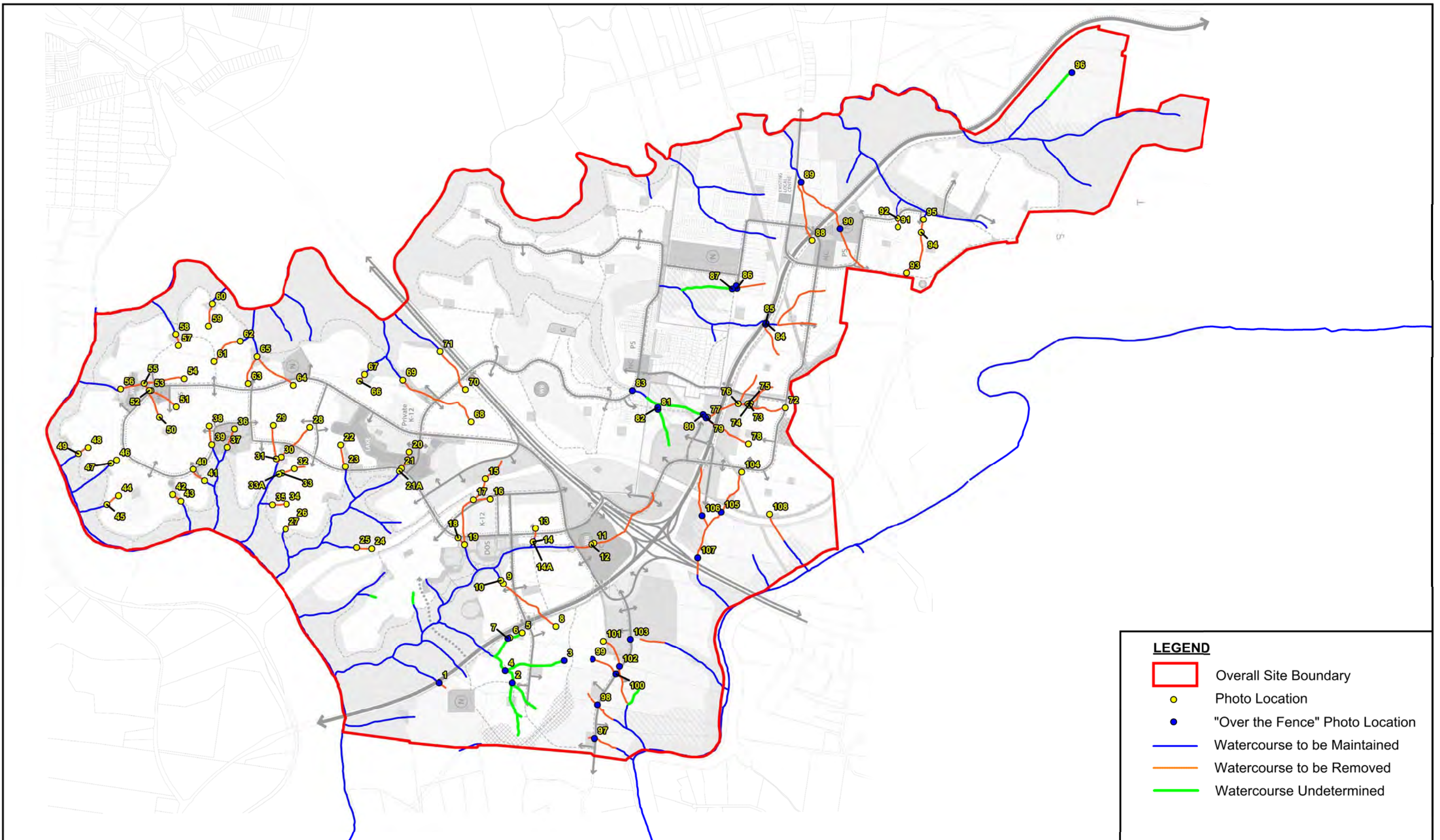
CC:
Brett Whitworth
Deputy Secretary
Department of Planning, Industry and Environment



ATTACHMENT 1

Appendix G of the Wilton Junction Water Cycle
Management Strategy

APPENDIX G - STREAM ASSESSMENT



LEGEND

- Overall Site Boundary
- Photo Location
- "Over the Fence" Photo Location
- Watercourse to be Maintained
- Watercourse to be Removed
- Watercourse Undetermined

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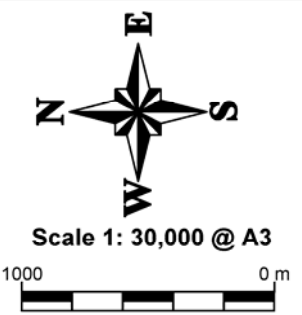






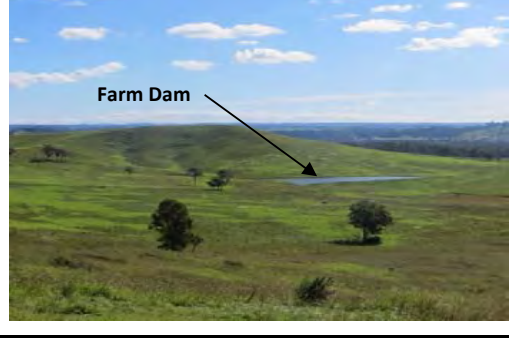






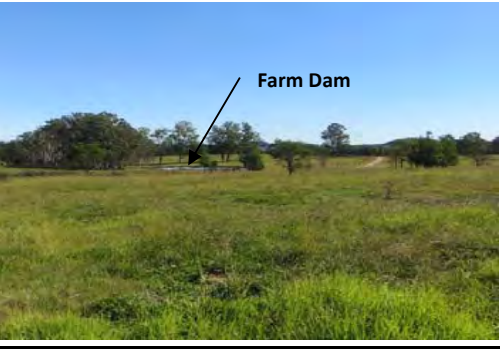



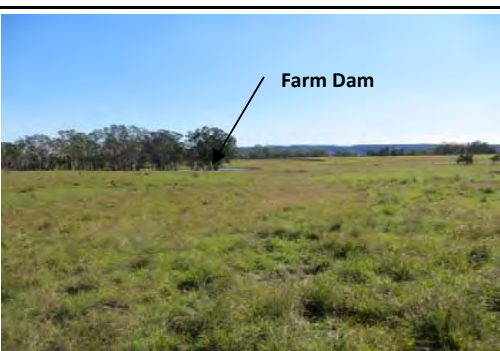

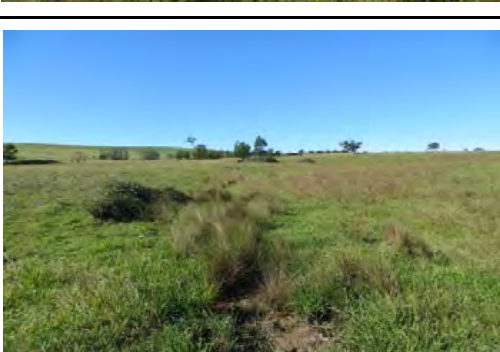


FIGURE 13

Wilton Junction
 Water Cycle Management Strategy
 Photo Locations
 Revision: B Dated 30/05/14











Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
1	Downstream		<ul style="list-style-type: none"> - No defined channel or flowpath. - Short grass with scattered trees. <p>(Note: Photo taken from fence line due to restricted site access.)</p>	N	N	6	Downstream		<ul style="list-style-type: none"> - Heavy erosion at bank sides. - Meandering upstream at 1 -5 m wide (at 0.5 - 1 m depth). - Large rock bed at water course invert. 	-	-
2	Upstream		<ul style="list-style-type: none"> - Cropped pasture grass. - Drains to man-made farm dam. - Very wide natural depression/flowpath. <p>(Note: Photo taken from fence line due to restricted site access.)</p>	-	-	7	Downstream of Boundary Fence		<ul style="list-style-type: none"> - Meandering at 1 - 2 m wide (approximately 0.5 m depth). - Heavy vegetation (trees) along banks. - Exposed soil and debris at invert. <p>(Note: Photo taken from fence line due to restricted site access.)</p>	-	-
3	Upstream		<ul style="list-style-type: none"> - Very wide natural depression/flowpath. - Drains to man-made farm dam. - Cropped pasture grass. <p>(Note: Photo taken from fence line due to restricted site access.)</p>	-	-	8	Upstream		<ul style="list-style-type: none"> - Very wide natural depression/flowpath. - Cropped pasture grass. - Drains to concrete cattle crossing under Picton Road (Large culvert approximately 3 x 3.5 m). 	N	N
4	Adjacent		<ul style="list-style-type: none"> - Man-made farm dam. - Cropped pastured grass. - Determination of removal to be undertaken at a later time. <p>(Note: Photo taken from fence line due to restricted site access.)</p>	-	-	9	Downstream		<ul style="list-style-type: none"> - Heavily eroded bank at 1 -2 m wide (approximately 0.5 m depth). - Cropped pasture grass with scattered trees. 	Y	N
5	Upstream		<ul style="list-style-type: none"> - No defined channel. - Cropped pasture grass. - Very wide natural depression/flowpath. 	-	-	10	Just downstream of Photo 9		<ul style="list-style-type: none"> - Large rock bed at water course invert. - Sparse vegetation (shrubs). <p>(Note: Not proposed for removal. Included to show bush corridor just downstream.)</p>	N	Y










Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
11	Downstream		<ul style="list-style-type: none"> - Meandering at 2 - 3m wide. - Cropped pasture grass. 	Y	N	15	Upstream		<ul style="list-style-type: none"> - No visible flowpath. - Cropped pasture grass. 	N	N
12	Upstream of Farm Dam		<ul style="list-style-type: none"> - Ponding in channel with no visible flow. - Drains under road via pipe crossing to farm dam. - Sparse vegetation (shrubs). - Cropped pasture grass in overbanks. 	Y	N	15	Upstream (looking upstream)		<ul style="list-style-type: none"> - Large mound with sparse vegetation (shrubs and small trees). - No observable depression/flowpath. - Possible farm dam. 	N	N
13	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Isolated ponding. - Cropped pasture grass. 	N	N	16	Upstream		<ul style="list-style-type: none"> - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N
14	Downstream		<ul style="list-style-type: none"> - Meandering channel 1 - 2 m wide. - Heavy riparian vegetation. - Rock outcrop prior to conenction to bush corridor (5 - 7 m wide). <p>-(Note: It is proposed to retain a small portion of this watercourse as shown on Figure 13)</p>	Y	Y	17	Downstream (looking upstream)		<ul style="list-style-type: none"> - Very minor natural depression/flowpath. - Cropped pasture grass. - 0.5 m bank depth. - Minor meander. 	N	N
14A	Downstream (looking downstream)		<ul style="list-style-type: none"> - Dense riparian vegetation. - Rock outcrop (5 -7 m wide) before vertical drop to invert. <p>-(Note: Not proposed for removal. Included to show bush corridor just downstream.)</p>	Y	Y	17	Upstream (looking downstream)		<ul style="list-style-type: none"> - No defined channel/flowpath. - Drains to man-made farm dam. - Cropped pasture grass. 	N	N











Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
18	Upstream		<ul style="list-style-type: none"> - Natural depression/flowpath. - Downstream of man-made farm dam. - Cropped pasture grass. 	N	N	22	Upstream		<ul style="list-style-type: none"> - Defined bank at 1 - 2 m wide (approximately 1 m depth). - heavily eroded/exposed soil due to livestock. - Cropped pasture grass. 	Y	N
19	Downstream		<ul style="list-style-type: none"> - Natural depression/flowpath. - Downstream of man-made farm dam. - Cropped pasture grass. 	N	N	23	Downstream		<ul style="list-style-type: none"> - Defined bank at 1 - 2 m wide (approximately 0.5 - 1.5 m depth). - Heavily eroded/exposed soil due to livestock. - Sparse vegetation (shrubs). - Cropped pasture grass in overbank. 	Y	N
20	Upstream		<ul style="list-style-type: none"> - No defined channel. - Cropped pasture grass. - Very wide natural depression/flowpath. - Some erosion at invert. 	N	N	24	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. 	N	N
21	Downstream		<ul style="list-style-type: none"> - Meandering defined channel at 1 - 5 m wide. - Scattered rocks and exposed soil/erosion at invert. - Cropped pasture grass in overbank. 	Y	N	25	Downstream		<ul style="list-style-type: none"> - Very wide depression/flowpath - No defined channel. - Exposed soil/erosion. 	N	N
21A	Downstream		<ul style="list-style-type: none"> - Channel 2 - 3 m wide with scattered rocks at invert. - Riparian vegetation with scattered trees and shrubs. - Ponded water with no visible flow connectivity. - (Note: Not proposed for removal. Included to show bush corridor just downstream.) 	Y	Y	26	Upstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural flowpath/depression. - Scattered rocks and vegetation (shrubs). 	N	N

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
27	Downstream		<ul style="list-style-type: none"> - Wide natural depression/flowpath. - No defined channel. - Minor exposed soil at invert. - Cropped pasture grass with groups of trees. 	N	N	32	Upstream		<ul style="list-style-type: none"> - Defined channel at 2 - 5 m bank (approximately 0.5 - 1 m depth). - Heavily eroded/exposed soil due to livestock. - Cropped pasture grass. - Minimal vegetation upstream. 	Y	N
28	Upstream		<ul style="list-style-type: none"> - Very wide natural flowpath. - No defined channel. - High cropped pasture grass. - Downstream of heavily eroded farm dam. 	N	N	33	Downstream		<ul style="list-style-type: none"> - Defined channel 2 -5 m wide. - Heavily eroded/exposed soil due to livestock. - Rock outcrop just downstream at bush edge. - Poor channel connectivity. 	N	N
29	Upstream		<ul style="list-style-type: none"> - High cropped pasture grass. - Very wide natural depression/flowpath. - No defined channel. 	N	N	33A	Downstream (looking further downstream)		<ul style="list-style-type: none"> - Channel 2 - 3 m wide with scattered rocks at invert. - Riparian vegetation with scattered trees and shrubs. <p>-(Note: Not proposed for removal. Included to show bush corridor just downstream.)</p>	Y	Y
30	Downstream		<ul style="list-style-type: none"> - No defined channel. - Wide flowpath - Cropped pasture grass with groups of trees. 	N	N	34	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Exposed soil. - Cropped pasture grass with scattered trees. 	N	N
31	Downstream		<ul style="list-style-type: none"> - Defined channel at 2 - 5 m wide (approximately 0.5 - 1 m depth). - Heavily eroded due to livestock. - Meandering invert. - Cropped pasture grass. 	Y	N	35	Downstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Exposed soil. - Scattered shrubs and trees. 	N	N











Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
36	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N	41	Downstream		<ul style="list-style-type: none"> - Minor channel 1 m wide (approximately 0.5 m depth). - Widespread exposed soil. - Scattered trees and vegetation. 	N	N
37	Downstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression. - Scattered rocks and vegetation (shrubs). 	N	N	42	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. 	N	N
38	Upstream		<ul style="list-style-type: none"> - No defined channel - Downstream of heavily eroded farm dam. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N	43	Downstream		<ul style="list-style-type: none"> - Poorly defined channel at 1 m wide with meandering invert. - Areas of erosion/exposed soil. 	N	N
39	Downstream		<ul style="list-style-type: none"> - No defined channel. - Natural depress/flowpath. - Heavily eroded channel just downstream if 1.5 - 2 m wide (approximately 0.5 depth). - Cropped pasture grass. 	N	N	44	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N
40	Upstream		<ul style="list-style-type: none"> - No defined channel. - Downstream of man-made farm dam. - Very wide natural flowpath. - Cropped pasture grass with scattered shrubs. 	N	N	45	Downstream		<ul style="list-style-type: none"> - Defined channel at 1 m wide (approximately 0.5 depth). - Very wide natural flowpath/depression. - Erosion/exposed soil due to livestock. - Sparse vegetation (shrubs) at invert. - Cropped pasture grass in overbank. 	N	N

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
46	Upstream	 A photograph of a small, rectangular farm dam with a concrete wall, surrounded by green grass and trees. An arrow points to the dam with the label "Farm Dam".	<ul style="list-style-type: none"> - Man-made farm dam - No defined channel downstream of farm dam. - Heavily eroded. - Cropped pasture grass. 	N	N	51	Upstream	 A wide-angle photograph of a large, flat, open field with tall, green grass under a blue sky with scattered clouds.	<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - High pasture grass. 	N	N
47	Downstream	 A photograph of a grassy field with several scattered trees and a small, shallow depression in the ground.	<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. 	N	N	52	Downstream	 A photograph of a grassy field with a line of trees in the background and a small depression in the foreground.	<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. - Scattered vegetation (shrubs). 	N	N
48	Upstream	 A photograph of a grassy field with a line of trees in the background and a small depression in the foreground.	<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. 	N	N	53	Downstream	 A photograph of a grassy field with a line of trees in the background and a small depression in the foreground.	<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. - Scattered vegetation (shrubs). 	N	N
49	Downstream	 A photograph of a grassy field with a line of trees in the background and a small depression in the foreground.	<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Widespread exposed soil/erosion at start of treeline. - Cropped pasture grass with scattered trees. 	N	N	54	Upstream	 A wide-angle photograph of a large, flat, open field with tall, green grass under a blue sky with scattered clouds.	<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N
50	Upstream	 A photograph of a grassy field with a line of trees in the background and a small depression in the foreground.	<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - High pasture grass. 	N	N	55	Downstream	 A photograph of a grassy field with a line of trees in the background and a small depression in the foreground.	<ul style="list-style-type: none"> - Natural depression/flowpath. - No defined channel. - Cropped pasture grass. 	N	N











Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
55	Upstream		<ul style="list-style-type: none"> - Channel runs alongside man-made farm dam at 3 - 10 m wide (approximately 1 - 2 m depth). - Exposed soil/erosion. - Eroded drainage swale. - Scattered shrubs and trees. 	Y	N	60	Downstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N
56	Downstream		<ul style="list-style-type: none"> - Large rock bed at water course invert. - Very wide depression/flowpath. 	N	N	61	Upstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural depression/flowpath. - Cropped pasture grass. 	N	N
57	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass with sparse vegetation (shrubs) and trees. 	N	N	62	Downstream		<ul style="list-style-type: none"> - Channel invert at 5 - 10m wide (approximately 0.5 m depth). - Cropped pasture grass on overbank with scattered trees. - Eroded farm dam downstream. - Erosion/exposed soil due to livestock. 	N	N
58	Downstream		<ul style="list-style-type: none"> - Defined channel 1 - 3 m wide (approximately 1 m depth). - Cropped pasture grass on overbank with no vegetation in channel. - Heavily eroded/exposed soil due to livestock. - Scattered trees. 	Y	N	63	Upstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural depression/flowpath. - Cropped pasture grass with scattered natural rock. 	N	N
59	Upstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural depression/flowpath. - Cropped pasture grass. 	N	N	64	Upstream		<ul style="list-style-type: none"> - Heavily eroded channel varying 5 - 10m wide. - Exposed soil due to livestock. - Cropped pasture grass on overbanks with scattered trees. 	Y	N




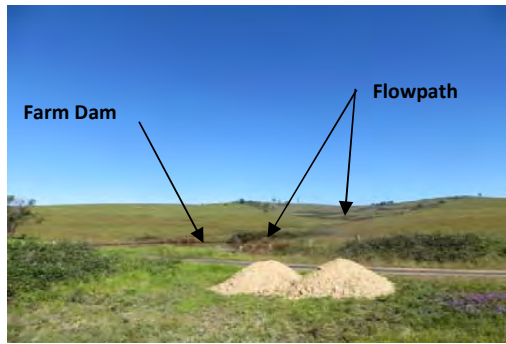


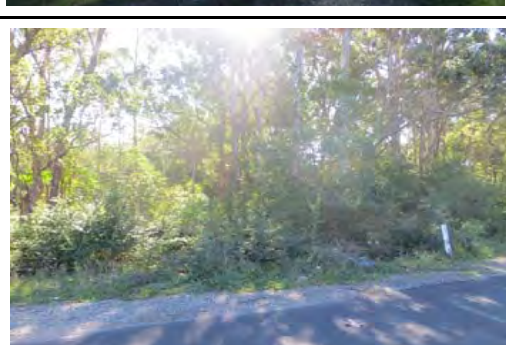

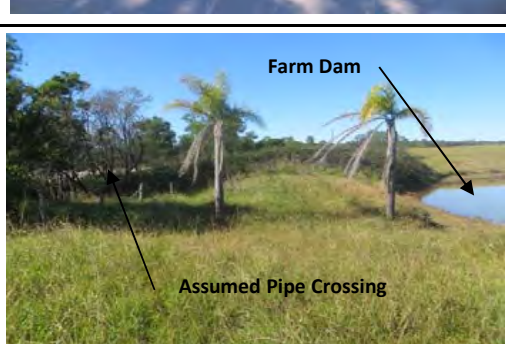

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
65	Downstream		<ul style="list-style-type: none"> - Natural V-Drains depression 1 - 3 m wide. - Exposed soil/erosion at invert. - Cropped pasture grass on overbanks. - Scattered rocks and vegetation (shrubs). - Significant vegetation proposed to be removed. Refer to SLR report. 	N	N	70	Upstream		<ul style="list-style-type: none"> - 10 - 15 m wide swale alongside boudnary. - Pipe culvert discharge under access road. - 1 - 2 m high bank. - Cropped pasture grass. 	Y	N
66	Upstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural flowpath. - Scattered rocks, trees and cropped pasture grass.. 	N	N	71	Downstream		<ul style="list-style-type: none"> - 10 - 15 m wide swale alongside boudnary. - Pipe culvert discharge under access road. - 1 - 2 m high bank. - Cropped pasture grass. 	Y	N
67	Downstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural flowpath. - Scattered rocks, trees and cropped pasture grass.. 	N	N	72	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Drains to farm dam. - Cropped pasture grass. 	N	N
68	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. 	N	N	73	Downstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Downstream of farm dam. - Cropped pasture grass. 	N	N
69	Downstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural depression with scattered rocks at invert. - Scattered vegetation and trees. 	N	Y	74	Downstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N




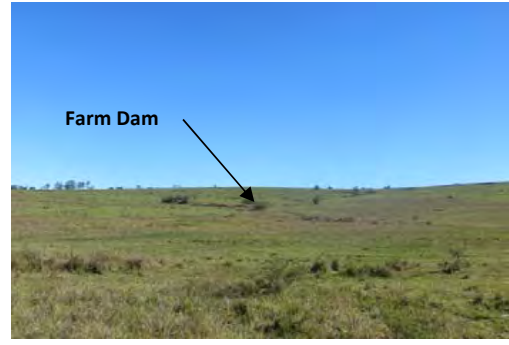





Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
75	Upstream		<ul style="list-style-type: none"> - Channel 3 - 5m wide (approximately 0.5 m depth). - Cropped pasture grass. - Heavily eroded due to livestock. 	Y	N	79	Downstream		<ul style="list-style-type: none"> - No defined channel. - Heavy erosion at pipe crossing under local road. - Very wide flowpath. 	N	N
76	Downstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N	80	Upstream		<ul style="list-style-type: none"> - Defined bank 2 m wide through properties (approximately 0.5 m high). - Dense vegetation downstream of pipe culverts. 	-	-
76	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. - Drains to pipe crossing under Picton Road. 	N	N	81	Downstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	-	-
77	Upstream		<ul style="list-style-type: none"> - Defined V-drain grassed swale 2 m wide. - Short grass through properties. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	Y	N	82	Upstream		<ul style="list-style-type: none"> - Very wide flowpath through properties drains to man-made farm dam . - Short grass. - Full riparian corridor downstream of farm dam. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N
78	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N	83	Downstream		<ul style="list-style-type: none"> - Meandering creek. - Dense riparian vegetation. - Recently embellished riparian corridor under bridge crossing at Bingara Gorge. 	-	-




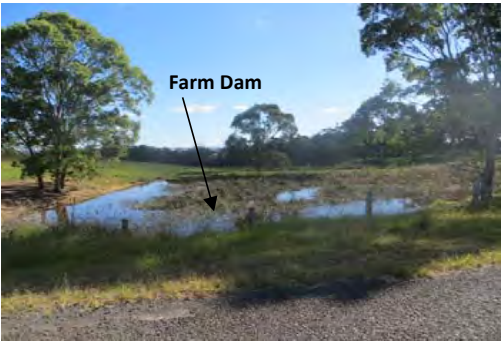


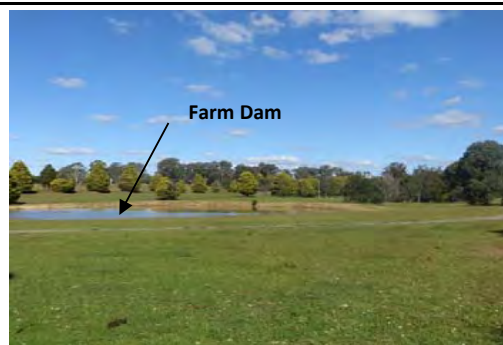

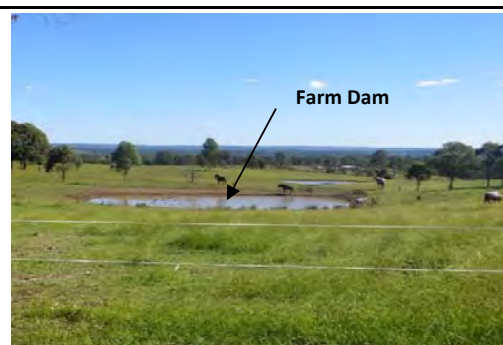

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
84	Downstream		<ul style="list-style-type: none"> - Natural depression/flowpath. - No defined channel. - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N	89	Downstream		<ul style="list-style-type: none"> - Very wide natural flowpath through properties. - No defined channel. - Short/cropped pasture grass. - Defined bank starting just downstream of point. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
85	Downstream		<ul style="list-style-type: none"> - Natural flowpath. - No defined channel. - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N	90	Downstream		<ul style="list-style-type: none"> - Very wide natural depression/flowpath. - No defined channel. - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
86	Downstream		<ul style="list-style-type: none"> - No defined channel. - Short grass through properties. - Very wide flowpath. - 300 mm diameter headwall and pipe culvert under footpath. - 3 x 600 mm pipe diameter crossing under road. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N	91	Upstream		<ul style="list-style-type: none"> - No defined channel. - Flowpath downstream of farm dam. - Cropped pasture grass. 	N	N
87	Upstream		<ul style="list-style-type: none"> - Unclear if defined channel (inaccessible). - Dense vegetation. - Swale along road edge. - 3 x 600 mm diameter piped crossing. <p>-(Note: Not proposed for removal. Included to show bush corridor just downstream.)</p> <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	-	-	92	Downstream		<ul style="list-style-type: none"> - Very wide flowpath downstream of farm dam. - No defined channel. - Cropped pasture grass. 	N	N
88	Upstream		<ul style="list-style-type: none"> - Man-made farm dam. - Dense vegetation downstream of farm dam (non riparian) - Cropped pasture grass. 	N	N	93	Upstream		<ul style="list-style-type: none"> - Defined channel at 5 m wide (approximately 0.5 - 1m depth). - Garbage/rubbish in channel. - Heavily eroded due to livestock. - Steep terrain. 	Y	N

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
94	Downstream		<ul style="list-style-type: none"> - Defined channel meandering at 1 - 1.5 m wide (approximately 0.5 m depth). - Ponded water with no visible flow movement or connectivity. - Eroded due to livestock. - Cropped pasture grass. 	Y	N	97	Downstream		<ul style="list-style-type: none"> - No defined channel. - Farm dam downstream of road. - Wide natural depression/flowpath. - Sparse vegetation (shrubs) - Short grass through properties. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
94	Upstream		<ul style="list-style-type: none"> - Defined channel meandering at 1 - 1.5 m wide (approximately 0.5 m depth). - Ponded water with no visible flow movement or connectivity. - Cropped pasture grass. 	Y	N	98	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
95	Downstream		<ul style="list-style-type: none"> - Very wide flowpath, - No defined channel. - Cropped pasture grass. 	N	N	98	Downstream		<ul style="list-style-type: none"> - No defined channel. - Farm dam downstream of road. - Wide natural depression/flowpath. - Sparse vegetation (shrubs) - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
96	Upstream		<ul style="list-style-type: none"> - Farm dam. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	-	-	99	Upstream		<ul style="list-style-type: none"> - No defined channel. - Farm dam. - Wide natural depression/flowpath. - Sparse vegetation (shrubs) - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
97	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide depression/flowpath. - Cropped pasture grass. - Note: Photo taken from fence line due to restricted site access. 	N	N	100	Upstream		<ul style="list-style-type: none"> - No defined bank. - Very wide natural depression/flowpath. - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
100	Upstream		<ul style="list-style-type: none"> - No defined channel. - Farm dam downstream. - Very wide natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N	105	Upstream		<ul style="list-style-type: none"> - Natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N
101	Upstream		<ul style="list-style-type: none"> - No defined channel. - Interconnecting farm dams downstream. - Very wide natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N	105	Downstream		<ul style="list-style-type: none"> - No defined channel. - Farm dam downstream. - Natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N
102	Downstream		<ul style="list-style-type: none"> - No defined channel. . - Very wide natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N	106	Adjacent		<ul style="list-style-type: none"> - Interconnecting farm dams downstream. - Natural depression/flowpath. - Cropped pasture grass with scattered trees. - No defined channel. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N
103	Upstream		<ul style="list-style-type: none"> - Farm dam downstream. - Natural depression/flowpath. - Cropped pasture grass. - No defined channel. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N	107	Downstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural depression/flowpath. - Scattered vegetation. - Drains to piped culvert under Hume Highway. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N
104	Upstream		<ul style="list-style-type: none"> - Farm dam downstream. - Natural depression/flowpath. - Cropped pasture grass. - No defined channel. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N	108	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N



ATTACHMENT 2

Email and attachment from Water NSW

Subject: FW: Wilton Junction Riparian Assessment
Date: Friday, 22 May 2020 at 11:23:52 am Australian Eastern Standard Time
From: Taylor McDermott
Attachments: 9708_Figure 13 (Photos) B.pdf, image001.png

All

Below is correspondence from Water NSW in respect of Wilton Junction Riparian Assessment.

Water NSW agreed to the determination of water courses 15 to 19 and 50 to 56 in Figure 13 as not being waterfront land and can be removed.



Grahame Kelly
Executive Director

Bradcorp Holdings Pty Ltd
Level 29, Chifley Tower
2 Chifley Square, Sydney NSW 2000
02 9231 8645 | 0418 964 426
| bradcorp.com.au

From: Jeremy Morice [<mailto:Jeremy.Morice@water.nsw.gov.au>]
Sent: Monday, 18 August 2014 1:22 PM
To: David Crompton
Cc: Tim Baker
Subject: Wilton Junction Riparian Assessment

Hi David,

Further to our recent conversation I have reviewed the riparian stream assessment (Appendix G) presented as part of the Wilton Junction Water Cycle Management Plan.

Below is a list of watercourse reaches where additional information is required to support the determinations and/or from the information provided the NSW Office of Water would consider them to be waterfront land:

- Reaches 11 and 12 have defined and/or meandering channels with ponding and would be considered waterfront land.
- Reaches 93 and 94 have defined channels with some ponding and would be considered waterfront land.
- Reaches 88 and 90 require further information/photographic evidence to support determination.

The map provided in Figure 13 identifies watercourses to be retained or removed. The figure shows the retention of a number of reaches determined not to be rivers within the stream assessment report. Further clarification is required within the report to confirm whether all retained watercourses as defined by blue lines in Figure 13 will be managed as Waterfront Land in accordance with the NSW Office of Water Riparian Corridor guidelines.

Can you please organise amendment to the riparian assessment in consideration of the above comments and email to me.

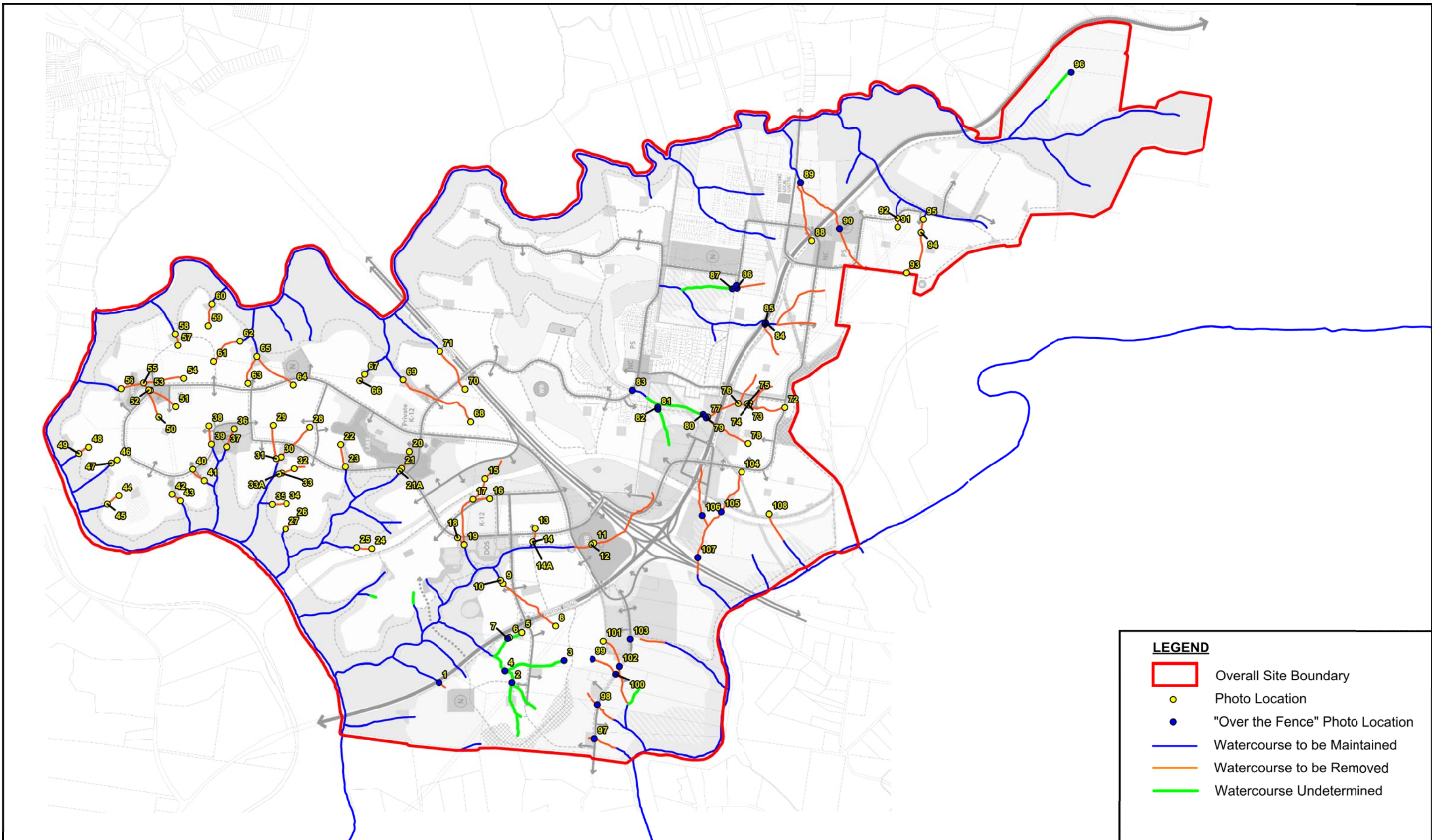
If you wish to discuss any of the above please give me a call.

Regards,

Jeremy Morice | Water Regulation Officer
NSW Department of Primary Industries | NSW Office of Water
Level 0 | 84 Crown Street | Wollongong NSW 2500
PO Box 53 | Wollongong NSW 2520
T: 02 4224 9736 | F: 02 4224 9740 | E: jeremy.morice@water.nsw.gov.au
W: www.dpi.nsw.gov.au | www.water.nsw.gov.au

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LEGEND

- Overall Site Boundary
- Photo Location
- "Over the Fence" Photo Location
- Watercourse to be Maintained
- Watercourse to be Removed
- Watercourse Undetermined

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 CONSULTING CIVIL INFRASTRUCTURE ENGINEERS
 & PROJECT MANAGERS
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 E jwp@jwprince.com.au

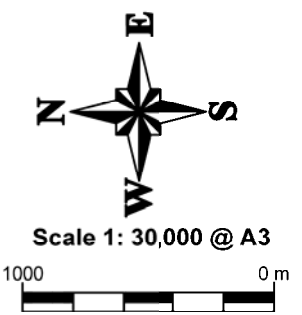


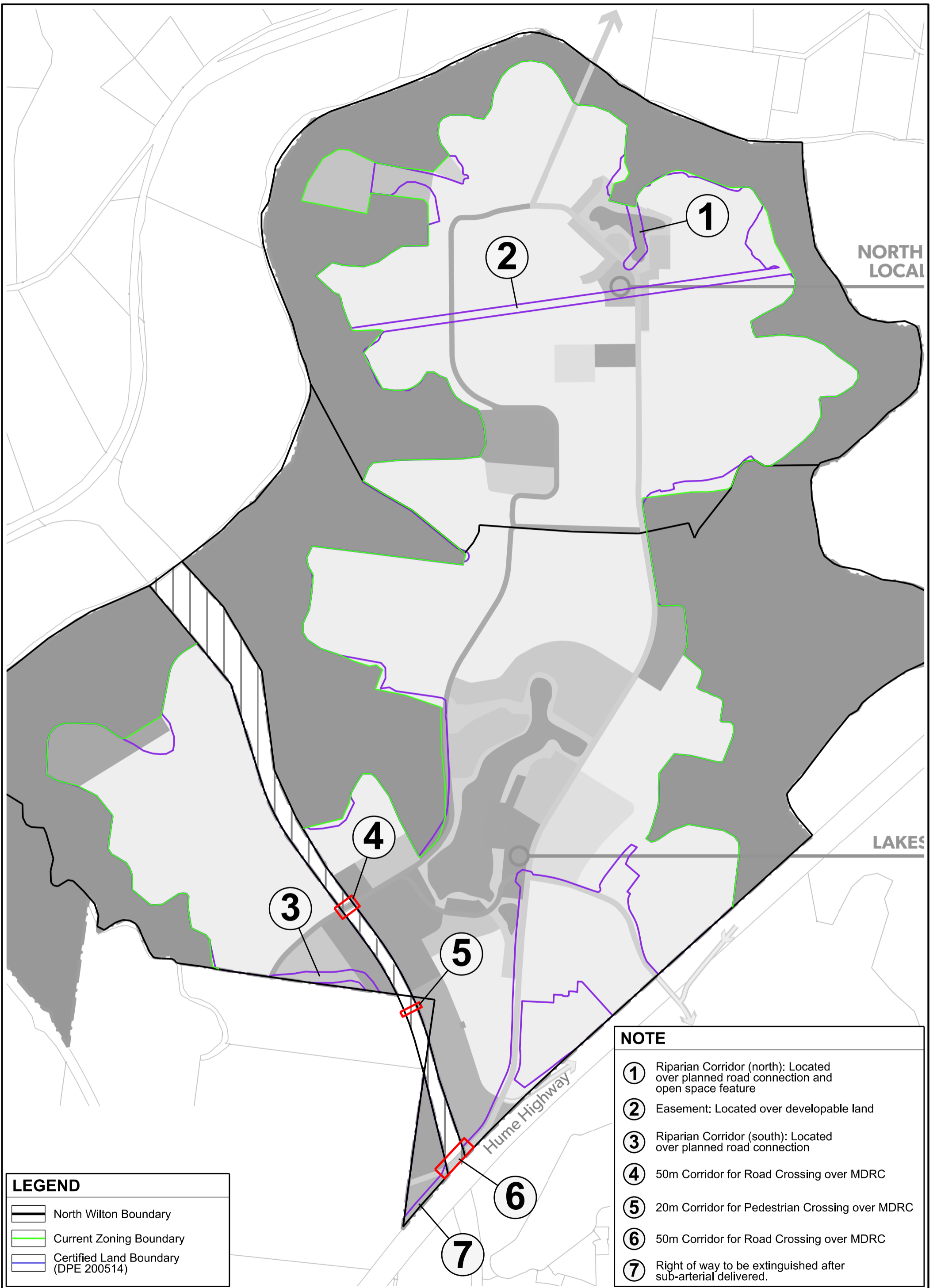
FIGURE 13

Wilton Junction
 Water Cycle Management Strategy
 Photo Locations
 Revision: B Dated 30/05/14



ATTACHMENT 3

Urban Capable Land Boundary Review



LEGEND

- North Wilton Boundary
- Current Zoning Boundary
- Certified Land Boundary (DPE 200514)

NOTE

- ① Riparian Corridor (north): Located over planned road connection and open space feature
- ② Easement: Located over developable land
- ③ Riparian Corridor (south): Located over planned road connection
- ④ 50m Corridor for Road Crossing over MDRC
- ⑤ 20m Corridor for Pedestrian Crossing over MDRC
- ⑥ 50m Corridor for Road Crossing over MDRC
- ⑦ Right of way to be extinguished after sub-arterial delivered.

Urban Capable Land Boundary Review
NORTH WILTON



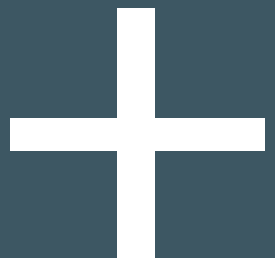
50 0 100 200 300 400 500 metres
 Ref: BRAWL-1-224-2 Date: 21/05/2020 Revision: A Scale: NTS

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 admin@designandplanning.com.au
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design+ PLANNING
 PO Box 1778 SYDNEY NSW 2001
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Note: All areas and dimensions subject to detailed survey



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17 December 2020

Mr David Burge
Director Urban Design, Greater Sydney, Place and Infrastructure
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear David,

Draft Wilton Town Centre Precinct Rezoning

This letter has been prepared in response to the *Wilton Town Centre Precinct Rezoning* exhibition documents, released for consultation on 6 November 2020. Thank you for the opportunity to comment on these documents.

The Town Centre Precinct Structure Plan indicates land proposed for low density housing (coloured light orange) and land proposed for medium density housing (coloured a darker orange). HIA is supportive of land allocated for residential use within the Town Centre Precinct.

HIA's concern, is one that we have raised before with the Department, and relates to the restriction on approval pathways for new residential development in the Wilton Growth Area, including the Town Centre. We are aware of the Department's position not to operate the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP) in the Wilton Growth Area, meaning that the Greenfield Housing Code (GFHC) will not be available for low density residential approvals and the Low Rise Housing Diversity Code (LRHDC) will not be available for medium density residential approvals.

In response to this, HIA considers that not operating the GFHC and the LRHDC in the Wilton Growth Area will result in longer timeframes for housing approvals as well as increasing costs for industry impacting housing affordability for new home buyers. We are however, aware that the Department is currently proposing to address complying development approval pathways for low density residential approvals in the Wilton Growth Area with the proposed Wilton Residential Complying Development Code (WRCDC).

As you are aware HIA is not supportive of place-based complying development codes and continues to strongly advocate for the GFHC to be operational in the Wilton Growth Area. In addition, HIA believes that the LRHDC should also be available for medium density residential planning approvals in the Wilton Growth Area.

It is HIA's view that not allowing the use of the GFHC and the LRHDC, conflicts with the intent of the NSW Planning Scheme to make provision for complying development. It also conflicts with the original strategic planning framework for the Wilton Growth Area as set out in the *Wilton 2040 Plan* (refer page 30), as follows:

The provision of housing in the Wilton Growth Area will be supported by two new housing codes developed by the NSW Government: the Greenfield Housing Code and the Low Rise Medium Density Housing Code.

HIA understands that the Department originally intended to amend the Codes SEPP to allow complying development in the Wilton Urban Development Zone.

We look forward to continuing our discussions with the Department in the New Year about complying development pathways in the Wilton Growth Area.

If you require any further information about any of the matters raised in this letter in the meantime, please contact Cathy Towers, Assistant Director Planning via email c.towers@hia.com.au or telephone number 9978 3387.

Yours sincerely
HOUSING INDUSTRY ASSOCIATION LIMITED

A handwritten signature in black ink, appearing to read 'David Bare', written in a cursive style.

David Bare
Executive Director - NSW



**Draft Wilton Town Centre Precinct Rezoning
Submission**

Reply to:

Brian Williams

Public Officer

Wilton Action Group (WAG)

T: 0425 362496

Email: wag2571@gmail.com

www.facebook.com/wiltonactiongroup

Draft Wilton Town Centre Precinct Rezoning

WAG does not support the rezoning of the Wilton Town Centre at this time. Our objections are:

Mining, Urban Development and the UDZ

Mining could be, and should be done out of sequence with urban development. Mine first, urban development second. This would not sterilise the resource, which is essentially stealing from the taxpayer. We object to the UDZ clause. It is simply not necessary, and will not be valid should a non-damaging method of mining be developed. The UDZ clause does not in fact protect future home owners from subsidence, as it would not stop mining in perpetuity. A lease could be gained after the term the current extinguished lease expires. This is evident by the fact that these developers have not been able to excise the urban areas from the mine subsidence district. Mine subsidence will still occur, just down the track in 30 years' time, unfairly lumbering future generations. This rezoning should not go ahead on the premise of the unfair economic burden and the fact that extinguishing mining rights now in this area applies pressure to progress mining under the Catchment Special Areas, which will cause further economic and environmental losses over the long term.

Sydney Water proposed Water and Wastewater servicing of Wilton & Control of discharges

We have been in consultation with Sydney Water, in particular on the Wilton Servicing measures. We are disappointed to report that progress seems to be slow, and an integrated design is yet to be progressed or finalised in a meaningful way. It is likely that this will result in multiple sewerage treatment package plants being constructed by several developers including the Wilton Town centre as an interim measure in the area which will increase the environmental footprint and impact across the shire. It is likely that no integrated, central wastewater processing and recycling facility will be available for the Wilton New Town for some time, possibly decades. Sydney Water have chosen an "adaptive pathway model" to enable this sort of development, which is essentially allowing out of sequence suburbs to be created in a haphazard way without adequate consideration of the principles of Integrated Water Management Design. This is not orderly and economic development as required under the objects of the Act, and does not achieve acceptable outcome for the community or the environment, and we believe that the rezoning of the Wilton Town Centre should not be progressed without proper planning for a centralised wastewater/recycling plant. The current rezoning proposal, as it stands, does not account for infrastructure that will be required for the adequate servicing of the area. There are deficiencies in Wastewater/Recycling and also provision of Gas services as outlined by Jemena (No gas reticulation or capacity to supply Wilton Town Centre or entire Wilton Master Plan - AECOM - Utilities Services Assessment Wilton and Greater Macarthur Priority Growth Areas Wilton - 7 June 2017) .

Better planning could result in more effective use of resources and staged development in consideration of the Wastewater Recycling system could remove the need for such duplicated interim solutions, and dramatically reduce the environmental footprint of the wastewater / recycling system.

Package plants interim servicing measures with no defined end date (at which time treatment assets become redundant) is not compliant with DCP Sustainability Objective 5.1. Points 1,2,7 & 8 "Ensure that new development applies the principles of ecologically sustainable development and facilitates

the delivery of a low-carbon precinct; Minimise energy use through passive building design and energy-efficient systems; Enable a shift towards a circular economy, where buildings are designed for longevity, future adaptation and re-use; and Ensure an integrated approach to water cycle management using water sensitive urban-design principles."

5.2 Controls in the DCP further states in point 10 " Building practices should incorporate best-practice recycling and re-use of construction and demolition materials " Building several interim wastewater plants which will be demolished to be replaced with a centralised plant is not compliant with this ethos.

Rezoning measures should not proceed without adequate wastewater/recycling design as clearly it is intended that this development should be sustainable, and it would not be unreasonable to expect that this sustainability would lead to one of the most energy and resource intensive servicing measure, which is wastewater/recycling design, provision and operation.

Wollondilly Council Integrated Water Management Strategy

Wollondilly Council has now adopted an Integrated Water Management Strategy, as of their 15 December 2020 Council meeting. Developers are now on notice that the expectation is that an integrated water management system is provided. Without it we will literally run out of water. Did you know, that despite the Wilton Action Group banging on about it for years, no authority has actually checked that we have sufficient raw water supply to support the approved growth in the Wollondilly, and Macarthur areas? We are not close enough to the coast for Desalination to be a financially viable option. Dams got down into the 20-30 percent range with the current population. The Warragamba dam now has very poor water quality due to extensive bushfires in the catchment, which has resulted in water that is difficult to treat, and supplies from the Upper Nepean System are currently being used to mitigate this water quality problem. Greater Sydney may now place more demand on our local supply in the short to medium term. The water quality in the Warragamba Dam may take years to improve.

This is why this integrated Water Management Strategy is so important. This is why we need it. Water supply cannot be isolated from Wastewater, stormwater and river health. It is vulnerable to bushfire. Water, in all its forms, is limited and vulnerable to poor planning decisions. It's great to see a strategy in place to make better decisions in the future. Interim package plants should not be considered acceptable methods of wastewater treatment, particularly when there are no agreed design, site, footprint, or discharge and overflow points for the centralised treatment plant. Any development without these details risks a sub-optimal design with increased pumping costs due to availability of land being constrained by development.

Additional parcel of land included in rezoning (Exhibition discussion paper 1.5 Rezoning of Lot 200 DP1195273 within the South East Wilton precinct)

It is not acceptable to add an additional parcel of land into this rezoning for the developers benefit. This land should probably be reserved as SP2 infrastructure for the future wastewater plant, not used for light industrial and the developers' potential commercial gain through value uplift, and may have an impact on the amount of VPA money allocated for any provisions, negatively affecting other funding for the benefit of the community. Rezoning this land now increases its value for potential future purchase by Sydney Water if the expansion or location of the Wastewater / Recycling is to be

situated near the existing Bingara Gorge plant. It is also unacceptable that such "hurdle help" be given to a developer, when other residents of the shire would not be given such favourable treatment in planning matters.

There are examples of recent rezonings in the shire for Water assets as the recent review of zonings included the Macarthur Water Filtration Plant site (550 Wilton Road Appin) and surrounds being zoned SP2. If any rezoning is to happen, it should be to SP2, so it can be used for road and water / wastewater / recycling infrastructure, and is not subjected to value uplift. Keeping in mind that this whole development is on the premise of "no cost to Government", this proposed IN2 zoning should not proceed. The proposed IN2 zoning is in contradiction with 5.1 Proposed amendment overview - *"The proposed amendment will modify the Growth Centres SEPP and the Wollondilly LEP to rezone land in the Precinct and introduce planning controls for urban development in the area. The proposed amendment will also apply UDZ, E2 and SP2 (infrastructure) zoning to land within the Precinct"*.

This proposal for IN2 is not consistent and does not reflect the Proposed Amendment to State Environmental Planning Policy (Sydney Region Growth Centres) 2006 And Wollondilly LEP 2011 clauses inserted into Growth Centre SEPP proposed by NSW

Planning. <https://www.planning.nsw.gov.au/-/media/Files/DPE/Other/wilton-north-explanation-of-intended-effect-2017-11-17.pdf>

Amendments to neighbouring rezoned lands (Exhibition discussion paper 1.6 Requirement for future amendments to the North Wilton Precinct)

It is unknown how agreement for this will be reached, or what cost implications or legal battles may arise. This impost would not have arisen if the Wilton New Town Master Plan was considered as a whole not as piecemeal projects to suit the individual developer's needs.

Public Transport and Train access (Exhibition discussion paper 3.9 Utilities and servicing; Wilton Infrastructure Phasing Plan (IPP))

Infrastructure identification is inadequate; there is no mention of Douglas Park railway station upgrade and new car parking station to accommodate population increase. NSW State Rail website states that Douglas Park Station has no wheelchair facilities. There is no provision for public transport from the city centre to the nearest train station, or provision of a train station within the City Centre itself.

Contamination currently unknown (Exhibition discussion paper 3.5 Contaminated land)

What is the full extent of the contamination? Will the cost of the remediation in turn fall upon WSC or State Govt to complete if it is not completed during the VPA time period? It is premature to rezone with unknowns such as this.

Bushfire protection (Exhibition discussion paper 3.6) -

What are the outcomes and measures incorporated into the development to address the findings ie Evacuation study results and recommendations?

Employment (Exhibition discussion paper 3.7) -

No gas infrastructure utility detailed for listed. How will heating and cooking facilities be provided to the precinct? Employment outcomes will be negatively impacted if a full range of services normally available in city centres is not present. It is not acceptable to proceed without knowing if the city centre can be serviced with gas, and this omission could result in negative outcomes for the financial viability of the employment lands within the city. The economic strategy should be formulated now, with a large government commitment to a hospital, university or large aged care facility in order to anchor the financial success of the precinct. Professional employment must be provided. It is not fair to pass the buck to the council to try to attract or establish such things. It should be a condition of the rezoning, that an agreement is in place prior to the precinct being approved. Without such a drawcard, the precinct is likely to fail, especially in the post pandemic world where office space is no longer needed or desirable with many working from home on a semi-permanent or permanent basis. There is no evidence of employment diversity and sufficient full time jobs.

School provisioning (Exhibition discussion paper 3.8 Community uses and open space)

Will the Wilton New Town Masterplan be able to support both a K - Y12 Public and Private Schools or do we need the inclusion of an additional K - Y12 Public School to accommodate the overpopulated Picton High School as Wilton New Town grows? Land should be reserved for future public school needs / population growth of the shire, particularly public high school facilities which require more land.

Utilities and servicing (Exhibition discussion paper 3.9) – No gas infrastructure proposed or available. *AECOM - Utilities Services Assessment Wilton and Greater Macarthur Priority Growth Areas Wilton - 7 June 2017*. Do not proceed to rezoning until this is resolved.

Mining (Exhibition discussion paper 3.11)

How is the government going to make up for the loss in revenue from the extinguishing of compensation payments made to the Coal industry for long wall mining extraction through the relinquishment of mining underneath the proposed town Centre and the Wilton New Town masterplan as a whole? The coal industry will extract underneath the adjacent Catchment areas instead, causing further economic and environmental loss to the community as a consequence.

Infrastructure funding (Exhibition discussion paper 3.12)

Table 1. Why does Figure 10 show items of partially funded by VPA? The whole Wilton New Town masterplan proposal as put before WSC was "at no cost to government"?

- No cost provision for the upgrade of Douglas Park railway station to accommodate wheelchair access and increase usage demands and no funding for a car parking station.

- Why is the item R3 Hume Motorway interchange detailed as partial funding, this does not support "at no cost to government".

- Not cost contribution inclusion in the VPA for the waste water reticulation to underneath or across the Hume Motorway to the proposed Lot 200 Wilton South East Precinct Site.

- No provision has been made in the VPA or SIC costings for cost upgrade of the Fire Services NSW to upsize their proposed station to accommodate a skycrane appliance to service the building heights ranging from 9.5 to 30.0 metres.

Infrastructure Provisions – Maldon Dombarton line

Sufficient space must be allowed around the Maldon-Dombarton railway line to allow for construction of the rail line, and requirements for crossings, bridges etc should it occur. This would be in addition to the easement provisions. All of these crossings and bridges associated with the urban – rail interface should be funded by the developer.

DCP

Mixed Use Developments

The DCP amendment outlines that Mixed Use Developments are "concentrated in areas around public transport centres". Where is the Wilton train station? Where is the public transport centre that is supposed to go with this zoning? There is also concern that without stipulating a percentage of employment / commercial space, that the entire "mixed zone" could become entirely residential, and provide no employment at all. What is in place to prevent this from happening? This is even more concerning where in point 7 it states "consider live-work apartments at ground level".

Stipulation of private ownership

It is not understood why the DCP would specify in 5.2 Controls Point 12. "All water-management facilities must be privately owned and operated." when Sydney Water has given a guarantee that the precinct can be serviced, and will, if not at the outset, be the owner of the water and wastewater assets. We believe this unduly constrains how the water and wastewater/recycling will be provisioned. The community desire the most sustainable and sensible centralised system with sensible urban development staged to ensure the most efficient network, we do not desire it to be public or private, we believe the DCP should be specifying desirable outcomes not defining ownership. Private ownership comes with its own problems as has been found with the Bingara Treatment Facility. The WICA licencing is a nightmare, and there have been ongoing problems with provisions of services, water quality and quantity, with several changes of ownership/operators.



Ref: 20/1876

Mr David Burge

Director Urban Design, Greater Sydney, Place and Infrastructure
Department of Planning, Industry and Environment

Dear David,

Thank you for your email of 26 November 2020 regarding the Wilton Town Centre Precinct rezoning proposal. Please note that the following comments represent the views of Commission Officers rather than a formal submission on behalf of the Commission.

The Wilton Town Centre Precinct rezoning is proposed to deliver:

- a major retail and commercial centre to provide jobs and services;
- about 1600 new homes with a mix of housing types from detached houses to low-rise apartments;
- land for a new Kindergarten to Year 12 public school,
- a new major public open space including sports fields;
- protection of about 39 hectares of environmentally sensitive land; and
- improved roads and public transport Infrastructure including provision for a central bus terminal

The Town Centre area is located within the Wilton Growth Area of the Wollondilly LGA and the Greater Sydney Region Plan and Western City District Plan apply to this area.

The Wollondilly Shire Council LSPS has a strong focus on the establishment of Wilton Town Centre.

Infrastructure and Delivery

Planning Priority W1 of the Western City District Plan calls for planning for a city to be supported by infrastructure. The priority notes that land use and infrastructure planning need to take into account the capacity of existing infrastructure and demand for new infrastructure. Planning for infrastructure considers infrastructure in terms of its function: city-shaping infrastructure such as major transport investments that generate demand and influence land use; enabling infrastructure such as electricity and water, without which development cannot proceed; and supporting infrastructure that meet demand in growing communities.



In order to ensure the Wilton Growth Area is delivered in the right place and time, detailed investigation and justification of the timing and types of infrastructure delivery need to be provided as a priority in this process according to its function. The Infrastructure Phasing Plan provides a good initial assessment of the timing and needs for infrastructure to serve the new population and jobs growth. The Plan needs to be given more formal weight to ensure that the state and local infrastructure needs and costs are determined and scheduled to support the forecasted growth.

The infrastructure plan should be prepared in coordination with a place strategy, forming a stream of work which will understand the specific infrastructure and services requirements over time. Further modelling of this demand may reveal the necessity for the amount of housing required in this proposal to occur at different stages in the life cycle of the new town centre development.

Place Strategy

In order to ensure the new Wilton town centre creates a vibrant, attractive location of employment and housing, it is strongly encouraged that a detailed place strategy be developed and implemented as early as possible. The Place Strategy will provide the strategic framework to guide future development and infrastructure decisions over the next 20 years. The Strategy should give effect to the Western City District Plan.

Commercial

The exhibition Discussion Paper endorses the need for a mixed-use town centre, which the proposed zoning reflects. The commercial side of Wilton is touched upon in the Council's LSPS under Planning Priority 10 – Attracting investment and Growing Local Jobs. It is noted in this priority that Wilton will need to attract large employers like education providers and health services, which has been reflected in the zonings.

It is crucial to ensure at the earliest stages that the mixed-use nature of the Town Centre secures spaces for genuine commercial investment opportunities that are not inhibited by the proportion and location of residential accommodation. Consideration should be given to the mechanisms, such as minimum commercial FSR and GFA controls, to ensure that an appropriate quantum of commercial floor space will be achieved in the new Town Centre.

Transport, Access and Business Opportunities

The location and projected growth of Wilton makes it a potential key source of housing and short-term accommodation for airport workers, tourists and business travellers associated with the Aerotropolis. It is critical then that the planned growth of the new centre provides for effective mass transit solutions to reduce reliance on private vehicle use. Business investment in the area as well as sustainable local job opportunities with urban services, will mean residents will be less likely to travel long distances for employment or access to services. This is recognised in Planning Priority 11 of the Council's LSPS- Leveraging greater investment and business opportunities from the Western Sydney International (Nancy-Bird Walton) Airport. Despite this, the timing of growth for the centre should be scheduled to align with the delivery of mass transit services particularly rapid bus services to major transport hubs.



Health and Education Precinct

The Council's LSPS notes the opportunity for a health precinct and the new educational facilities in the Precinct. This opportunity is reflected in the exhibition Discussion Paper and the land zonings. This potentially gives effect to Planning Priority 1 of the Council's LSPS for the alignment of Infrastructure Provision with Community Needs and Priority W1 of the Western City District Plan for planning for a city supported by infrastructure. This opportunity should be pursued further through a Place Strategy and detailed planning for the Centre.

Affordable Housing

The proposal includes 1600 new homes listed as a mix of housing types but does not go into detail regarding affordable housing.

Noting that affordable housing is raised in both W5 of the Western City District Plan and forms part of Planning Priorities 4 and 5 of the Council's LSPS, we believe that the planning proposal should incorporate mechanisms to deliver 5-10% affordable housing.

This would serve to give effect to Planning Priority W5 of the Western City District Plan for providing housing supply, choice and affordability, with access to jobs, services and public transport

Summary

The Commission thanks you for the opportunity to comment of the draft proposals for the Wilton Town Centre. The Department is to be commended for the technical work and the comprehensive approach it has adopted in preparing the exhibition material and proposal.

The rezoning is considered to give effect to key elements of the Western City District Plan, GSRP and the Council's LSPS as outlined in the above comments and subject to the matters raised in the comments, we would support the rezoning proposal for the Precinct.

Please contact me directly on 0466360199 if you would like to further discuss this letter.

Yours sincerely,

Greg Woodhams
Acting Chief Executive Officer

17 December 2020

17 December 2020

Our Ref: 06015: Wilton

Mr. Jim Betts
The Secretary
Department of Planning, Industry and Environment
12 Darcy Street,
PARRAMATTA NSW, 2150

Dear Sir,

Wilton Town Centre Precinct Exhibition

We write on behalf of Dalbar Pty Ltd regarding the Department's invitation to comment on the Rezoning Proposal for the Wilton Town Centre Precinct in the Wilton New Town Growth Area. Dalbar Pty Ltd owns the majority of the land comprising the rezoning area as identified in the map in **Attachment 1**.

1. Preamble

At the outset, Dalbar Pty Ltd fully supports the rezoning of the Wilton Town Centre Precinct and recognises the good work that Wollondilly Council and Department staff have put into the rezoning. The Precinct contains the future Wilton Town Centre. The Centre will be the focus of the employment opportunities and delivery of community, commercial, recreation, leisure, health, education and retail services to meet the needs of both the residents of Wilton New Town and also, to a certain extent, the needs of the existing residents of the Wollondilly Shire's rural towns and villages.

As such, Dalbar has a significant interest in the adoption of appropriate land use plans and development controls for the Precinct that support the development of a vibrant and commercially viable Precinct. We have reviewed the exhibition material and make the following comments and suggestions for amendments to the draft rezoning proposal for the Department's consideration.

It is appropriate to note that the comments and suggested amendments are individually not major in scale or importance and some are broad in nature. Nor do they seek to change any development controls that would increase the development scale, number of dwellings or floorspace. Thus they do not raise any serious issues. They are made to ensure that the planning controls are practical, workable and viable. Importantly, in many instances they suggest changes that can improve the ability of the plan to meet Government's environmental conservation and place making goals and objectives.

We also note in our conclusion that, due to the minor nature of these suggestions, they should not need to hold up the rezoning process and we request a meeting with Department Officers to discuss the suggested changes to facilitate this process.

1. Structure Plan

We have reviewed the Draft Structure Plan and make the following observations:

1.1 Road widening shown along both sides of Picton Road.

We note that the yellow notation expands and essentially doubles the width of the existing Picton Road corridor.

We have previously provided a concept design for the upgrading of Picton Road on behalf of Dalbar to the Department that demonstrates that no road widening is required.

Given this history we will not reproduce the material that we have previously submitted in this submission. However we remind you of this material and request that it be considered. Designation of part of the Dalbar land as an SP2 zone will only serve to require an amendment to be made immediately after the zoning is made in order to permit development to commence. This will trigger unnecessary paper work and processing for all relevant stakeholders (the Department, Wollondilly Council and Dalbar).

Request No. 1: That the widening of Picton Road indicated yellow in the Structure Plan be removed from the plan.

1.2 Environmental Conservation.

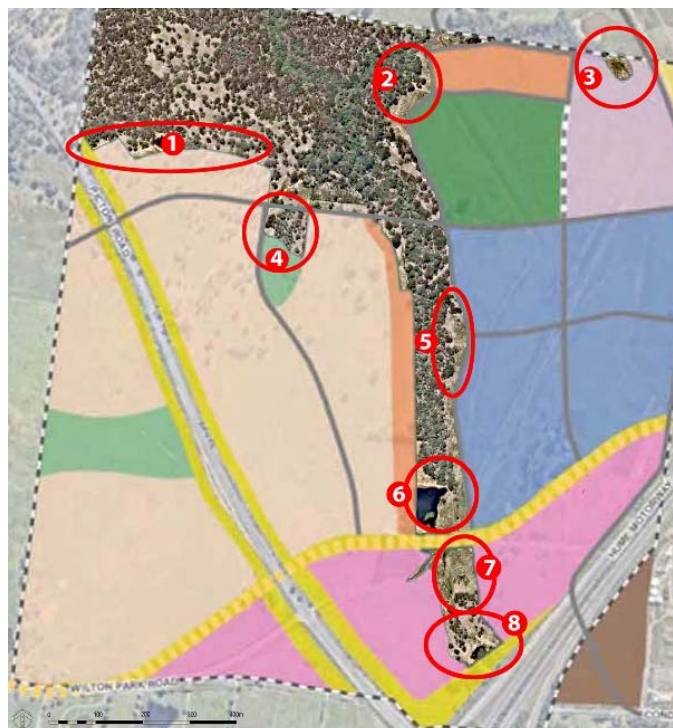
We note that a large extent of the existing vegetation along and adjoining Byrne's Creek that bisects the Precinct in a south to north direction is proposed to be preserved as "Environmental Conservation." This is also reflected in the proposed zoning map (where is it proposed to be zoned E2 'Environmental Conservation').

Byrnes Creek is an important environmental and amenity asset for the precinct and Dalbar supports its retention. We note, and support, the comments in Part 3.4 of the Discussion paper that *"Because it is a crucial habitat corridor, the creek will require a higher level of protection and water sensitive urban design to maintain its health and water quality."*

However we note that many of the characteristics of the proposed Structure Plan and accompanying SEPP and DCP maps unfortunately are harmful to environmental protection. They operate to prevent the achievement of these goals.

There are eight concerns.

These are summarised in the plan and recommended changes below. They are discussed in detail in **Attachment 2** and mapped in **Attachment 3**.



Eight proposals that are counterproductive to environmental conservation planning goals for the Precinct

Request No. 2: That the eight suggested changes to the Structure Plan and SEPP Maps identified in the discussion in Attachment 2 (and shown in Attachment 3) be implemented in order to improve environmental protection, place making and connectivity goals; namely:

- **Suggestion No.1:** Make a minor amendment to the proposed location of the environmental conservation / urban boundary in this location;
- **Suggestion No.2:** Amend the route of the collector road to improve the geometry of the road to ensure the road can function in accordance with its identified role;
- **Suggestion No.3:** Remove the creek designation from the school site. While it is designated as a first order stream on a map there is no evidence of a creek at this location and Government Policy enables the removal of first order streams in development.
- **Suggestion 4:** Retain this land as accessible public parkland rather than fenced and inaccessible conservation land given that its separation from the Byrne's Creek environmental corridor by a four lane collector road, its isolated character bound on 4 sides by urban activity and its small size minimises its environmental value;
- **Suggestion No.5:** Enable use of this land for water quality and drainage facilities given it is cleared land unconnected to the creek and it has greater value in accommodating infrastructure that can improve the quality and character of water entering the creek at this location;
- **Suggestion No.6:** Enable use of this land for a publicly accessible water feature (rather than it be fenced and inaccessible conservation land) given it is currently cleared and accommodates a farm dam; and it:
 - > has greater value in accommodating infrastructure that can improve the quality and character of water entering the creek at this location; and
 - > has greater value contributing to the achievement of Government's place making, urban character and amenity objectives at the entry gateway to the town centre;
- **Suggestion No.7:** Enable use of this land for water quality / drainage facilities and public open space given:
 - > it has a small, isolated and cleared character unconnected to the creek; and
 - > it has greater value in accommodating infrastructure and open space that can improve precinct amenity and the quality and character of water entering the creek at this location (particularly uncontrolled stormwater from the Hume Highway); and
- **Suggestion No.8:** Provide a route for a local road link to improve convenient access to, connectivity within, and functionality of this gateway employment precinct.

Request No. 3: That the SEPP Maps be amended to accommodate the eight suggested changes identified in the discussion in Attachment 2 and maps in Attachment 3 to be consistent with the Amended Structure Plan.

2. Employment and Economic Development

Large parts of the precinct are identified for employment uses. While Dalbar supports the need for employment generating land uses in the precinct, it is conscious that the value of the zoning of these lands in providing employment opportunities for the Shire's residents will only be realised by concerted attention to promoting the Precinct to potential employment generating investment and industries / businesses.

We note that Part 3.7 of the Exhibition Discussion Paper states that the Department will “*work with Wollondilly Shire Council to prepare an economic development strategy to complement private sector proposals to attract jobs to Wilton.*”

In June 2020 Wollondilly Shire Council prepared and exhibited its Draft Economic Development Strategy. It is vital that the Department commence collaboration on a new Economic Development Strategy with Council so that Council’s current momentum to facilitate economic development is supported.

Furthermore, the executed Voluntary Planning Agreement (VPA) for the Wilton North Precinct (available for viewing on the VPA Register (<https://www.planningportal.nsw.gov.au/svpa>) includes a commitment from that developer to fund the appointment of a “Wilton Business Development Director” to the tune of \$2.5 million for 5 years prior to the creation of the 1,000th lot in the Precinct. Opportunities to bring forward this payment should be explored and, in the meantime, actions taken to commence the process to employ that person by the preparation of a job description, a business plan and discussions with Wollondilly Shire Council’s Economic Development Team.

Request No. 4: That the Department commence collaboration immediately with Wollondilly Shire Council on:

- i) the preparation of economic development initiatives to capitalise on the momentum of current planning activities and Council’s current investment in economic development initiatives; and
- ii) the employment of the Wilton Business Development Director afforded by funding secured through the executed Wilton North Precinct Planning Agreement.

3. Utilities and Servicing

The exhibition Discussion Paper observes that Sydney Water is investigating options for the delivery of water and wastewater infrastructure to service the precinct. However, at this time there is no certainty on timing and it is Dalbar’s expectation that water utilities infrastructure will not be available upon the zoning of the precinct. The lack of availability of water infrastructure to serve development effectively prevents the start of development.

Request No. 5: That the Department work with Sydney Water to advance the delivery of water and waste water infrastructure to serve the Wilton Town Centre Precinct.

4. Amendments to the Growth Centre SEPP Clauses

Part 5.3 of the Exhibition Discussion Paper identifies and summarises proposed amendments to the Growth Centre SEPP. Details of the proposed amendments to existing SEPP clauses, and any new SEPP clauses, are not provided in the exhibition material. Given this context we make the following comments:

- i) We support the intention to protect the role of the town centre with local and neighbourhood centre GFA controls. It is vital that the town centre’s viability needs to be supported and safe guarded from neighbouring land use precincts that may accommodate competing “out of centre” uses;
- ii) The detail for the delivery of residential GFA to be linked to retail / commercial GFA is not provided given the absence of detailed draft SEPP clauses in the exhibition material. Dalbar welcomes a discussion with the Department on this matter in order to better understand what is proposed; and

- iii) The intentions and controls for the Key Sites SEPP Map (Areas A, B and C) are unclear to Dalbar given the absence of detailed draft SEPP clauses in the exhibition material. Thus, we are not in a position to comment on this proposed development control. Dalbar welcomes a discussion with the Department on this matter.

Request No. 6: That Dalbar be given the opportunity to meet with the Department to review the Draft detailed SEPP clauses and make comment prior to their adoption.

Request No. 7: That the proposed GFA restriction of 5,000 sqm for local and neighbourhood centres outside the retail hub be preserved in the final adopted SEPP Clauses.

5. Rezoning of Land in South East Wilton

We note that the boundary of the Precinct proposed to be rezoned excludes a small parcel of land owned by Dalbar Pty Ltd. It is located to the south east of the proposed rezoning boundary This is described as Lot 200 DP119273. However this anomaly is addressed in Part 5.3 of the Discussion Paper by the advice that it will be rezoned via a separate amendment to the zoning maps of the South East Precinct. No timeframe is given as to when this will take place.

This land is intended in Government's vision to accommodate a road link to the town centre and the residual land is identified in Dalbar's preliminary planning to accommodate a water treatment plant.

This is discussed in Part 1.5 of the Exhibition Discussion Paper, where the importance of the zoning of this land is highlighted by the following comment "*Both these infrastructure items are critical for the early delivery of development in the Growth Area.*"

It is vital that this land is rezoned concurrently with the Wilton Town Centre Precinct; otherwise the lack of ability to develop the water infrastructure on appropriately zoned land effectively prevents the start of development.

Request 8: That Lot 200 DP119273 be rezoned to IN2 Industrial concurrently with the rezoning of the Wilton Town Centre Precinct.

6. Amendments to the Growth Centre SEPP Maps

The Draft SEPP maps reproduce the intent of the Structure Plan. Therefore our comments on the Structure Plan in this submission are also relevant here. We request the following changes be made to the SEPP Maps consistent with our earlier comments. These also are reproduced in mark ups to the SEPP Maps in **Attachment 3**:

1. That the southern tip of Byrne's Creek immediately to the north of the east-west sub arterial road, and to the south of the sub arterial road to the Hume Highway be identified as "Urban Development Zone" given the clearly evident superior environmental outcome for the quality of the water entering Byrnes Creek and the superior place making outcomes and amenity for the southern part of the Precinct in this location if this area is used to accommodate water quality enhancement infrastructure and open space.

2. That the proposed SP2 zoned land contiguous with the SP2 corridor accommodating the Picton Road road reserve be removed from the map given it has been demonstrated that the zoning of this land as SP2 is unnecessary;
3. That the E2 zone along the northern boundary of the precinct be amended given there is a required road crossing of the small creek in this location;
4. That the Key Sites Map be deferred until such time as detailed SEPP clauses have been prepared and presented in order to enable a thorough understanding of their character and the opportunity to make comment.
5. That the environmental conservation areas noted a "*Under Further Investigation for Biodiversity Purposes*" be zoned for "Urban Development" given the clearly demonstrable superior planning, environmental and place making outcomes.

Request No. 9: That the Draft SEPP Maps be amended in accordance with the five requests listed above.

7. Wilton DCP Part 7: Wilton Town Centre

At the outset Dalbar supports Government and Council's vision for the town centre. Dalbar recognises that the form, function and characteristics of the town centre cannot be 'business as usual' and must demonstrate the application of contemporary urban design and environmental sustainability principles.

Importantly, the town centre will also be a functioning economic activity. Its roads, public places and buildings must support, and not hinder, the ability of the centre to operate effectively as a commercially viable and efficient focus of activities to serve the amenity, employment, health and service needs of the residents of Wilton New Town and the Wollondilly Shire more broadly.

In this regard Dalbar shares Government's draft Objective No. 17 (a productive centre) "*Provide balanced social, economic and environmental outcomes.*"

We have reviewed the proposed clauses and controls in the Draft DCP and given the need for this careful balance of requirements we request the following amendments be made to the DCP controls:

- i) ***Pedestrian linkages: Control 3.3.2 5.i:*** Expand the role of the walking and cycling link that crosses the Maldon Dumbarton rail corridor (the bridge link shown in the DCP plans) adjoining the south eastern corner of the school site into a trafficable link that may accommodate local traffic and bus routes. This increased role for the link will improve connectivity between the Town Centre, the public transport interchange and the Wilton North Precinct.

This amendment will also be consistent with Control 3.5.2.4 "*Development must provide strong district access to the school site and major public open space.*"

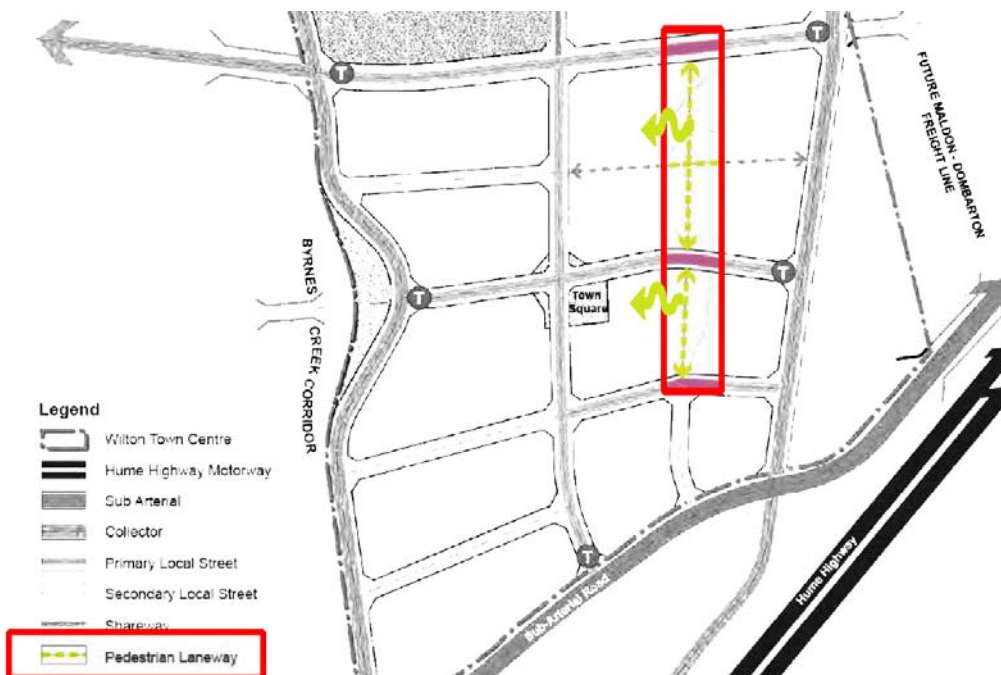
On behalf of Dalbar we have provided detailed submissions to both the Department and Council that have effectively demonstrated the significant public benefits of providing for this road link as well as the benefits of the link to the viability and functionality of the town centre. These submissions have also demonstrated that the proposed link is consistent with Government's own investigations.

Thus the provision of this road link is overwhelmingly in the public interest.

Given this history we will not reproduce the material that we have previously submitted in this submission. However we remind you of this material and request that this link be made trafficable.

Request No. 10: That the pedestrian link to the Wilton North Precinct adjoining the school be expanded to include a trafficable function for cars and buses.

- ii) **Street Hierarchy and Location Control 3.5.2.2:** The Network Plan in Figure 11 shows an equidistant set of opposing laneways bisecting the north eastern sector of the retail hub. It includes a north south link illustrated in the image below.



Laneway subject of this comment

On behalf of Dalbar we commissioned retail architects to prepare preliminary concept designs and supporting material that we submitted to the Department in August 2020 that demonstrates that this location best suits the siting of supermarkets and other large footprint retail tenancies due to the need to load and service from the rear collector road.

Importantly, this material demonstrates that any north-south pedestrian link will need to be located further west in the superblock in order to accommodate the large footprint tenancies and loading areas. Thus the current location as shown cannot accommodate large format retailing in this location.

Given this history we will not reproduce the material that we have previously submitted in this submission. However we again remind you of this material and request that the north south pedestrian laneway links be relocated further west in the superblock in Figure 11; or the control be reworded to provide flexibility in its location in order to meet necessary retail design requirements.

Request No. 11: That the north south pedestrian laneway in the retail area be relocated further west in the superblock in Figure 11 or the control be reworded to provide flexibility in its location.

- iii) **Western Sydney Street Design Guidelines Control 3.5.2 5:** This requirement calls up a document named the "Western Sydney Street Design Guidelines." We have not been able to source a copy of this document. It is not publicly available and any reference to this document should therefore be removed from the DCP;

Request No. 12: That all references to the Western Sydney Street Design Guidelines be removed from the DCP as this is not a publicly accessible document.

- iv) **Pedestrian Mid Site Links Control 3.5.2 6.:** The need for through site links for super blocks greater than 80 metres in dimension is unnecessary. The DCP Road network plan already provides a high level of connectivity with road linkages every 100 metres (approx.) that effectively meet the DCP objectives. Most importantly, it is also impractical and unrealistic as the control fails to appreciate the characteristics of large scale commercial development. Thus we request that this clause be deleted.

Request No. 13: That Control 3.5.2 6 be deleted as the objective for pedestrian connectivity is effectively served by the proposed road network and other connections identified in DCP plans.

- v) **Key Streets Controls 4.1.2:** We appreciate and support the intent of the controls in this part. However, in some instances the proposed street sections fail to enable the road to function in accordance with its intended traffic role and expected volume and type of vehicle movements. The proposed design in many instances will also result in significant unnecessarily burdensome maintenance costs on Wollondilly Council over the long term.

The following comments provide examples of these concerns (and this is not an exhaustive list):

- **Controls 4.1.2 (4) and (6)** require continuous tree canopies at maturity but smart poles to be clear of any anticipated mature canopies. The controls conflict with each other and thus it will require significant tree canopy trimming by Council resulting in unattractive streetscapes and high maintenance costs;
- **Figure 12** shows unacceptable geometry for the north-south collector road on the western edge of the town centre where it crosses a creek at the northern boundary of the Precinct (to the north of the oval). This creek crossing also conflicts with the proposed E2 zoning in the SEPP zoning map;
- **Controls 4.1.2 (5) Control 4.1.3.2** requires the adoption of WSUD measures in streets, and particularly the main street. The WSUD infrastructure elements that are proposed are fragile, high maintenance and pose safety (particularly trip) risks in the public domain. They are inappropriate for an intensely used (pedestrian and vehicle) main street;
- **Figure 13** requires alfresco dining areas in the main street to be located directly abutting traffic and parking lanes. Locating alfresco dining along the kerb of a road is not conducive to creating a comfortable and inviting dining experience: it;
 - Creates conflicts with adjoining cars attempting to parallel park;
 - Causes the alfresco space to unnecessarily suffer from noise and exhaust impacts of neighbouring traffic;
 - Is not sheltered from weather reducing function and amenity;
 - Offers a poor relationship with the restaurant/ café tenancy, separating the tenancy from its dining reducing its vibrancy and activity;

- Creates security problems for the tenancy by the need to manage a dining area and customers that are separated from the tenancy by a busy pedestrian thoroughfare;
- Encourages tenancies to erect illegal barriers along the kerb edge to enclose the space, separating it from the street to address these issues. This results in a poor streetscape outcome as illustrated by the recent photograph of the Rouse Hill Centre below.



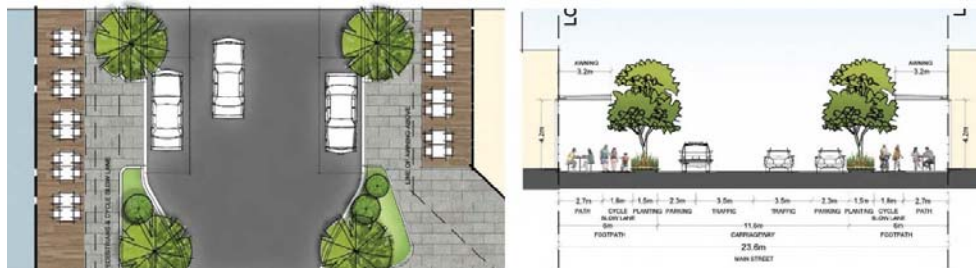
Streetscape outcome (Rouse Hill) as a result of alfresco dining areas directly at kerb edge. It impacts visual quality of the place and pedestrian movements and connections

- **Figure 14** requires the major collector roads that bound the western and eastern sides of the town centre to have a trafficable pavement width of 6.4 metres. These roads have an important role in the street hierarchy. At the time of the ultimate development of the centre they will accommodate large numbers of buses, articulated delivery trucks to service supermarkets and other large format retailing, cars accessing car parks and rubbish removal vehicles.

A 6.4 metre width is essentially the same as the width of a car park driveway isle. The current design quite simply cannot accommodate trucks and buses and this role and the design proposals need to be reviewed.

On behalf of Dalbar we commissioned retail architects with civil engineers to prepare preliminary concept designs and supporting material for road sections (including the main street and collector road) that we submitted to the Department in August 2020 that demonstrate a careful balance of the competing priorities of pedestrian, traffic, safety and attractive streetscape functions.

For example, we have suggested a main street design as follows:



Given this history we will not reproduce the material that we have previously submitted in this submission. However we remind you of this material and request that greater consideration be given to the competing requirements for roadways in town centres.

- **Control 4.1.5** presents controls for 'Green Local Streets' however there are no such roads shown in Figure 12.

Request No. 14: That the street sections in Part 4.1 be reviewed to ensure that they can deliver a balanced approach that complies with DCP Objective No.17 to *Provide balanced social, economic and environmental outcomes* and effectively meet the requirements of their intended traffic function.

- vi) **Setback Controls 5.2:** The setback controls in this part and in Figure 21 are inconsistent with the intended urban design vision for certain streets. For example the requirement for a 5 metre setback to internal town centre streets on top of already very wide street verge footpaths results in significant separation of the building line from the public domain. It prevents the achievement of intimate centre streets with active frontages.

Request No. 15: That the street setbacks in Part 5.2 be reviewed with a view to reducing or deleting them to ensure that excessive building setbacks in the centre do not prevent the achievement of the vision for the Wilton Centre.

- vii) **Building Massing Controls 5.2:** The maximum floorplate and building depth controls for commercial / office uses in Table 4 are unrealistic and not commercially viable. They will operate as a disincentive to the ability of the centre to attract commercial investment and employment generating activities.

Request No. 16: That the maximum floorplate and building depth controls for Commercial and office uses in Table 4 be deleted as they will effectively prevent the centre from attracting commercial investment and employment generating activities.

8. Wilton DCP Part 6: Employment

At the outset Dalbar supports Government and Council's vision for the employment lands. Dalbar recognises that their form and characteristics cannot be 'business as usual' and must demonstrate the application of contemporary urban design and environmental sustainability principles.

However, similar to the town centre, employment land is a functioning economic activity. Its roads and buildings must support, and not hinder, the ability of the centre to operate effectively as a commercially viable and efficient focus of employment activity. Again, Dalbar shares Government's draft Objective No. 17 (a productive centre) "*Provide balanced social, economic and environmental outcomes.*"

We have reviewed the proposed clauses and controls in the Draft DCP and given the need for this careful balance of requirements we request the following amendments be made to the DCP controls:

- i) **Deep Soil Planting Controls 3.6.2.4:** The minimum 15% of site area needs to be tested for particular employment land use types (given the wide range of activities that may be accommodated within the lands);

- ii) **Parking between Street Frontage and Buildings Control 3.10.2.6:** While this design guideline is appropriate in town centre precincts, it is not always appropriate in employment precincts, depending on the particular use and configuration of a building. For example, the rear of many buildings in an employment zone is dedicated to truck movements and servicing / loading that would clash dangerously with customer or employee parking. Greater flexibility is required to the application of this control;
- iii) **WSUD Control 5.2.11:** In other forums the major landowners in Wilton have objected strongly to Council's Draft "Growth Area -Wide stormwater and sensitive urban design" controls. Given this context this control should be deferred until this matter is resolved;
- iv) **Car park security Control 6.1.2.1 9:** The requirement for a business to be prohibited from securing its car park would introduce significant security concerns for on-site premise management, safety and security. Many businesses as a matter of OH&S and security policy need to be able to manage car park access. We see no justification for this control and suggest that it be deleted;
- v) **Prohibition of sunken Loading Docks 6.1.2.2 9:** We have to ask why? A lowered loading dock satisfactory accommodates the loading / unloading requirements of a large truck in order that the finished floor level of the dock and the building floor match. If the loading dock was required to be at ground level, the dock floor would correspondingly be required to be elevated above the finished floor of the building creating a significant number of internal operational and design issues. We see no justification for this control and suggest that it be deleted;
- vi) **Table 3 Business Car Parking;** This car parking rate is very low and may act as a disincentive for commercial investment in the Wilton Town Centre Precinct. We see no justification for this control and suggest that it be amended;
- vii) **Restrictions on Vehicle Types Control 6.8.2:** A control to limit the size of trucks accessing premises in the employment areas of the Precinct would introduce a significant number of operational issues for a business and would act as a disincentive for commercial investment in the Wilton Town Centre Precinct. We see no justification for this control given the employment goals sought for the Wilton New Town and suggest that it be deleted; and
- viii) **Late Night Trading Hours of Operation Control 7.3.2:** The proposal to limited the hours of operation of late night trading premises to midnight in the Wilton Town Centre is contrary to the objectives seeking to create a vibrant and exciting public place that serves the needs of the Wollondilly Community. A midnight closing time is not part of the definition of a night time economy business. It is a curfew that unnecessarily restricts the activity in that business. A control of this nature would introduce a significant number of operational issues for a business and would act as a disincentive for investment in the Wilton Town Centre Precinct. We see no justification for this control given the vision for the town centre and suggest that it be deleted.

Request No. 17: That the Draft Controls in DCP Part 6 "Employment" be amended in accordance with the eight requests listed above.

9. Conclusion: A solution for Moving Forward

In conclusion:

1. Dalbar fully supports the rezoning of the Wilton Town Centre Precinct and the Land Use Vision Council and Government is seeking to achieve.
2. In summary we request that the following matters be reviewed:
 - Mapping of the environmental conservation areas to improve environmental outcomes;
 - The design of roads in the town centre;
 - Built form controls in the town centre and employment DCPs; and
 - The SEPP maps.

We request a meeting with Department representatives to discuss the matters contained in this submission and look forward to your early response.

In the meantime if you have any queries please contact me.

Yours sincerely

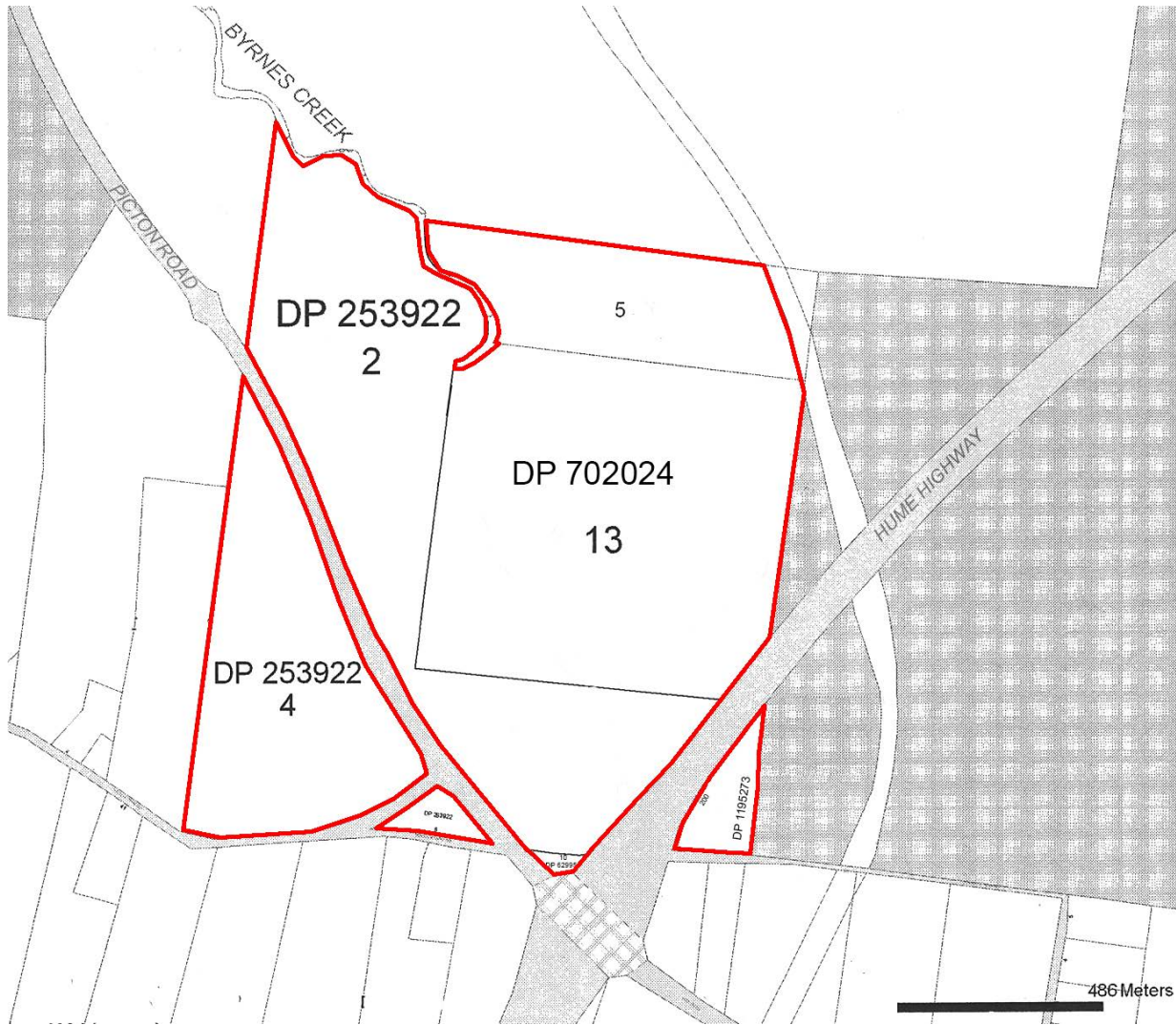
INSPIRE URBAN DESIGN & PLANNING PTY LTD

A handwritten signature in black ink, appearing to read 'S. McMahon', with a long horizontal line extending to the right.

Stephen McMahon
Director

ATTACHMENT 1

Land to Which this submission relates



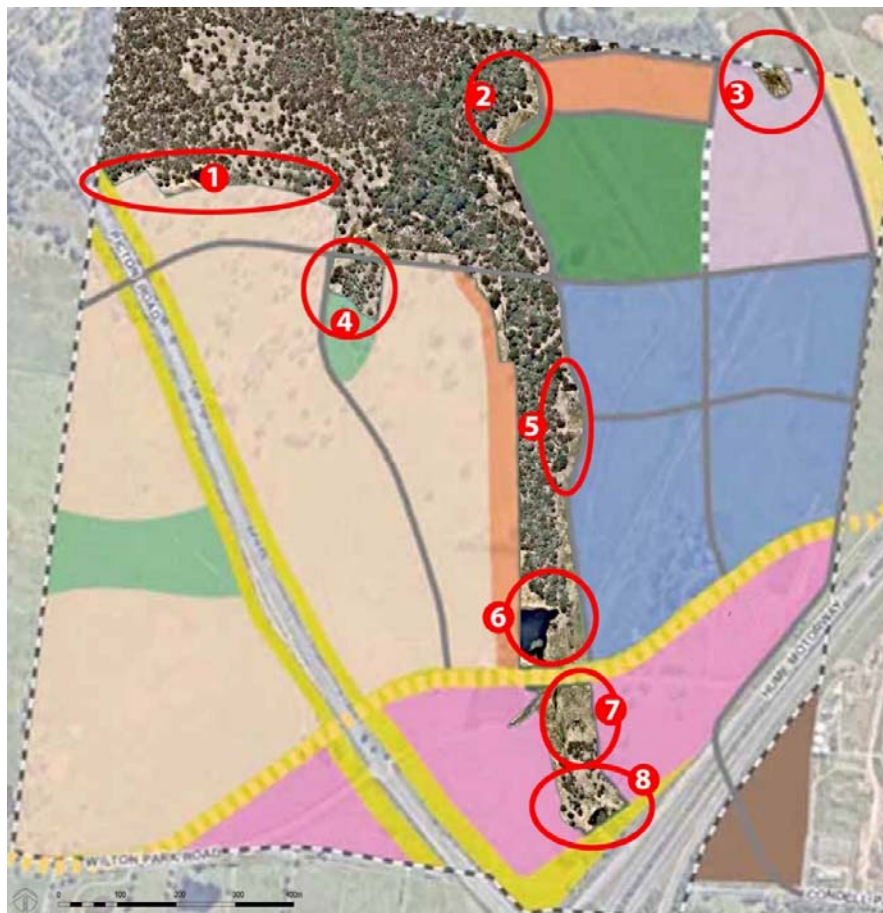
ATTACHMENT 2

Requested Improvements to Environmental Protection

Eight suggestions are proposed to the environmental protection boundary based on the Structure Plan elements identified in the plan and elaborated upon in the table on the following pages.

In summary the proposed changes, (albeit they are individually minor in nature) collectively:

1. Completely ignore and obliterate the proposed water cycle management strategy intended to support environmental goals and standards in the site, resulting in a poorer environmental outcome. As a result they undermine and prevent the ability of Dalbar to continue with its local (S.7.11) VPA discussions with Wollondilly Council; and
2. Destroy the landscape vision for the town centre and the place making proposal to support the vision for the Western Parkland City; and
3. Result in a loss of amenity and connectivity for families, workers and other residents and visitors to the town centre precinct with negligible environmental improvement in most instances and demonstrable inferior environmental outcomes in the other instances; and
4. Make it impossible for Schools Infrastructure to support the school site, undermining and preventing the ability of Dalbar to continue with its State infrastructure contributions discussions.





Eight proposals that are counterproductive to environmental conservation goals

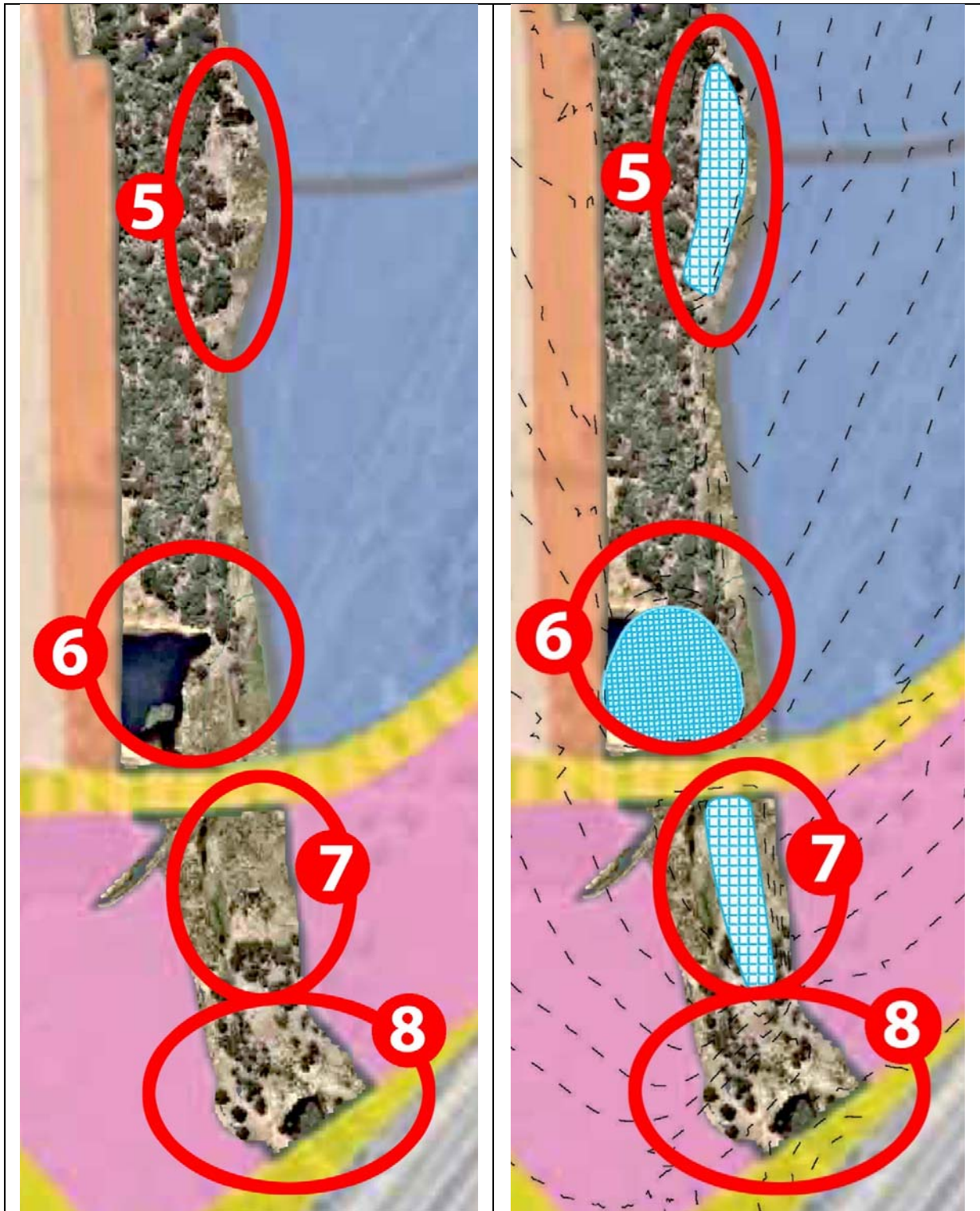
Items 1 to 4



Item No.	Structure Plan Element	Comment	Suggested Amendment
1	Boundary	The boundary does not reflect the detailed design work undertaken by Dalbar and agreed with DPIE to deliver a win-win environmental and urban outcome.	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no environmental benefit upon which the relocation of the boundary can be justified; and 2. The agreed optimal benefits in terms of achievement of planning objectives for the Growth Area is to maintain the current location of the boundary. <p>Amend the boundary to match the detailed design.</p>
2	Road location	The route of the road has been broken by the introduction of a left-hand turn movement and expansion of the environmental conservation area into cleared land. This is an important collector road that must offer a convenient, connected and uncomplicated passage for users. The proposed resulting geometry of the road is awkward and conflicts with the function of the road. It is plainly evident that the road corridor in the Structure Plan is located on cleared land and there is no merit in what is shown in the plan.	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no environmental benefit upon which the relocation of the road can be justified; and 2. The optimal benefits in terms of achievement of planning objectives for the Growth Area is to provide a functional road corridor. <p>Amend the plan to provide a functional road corridor.</p>
3	New creek identified in school site	<p>None of the environmental investigations have identified any creek of any status in this location.</p> <p>Ecological Australia has identified this as a first order stream and the land is cleared grazing land. The recent photographs below of the area in question confirms this.</p> <p>Thus the Structure Plan is inconsistent with the environmental report has been exhibited concurrently with the Plan.</p>	<p>Given that:</p> <ol style="list-style-type: none"> 1. Government policy and practice supports the removal of first order streams; 2. There are no environmental attributes of this part of the site; 3. There are no environmental benefits upon which the exclusion of the land from development can be justified;

Item No.	Structure Plan Element	Comment	Suggested Amendment
		  <p>The site of the creek is also proposed for the K-12 site and any creek will create bushfire hazard and APZ impacts that will be unacceptable to the proposed school use.</p>	<ol style="list-style-type: none"> 4. Identification of the land for a future creek currently not present introduces bushfire hazards for the proposed K-12 school in this location; 5. The plan will be inconsistent with the environmental report that will be simultaneously exhibition; and 6. The optimal benefits in terms of achievement of social and community facility delivery objectives for the Growth Area is to provide a safe and viable school site in this location. <p>The creek annotation on the Plan should be removed.</p>
4	Removal of open space	<p>We note that the plan proposes part of the signature parkland to serve the town centre community be reserved for environmental conservation. This essentially requires it to be fenced with no public access. It locks it up and prohibits public use.</p> <p>This area is also separated from the principle environmental protection area by a 4-lane collector road, effectively isolating the land from the creek environmental corridor and eroding its environmental value.</p> <p>Its environmental value is further questioned by its small scale surrounded on all four sides by urban activity.</p>	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no basis upon which the use of the parkland for environmental protection can be justified; and 2. The proposal for the land to be environmental protection is demonstrably ineffective; and 3. The optimal outcome in terms of achievement of social and recreational planning, public place and recreation / health objectives for the Growth Area is to maintain the use of the land as open space. <p>Retain the land as publicly accessible open space.</p>


Items 5 to 8



Items 5 to 8 Illustrating Cleared Character of the land Comparatively

Dalbar's Plan to invest in water quality protection measures to improve the water quality entering Byrne's Creek, particularly required to treat the existing uncontrolled contaminated run off from the Hume Highway into the creek system

Item No.	Structure Plan Element	Dalbar Comment	Suggested Amendment
5	Removal of water quality improvement infrastructure	<p>The purpose for this kink in the north-south road to the east of the creek in the town centre is to enable the provision of water quality (drainage) infrastructure that has been identified via long term liaison between Dalbar, its civil design consultants and DPIE.</p> <p>The kink accommodates necessary infrastructure on cleared land outside the riparian corridor.</p> <p>It is deliberately placed on cleared land to minimise environmental impact;</p> <p>Being cleared land unconnected to the creek environs, there is no logic for it to be used to expand the creek corridor.</p>	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no justification for the use of the land for environmental protection; and 2. The optimal use of the land in terms of achievement of the environmental protection objectives for the Growth Area is to enable the use of the land to accommodate investment in water quality improvement (drainage) infrastructure by Dalbar <p>Enable the use of the land for drainage infrastructure.</p>
6	Removal of gateway water feature	<p>There are many environmental and amenity purposes for this water feature on the east-west sub arterial road at the entry to the town centre. It:</p> <ol style="list-style-type: none"> 1. celebrates the presence of the former farm dam in the landscape; 2. creates a memorable gateway place that forms part of the place making vision and planning objectives for the Western Parkland City; 3. contributes to the water quality infrastructure intended to improve water quality flowing into Byrnes Creek and the Nepean River system; and <ol style="list-style-type: none"> 1. is deliberately placed on cleared land in generally the same location as the current farm dam to minimise environmental impact; 4. ; and 5. offers an additional open space amenity funded by Dalbar outside the S.7.11 plan. 	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no justification upon which the land (that offers such significant community and environmental benefits) should be converted to environmental protection; 2. The proposal for this land to be environmental protection provides negligible benefit; 3. The optimal outcome in terms of achievement of planning and environmental objectives for the Growth Area is to maintain the use of the land for a water feature; and 4. Its removal denies households and employees in this part of the precinct convenient access to additional open space funded by the developer. <p>Retain the use of the land for a water feature.</p>
7	Removal of water quality infrastructure and gateway open space for environmental conservation purposes.	<p>There are many environmental and amenity purposes for this drainage basin and adjoining open space areas:</p> <ol style="list-style-type: none"> 2. It enables the provision of water quality infrastructure that has been identified as required to treat the existing uncontrolled contaminated run off from the Hume Highway into the creek system; 3. It forms part of the place making and gateway landscape strategy for the town centre noted above; 4. It is deliberately placed on cleared land to minimise environmental impact; 	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no basis upon which the land intended for water quality infrastructure and open space should be converted to environmental protection; 2. There clearly appear to be errors in the mapping; 3. The proposal for this land to be environmental protection erodes the ability for potential environmental improvements; 4. The optimal outcome in terms of achievement of environmental objectives for the Growth Area is to maintain the use of the land for water quality improvement;

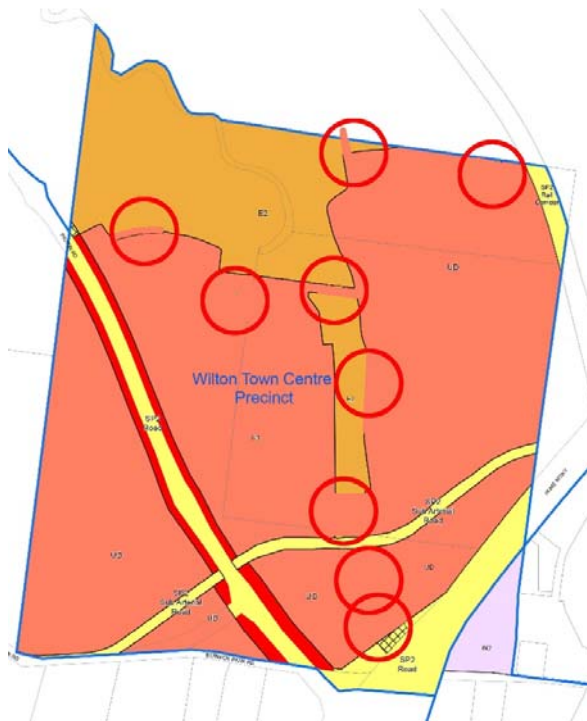
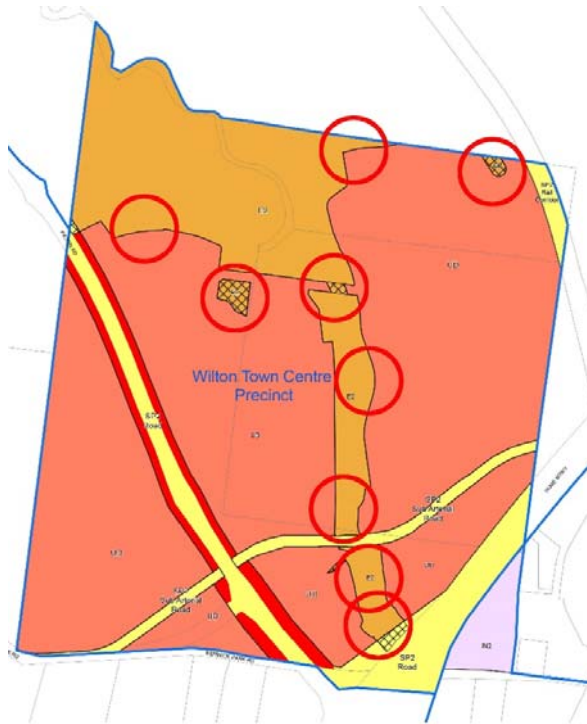
Item No.	Structure Plan Element	Dalbar Comment	Suggested Amendment
		<p>5. It is identified as a first order stream by consultants Ecological Australia for DPIE. Thus the Structure Plan is inconsistent with the environmental report that is being exhibited concurrently with the Plan;</p> <p>6. It includes an odd sausage shaped projection that extends from the environmental corridor that does not display any environmental conservation value (refer to consultant reports and photograph below);</p>  <p>and</p> <p>7. It offers an additional open space amenity funded by the developer outside the S.7.11 plan.</p> <p>This area is also separated from the principle environmental protection area by a 6-lane high speed, high volume sub arterial road, effectively isolating the land from the creek environmental corridor and eroding its environmental value.</p> <p>Its environmental value is further questioned by its small scale surrounded on all four sides by urban activity.</p>	<p>5. Government policy and practice supports the removal of first order streams;</p> <p>6. The plan will be inconsistent with the environmental report simultaneously on exhibition; and</p> <p>7. Its removal denies households and employees in this part of the precinct convenient access to additional open space funded by the developer (The nearest open space would be approx. 0.8 kilometres distant)</p> <p>Retain the use of the land for drainage infrastructure and parkland.</p>
8	Removal of important local link road in employment and mixed-use precinct for environmental conservation purposes.	<p>A local road that crosses the creek is required in this location as:</p> <ol style="list-style-type: none"> 1. It enables local traffic to circulate though the employment and mixed use precinct without the need to use the sub arterial road; 2. Its removal would create two mini employment precincts accessible only by cul-de-sacs; 3. It provides connectivity and convenience for users; 4. Ecological Australia has identified this as a first order stream. Thus the Structure Plan is inconsistent with the environmental report that will be exhibited concurrently with the Plan; and 	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no basis upon which the land intended for an important local road connection should be converted to environmental protection; 2. The proposal for this land to be environmental protection erodes the ability for potential environmental improvements; 3. The optimal outcome in terms of achievement of planning objectives for the Growth Area is to maintain the use of the land for an employment land road connection; 4. Government policy and practice supports the removal of first order streams;

Item No.	Structure Plan Element	Dalbar Comment	Suggested Amendment
		<p>5. It is generally cleared land with comparatively minimal environmental value.</p>	<p>5. The plan will be inconsistent with the environmental report that will be simultaneously exhibition; and</p> <p>6. Its removal denies businesses and employees in this part of the precinct convenient connectivity and movement.</p> <p>Enable the use of the land for an important local road connection.</p>

ATTACHMENT 3

Changes Requested to Zoning map

(Original Map top, Suggested changes to map below)



17 December 2020

Mr Jim Betts
Secretary
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear Mr Betts,

**RE: SCHOOL INFRASTRUCTURE NSW SUBMISSION TO
DRAFT WILTON TOWN CENTRE PRECINCT REZONING**

School Infrastructure NSW (SINSW), as part of the Department of Education (DoE), welcomes the opportunity to provide comments on the draft Wilton Town Centre Precinct Rezoning (draft Rezoning). SINSW works in conjunction with DoE to ensure every school-aged child in NSW has access to high quality education facilities at their local government school.

SINSW has reviewed the draft rezoning documents and is generally supportive of its overall direction. However, this is subject to ongoing collaboration between SINSW and the NSW Department of Planning, Industry and Environment (DPIE).

Government School/Service Demand:

The draft rezoning documents identify part of the north-eastern portion of the Wilton Town Centre Precinct as land proposed for a future school with a maximum building height of 18 metres.

SINSW requests that all of the draft rezoning documents, including the structure plan and discussion paper, refer to this parcel of land as a 'potential future educational site' rather than a 'school' site that will contain a K-12 school (this submission will continue to refer to this site as a 'potential future educational site'). Reference to a K-12 school should also be removed from the draft rezoning documents. These amendments are requested by SINSW in the event future population and development trends change future educational requirements within the Wilton Town Centre Precinct.

SINSW continues to monitor population and development trends for Wilton, including the Wilton Town Centre, so future enrolment needs are planned and provided for. SINSW will continue to monitor development in the locality to ensure appropriate educational infrastructure is provided for the community into the future.

Joint/Shared-Use Agreements:

SINSW notes that the draft rezoning documents identify land directly adjacent to the west of the potential future educational site as land proposed to be rezoned to facilitate open space and playing fields. As stated within the draft rezoning documents, this decision has been made to allow for the future shared-use of the open space and facilities.

SINSW is supportive of this aspect of the draft Rezoning. In the event that a potential future school is developed at the potential future educational site, SINSW would seek to explore and implement joint and shared-use opportunities between the school and surrounding community. However, this would be subject to timing, funding and a Memorandum of Understanding developed between the parties.

Active/Sustainable Travel:

SINSW notes that increased growth in Wilton, including the Wilton Town Centre, will place further pressure on the surrounding road network. As a result, it is essential that other modes of travel are catered for.

SINSW is highly committed to supporting initiatives that encourage active lifestyles and sustainable travel to and from schools. SINSW therefore recommends that greater public transport, walking and cycling infrastructure and initiatives should be proposed as part of the draft Rezoning to support its proposed growth for a maximum of 1,600 dwellings (amongst other things). Infrastructure and initiatives that should be proposed within the draft rezoning documents to be provided throughout the Wilton Town Centre Precinct include the following:

- A permeable, walkable network with safe crossing points, sufficient footpath width and pedestrian signal phasing to meet travel demand. Pedestrian signal phasing should:
 - Be automatic for pedestrian signals surrounding schools in the 1 hour before AM and 1 hour after PM school bell times.
 - Not have double phasing for pedestrian signals during an operational day.
- An updated bus servicing strategy to service projected growth.
- Wide footpaths and through-paths supported with lighting, way-finding and mature trees, particularly around schools.
- Pram ramps, bus shelters, kerb outstands and refuges crossings, particularly around schools.
- Shared User Paths and scooter/bicycle parking, particularly around schools.
- Lower vehicle speeds around sensitive land-uses, including schools.
- Local area traffic calming, particularly around schools.
- Improved pedestrian access to bus stops and higher bus priority on roads to decrease bus journey times. This includes for school buses.
- Bus shelters for bus stops, including those adjacent to schools.

Infrastructure Contributions:

SINSW notes that the existing Wollondilly Contributions Plan 2020 will apply to land in the Wilton Town Centre Precinct to primarily fund local infrastructure. Considering this, SINSW recommends that Council be advised by DPIE through this submission to consider updating the Wollondilly Contributions Plan 2020 to:

- Provide an explicit exemption for government schools. This request is sought on the basis DoE, in conjunction with SINSW, provides essential social infrastructure for the direct benefit of the community.
- Ensure the requirements for public domain, transport and other infrastructure works required to support government schools in the Wilton Growth Area (Area B) are appropriately levied through the residential growth that drives the demand for a “potential future educational site”.



Pipelines:

SINSW has determined that land to the south and south-east of the Wilton Town Centre Precinct contains underground gas pipelines. Considering this, before any rezoning of the Wilton Town Centre is progressed, consideration must be given to the Hazardous Industry Planning Advisory Papers and AS 2885.1 – 2018. Further, any relevant studies must be progressed to ensure that sensitive land uses and the land uses in general (as proposed) are acceptable given the proximity to the gas pipelines. Without this information, SINSW believes there is insufficient information to progress the rezoning.

SINSW welcomes the opportunity to engage further about all aspects of this submission. Should you wish to get in contact or require further information, please contact Lincoln Lawler at Lincoln.Lawler@det.nsw.edu.au and Jarred Statham at Jarred.Statham2@det.nsw.edu.au.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Alix Carpenter'.

Alix Carpenter
Director - Statutory Planning

Cc: Geoff Waterhouse
Executive Director - Infrastructure Planning



21 December 2020

TfNSW Reference: SYD20/00902/03
Your ref: IRSF20/8411

David Burge
Director, Urban Design
Central River City and Western Parkland City
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear Mr Burge,

Draft Planning Package for Wilton Town Centre Precinct

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the above proposal referred to us by the Department of Planning, Industry and Environment (DPIE) in correspondence dated 6 November 2020.

TfNSW has reviewed the submitted documentation for the draft planning package of Wilton Town Centre Precinct, which includes:

- a discussion paper outlining the rezoning proposal for the Wilton Town Centre Precinct;
- the Draft Wilton Town Centre Precinct Structure Plan; and
- additions to the draft Wilton Growth Area Development Control Plan 2019 (previously exhibited in August 2019).

The rezoning proposal encompasses land for the development of a major strategic centre, the aim of which is to provide residential (up to 1,600 new dwellings), commercial and employment opportunities for the Wollondilly Shire and surrounding region. The proposal also includes land for a public kindergarten to year 12 school, sporting fields, and the conservation of environmentally sensitive land.

Detailed comments on the proposal are provided at **Attachment A** for DPIE's consideration, noting previous comments provided 14 August 2020 relating to infrastructure requirements are still relevant, and are included again for ease of reference at **Attachment B**.

Thank you for the opportunity to provide advice on this proposal. Should you have any questions or further enquiries in relation to this matter, Ilyas Karaman would be pleased to take your call on phone 0447 212 764 or email: development.sydney@transport.nsw.gov.au

Yours sincerely

A handwritten signature in blue ink that reads 'Cheramie Marsden'.

Cheramie Marsden
Senior Manager Strategic Land Use
Land Use, Networks & Development, Greater Sydney Division

Attachment A: TfNSW Detailed Comments on Draft planning package for Wilton Town Centre Precinct (December 2020)

Draft planning package for Wilton Town Centre Precinct	Considerations for Draft planning package for Wilton Town Centre Precinct
<p>Land Use/Networks & Developments / Greater Sydney</p> <p>Overview Comment</p>	<p>TfNSW previously provided a submission to DPIE on 14 August 2020 in response to the Draft Wilton Town Centre Precinct Package, including the Wilton Town Centre Precinct Structure Plan, Infrastructure Plan and Infrastructure table. The submission lists the view of TfNSW on the infrastructure priorities needed to support the anticipated growth, and funding requirements. TfNSW reiterates our consistent position on the infrastructure requirements for consideration by DPIE as provided in Attachment B.</p>
<p>Customer Strategy and Technology</p> <p>Page 17- Schedule 3</p> <p>P3 - Discussion paper</p>	<p>Clarification is sought on whether the Regional Cycle connection, is a separated off road cycleway?</p> <p><i>"Provide end-of-trip facilities alongside vehicle parking in commercial areas to encourage walking and cycling"</i> suggestion to reword to say <i>"provide end-of-trip facilities in commercial areas and educational facilities to encourage walking and cycling."</i></p>
<p>Freight Strategy</p> <p>General Comment</p>	<p>The identification of the Maldon to Dombarton rail freight corridor in the discussion paper and structure plan, and the need to protect the corridor for future rail freight use is supported. The Maldon to Dombarton rail line is important in achieving the longer term objective of separating passenger and freight services on the Illawarra and South Coast rail lines, to ensure improvements for people and the movement of goods to and from the Illawarra region and Port Kembla.</p> <p>Welcome DPIE to continue to work with TfNSW to support the protection, construction and operation of the Maldon to Dombarton project.</p>
<p>General Comment - Potential new fast rail corridor between southwestern Sydney and the Southern Highlands</p>	<p>Please include the following wording relating to the potential fast rail to highlight these investigations:-</p> <p>As part of investigations into Fast Rail between Sydney and Canberra, Transport for NSW is considering a new rail alignment between Menangle and Yerrinbool which could potentially serve the Wilton Growth Area. TfNSW will continue to engage closely with DPIE on this matter, and will also consult with stakeholders as part of the investigations.</p>
<p>Centre for Road Safety</p> <p>General Comment</p> <p>Page 57 - 2.4 Land use opportunities and constraints</p>	<p>Given the 20 year timeframe Council should be encouraged to include the impact of this strategy and emerging road safety needs in their Integrated Reporting and Planning Framework which includes 10 year Community, Strategic Plans and supporting 4 year delivery plans and annual operational plans. This would also encourage building local partnerships between council and community to support Towards Zero road safety objectives, targets, actions and outcomes etc.</p> <p>Consider calling out an opportunity to align speed limits, and supporting infrastructure, with surrounding land uses to deliver road safety benefits and increase the place qualities of local streets.</p>

<p>Page 76 - 3.2 Land use planning approach</p> <p>Page 77 - Table 19</p> <p>Page 81 - Direction 3 and direction 4</p>	<p>Under the principles please consider including the need to align speed limits and supporting infrastructure to deliver safe and integrated local streets.</p> <p>Under planning priority 4 please consider expanding to capture: 'Create vibrant, healthy, sustainable and integrated communities in the new town of Wilton'.</p> <p>Suggest including in the planning and design section of one of these two directions the importance of mandating road safety audits on new or altered large scale developments, to ensure that any increased risks to road safety are addressed and appropriately mitigated and we continue to work towards zero trauma on our road network. A key safety risk is where there is a significant increase in developments which increases walking in that area. The completion of safe system assessments should then occur to review desire lines to nearby pedestrian generators: Town centres within the LGA, schools, shops, restaurants, public transport, etc. and ensure these are safe.</p>
<p>Regional Planning –Southern (Projects)</p>	<p>In terms of the Picton / Hume interchange project, additional assessment has been undertaken, which requires an increase to the area zoned as SP2 in order to allow for an alternative upgrade option, which may better meet the forecast demands as discussed with Gwenda Kullen (DPIE).</p> <p>Refer to Attachment C, which shows the area illustrated in green to be rezoned as SP2 (currently proposed as employment land and environmental protection). Note, the area in pink / orange is already zoned SP2 based on previous TfNSW advice provided to DPIE.</p>
<p>Sydney Network Planning/ Greater Sydney</p> <p>Page 6 – Figure 2</p> <p>Page 14 - 3.2</p> <p>Page 18 - 3.12</p> <p>Page 19 – Figure 10</p> <p>Page 16 - 3.2</p> <p>Page 20-21 – Table 1</p> <p>Page 20-21 – Table 1</p> <p>Page 14 – Figure 10</p>	<p>Clarification on whether the "28 hectares of land for infrastructure" also include bus stops?</p> <p><i>"The Department will investigate new or improved cycleways..." suggested rephrase to "The Department in conjunction with Council will investigate."</i></p> <p>When Wilton was first proposed, it was proposed as "no cost to government". The language has now changed to "no additional cost to government".</p> <p>The allocation of costs associated with VPA and SIC funds is very different to what TfNSW proposed in their submission to DPIE dated 14 August 2020. Further discussion with TfNSW and agreement is required in this regard.</p> <p>Are there any plans to identify the PBN routes?</p> <p>Consideration to the Picton Bypass project?</p> <p>Any rail projects connecting to the proposed mining areas?</p> <p>Referring to Wilton - DCP document: Which of those roads are the proposed off-ramps from Hume Motorway?</p>

<p>Page 15 – Figure 11</p> <p>Network Development</p>	<p>Referring to Wilton - DCP document: Is there an east-west connection for bicycles across Hume Motorway?</p> <p>A pedestrian and cycle path should be provided as part of the access road over the Hume Highway to be included in R13 and RL1 to ensure the provision of a grade separated active transport connection early in the construction of the town centre. This will encourage new residents to walk or cycle to the town centre reducing the reliance on the private motor vehicle. Consideration be given for a 5m facility for walking and cycling, which would allow a 2.5m wide path for pedestrians and 1.5m cycle path with 0.5m for separation between the two modes as a desirable outcome.</p> <p>Given the high school and town centre to be located on the western side of the Hume Highway, there will be a strong demand for active travel from the eastern side of the Hume. For safety reasons this active transport access should be provided as a grade separated connection.</p>
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**Transport
for NSW**

**Attachment B: TfNSW Submission to DPIE dated 14 August 2020 - Draft Wilton Town Centre
Precinct Package – Infrastructure**

Attachment C: Additional land required to be zoned SP2



14 August 2020

TfNSW ref: SYD20/00902/01

Catherine Van Laeren
Department of Planning Industry and Environment
12 Darcy Street
Parramatta NSW 2150

Email: Catherine.VanLaeren@planning.nsw.gov.au
Carolyn.Scott@planning.nsw.gov.au

Dear Ms Van Laeren,

RE: Draft Wilton Town Centre Precinct Package – Infrastructure requirements

Transport for NSW (TfNSW) appreciates the opportunity to review and comment on the draft Wilton Town Centre Precinct Structure Plan, Infrastructure Plan and Infrastructure table. We have focused on the key transport requirements and priorities needed to support the growth and place outcomes envisaged.

The priorities, timing and delivery mechanisms of key infrastructure as proposed by the Department of Planning Industry and Environment (DPIE) in the draft documents, does not currently align with TfNSW's view of priorities and funding requirements, particularly noting the precinct was meant to be rezoned and developed on the basis of commitments to deliver the necessary infrastructure with developers 'to fund and deliver this infrastructure, at no cost to Government' (DP&E, 2016:p10).

Most significantly, the draft plans as they currently stand, will not deliver the initial road network required to facilitate safe access to the Town Centre and the K-12 school as recognised by the 2019 DPIE commissioned *Wilton Growth Area Infrastructure Phasing Plan*. This in turn would jeopardise the delivery of the proposed road network and would compromise the function of Picton Road.

TfNSW see the Wilton Town Centre access bridge over the Hume Highway (R13 & RL1) and the Sub-Arterial connection between the Town Centre and North Wilton (R9A) as the critical top priorities for this new growth area to be funded via VPA to ensure delivery. This is detailed graphically in the map at **TAB A** attached. Other priority transport infrastructure required to support the opening of the school, the initial town centre and the wider Wilton area, as well as their suggested funding mechanisms is further identified in **TAB B**.

Comments and priority works relating to the transport network reflecting the above is provided in **TAB C** (noting it is not inclusive of all infrastructure required which is further listed in DPIE's draft table).

In reference to the Draft Wilton Town Centre Precinct Structure Plan, TfNSW provides feedback along with information relevant to the concept designs at **TAB D**.

Noting the timeframes for this project, TfNSW suggests meeting as soon as possible to further discuss and agree an approach to ensure a safe and efficient network is adequately funded, staged and delivered to best support the town centre and surrounding broader Wilton community.



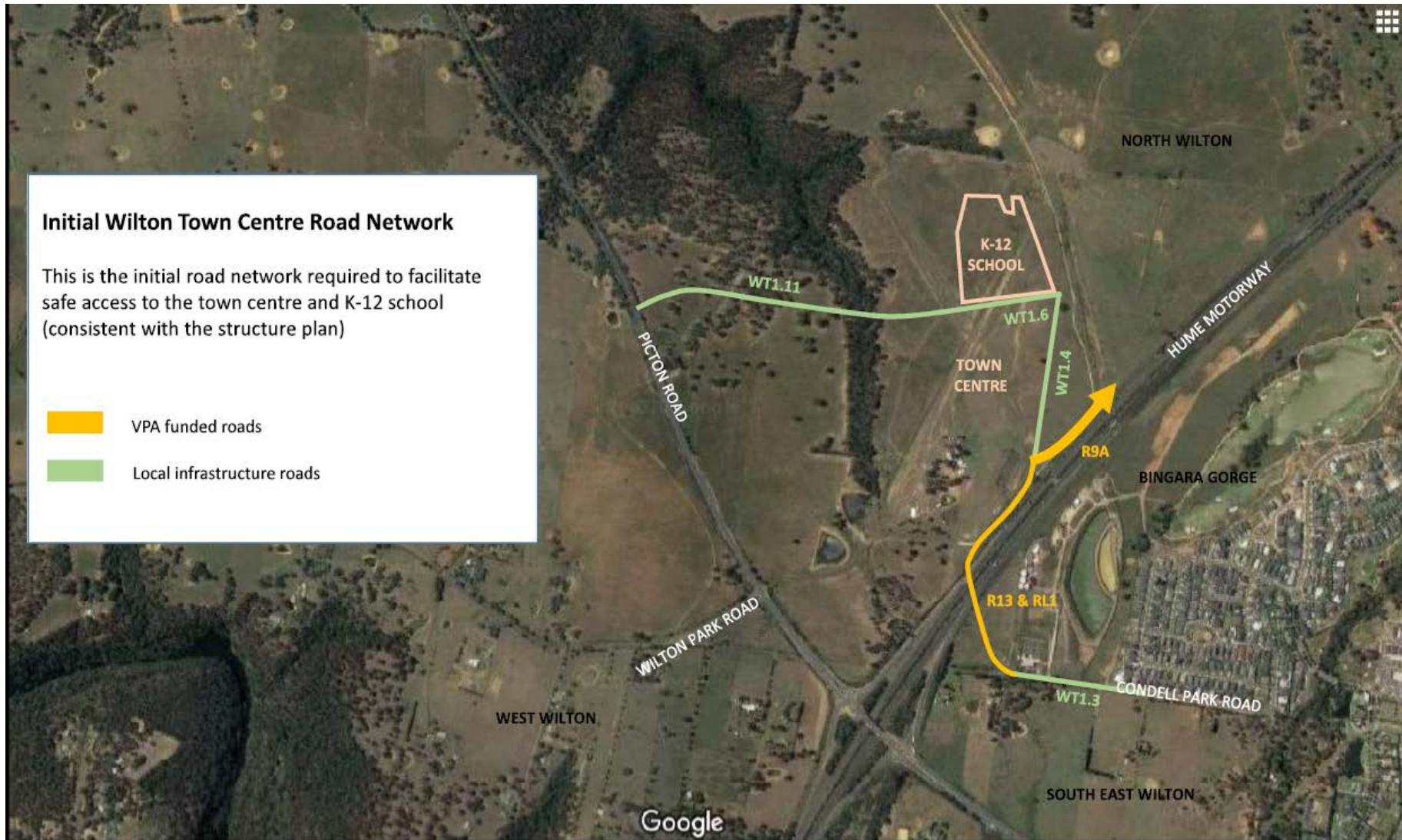
Should you have any questions or queries in relation to this matter, Cherie Marsden would be pleased to assist by phone: 0428 940 142 or email: development.sydney@transport.nsw.gov.au

Yours sincerely

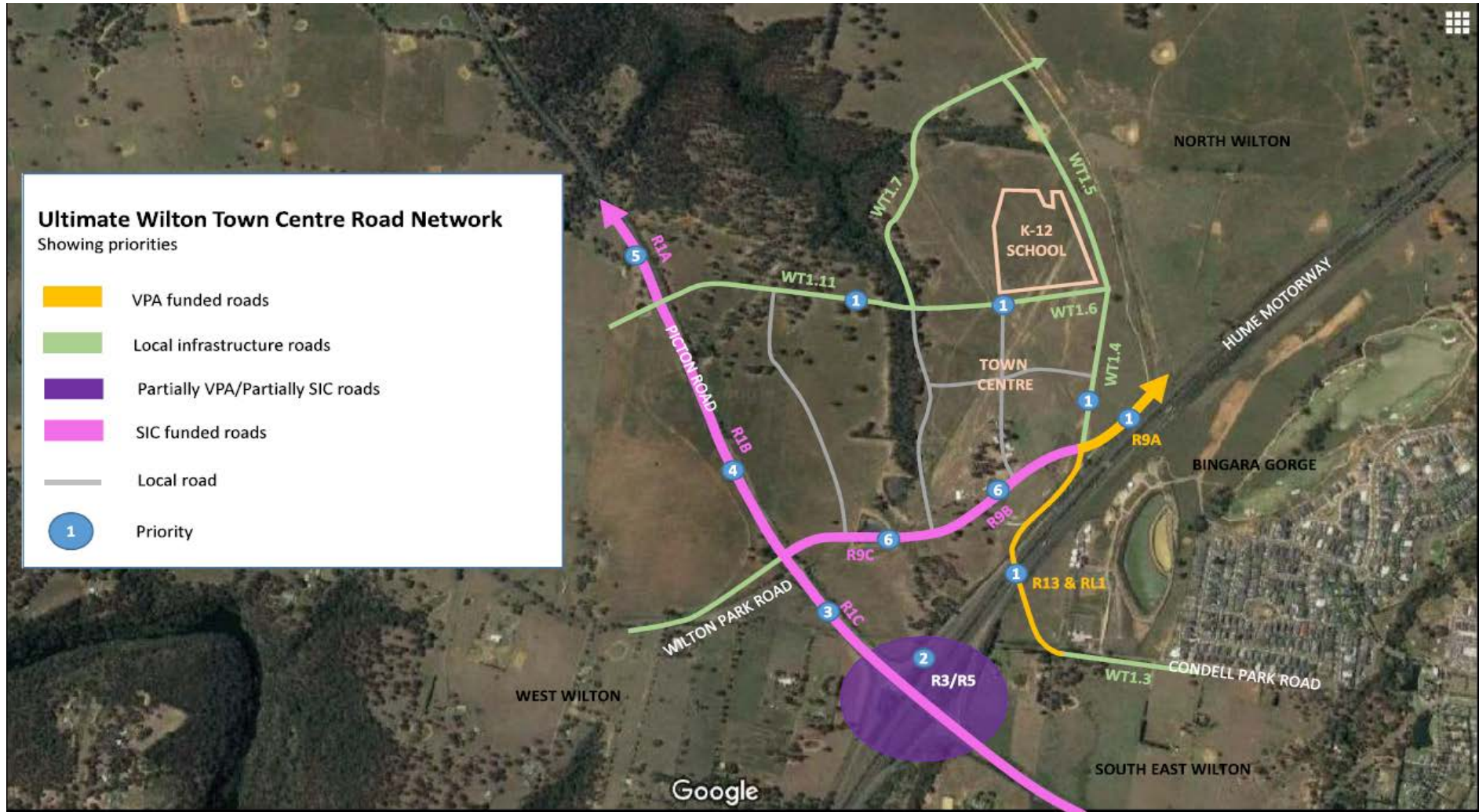
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Colin Langford
A/Director Land Use, Networks and Development
Greater Sydney Division

TAB A – Initial Wilton Town Centre Road Network (TfNSW identified first priority works)



TAB B – Ultimate Wilton Town Centre Road Network (TfNSW identified priorities and funding source)



TAB C - Wilton Town Centre Precinct Infrastructure – TfNSW priorities

Priority	Item Code	Item Description	Time Period	Cost estimate*	Expected Funding Source	Responsible Party	Additional info
= 1	R13 + RL1	<p>Wilton Town Centre access bridge over Hume Highway</p> <p>Connection required to local network on either side (WT1.11 and WT1.4 through S7.11) and connection to R9A.</p>	Short Term (1-5 years)	<p>\$43 million – two traffic lanes of 3.5m each and one side active transport link of 5m (2.5m wide path for pedestrians and 1.5m cycle path with 0.5m for separation between the two modes).</p> <p>This will connect WT1.11 and WT1.4.</p> <p>Includes construction cost but <u>excludes land acquisition</u> and will need to be dedicated.</p> <p>We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.</p>	VPA	Proponent /Developer	<p>The bridge over the Hume Motorway will provide the key pedestrian access route from Bingara Gorge & South Wilton to the town centre and new K-12 school. Delivery of this item is therefore critical and prioritised to ensure safe access to the school (and ultimately town centre) is available.</p> <p>This is consistent with the DPIE’s 2019 Infrastructure Phasing Plan which states that delivery of this infrastructure is <i>critical</i> to ensure safe access to the school (and the town centre).</p> <p>Some examples of similar situations where an active transport link has not been provided with a high school on one side of a busy wide movement corridor include:</p> <ul style="list-style-type: none"> Elizabeth Macarthur High School - located on the eastern side of the Camden Bypass in Narellan Vale. Students have cut through fences and noise walls to cross the bypass with vehicles travelling at 100km/hr. This is not a desirable road safety outcome. Magdalene Catholic College - located to the north of Narrellan Road. Many students come from Mount Annan area and take numerous risks crossing the corridor as they are ineligible for bus passes due to living too close to the school.

Priority	Item Code	Item Description	Time Period	Cost estimate*	Expected Funding Source	Responsible Party	Additional info
= 1	R9A	Sub-Arterial from MDB Crossing to Picton Rd (MDB to Bradcorp Boundary)	Short (1-5 years)	\$2.365M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	VPA	Proponent /Developer	This is critical to connecting WTC to North Wilton and providing access to and from the north facing ramps.
= 1	WT1.11 WT1.4 WT1.6	Collector Road	Short (1-5 years)	Previous discussions with the developer indicated their desire to connect to Picton Road via the proposed connector road network and not the sub-arterial road in the first instance.	Section 7.11 Contributions	Council	It is suggested that this infrastructure be delivered at the same time as the R13 bridge infrastructure and R9A.
2	R3 / R5	Hume Motorway / Picton Rd Interchange Upgrade	Medium (5-10 years)	\$36M and \$30M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	Part VPA / Part SIC	Transport for NSW	Remains the same as DPIE's version, noting that South East Wilton and North Wilton existing VPAs contribute to this infrastructure. We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.
3	R1C	Picton Rd Upgrade - Widening to 6 lanes (D1 to Hume Highway)	Medium to Long term (5 -10+ years)	\$13.5M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated	SIC	Transport for NSW	35 metres is required on each side of the road for areas identified for future upgrading to 6 lanes. We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.

Priority	Item Code	Item Description	Time Period	Cost estimate*	Expected Funding Source	Responsible Party	Additional info
4	R1B	Picton Rd Upgrade - Widening to 4 lanes (Governors Hill intersection to D1)	Medium to Long term (5 -10+ years)	\$12.5M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	SIC	Transport for NSW	20 metres is required on each side of the road for areas identified for future upgrading to 4 lanes. We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.
5	R1A	Picton Rd Upgrade - Widening to 4 lanes (Menangle Rd to Governors Hill intersection)	Long (10+ years)	\$82.5M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	SIC	Transport for NSW	20 metres is required on each side of the road for areas identified for future upgrading to 4 lanes. We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.
6	R9B & R9C	Sub-Arterial from MDB Crossing to Picton Rd (Bradcorp Boundary to Governors Hill internal road) and Sub-Arterial from MDB Crossing to Picton Rd (Governors Hill internal road to Picton Rd)	Long (10+ years)	\$16.9M and \$7M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	SIC	Transport for NSW	We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.
7	P1	Bus Depot - Land	Long (10+ years)	\$5M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	SIC	TfNSW	TfNSW provides in principle approval for the bus depot at this location. However, best practice location for a bus depot is adjacent to or within an industrial precinct. TfNSW would like further consultation on this matter.

* Cost estimates have been taken from the Infrastructure Phasing Plan noting this was prepared in 2018 and costs may have increased since this time and with more detailed scoping.

Other infrastructure listed in the draft DPIE table still requires provision but are not TfNSW top priority items

TAB D – Structure Plan and Concept Plan Information

Approval for release of TfNSW concept design for interchange

At this stage the preferred option for the interchange upgrade is not confirmed and therefore cannot be provided external to Government. Strategic investigations are continuing and TfNSW is planning to confirm the preferred option as part of the Strategic Business Case. The Strategic Business Case is expected to be completed by June 2021.

Potential proponent led concept design for Picton Road widening

TfNSW is intending to complete a strategic design for the Picton Road widening as part of the strategic business case being undertaken. The intersections will be based on modelling undertaken, and preliminary layouts previously provided by DPIE. A preliminary design will be available early September 2020. Once complete, these could potentially be shared so that the developers can design the intersections as required and know where to tie into the main corridor.

Structure Plan

1. Land to be zoned SP2 to accommodate the upgrade of the Hume Highway and Picton Road interchange, based on the concept plans received from TfNSW (provided by Erika Garbayo 1 June 2020)

TfNSW has no objections to these concept plans which were provided by Erika Garbayo on 1 June 2020.

2. An indicative allowance of proposed SP2 land along Picton Road to accommodate future road widening as follows:
 - a. 20 metres to each side of the road for areas identified for future upgrading to 4 lanes

TfNSW has no objections for future upgrading to four lanes.

- b. 35 metres to each side of the road for areas identified for future upgrading to 6 lanes

TfNSW has no objections for future upgrading to six lanes.

Proposed Shareway

TfNSW takes pedestrian safety very seriously and our “Towards Zero” strategy provides a framework on how to improve pedestrian and driver safety. Safety of students in and around schools across NSW is a high priority.

TfNSW sees opportunity in the proposed shareway on the western side of the proposed K-12 school however, further detail and consideration needs to be given to such a proposal. TfNSW is keen to discuss this further with DPIE / Proponent at the appropriate time.



Our Ref: DOC20/954587

Mr David Burge
Director, Urban Design
Central River City and Western Parkland City
Department of Planning, Industry and Environment
david.burge@planning.nsw.gov.au

Attention: Ms Carolyn Scott, Senior Urban Designer
carolyn.scott@planning.nsw.gov.au

Draft Planning Package – Wilton Town Centre Precinct

Dear Mr Burge

Thank you for the opportunity to comment on the Wilton Town Centre Precinct Draft Planning Package.

We previously provided advice to the Department of Planning, Industry and Environment (the Department) on the draft Development Control Plan (DCP) for the broader Wilton Growth Area on 4 October 2019, this is included at **Attachment 1** for your information.

We have reviewed the draft planning package, including the Aboriginal and European Survey Report prepared by Kayandel Archaeological Services and provide comment in relation to considerations under the *Heritage Act 1977* (the Act).

Potential Heritage

We note that there are no existing Local or State listed heritage items located in the Wilton Town Centre Precinct. However, it is noted that the Survey Report identified a potential new local heritage item, habitation rock shelter 'WJ-RS-03', which has both Aboriginal and non-Aboriginal cultural values. The rock shelter contains:

- several charcoal fish motifs and a white anthropomorphic motif, and
- two cast iron bed frames and an assortment of other tin and metal implements and vessels such as a billy can, which could indicate Great Depression era habitation.

It is noted that the Survey Report recommended listing of this site under *Wollondilly Local Environmental Plan 2011* (LEP), as well as further heritage assessment to inform detailed development controls. Schedule 3 of the draft DCP for precinct has mapped both Aboriginal and non-Aboriginal heritage items (Figure 5, p. 9). This is an appropriate approach.

We encourage the identification and listing of new heritage items, provided that all necessary due diligence, assessments and notifications have been undertaken. Prior to finalisation of the planning package, the Department should be satisfied that this is the case.

Heritage Interpretation

The Survey Report also identified potential heritage interpretation signage that:

- highlights the major themes (historic heritage) evident in the local area i.e. the agricultural nature of both this site and the importance of it to the colonial era, and
- is located to incorporate a vista that appropriately reflects the heritage of the area.

We consider that this proposed heritage interpretation will have a positive heritage outcome.

Aboriginal Cultural Heritage

As there are potential Aboriginal heritage impacts from this matter, our Aboriginal Cultural Heritage Regulation team may provide separate advice on the planning package in relation to Aboriginal heritage considerations under the *National Parks and Wildlife Act 1974*.

If you have any questions please contact James Sellwood, Senior Heritage Programs Officer, Strategic Planning and Relationships, Heritage Programs at Heritage NSW by phone on 02 9274 6354 or by email at james.sellwood@environment.nsw.gov.au.

Yours sincerely



Rochelle Johnston
Manager, Heritage Programs
Heritage NSW

24 December 2020



Reference: DOC19/672392

Catherine Van Laeren
A/Executive Director, Central River City and Western Parkland City
Place, Design and Public Spaces
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

catherine.vanlaeren@planning.nsw.gov.au

Draft Wilton Growth Area Development Control Plan 2019

Dear Ms Van Laeren

Thank you for the opportunity to comment on the *Draft Wilton Growth Area Development Control Plan 2019*, which will guide the development of the Wilton Growth Area precincts over the next two decades, including around 15000 new homes, as well as transport, community facilities and open space.

We have reviewed the Development Control Plan (DCP) and, while we do not raise an objection to the plan, we provide the following advice.

Our records show that there are two State Heritage Register (SHR) items within the Wilton Growth Area, these are:

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

The subject area also contains six Items of Local Heritage Significance which are listed under *Wollondilly Local Environmental Plan 2011*:

- Aboriginal shelter sites (Wilton Park) (I285)
- St Luke's Anglican Church (I276) at 1095 Argyle Street, Wilton
- Cottage (I275) at 1090 Argyle Street, Wilton
- Cottage (I279) at 180 Wilton Park Road, Wilton
- Kedron (I280) at 305 Wilton Park Road, Wilton
- Wilton Park Stables, Coachhouse, Water Tanks, Stallion Boxes, Covered Yards (I277) at 370 Wilton Park Road, Wilton (local item covering the same area as the Wilton Park SHR item).

The DCP does not make any reference to any of the above SHR or Local heritage items, we recommend that the DCP be amended to identify these items and specific controls to mitigate any impacts that might occur due to the development of the precincts.

Any future development following finalisation of this DCP which could potentially impact on the SHR items should be referred to Heritage NSW for assessment. As Wollondilly Shire Council is the consent authority, the preservation and mitigation of any impacts on Local heritage items rests with Council.

Heritage NSW also recommends that the wording of the DCP should be revised to reflect currently acceptable terminology:

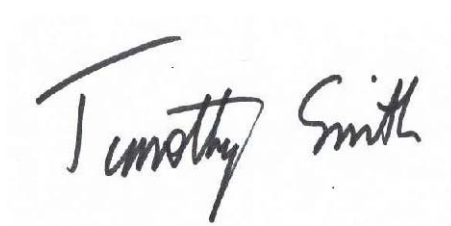
- we note that the term Aboriginal heritage has been used interchangeably with Aboriginal cultural heritage throughout the document, this should be updated to refer to Aboriginal cultural heritage in all instances, and
- references to European heritage should be changed to non-Aboriginal heritage, as the term European heritage is not inclusive of all post-contact heritage.

We note also that there are a number of State Government agency names which need to be updated following the recent Machinery of Government changes. As you are aware, with the exception of Heritage NSW, all the functions of the former Office of Environment and Heritage now sit within your department.

The DCP should be updated to reflect the above changes. Referrals for approval in relation to non-Aboriginal heritage and archaeology under the *Heritage Act 1977* should be referred to Heritage NSW. Referrals under the *National Parks and Wildlife Act 1974* should be referred to the Department of Planning, Industry and Environment.

If you have any questions about the above matter please contact James Sellwood, Senior Heritage Programs Officer – Statewide Programs, Heritage, Community Engagement, Department of Premier and Cabinet by phone on 02 9274 6354 or via email at james.sellwood@environment.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink that reads "Timothy Smith". The signature is written in a cursive style with a large, sweeping initial 'T'.

Tim Smith OAM
Director Heritage Operations
Heritage NSW
Community Engagement
4 October 2019

Mr Brett Whitworth
Deputy Secretary
NSW Department of Planning, Industry & Environment
Locked Bag 5022
Parramatta NSW 2124

12 January 2021

Dear Mr Whitworth

**WOLLONDILLY SHIRE COUNCIL SUBMISSION
DRAFT WILTON TOWN CENTRE PRECINCT REZONING PACKAGE**

Wollondilly Shire Council is pleased to submit its staff level submission on the Draft Wilton Town Centre Precinct Rezoning package, released for public exhibition on 6th of November 2020, as attached.

We thank the Department of Planning, Infrastructure & Environment (DPIE) for the opportunity to provide feedback and extend our appreciation for the additional time granted to compile a submission on this matter.

We see the Town Centre as the pillar for a successful and Vibrant New Town at Wilton, and congratulate the Department on reaching this milestone in creating an exemplar new place for Wollondilly.

Council's submission addresses the exhibited documents relating to the proposed amendments to the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* to rezone the Wilton Town Centre Precinct, including:

- Discussion Paper
- Draft Precinct Structure Plan
- Growth Centres SEPP maps
- Draft DCP - Part 6 and Part 7
- Schedule 3 Town Centre Precinct

Council continues to advocate strongly for acceleration of State and regional infrastructure to create vibrant, healthy and sustainable new communities in Wilton, and to support the local economic recovery, job creation and healthier self-containment. While we support the exhibition of a comprehensive package of information, it is disappointing that a draft planning agreement to support the necessary infrastructure has not yet been provided. It is critical that the planning agreement and the draft SIC be notified prior to the final rezoning being considered.

Given the limited exhibition period for such a significant policy over the Christmas period, we have not had the opportunity to report these changes to Council. A copy of this submission will be provided to our elected Council and a final endorsed position with any changes will be forwarded to the Department at that time.

We look forward to continuing to work with the Department on the planning for Wilton, and welcome further consultation on the matters raised in this submission.

Should your team wish to discuss any aspect of this submission, please contact Edith Barnes, Executive Planner – Growth Areas via email edith.barnes@wollondilly.nsw.gov.au or phone 02 4677 9780.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Toni Averay', with a long horizontal flourish extending to the right.

Toni Averay
Acting Chief Executive Officer

Encl: Council Submission to Draft Wilton Town Centre Precinct Rezoning package
Wilton Town Centre Precinct DCP Feedback Spreadsheet
Extract of Email to DPIE (19.08.20): Ref: *WSC combined comments*



Submission by Wollondilly Shire Council

Wilton Town Centre Precinct Exhibition Package

**As exhibited by NSW Department of Planning & Environment (November 2020
– December 2020)**

January 2021

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1 INTRODUCTION

On 6 November 2020, the NSW Department of Planning & Environment (DPIE) released the Wilton Town Centre Precinct Rezoning Package for public comment.

Wilton 2040 is a land use and infrastructure implementation plan that sets a long term vision for the urban release area along the Hume Motorway and Picton Road. There are 6 precinct of which one is established being Bingara Gorge and a further two have been rezoned, South East Wilton and North Wilton.

DPIE also published an infrastructure brochure, the document does not form part of the exhibition but is timely in its alignment with the exhibition of the Wilton Town Centre Precinct.

It is Council's vision to see Wilton Town Centre emerge and develop into a future Strategic Centre for Wollondilly.

Wollondilly Local Strategic Planning Statement (LSPS) sets our twenty year vision for Shire including Wilton.

“Wollondilly will have a prosperous, sustainable and resilient future.

Our future will be grounded in what we love. The community will be connected, local, healthy, and better prepared for climate impacts.

We will protect what makes us special - our unique villages and lifestyle within a landscape that people can celebrate, visit and explore.

Our new town at Wilton will be strategic centre, with new job opportunities, regional facilities, greater advantages for healthcare and education and a variety of open spaces.

Our local economy will leverage the opportunities of the Western Parkland City and Western Sydney Aerotropolis, creating more local jobs and benefitting from greater investment in industry, tourism, agriculture and the creative arts.”

The LSPS advocates for infrastructure that is commensurate to population growth including, a health precinct that caters for the physical and mental health of community, public transport including electrified rails, cohesive and connected pedestrian and cycling network, effective services such as wastewater and access to technology.

The LSPS also advocates for exceptional environmental outcomes including extensive tree coverage supporting 40% target, the protection of native animals and significant vegetation such as Cumberland Plain Conservation Plan, protection and promotion of waterway health, access to healthy food and a focus on efficient energy consumption for buildings.

Council will continue to actively push all parties to think about the unique setting of Wilton and the need to do things differently and make Wilton growth area a great place in line with Wilton 2040 and the Wollondilly LSPS.

2 THIS SUBMISSION

Wollondilly Council has prepared a submission to cover the following documents as exhibited

- Discussion Paper
- Draft Precinct Structure Plan
- Growth Centres SEPP maps
- Draft DCP - Part 6 and Part 7
- Schedule 3 Town Centre Precinct

Noting that the majority of the comments in relation to the DCP sit in the attached Wilton Town Centre Precinct DCP Feedback Spreadsheet. Council is taking this opportunity to continue to advocate for investment and commitment to infrastructure in Wilton.

3 KEY ISSUES

Discussion Paper and Growth Centre SEPP maps

Council staff would like to commend DPIE and provide support for the following aspects of the package as presented in the Discussion Paper:

- The vision with Wilton as the key Strategic Centre providing opportunity for access to a wider variety of services for residents of the Shire.
- The aims of the planning approach focused on achieving flexibility, infrastructure, high quality public spaces, and safe roads with end of trip facilities that support walking and cycling.
- The changes that have been identified to the North Wilton Precinct Structure Plan required to facilitate alignment with the town centre and its final form.
- The preservation of rail corridor for future planning
- The recognition for stronger controls and design to safeguard water quality of Byrnes Creek. It is further recommended that this matter form one of the objectives in the SEPP for the town centre precinct.
- The inclusion of health and wellbeing outcomes and the inclusion of the Wilton Health and Wellbeing Strategy.

Housing: The housing cap for the precinct is consistent with Wilton 2040 however it would be helpful to understand the intended distribution of density. This important given that the town centre is promoting diversity in housing typologies and that there are also areas of medium density as well as standard low density residential lots proposed in precinct to the dwelling the cap of 1,600. The impacts that housing will have in so called 'mixed use' areas (discussed below) which are better defined as employment areas, needs to be addressed as part of the finalisation of the town centre rezoning.

Traffic and transport infrastructure: DPIE has released a number of studies (some quite dated) with the rezoning package that no longer serve a purpose. Planning for Wilton has changed significantly and the findings within some of these studies do not align with Council's endorsed vision for Wilton. An example is the transport study that talks to very limited services that are proposed for buses with no regionally significant links being considered as part of the growth area. This sends the wrong message about investment in public transport, nor will it delivery and commit to the right outcome. To ensure Wilton is a well-connected community more work is required at the earliest possible stages by Government for rapid buses in the short term and rail in the long term and messaging is as important part of the process.

Bushfire protection and mitigation: Given the current concerns expressed by NSW Rural Fire Service (RFS) on the neighbourhood planning process, in particular the concerns raised for draft North Wilton Neighbourhood Plan No. 1 and the required level of detail, it is strongly encouraged that land not be rezoned unless RFS is consulted. Further RFS should be satisfied with the level of detail required now and then at Neighbourhood Planning stage before development applications are lodged with Council.

Biodiversity and riparian corridors: It is requested that any changes to the Cumberland Plain Conservation Plan (CPCP) boundaries should be communicated with Council as early as possible. We also recommend that the management approach where environmental land interfaces with public land should be explored early. It may also be useful for DPIE to review the submission Council made on the CPCP.

Without seeing the detail on the proposed clauses for the SEPP it is difficult to provide comment however we have appreciated the collaboration to date on the project and hope that we can continue to work through detail such as SEPP clauses when they become available. Overall Council staff consider that the proposed clauses are sound in intent.

Lastly, the discussion paper while not a statutory document, does guide intent and with this in mind, the language that is used should be reconsidered. The preferred wording for the centre is “*shopping precinct*” not a “*shopping centre*” as the second would appear to encourage or suggest big box retail which is not desirable or suitable outcome for Wollondilly’s new Strategic Centre.

Proposed SEPP Maps:

- Key Sites Maps: Area C extends beyond the town centre precinct boundary and into North Wilton precinct however the structure of the Growth Centres SEPP has an appendix for North Wilton and logically there will be an appendix for the town centre. How does DPIE intend to link the controls to ensure that they are captured for land in the North Wilton precinct?
- It is the preference of Council that the height of buildings map should be included in the SEPP. There is too much inconsistency with the treatment of the precincts in the SEPP. We expect that clarity and transparency in controls should be prioritised and this would include having heights in the appropriate Environmental Planning Instrument (EPI).
- No issue with the proposed zones as they are consistent with the North Wilton and South East Wilton precincts.
- Support the E2 zone for CPCP land and support the SP2 zone for the Maldon Dombarton Rail Corridor and parts of the road network.
- It is noted that DPIE use a different cadastre to Council. Any ‘data’ issues must be carefully considered by DPIEs GIS staff before finalisation to avoid the incidental rezoning of land.

Draft Precinct Structure Plan

Council staff are pleased to see that vegetation will be a key element of the town centre however there are some outstanding concerns that will need to be explored further through post-exhibition discussions.

- *Intensive land uses adjoining the E2 Environmental Conservation spine:* The adjoining land uses as shown in the structure plan include the town centre, medium density land uses, employment land uses and sub-arterial roads. Interface and edge effect mitigation is critical at these points. There have previously been suggestions of buffers between the E2 and the adjoining development however we note and are aware that there will also be Asset Protection Zones (APZs) (of varied values) and perimeter roads, with this in mind it would be helpful to explore graphically with the CPCP team and Councils

environmental team, interface solutions that would achieve positive environmental protection outcomes for the E2 Environmental Conservation land.

- *The E2 Environmental Conservation zoned land to the north of Collector Road WT1.11:* The vegetation to the north of WT1.11 is considered to have biodiversity value and it would in the opinion of staff make sense to avoid unnecessary edge effects by extending the E2 zone to meet the WT1.11 collector road. Council would welcome discussion and an onsite meeting to establish the value of the land and vegetation in question. This could include the CPCP team and well as the land release team.
- *Employment lands to the south:* the structure plan calls this area employment lands however the description of the land in the discussion paper refers to it as mixed use. It is important that this land is kept aside to assist Council in meeting the jobs target for Wilton. The draft Wollondilly Employment Lands Strategy 2020 identifies that target will be challenging to deliver unless land is specifically identified for employment purposes. It will particularly challenging to deliver employment uses if there are residential uses in close proximity to land that should be set aside for jobs. This can create unnecessary land use conflicts. This area will need to be looked at carefully to make sure that job generation is the primary focus.
- *E2 Environmental Conservation boundary and connectivity between the precincts:* Generally any proposed changes to the CPCP boundary/E2 Environmental Conservation boundary would ideally be discussed with Council if amended as a result of any submission. Early planning of links such as pedestrian and cycle links and roads should be identified in the structure plan but also the CPCP when made to ensure that the precinct is truly connected and walkable and that the related CPCP accommodates the place making outcomes for Wilton. Such linkages are considered critical in assisting the community feel connected to, value and respect natural areas.
- *Management outcomes for the E2 Environmental Conservation spine:* The management of this land for environmental purposes needs early thinking and planning. It would be expected that the interfaces and management techniques would need to align with CPCP and be represented in the Neighbourhood Plan to ensure that the management approach is known early. Better guidance in this space may be required via the DCP and further conversations would be extremely beneficial noting there has been no discussion on the future owner of these land, and it is pointed out that there should be absolutely no presumption that Council is inclined to take on that role.
- *Rail corridors and adjoining land uses:* The DCP should be clear about how land uses surrounding the rail corridor should be developed to ensure that they are integrated and future proof. Further controls may be need to consider this in both the SEPP and in the DCP.

Draft DCP

Council staff have provided a comprehensive review of the controls in the attached Wilton Town Centre Precinct DCP Feedback Spreadsheet. The spreadsheet where practicable makes suggestions for solutions however the intent has been primarily to focus on the desired outcome. The detail is contained in the spreadsheet however below we provide high level areas that require further work and discussion.

- Application of the DCP for employment lands needs to be clearer
- Car parking controls need further refining to be more flexible
- Water Sensitive Urban Design will need further discussion

- Mixed use controls are light and will require further work
- Road cross sections should ensure sufficient area for tree planting
- Off road cycle links should be provided when there are safety issues such as on the sub-arterial road. These should be grade separated.
- Reference is made to a civic administration building in Wilton however there is no intention for an administration building in Wilton town centre, the Council (Administration Building) will remain in Picton.

Schedule 3

The Schedule has been reviewed in detail in the attached spreadsheet noted above, generally Council would note the following high level issues for discussions:

- A hydrology map would be more beneficial than the current maps that indicates dots showing end of line treatments more than likely detention basins.
- Consider the inclusion of an up to date list of requirements for the town centre Neighbourhood Plan to ensure that the Neighbourhood Plan covers off on expected outcome.

Infrastructure and State VPA

The absence of State VPA with the rezoning package is extremely disappointing to see a critical rezoning package or that the exhibited Wilton SIC has not been finalised. Council requires confirmation from the Department that it is commitment to making the Wilton SIC at a value not less than that exhibited and securing critical infrastructure to support growth. Council also requires the State VPA be exhibited and that consultation occur Council and the community given adequate opportunity to provide input, before the rezoning process is complete.

Council staff note that Figure 10 is generally consistent with the Contributions Plan. Regarding the table on page 20 that lists the infrastructure items, the following comments are provided:

- R1B is a SIC item;
- RL1 is not a S7.11 item, so a delivery mechanism is required to be identified;
- R3 is a SIC item (\$41M in total, including \$10.6M from South East Wilton VPA and \$7.8M from the North Wilton VPA) and is a high priority for the Council;
- WT1.7 road hierarchy is to be reviewed in line with WTC zoning package.

The discussion paper makes a statement that the 7.11 Plan covers the cost of drainage infrastructure. Council staff would like to clarify that the Section 7.11 Plan includes open space, some roads, and community works but does not include drainage infrastructure as this is direct requirement of development works.

Education and Health Facilities in Wilton Town Centre

Council staff welcome the release of the aforementioned infrastructure brochure and reiterates its focus on the importance of early planning and delivery of infrastructure such as schools, health services, public transport.

These types of investment signal that Government is serious about the early delivery of infrastructure to match the housing delivery as identified in the Western City District Plan and importantly the serve to attract early interest and investment into the centre by business.

Council's recent resolution in relation to "Planning and Advocacy for Essential Infrastructure for the Wilton Growth Area" is provided in Part 5 below and serves to show our ongoing support for planning and collaboration to deliver a great town in Wilton.

Notwithstanding this approach, Council continues to advocate strongly for accelerated delivery of NSW Government infrastructure to create vibrant, healthy and sustainable communities in our new town in Wilton, and to support local economic recovery and job creation. This includes ensuring that schools and a hospital and integrated health care facility are planned and delivered with the commensurate population growth. Therefore, should population growth exceed or accelerate beyond that identified in Councils Local Strategic Planning Strategy, these items are absolutely critical and should be planned now, not after.

Other Matters

The following matters are issues that we believe should be considered as part of the planning for the town centre.

- Further thought should be given to integrating the bus hub with a commercial building in the town centre, this would make it a safer space for use by community members as services start to come online and increase over time.
- Additional consideration may be required to understand any specific design requirements and delivery mechanism for the road (RL1) identified as adjoining the proposed IN2 land expected to facilitate the expansion of the Waste Water Treatment Plant. Discussions with DPIE, Sydney Water and Council on this matter is encouraged.

4 Closing

Council staff would like to thank the team at DPIE for the opportunity to comment on the final package which overall is tracking well. We note that there is still some detail that requires refinement however we look forward to continuing to work through the process together.

Further Council staff also note the effort of all parties to deliver the wider Wilton Growth Area DCP exhibited in 2019. The revised DCP supporting the 40% tree canopy cover for Wilton and tree planting on in both public and private land is to be highly commended, We would like to encourage the Minister and DPIE to support these outcomes for Wilton and finalise the Wilton Growth Area DCP so that planning applications for Wilton can progress with greater certainty and better more resilient outcomes for future residents.

5 October 2020 Council Resolution

11.4 PLANNING AND ADVOCACY FOR ESSENTIAL INFRASTRUCTURE FOR THE WILTON GROWTH AREA - RESOLUTION 200/2020

Moved: Cr Judith Hannan

Seconded: Cr Matthew Deeth

That Council:

1. Continues to advocate strongly for accelerated delivery of NSW Government infrastructure to create vibrant, healthy and sustainable communities in our new town in Wilton, and to support local economic recovery and job creation, *particularly:*

- *effective public transport, including electrified rail*
- *a new health precinct*
- *the new K-12 government school*
- *a cohesive and connected pedestrian and cycling movement network*
- *strong social connection and community participation*
- *efficient water use and reuse*
- *effective wastewater servicing*
- *an extensive tree coverage*
- *the protection of native animals and implementation of a koala conservation strategy*
- *preservation and protection of significant vegetation through the Cumberland Plain Conservation Plan*
- *protection and promotion of waterway health*
- *growth of and access to healthy food*
- *embedding of innovative technology*
- *local jobs for residents*
- *efficient energy consumption for buildings, focused on orientation and design*
- *urgent upgrade to the Picton Road and Hume Highway intersection*
- *urgent widening of the Picton Road in stages to Wollongong.*

Emphasising this is about infrastructure acceleration, not acceleration of Wilton.

2. Advocate for the NSW Government to prioritise and fast track the Wilton infrastructure phasing plan.

On being put to the meeting the motion was declared **CARRIED 6/0**

In Favour: Crs Matthew Deeth, Judith Hannan, Robert Khan, Michael Banasik, Simon Landow and Noel Lowry

Against: Nil

6 Wilton Town Centre Precinct DCP Feedback Spreadsheet

DOCUMENT REVIEW SHEET



HPE Content Manager No.	10360
HPE Content Manager Name	Wilton Priority Growth Area Development Control Plan
Document Title	DCP - Precinct Schedule
Document Revision	2020 Public Exhibition

Item No.	Item Reference Location <i>e.g. Clause, Section, Control number etc.</i>	Page No.	Reviewer's Comments <i>e.g. Description of the issue and TRIM document reference were applicable</i>	Recommended Response Actions <i>e.g Proposed Solution/Alternative</i>
1	Byrnes Crk conservation area		Raised in Council's CPCS submission was the ecological shortcomings in the impact 'avoidance' approach	To note the likely adverse implications of this arrangement. For example, the E2 land will require high level maintenance, will be subject to weed encroachment and litter; contradictory to the E2 zone objectives. Suggest that a buffer between built areas and E2 land serves the purpose of minimising these impacts - for example an open space style buffer. APZ will need to facilitate truck access.
2	Byrnes Crk conservation area (E2 'spine')		Note that Strategic team will be advocating for a pedestrian overpass/crossing of the E2 'spine'	It is understood that a bridge crossing will most likely be needed based on terrain/creek. Measures are to be implemented to minimise impact to E2 land beneath and adjacent to the bridge. For example: Enable access to land beneath for maintenance purposes, erect barriers to deter dumping of rubbish from sides of bridge etc.
3	Conservation land		The content of Council's Submission on the Cumberland Plain Conservation Plan as well as the exhibition outcomes as a whole have relevance to the Town Centre Precinct Plan.	Any changes to the environmental conservation boundary resulting from the exhibition of the Cumberland Plain Conservation Plan relating to the Wilton Town Centre would be worth discussing in a meeting between the Cumberland Plain Conservation Plan Team, Department of Planning, Industry and Environment and Council.

DOCUMENT REVIEW SHEET



HPE Content Manager No.	10360
HPE Content Manager Name	Wilton Priority Growth Area Development Control Plan
Document Title	DCP - Precinct Schedule
Document Revision	Public Exhibition 2020

Item No.	Item Reference Location <i>e.g. Clause, Section, Control number etc.</i>	Page No.	Reviewer's Comments <i>e.g. Description of the issue and TRIM document reference were applicable</i>	Response Actions <i>e.g. Proposed Solution/Alternative</i>
1	General		Does not include any reference to the Wilton Health and Wellbeing Strategy	Recommend including a reference, this may be appropriate in the objectives
2	Section 1.2	2	DCP Part 7 Wilton Town Centre should be referenced in the first paragraph	Add reference to DCP Part 7
3	2.2 Key Development Objectives for the Wilton Town Centre Precinct	5	Point (1) - agree with the intent however has negative undertones.	Recommend the removal of "to address the shortfall in employment opportunities in the Wollondilly Shire" and begin with "To increase the ratio of local jobs for local residents...."
4	2.2 Key Development Objectives for the Wilton Town Centre Precinct	5	Acknowledge that objectives track well against the social determinants of health.	Recommend including objective that explicitly prioritises health and wellbeing (or health and equity). This could be similar to approach taken in 2.1 of Part 7 of the draft DCP.
5	Section 2.3, Figure 4	8	In terms of water quality we arent sure how the site monitoring applies to Wilton Growth Area.	We request further work in consultation with EPA is undertaken to reflect consistency with the Risk Based Framework and the Pheasants Nest monitoring site adopted by EES and the EPA. We also request Council be included in this.
6	Section 2.3, Figure 4	8	Integrated water cycle management map encourages end of line treatments rather than an intergrated approach. Should focus less on pinpointing where the drainage items are but more how it should be managed. Further, end of line point treatment measures are discouraged by the WSC Integreated Water Strategy.	Suggest to focus more on the existing hydrology and identify opportunities to connect to the blue/green grid. Amend figure to show "blue" shading over all development land and identify as "Distributed Drainage Infrastructure in accordance with WSC Integrated Water Strategy (ie water quality using stormwater retention)". Separately, Council, DPIE and other agencies need to work collaboratively towards an outcome based approach and agree on the information required at each stage of the planning process e.g. information required for assessment of the Neighbourhood Plan and Development Application.
7	Section 2.3, Figure 11	13	Public Domain areas are not included in the map.	Suggests to remove Public Domain from the figure heading.

8	Section 2.3, Figure 9	15	Regarding the Walking and Cycling Network Plan, Council is strongly opposed to on road cycleways on high traffic roads i.e. sub-arterial and collector roads as they are not safe for families and children which will discourage active transport use. Refer to supporting submission cover letter.	Recommend separation of cycleways in the form of sharepaths suitable for both cyclists and pedestrians.
9	Section 3.2 Town Centre Core Special Urban Areas Controls	17	Regarding " <i>Campus Commercial, Health, Education and Civic</i> " areas - while there will be a library and a community hub, there is no intention for Council civic administration uses in Wilton.	Recommend to remove reference to civic administration uses in the Wilton Town Centre where applicable.
10	Section 3.3 Place Making Special Urban Areas Controls	19	Figure 14 map is confusing, e.g. Key land uses not explained and colours not defined, " <i>Hall of Industry</i> " should correspond to section 3.3.1	Suggest a review of the map to simplify for clarity including key features to correspond to descriptions in 3.3.1
11	Section 3.3 Place Making Special Urban Areas Controls	19	General comment - written portion appears to be a mix of controls and objectives.	Suggest a review of the written section to ensure it can be appropriately applied and assessed against at the Neighbourhood Planning stage
12	Section 3.3.1 Key Features	20	<i>Green Gateways</i> and <i>Town Gateways</i> have been indicated on the map in figure 14 however the distinction between gateways have not been provided in the description. Further the role of "gateways" is unclear. If only one gateway is nominated as green, does that mean that the other gateways will not include street greening in the public domain?	Suggest to either include the intention of the gateways that distinguishes between <i>Green gateways</i> and <i>Town Gateway</i> including reference to encouragement of tree canopy cover in the public domain OR remove reference to "green" in the label altogether so not to discourage greening from all gateways.
13	Section 3.3.1 Key Features	20	Key features described should be more flexible to allow for market changes and detailed urban design concept at the Neighbourhood Planning stage, e.g., " <i>The Town Square shall include a performance stage and striking public art...</i> "	Suggest to reframe key features to "encourage" the desired outcomes of the special urban areas.

DOCUMENT REVIEW SHEET



HPE Content Manager No.	10360
HPE Content Manager Name	Wilton Priority Growth Area Development Control Plan
Document Title	DCP - Draft Part 6 Employment
Document Revision	2020 Public Exhibition

Item No.	Item Reference Location <i>e.g. Clause, Section, Control number etc.</i>	Page No.	Reviewer's Comments <i>e.g. Description of the issue and TRIM document reference were applicable</i>	Recommended Response Actions <i>e.g. Proposed Solution/Alternative</i>
1	1.1 Land to which this applies	2	Figure 1 does not clearly capture all employment generating land across the Wilton Growth Area, only the Town Centre but will apply to other lands outside the precinct.	Figure 1 should be amended to include other employment generating lands across the Wilton Growth Area, including areas zoned in South East and North Wilton and the IN2 land etc. For clarity, future proofing and ease of assessment this should be made clear.
2	1.1 Land to which this applies	2	In relation to Figure 1 (pink) - Employment generating land, Employment Land and Mixed use area appear to have been interchanged in the WTC package. Council would not support genuine mixed use including residential as it would undermine our ability to deliver on the state government's jobs target of 15,000 jobs for Wilton.	Suggest to clarify intent of the employment land proportion of the Wilton Town Centre Precinct and reflect through the DCP and Precinct Schedule accordingly.
3	Control 1.6.2	6	This control is appropriate. The clause 5.4 Controls relating to miscellaneous permissible uses could be an effective mechanism to limit the retail floor area outside of centres. This clause has already been applied to Neighbourhood shops in the North Wilton Precinct.	No further action
4	Table 2 - Centre Role and Function - Local Centre	8	Local centres, appropriate retail uses - proposed retail floor areas are appropriate	No further action
5	Table 2 - Centre Role and Function - Neighbourhood Centre	8	Floor space - to be approximately 2,000 m2.to 3,000 m2.	Consider limiting to 2500m2
6	2.3.2 (2)	11	Language could be more explicit	Recommend changing wording to: Battle-aces lots are prohibited in Strategic, Local and Neighbourhood Centres
7	2.4.2.4 Adaptable and Flexible Design, control iii	13	This seems to contradict with the provisions in 2.4.2.3. The higher floor-to-floor height of 4m is desirable as it would enable light industry uses to be incorporated if commercial is not viable.	Consider minimum 4m ceiling heights for ground floor/podium levels
8	2.4.2.5 (5) Roof Design	13	Supportive of control however consideration needs to be given to noise and amenity for adjoining residential uses	Remove "the department encourages". Recommend including additional controls for roof-top open space adjoining noise sensitive development. Note: Council is not supportive of residential uses in the employment lands.
9	2.5.2.1 (3)(ii) Landscaping	14	Landscaping for buildings to be separate calculation to landscaping for the street	Remove "(ii) widening verge areas"

10	2.5.2.1 (3)(iv) Landscaping	14	Support the incorporation of green roofs, planter boxes etc. on level above ground	Request specification of a minimum landscaping to be provided at street level to ensure the pedestrian experience is improved and overall streetscape objectives are met e.g. X% of all required landscaping is to be provided at ground level
11	2.5.2.1 (8)	15	Supportive of requirement for deep soil planting zones however metric may not provide intended outcome.	Recommend a minimum depth of planting zone in addition to the cubic requirement.
12	2.5.2.2 (3)	15	Reference to Local Government Act provision not appropriate as a control	Recommend the reference is included as a note below the control, or as a footnote, rather than within the control
13	2.5.2.3 Active Frontages	16	Retail active frontages are to have: ii a minimum of 12 tenancy entrances per 100m	Consider removing - while the intent is clear - it becomes very prescriptive and allows limited flexibility for alternate uses. Control 2.5.3.3 (8) would effectively deliver the same intent.
14	2.5.2.3 (4) Active Frontage	16	Intent and application of this control is unclear in regard to a "unobstructed view from the adjacent footpath to a depth of 6m within the building"	Suggest removing metric from control. If this control is about daylight access include control as such
15	3.2.1 Lot Subdivision Objectives	23	These objectives are appropriate	No further action
16	3.6.2 (4) Landscaping	29	This flexibility and merit based assessment is supported	No further action
17	3.7.2 (2) Communal Areas	30	Is this in addition to the other deep soil planting?	Suggest control 3.7.2 (1) is sufficient to achieve the intent.
18	3.10.2 (1) Specialist Retail Premises	32	This clause is appropriate to conserve local centre hierarchy.	No further action
19	3.10.2 (2) Specialist Retail Premises	32	This clause is appropriate.	No further action
20	3.11 Car showrooms	33	Concern that proposed site coverage, when including required car parking will not realise good amenity and landscaping outcomes.	Further testing of landscape and built form outcomes needed post-exhibition to ensure appropriate level is achievable. Suggest to include a control around impervious v. pervious surfaces rather than a focus on building footprint. This will also support WSUD and the desired stormwater objectives.
21	3.12.2 Sex Services Premises	36	Additional control requested	Include control similar to that for restricted premises provided 3.13.2(2) on page 37 regarding location of sex services premises in reference to places where children congregate, places of worship, schools, and the like.
22	4. Mixed Use Section	38-39	Assuming this is for mixed use areas outside of the town centre - should it potentially encourage uses other than tradition retail to maintain hierarchy. If this is the case it should also incorporate controls around floor to ceiling heights, tenancy floor plate sizes etc. It seems like a lot of time as been spent of centre based development but then this is left fairly open which is a risk. It would be good to discuss further.	Suggest to add additional controls to tighten the desired outcomes for mixed use. Recommend further work and review of this section.
23	4.2.2 (1) Land use and built form	38	Light industrial should be included as a non-residential use within mixed-use developments	suggest to add light industries
24	5.2(11)	41	Council does not currently have specific growth-area-wide stormwater and water-sensitive urban-design controls	Suggest to revise to "in accordance with the relevant council policy"
25	6.2.2.1	45	Reference to Class 1 and Class 2 bike facilities	Request clarity around the two different class'
26	6.4 Car parking rates - table 3	47-51	The car parking rates prescribed appear quite onerous and in their current form do not necessarily encourage reduced car dependence. Further we strongly recommend that any car parking rates are not referenced from the Wollondilly DCP 2016 as they were developed for a different urban context.	Suggest to review these rates and refine them to a more appropriate measure given the context of Wilton.
27	6.4 Car parking rates - table 3	47-51	Includes references to land uses that are not permissible in the UDZ (as per land use table contained in Appendix 14 and 15 of the Growth Centres SEPP	Remove reference to the following land uses: depot, freight transport facility, rural industries
28	6.10 Landscaping of car parking areas	56	supportive of controls to require landscaping and canopy cover in car parks of a certain scale.	Recommend moving controls to below 6.6 for readability and ease of application. Landscaping should be a prominent feature of car parking areas.

DOCUMENT REVIEW SHEET



HPE Content Manager No.	10360
HPE Content Manager Name	Wilton Priority Growth Area Development Control Plan
Document Title	DCP Draft Part 7 Wilton town Centre
Document Revision	2020 Public Exhibition

Item No.	Item Reference Location <i>e.g. Clause, Section, Control number etc.</i>	Page No.	Reviewer's Comments <i>e.g. Description of the issue and TRIM document reference were applicable</i>	Recommended Response Actions <i>e.g. Proposed Solution/Alternative</i>
1	General Comments		Support the inclusion of reference to the adopted Wilton Health and Wellbeing Strategy	no further action.
2	General Comment		Preference for the use of the phrase 'walking and cycling' as opposed to 'pedestrian and cyclist'. Not only is the latter more reader-friendly, it also places emphasis on the act of walking or cycling rather than identifying people as pedestrians or cyclists or motorists. Most people do a mix of the three	Replace 'pedestrian and cycle/ing/ist' d with 'walking and cycling'. Not only is the latter more reader-friendly, it also places emphasis on the act of walking or cycling rather than identifying people as pedestrians or cyclists or motorists. Most people do a mix of the three
3	2.2.1.1 Desired Future Character - retail and mixed use	10	While light industrial uses are mentioned here, they are not encouraged in other provisions.	Land uses typically permitted within a standard Light Industrial zone are quite broad and not all necessarily align with the objectives of the Wilton Town Centre, e.g. Vehicles sales or hire premises, intensive plant agriculture etc. Uses permitted under a "light industry" definition may be appropriate but further work required to refine and ensure the desired outcome for the town centre is achieved.
4	2.2.1.1 Desired Future Character - bus hub	10	Regarding bus interchange.	Suggest the bus interchange could be integrated with a commercial building in the longer term once the market matures. Also refer to submission cover letter for further detail on this matter.
5	Section 3.5	25	Fig 11 is not using consistent naming of street types to those shown in 4.1 Fig 12. Fig 11 used Collector, primary and secondary Local Street where as Fig 12 is using Green collector, Green and local street.	Suggest the same nomenclature is used as in the sections in 4.1.
6	4.1 Key Streets and Roads	27	<p>Regarding road cross sections, we acknowledge and welcome the inclusion of "<i>indicative</i>" as a way to increase flexibility and Council to negotiate specific details at time of assessment. However, we wish to submit our previously issued comments to the DPIE for consideration and future refinement of the drafting of the road cross sections. Please refer to the extract attached in this submission, <i>Ref: email WSC combined comments - draft town centre comments - Road Cross Sections, dated 19.08.20</i></p> <p>In addition, we provide several additional comments on the cross sections:</p> <ul style="list-style-type: none"> - The collector road sections Fig 14 would be better with a 7 metre carriageway width as the starting point. In very low traffic areas we can reduce to the 6.4m stated. - Planting areas should be specified as a minimum 2.5m wide especially adjacent to cycle zone. - Parking lane in local streets to be 2.1m, if nothing else to keep some sort of consistency in dimensions. 	Council would like the opportunity to continue to collaborate with the DPIE to further refine and tailor the road cross sections post exhibition.

7	4.1 Key Streets and Roads	27	In line with the comment above, the sections are fairly consistent with the WSPP Streetscape guides however there needs to be a clear understanding that the sections as shown only support low traffic volumes. Where a street is linking key areas (such as from the sub-Arterial to the school or other open space areas or is a through road or link to residential areas) the sections must be adjusted to cater for additional traffic. Wider lanes may be required.	Council would like the opportunity to continue to collaborate with the DPIE to further refine and tailor the road cross sections post exhibition.
8	4.1 Key Streets and Roads	27	As a general note, we focus heavily on road sections, however, these must be put in context of the road layouts. In some of the areas shown as collector roads, the carriageway should be slightly wider as it will be carrying through traffic. Is it possible to include controls or commentary around the importance of road layouts (distance between intersections, distance to collector/distributor roads etc) in achieve traffic volumes and speeds that are provided for in the sections	
9	4.2.1.2 (1) Streetscape activation	41	This control is appropriate and is effective in promoting non-residential uses in parts of the mixed use area	no further action.
10	4.2.1.2 (3) Streetscape activation	41	Could an alternative activation measure be a light industry use or live work arrangements? Control could be amended to incorporate other non-residential alternatives as well.	Control could be amended to incorporate other non-residential alternatives as well.
11	5.5.2 Building Massing and form - table 4 - commercial/offices	55	This control is appropriate assuming it only applies to office premises and not other commercial uses.	no further action.
12	5.8.2.1 (3) Design and Layout	57	This provision is appropriate and would support a greater diversity of uses on ground floor and second floor.	no further action.
13	5.8.2.2 (2) Facades and interface	57	While the control is appropriate - question the practicality of it if active frontages are being delivered through residential uses such as 'terraces and residential courtyards' as outlined in 4.2.1.2 Controls item 3.	Suggest review of control.
14	6.2 (8) Controls	59	This control is appropriate to enable alternative solutions to parking if development is not viable with a basement.	no further action.

7 Extract [email dated 19 August 2020]

WSC combined comments - draft town centre comments - Road Cross Sections,

Comments on Road cross-sections:

General comments

- We need to consider creating a cross section for a service lane.
- We are recommending consistency in widths across the various components of the street such as carriage widths, planting zones, share ways and parking bays.
- Consideration of accessible parking bays – possibly need to include provisions to allow these to extend into the pedestrian zone

Main Street Fig 13

- Remove reference to permeable paving in parking bays. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference and arrows for Graded Hardstand surface to planted Verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to passively irrigated kerbs in the verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Note to be included for the provision of accessible parking spaces 3.2m wide that may extend into the pedestrian zone.
- Width of carriageway to be 6m in line with the cross section. Carriage way to be increased to 7m where bus capability is required.
- Width of parking bay to be 2.3m.
- Include a written control specifying a 2.5m minimum width for planting zone. Depending on tree selection this may need to be widened to 3m.
- Sharepath to be 3m

Green Collector Fig 14

- Remove reference to permeable paving in parking bays. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference and arrows for Graded Hardstand surface to planted Verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to passively irrigated kerbs in the verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Include a written control specifying a 2.5m minimum width for planting zone. Depending on tree selection this may need to be widened to 3m.
- Width of carriageway to be 6m or 7m where bus required.
- Width of parking bay to be 2.3m minimum.
- Sharepath to be 3m
- A number of measurements missing from the cross section. Please ensure all measurement

Green Collector Fig 15

- Remove reference to permeable paving in parking bays. The need for this will be determined with DA assessment and the proposed stormwater management plan.

- Remove reference and arrows for Graded Hardstand surface to planted Verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to passively irrigated kerbs in the verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Include a written control specifying a 2.5m minimum width for planting zone. Depending on tree selection this may need to be widened to 3m.
- Width of carriageway to be 6m or 7m where bus required.

Local Street Fig 16

- Remove reference to permeable paving in parking bays. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference and arrows for Graded Hardstand surface to planted Verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to raingardens in the verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to traffic calming devices. Include a written control as follows: traffic calming measures should be designed in the layout of the road creating environments conducive to slower speeds. Where the layout cannot be incorporated into the layout secondary measures such as speed humps can be considered.
- Include a written control specifying a 2.5m minimum width for planting zone. Depending on tree selection this may need to be widened to 3m.
- Width of carriageway to be 6m.

Shareway Fig 17

- Remove reference to permeable paving in parking bays. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to raingardens in the verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Width of Kiss and Ride to be a minimum 3m wide and a specific length of bay to be provided based on assessment of demand.
- Concern over 45 parking and reversing into shared zone. Replace with parallel parking configuration.
- 3m wide kiss-and-ride and designed to be for accessibility i.e. no kerbs
- Is this a one way street? Preference is one way for cars, but two way for buses.

Pedestrian retail Laneway Fig 18

- Is it intended to have vehicles access this laneway? What is the intended extent of any vehicle access? Consideration of bollard requirements to restrict vehicle movements at certain times.
- Is it intended to have this as public road or is this a community title opportunity?



Our ref: DOC20/1060849

Senders ref: IRF20/2563

David Burge
Director Urban Design, Central River City and Western Parkland City
Place, Design and Public Spaces
Department of Planning, Industry and Environment
4 Parramatta Square, 12 Darcy Street
PARRAMATTA NSW 2150
Attention: Gwenda Kullen

Dear Mr Burge

Subject: Section 3.25 Consultation with the Environment, Energy and Science Group – draft Wilton Town Centre Precinct Rezoning

Thank you for your letter (undated) consulting with the Environment, Energy and Science Group under s.3.25 of the Environmental Planning and Assessment Act 1979. EES provides its recommendations and comments at Attachment A.

If you have any queries regarding this matter, please do not hesitate to contact Bronwyn Smith, Senior Conservation Planning Officer at Bronwyn.smith@environment.nsw.gov.au

Yours sincerely

A handwritten signature in black ink that reads 'S. Harrison'.

20/01/21

Susan Harrison

**Senior Team Leader Planning
Greater Sydney Branch
Biodiversity and Conservation Division**

Section 3.25 Consultation with the Environment, Energy and Science Group – draft Wilton Town Centre Precinct Rezoning

Cumberland Plain Conservation Plan (CPCP)

It is important to note that at this stage the strategic biodiversity certification application for CPCP has not yet been assessed by the EES nor has the Minister for Environment and Energy decided on whether to confer certification or under what conditions.

The first principle of biodiversity certification is that impacts to biodiversity values are avoided. In 2018, the former Office of Environment and Heritage now EES reviewed the document attached to the current proposal *Wilton Town Centre Precinct Rezoning Proposal Wilton – Flora and Fauna Assessment* (Eco Logical 2018) and at the time noted that:

- areas of Shale Sandstone Transition Forest (SSTF), a critically endangered ecological community, hadn't been avoided, south and south-east of the proposed oval. Although much of the vegetation in these areas appears to be in lower condition relative to the vegetation proposed to be in the E2 zone, it is likely that the vegetation that is proposed to be lost will meet the definition of SSTF and should be offset
- despite being in lower condition, these areas of SSTF may provide habitat for threatened flora and fauna species. For example, there are several recent records of Koalas, birds and threatened amphibians (Red-crowned Toadlet, Giant Burrowing Frog, Littlejohn's Tree Frog) from the vicinity. There are a few threatened flora species that have been recorded from the local area. For example, there are over 300 records of threatened flora species in SSTF in Bingara, particularly of *Epacris purpurascens* var. *purpurascens*, *Acacia bynoeana*, *Melaleuca deanei*, *Grevillea parviflora* ssp. *parviflora* and *Persoonia bargoensis*
- there is a small patch of vegetation in the south-east of the study area which is mapped as Cumberland Plain Woodland and is proposed to be cleared for medium density residential. It is noted that this is the only patch of Cumberland Plain Woodland in the study area, so if Biodiversity Certification is to be sought for the precinct, offsets would need to be sought offsite to compensate for this loss.

However, the Eco Logical report does not assess the current Draft Precinct Structure Plan and no updated information on the impacts is provided. Therefore, EES requests that any vegetation, especially the threatened ecological communities, that are contiguous with the conservation area are included in the conservation area. Any smoothing out of the boundaries between the conservation area and adjoining urban development areas should favour the conservation area to avoid impacts to biodiversity values. For example, on the south west edge of the conservation area it appears vegetation extends beyond the conservation area. This should be included in the conservation area rather than zoned low density residential.

Clause 2.2 Key Development Objective for the Wilton Town Centres Precinct Schedule 3 does not include an objective specifically for the conservation area. EES request that an objective be included which aims to protect the values of the conservation area and ensure that the urban development of the precinct enhances the values of the conservation area.

Objective No 19 in clause 2.1 Objectives of the DCP, states that enhancing ecosystems will improve liveability. It is not clear what this is or how it could be achieved. Rather liveability and sustainability will be improved by protecting and enhancing the conservation areas within the precinct.

Advice from the Office of the Chief Scientist and Engineer (OCSE) on Koalas

The Eco Logical assessment (2018) states “*The identified key Koala habitat will be protected in proposed conservation areas*”. If the Koala is going to be allowed in any part of the conservation area, and not fenced out of the precinct, the requirements of the OCSE need to be implemented. These include amongst other things:

- habitat in the corridor should be protected
- habitat should be widened through revegetation (average size 390 to 425m)
- include a buffer on either side of the corridor habitat that is at least 30m from the corridor to the exclusion fencing
- include, between the buffer and the urban areas, koloa proof fencing to prevent the movement of koalas out of the corridor into urban areas.
- asset protection zone is outside the exclusion fencing, within the development footprint.

Further information can be found in Recommendation 2 – Connectivity and habitat, by searching [Campbelltown Koala Advice | Chief Scientist](#). EES requests that either these requirements are factored into the structure plan and the DCP or a statement is included that expressly states that the Koala will be fenced out of the precinct including the conservation area.

Asset protection zones and detention basins

Urban zones must accommodate asset protection zones, including the inner and outer protection areas, and detention basins for future development and not rely on the conservation area. This is especially important given the proposed location of medium density residential zones adjoining conservation areas.

Overshadowing and run-off

EES is concerned that the location of medium density residential areas adjacent to the conservation area have the potential to result in development that overshadows and/or results in the change in the quality and quantity of run-off into the conservation area. These indirect impacts can be detrimental to the threatened ecological communities and flora species which are supposed to be protected in the conservation area. It is noted that water sensitive urban design (WSUD) and water cycle management requirements are included in the draft Wilton Town Centre DCP and the Draft Wilton Growth Area DCP 2019 respectively. It is expected that these will address the quality and quantity of water entering the conservation area and Byrnes Creek. However, the possibility of overshadowing remains.

EES requests that that the land zoned for medium density residential areas is wide enough to allow for the development of 18m high buildings without overshadowing the conservation area in addition to accommodating APZs and WUSD solutions. Also, that clause 2.2.4.2 Development principles and outcomes for medium density residential area in the DCP include the following “Avoid overshadowing of the Byrnes Creek conservation area”.

Flooding

A detailed overland flow assessment should be undertaken to identify local overland flow characteristics for the full range of events up to the probable maximum flood (PMF).

The Cardno paper dated 1 August 2018 states ‘No flood modelling has been undertaken as part of this Strategy. As both the Nepean River and Byrnes Creek are steep sided, it is unlikely that mainstream flooding would be a development constraint. This is consistent with the findings in the Regional Study’ (page 8).

EES highlights the principles in the Floodplain Development Manual apply to all overland flow associated with major drainage. The Floodplain Development Manual states that overland flows involve the floodplains of original watercourses whether still natural or altered (piped, channelized,

diverted or restricted due by urban development) and/or may be associated with overflows from trunk drainage systems.

The Regional Study that Cardno's paper refers to (i.e. Wilton Junction Water Cycle Management Strategy JWP, June 2014) recommends in Section 11.6 that 'a detailed assessment is undertaken at the detailed design stages of the development to ensure that 100 year ARI event is safely conveyed in the road reserve and deliver a "low hazard" classification which is safe for vehicles and pedestrians'.

Therefore, for this concept approval, a concept stage overland flood assessment should be undertaken to identify local flow characteristics for the full range of events up to the probable maximum flood (PMF), to provide proof of concept and ensure the design is feasible. In addition, EES's comments on the Water Cycle Management Strategy (JWP, June 2014) which were provided in August 2014 regarding local flooding, remain relevant for this request regarding the assessment of Wilton Town Centre Precinct. These comments are covered below.

The WCMS (JWP, June 2014) indicates that the type of event which would likely cause significant flooding within Wilton Junction, which includes Wilton Town Centre Precinct, will be a short duration high intensity storm (i.e. a 2 hour storm duration which has reaches its peak in approximately 30 minutes). It also highlights that during such type of flash flooding there would be limited opportunity to activate any flood evacuation strategy given the timeframes in which a hazard will occur. Accordingly, the WCMS recommends no evacuation during a local PMF event but rather a "shelter in place" approach.

The following issues need to be considered during subdivision planning and detailed design stages:

- It is a matter for Council to satisfy itself and determine whether safe 'sheltering-in-place' is viable when flash flooding occurs in the catchment. Sound understanding of local flooding characteristics during rarer events (up to the PMF as the upper limit of flooding) is the key to facilitating an informed decision. These characteristics include flood extent, depth and velocity. OEH highlighted that the proposed assessment recommended in Section 11.6 of the WCMS should not be limited to the 100-year ARI event, but should include the full range of flooding up to the PMF.
- Land use planning should be determined having regard to the vulnerability of land use to flood risks. In addition, in assessing flood risk due to flash flooding, consideration needs to be given to both the safety of people and the structure soundness of the properties particularly when a 'shelter-in-place' approach is proposed as an emergency management strategy. Planning Circular PS 07-003 allows controls for critical infrastructure and vulnerable development in areas above the flood planning level (FPL) without the need for exceptional circumstances approval. However, any critical infrastructure which must remain operational during emergencies should be in flood free areas above the local PMF.

End of Submission



DOC20/927898-7

Department Planning, Industry and Environment
Place, Design and Public Space
4 Parramatta Square, 12 Darcy Street
PARRAMATTA NSW 2150

Attention: Wilton Town Centre Precinct Team

Dear Sir or Madam,

Draft Wilton Town Centre Precinct Rezoning

I am writing in reply to your request to provide comment on the draft Wilton Town Centre Precinct Rezoning and supporting information received by the Environment Protection Authority (EPA) on 6 November 2020 and currently on exhibition.

A review of the supporting information appears that the EPA has previously provided comment on supporting studies including *Air Quality Opportunities and Constraints Report* (SLR Ref: 610.12801-R02 Version No: -v1.0 September 2018), *Noise and Vibration Planning Issues* (Atkins Acoustics 48.7130 R1.ga/dt/2018), *Preliminary Water Cycle Management Strategy* (Cardno 2018) and letter from Douglas Partners dated 3 September 2018 regarding *Summary of Land Capability Reports*. The EPA recommends Department of Industry Planning and Environment (DPIE) should consult our previous advice (DOC18/665169-06 dated the 2 October 2018, DOC19/671090-5 dated the 18 September 2019 and DOC19/671090-6 dated the 8 October 2019). These letters provide comment on the above studies and includes suggested provisions to help inform the development of the area wide Draft Development Control Plan (DCP). These comments relate to: Air Quality, Noise, Water Quality, Contaminated Land Management, Waste & Resource Recovery Management, & Coal Seam Gas Infrastructure.

The matters raised in our letters are important and should be considered by DPIE in its assessment of the planning proposal. Copies of these letters can be provided on request. The EPA has also been engaging with DPIE in the provision of comment and advice on the area wide DCP including waterway health and contaminated land management. The planning proposal would benefit updating based on these suggested amendments.

If you have any questions regarding this matter, please contact Mr Paul Wearne on (02) 4224 4100.

Yours sincerely

27/11/2020

GREG NEWMAN
Acting Unit Head Regulatory Operations Metro South

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7 December 2020

Re: Draft Wilton Town Centre Precinct Rezoning

Thank you for providing NSW Ports with the opportunity to comment on the Draft Wilton Town Centre Precinct Rezoning Plan. NSW Ports is responsible for managing the port and freight assets of Port Botany, Port Kembla, the Cooks River Intermodal Terminal and the Enfield Intermodal Logistics Centre. These assets, along with the efficient movement of freight to and from these assets, are critical to the future economic growth, liveability, productivity and sustainability of New South Wales.

Port Kembla is one of NSW's key trade gateways and plays a vital part of the state economy. Port Kembla is approved for development as a container terminal and is well located to service the growing population of Greater Sydney. NSW Ports advocates for the construction of the Maldon-Dombarton rail line in order to expand existing rail service capability to Port Kembla and to connect to a future container terminal in the Outer Harbour. In addition, it will provide a more direct connection between the Port and West and Southwest Sydney.

NSW Ports seeks to ensure that the planning, design and assessment of development located within the Wilton Town Centre Precinct takes in to consideration the proposed alignment of the Maldon-Dombarton rail line. Future development within the area must be designed and constructed to mitigate amenity impacts to ensure the rail line can operate to its full potential.

The Future Transport Strategy 2056 (TfNSW 2018) is an overarching strategy, to achieve a 40-year vision for the NSW transport system. The Strategy outlines the vision and strategic directions, with infrastructure and services plans underpinning the delivery of these directions across NSW. The Maldon-Dumbarton rail link is identified for investigation and completion within the strategy. Therefore, future development must take into consideration any potential impacts of future infrastructure development.

Draft Precinct Structure Plan

NSW Ports supports the identification of the Maldon Dombarton Freight Rail Corridor on the draft Wilton Town Centre Precinct Structure Plan.

Given the corridor is identified and zoned SP2 within the Structure Plan is important to appropriately design and plan development around identified future infrastructure within the Wilton Growth Area.

Should the Maldon-Dombarton Rail Corridor operate as originally proposed, it would be able to facilitate up to 36 train movements over a 24 hour period, including during night-time hours. Therefore, it is essential to appropriately mitigate development from future freight rail impacts.

It is critical that the Wilton Town Centre Development Control Plan (DCP) include appropriate mitigation measures.

Draft Growth Centres SEPP Maps

NSW Ports supports the zoning of the Maldon Dombarton Freight Rail Corridor SP2 - Infrastructure in the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*, Wilton Growth Area Town Centre Precinct Land Zoning Map (draft).

The Maldon-Dombarton Freight Rail Corridor meets the objectives of the SP2 zone.

The SP2 zone is considered an appropriate land use zone for the rail corridor.

DCP – Draft Schedule 3

The draft Schedule 3 exhibited forms part of the *Wilton Growth Area Development Control Plan 2019* and applies to land in the Wilton Town Centre Precinct. Figure 12 of this schedule provides an indicative noise consideration plan. The plan indicates noise consideration (rail) is required along the boundary of the identified Maldon Dombarton Freight Rail Corridor.

The area directly adjacent to the Maldon Dombarton Freight Line is identified in the Wilton Town Centre Draft Precinct Structure Plan as school land. Educational establishments are considered to be sensitive land uses which are likely to be adversely affected by rail noise or vibration, therefore, it is critical that the DCP includes appropriate acoustic mitigation measures for development located adjacent to the future Maldon Dombarton Freight Line. Future development must be constructed to a standard to withstand rail noise and vibration impacts of future rail corridors. Development controls to mitigate any impacts within the Wilton Town Centre should be included in Part 7 of the DCP.

The noise consideration plan contained in Schedule 3 of the DCP does not detail the application of this plan. Further guidance should be provided in this section of the DCP regarding the type of noise consideration and what implications the plan has on development adjacent to the identified area.

DCP – Draft Part 7 Wilton Town Centre

Part 7 of the DCP applies to development on land within the Wilton Town Centre.

NSW Ports supports objective 3.4.1(5) of the DCP - *Ensure that land in the Maldon–Dombarton rail corridor is protected for possible future rail transport needs.*

Part 7 of the DCP does not include built form or amenity development controls to ensure the impacts of the development of a school adjacent to the Maldon Dombarton Freight Line are appropriately mitigated. The following DCP conditions are recommended:

- Applicants proposing new development for sensitive uses (childcare centres, hospitals, aged care facilities, schools and residences) located within 100m of the Maldon-Dombarton Rail Corridor should refer to the *Development Near Rail Corridors and Busy Roads - Interim Guideline (Department of Planning 2008)* which includes design guidelines and requirements to manage the impacts from development near rail corridors.

Where applicable the applicant should demonstrate compliance with the relevant requirements of the *Development Near Rail Corridors and Busy Roads - Interim Guideline (Department of Planning 2008)* to ensure development is appropriately designed to mitigate any future freight rail development.

Consideration should be given to the design of the development in terms of the site layout, building materials and design, orientation of the buildings and location of sleeping and recreation areas.

- Applicants proposing new development for sensitive uses (childcare centres, hospitals, aged care facilities, schools and residences) located within 100m of the Maldon-Dombarton Rail Corridor will be required to submit an acoustic report where the development is considered to be affected by noise from an existing or possible future rail corridor. The acoustic report will need to take into consideration the acoustic impact from existing and future identified rail corridors and demonstrate compliance with the relevant acoustic criteria for the proposed development.

Reason: Further consideration should be given to the development of sensitive land uses located within the vicinity of the Maldon-Dombarton Rail Corridor to ensure they are constructed to a level which can appropriately mitigate acoustic impacts from the future rail corridor. Where new rail lines are proposed, attention needs to be paid to the effective management of rail noise and requires the combined efforts of existing and future rail infrastructure owners, property developers and planning authorities. It is important for the DCP to include controls for sensitive land uses affected by possible future heavy rail projects, including new rail lines.

If you have any questions regarding the above submission, please contact myself on (02) 9316 1151 or adriane.whiley@nswports.com.au.

Yours sincerely,



Adriane Whiley
Planning Officer

Our Ref: C20/750

1 December 2020

Your Ref: IRSF20/8411

Mr David Burge
Director of Urban Design
Department of Planning, Industry & Environment
Locked Bag 5022
Parramatta NSW 2124
c/o: david.burge@planning.nsw.gov.au

Mr Burge,

Consultation request for the Draft Wilton Town Centre Precinct rezoning plan (seeking to amend the SEPP Sydney Region Growth Centres 2006)

Thank you for your referral of 26/11/2020 seeking comment on the proposal from DPI Fisheries, a division of NSW Department of Primary Industries on the proposal stated above.

DPI Fisheries is responsible for ensuring that fish stocks are conserved and that there is no net loss of key fish habitats upon which they depend. To achieve this, DPI Fisheries ensures that developments comply with the requirements of the *Fisheries Management Act 1994* (FM Act) (namely the aquatic habitat protection and threatened species conservation provisions in Parts 7 and 7A of the Act, respectively), and the associated *Policy and Guidelines for Fish Habitat Conservation and Management (2013)*. DPI Fisheries is also responsible for ensuring the sustainable management of commercial, recreational and Aboriginal cultural fishing, aquaculture, marine parks and aquatic reserves within NSW.

Previous advice on this matter

DPI Fisheries has previously provided advice to DPIE on this matter on the 7 April 2017 (C17/146), 3 May 2017 (DGPO17/45), 7 June 2017 (C17/249) and 10 November 2017 (DGPO17/133).

Threatened species to be considered

The Nepean River and Byrnes Creek adjacent to this site is important key fish habitat. The Nepean River in the vicinity of this proposal is known to support the following threatened species listed under the FM Act as 'endangered species':

- Macquarie Perch (for distribution map see: http://www.dpi.nsw.gov.au/__data/assets/pdf_file/0009/670248/Macquarie-Perch.pdf), and
- Sydney Hawk Dragonfly (for distribution map see: http://www.dpi.nsw.gov.au/__data/assets/pdf_file/0008/635570/sydney-hawk-dragonfly.pdf).

Where threatened fish species are known or expected to occur, section 220ZZ of the FM Act requires a test of significance be undertaken consistent with NSW DPI's Threatened Species Assessment Guidelines: The assessment of significance to inform the decision-making process of the likelihood of significant effect'. This document is available from: <http://www.dpi.nsw.gov.au/fishing/species-protection/info-sheet>. Completion of such an assessment for this site is required.

The maintenance or improvement of water quality in these areas is important for the survival of these species. Any stormwater and sewerage discharges from this development should consider the potential to impact such threatened species.

Water, wastewater & recycled water plans

It is very important that the habitat of aquatic threatened species is not impacted as a result of this planning proposal. Both these endangered species are impacted by poor water quality.

DPI Fisheries has noted that little detail has been provided to date on water, wastewater and recycled water measures to be installed as part of this development. The Draft Plan comments that Sydney Water Corporation (SWC) is developing a 30-year strategy for the whole Macarthur Region that will include a 'holistic, integrated wastewater management strategy'. Currently, only temporary sewage facilities are proposed. The location of permanent wastewater treatment facilities, reservoirs and distribution mains are not finalised.

DPI Fisheries requests the opportunity to review the SWC strategy document before it is finalised. DPI Fisheries supports the implementation of Water Sensitive Urban Design (WSUD) and will look for sustainable and resilient solutions to future water management plans.

DPI Fisheries is aware that the Environmental Protection Authority is developing a framework for the regulation of sewage treatment plant discharges in the Hawkesbury-Nepean River system. It is anticipated that the SWC strategy will uphold the standard of no net nutrient increase discharge to the Hawkesbury-Nepean River system.

Also, these water quality treatment systems should be maintained to ensure peak performance over time. Sewerage discharges from this development should also be managed to avoid the potential for deleterious impacts on these two threatened species. As the stormwater and sewerage treatment measures for this proposal have not been finalised, DPI Fisheries is not satisfied that the aim of avoiding impacts to threatened fish species in surrounding waterways has been considered.

Riparian protection

Within the Wilton Town Centre Precinct, Byrnes Creek is mapped as Key Fish Habitat and a (Strahler) Stream Order of 1. It flows into the Nepean River. As mentioned above, the Nepean River in the vicinity of this proposal is known to support threatened species listed under the FM Act as 'endangered species. According to the Draft Wilton Growth Area Development Control Plan (DCP) 2019, a Stream Order 1 waterway is only afforded a 10m buffer. This is substantially less than recommended DPI Fisheries – Policy and guidelines for protecting urban riparian vegetation (*Policy and Guidelines for Fish Habitat Conservation and Management (2013)*).

Further, the Draft Wilton Growth Area DCP relies on *Habitat Management Plans (HMP)* to deliver appropriate protection to areas zoned *Riparian Management Areas*. HMP's are also purported to be vital in recognising the ecological conditions required to protect threatened species. DPI Fisheries understands that HMP's have not yet been developed. It is very important that the habitat of aquatic threatened species is not impacted as a result of this planning proposal. From the information provided, it appears the habitat of aquatic threatened species has not been considered. This office questions how appropriate riparian buffers and wastewater facilities can be installed if this rezoning plan has already allocated land to another purposes.

DPI Fisheries supports connection between the E2 zones along Byrnes Creek currently mapped as '*under further investigation*'. While these areas form part of the Cumberland Plains Conservation Plan (CPCP) area, they also provide important connectivity for the riparian community that protects in-stream habitat.



If you require any further information, please contact me on (02) 4222 8311 or josi.hollywood@dpi.nsw.gov.au

Yours sincerely,

J. Hollywood

Josi Hollywood
Fisheries Manager, Coastal Systems Unit

14 April 2021

Director, Urban Design
Central River City and Western Parkland City
Department of Planning, Industry and Environment

Submitted via the Planning Portal

Subject: Draft Planning Package for Wilton

Background

South32 Illawarra Metallurgical Coal (IMC) produces high-quality metallurgical coal used for steelmaking. The coal within the mining and exploration tenure that IMC operate are considered some of the best in the world and our operations are extremely important to the region and to New South Wales through our significant economic and employment contributions.

The BlueScope Steelworks at Port Kembla is the largest steel production facility in Australia, and one of only two primary iron and steel making facilities in Australia. IMC supplies the Steelworks with approximately 60% of their coking coal requirements. There is currently no economically viable alternative to the use of metallurgical coal in the blast furnace method of steelmaking used at the Port Kembla Steelworks.

IMC directly employs 2,000 people, 90% of whom live locally. In FY20 we spent over \$338 million with local businesses and suppliers.

Development Consent and Mining Tenure

IMC holds mining lease CCL767, which partially covers the Wilton Growth Area (WGA). This lease is a consolidation of leases which were in place since the late 1950s. In 2008, IMC submitted an application for the Bulli Seam Operations (BSO) Project. The BSO Project identifies a mining footprint for the next 30 years, including CCL767. This approval provides IMC, Government and the community with certainty in mine planning and clearly established our future mining footprint. As part of this approvals process IMC conducted extensive consultation with the community, other land users in the area and Government.

The BSO Project is a commitment from the Company to clearly identify our activities in a strategic planning timeframe. Having regard to IMC's commitment to long-term mine planning demonstrated by the BSO Project, land use conflicts within the approved mining area are avoidable. Avoiding such conflicts will provide certainty to all industries in the region and respects existing Government approvals.

Mining areas and layouts are evaluated through an integrated planning process. Multiple scenarios are evaluated to determine the optimal mining sequence and layout configuration.

Detailed mine designs are not typically 'locked-in' more than five years prior to extraction. The key inputs to the planning process are tenure, geological exploration data, surface features, infrastructure and economic assumptions. Mine layouts are designed to enable the most economic, efficient and sustainable extraction of the available resource. Once determined, mining domains are relatively inflexible in that long lead times are required to enable significant changes to mine layouts. By way of example, development for the Appin Area 9 domain (north-west of Douglas Park) commenced some eight years prior to the planned start of the first longwall in that domain.

It is planned to mine the Appin Area 7 and Appin Area 9 domains before proceeding to Appin Area 8 (including the West Wilton area). The main reason for this sequence is that, until Appin Area 9 is developed, underground access to Appin Area 8 cannot economically occur.

Appin Areas 7 and 9 domains have sufficient resources defined to continue our concurrent (two longwall) operations in the Bulli coal seam for approximately 15-20 years. Therefore, it is anticipated, at this time, that mining in Appin Area 8 would not commence before this timeframe.

Infrastructure Management

Underground longwall mining results in subsidence of the surface. The magnitude of predicted vertical subsidence in the BSO project area is up to 1.6 m, depending on factors such as strata composition, depth of cover and longwall geometry. Infrastructure such as houses, highways, railways, bridges, canals, pipelines and transmission towers have been mined under safely with the application of rigorous engineering and monitoring controls.

IMC is committed to working closely with all infrastructure stakeholders to implement an infrastructure management program.

Acknowledgement of South32 in discussion paper

In the document 'Wilton Town Precinct – Exhibition Discussion Paper – November 2020', section 3.11 Mining states:

'Part of the Precinct has approval for coal mining over the next 15 to 30 years. The Precinct landowner has reached an agreement with mining company, South32, to relinquish mining leases when the area is rezoned. This agreement will enable development to proceed without subsidence and other impacts from underground mining.'

IMC would like to clarify that despite reaching agreements with precinct landowners to relinquish mining tenure, this does not set a precedent for future lease relinquishment.

Where proposed land rezoning is located within a declared Mine Subsidence District, all subdivision and surface development require approval by Subsidence Advisory NSW (SA NSW).

Conclusion

Urban development within approved mining areas should occur after mining is complete. In this circumstance subsidence movements have finished and there are no impacts to private or public infrastructure such as houses and roads. This is to ensure the NSW Government and the community receive the benefits of both mining and urban development.

Development sensitive to mining movements such as high-density housing should not be approved in areas approved for mining until this mining has been completed. IMC has worked with the NSW Department of Planning Industry and Environment, the Resources Regulator and Developers to assist the NSW Government achieve its aim of 'Affordable Housing'.

In the Wilton North and Bingara Gorge sections of the WGA, agreements have been reached with several Developers to expedite development and ensure the benefits of mining are not compromised. IMC is committed to continuing to work with the NSW Government and Developers in the WGA.

A Deed of Agreement is in place between IMC and a Developer in relation to the Wilton Town Centre. This Deed is currently progressing with the requirements of the Deed in relation to rezoning of the subject area. IMC does not object to rezoning of land included within any existing Deeds, however it does object to further rezoning unless acceptable agreements are in place between IMC and Developers.

Yours sincerely,

A handwritten signature in black ink, appearing to read "G. Brassington". The signature is fluid and cursive, with a horizontal line at the end.

Gary Brassington
Manager Approvals
South32 Illawarra Metallurgical Coal

117 Bull Street, Newcastle West, NSW, 2302

T: (02) 4908 4300 | **24 Hour Emergency Service:** 1800 248 083 (Free Call)

David Burge
Director, Urban Design
Department of Planning Industry and Environment
Email: david.burge@planning.nsw.gov.au

Dear David,

Draft Planning Proposal for the New Wilton Town Centre – EREZ20-00034

Thank you for your e-mail, giving Subsidence Advisory NSW (SA NSW) the opportunity to comment on the draft proposal to rezone land for the proposed new Wilton Town Centre.

In accordance with the *Coal Mine Subsidence Compensation Act (2017)*, Subsidence Advisory NSW regulates development within mine subsidence districts to help protect homes, buildings and infrastructure from potential subsidence damage.

The land within the boundary of the proposed new Wilton Town Centre is within a declared mine subsidence district. There is an active mining lease with development consent. Full extraction consent has not yet been granted.

SA NSW does not support the subdivision of land or large-scale intensive surface development where future mining is planned. Further consultation with the lease holder is required in order to determine the timing and likelihood of any future mining that may affect the rezoning of land in the draft proposal.

If you would like more information, please contact Subsidence Advisory NSW on 49084300 or subsidencedevelopment@customerservice.nsw.gov.au.

Yours sincerely



John Johnston
Manager, Subsidence Risk Evaluation and Regulation
16 December 2020



16 December 2020

West Wilton Precinct Team
Department of Planning, Industry & Environment
4 Parramatta Square,
12 Darcy Street
PARRAMATTA NSW 2150

Via Planning Portal

To whom it may concern,

Re: West Wilton Town Centre Precinct Rezoning

LFA (Pacific) Pty Ltd (LFA) is a professional consulting firm that has been providing planning advice to the West Wilton Owners Group (WWOG) since 2017. Between 2017 and 2020, LFA has liaised closely with the Department, attended a substantial number of Departmental meetings, has undertaken a site visit with Departmental Officers and has provided input at the Department's request for infrastructure studies.

LFA's objective is to assist the WWOG to achieve the rezoning of the West Wilton Precinct in accordance with Wilton 2040 and the recently released Draft Cumberland Plain Conservation Plan.

In that context, LFA has conducted a review of the documents on exhibition for the Wilton Town Centre rezoning and is generally supportive of the proposal. However there are three matters which in LFA's opinion require attention prior to progressing the planning proposal to gazettal:

1. The inconsistent alignment of the connecting roads between the West Wilton Precinct and the Wilton Town Centre shown on the Structure Plan and the Rezoning Proposal prepared on behalf of the proponent;
2. Lack of any provision for a Future Local Centre in the West Wilton Precinct based on the retail studies and recommendations for the Wilton Town Centre; and
3. Lack of a written instrument and public exhibition of the written instrument prior to gazettal.

1. Road Alignment

As shown in **Figure 1**, the exhibited Structure Plan and supporting DCP documents differ to the Planning Proposal specifically in terms of the alignment of future roads connecting the Town Centre to the West Wilton Precinct.

The Structure Plan proposes the deletion of the existing connection of Wilton Park Road and Picton Road and the construction of a new sub-arterial road approximately 100 metres to the north of the existing intersection. A new

northern major road connection is also proposed approximately 100 metres to the north of the one shown in the Planning Proposal.

In contrast, the Rezoning Proposal identifies two connecting road alignments, neither of which matches the Structure Plan, with variances in excess of 100 metres.

LFA and the WWOG support the alignment of the sub-arterial road in the Structure Plan on the grounds that it better responds to the contours of the land (than the Rezoning Proposal alignment), will require substantially less excavation and will provide a more direct connection to the West Wilton Precinct.

It is also noted that the Rezoning Proposal proposes retention of the existing Wilton Park Road connection to Picton Road while the Structure Plan clearly shows that the existing intersection is to be deleted.

Accordingly, the Rezoning Proposal should be updated to reflect the exhibited Structure Plan, or struck from the list of exhibited documents such that it cannot be relied upon should the proponent wish to vary the Structure Plan at DA stage.

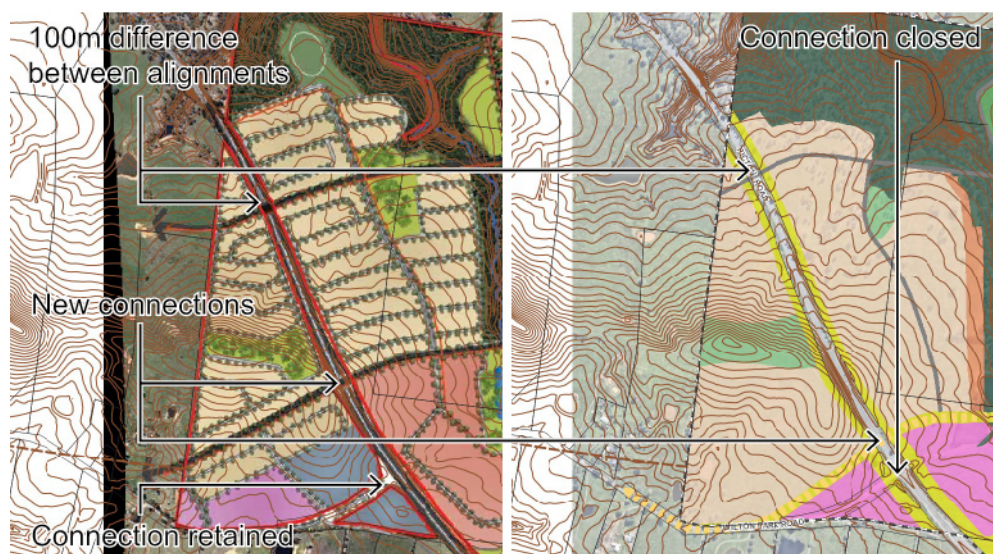


Figure 1: Comparison between Rezoning Proposal (left) and Structure Plan (right) road alignments in the south-western portion of the Town Centre Precinct with contour overlay

2. Retail

Figure 4 (p. 9) in the Wilton Town Centre Precinct Exhibition Discussion Paper shows Existing Local Centres in Wilton and Bingara Gorge, Future Local Centres in South East Wilton, North Wilton and West Wilton and a Future Strategic Centre in the Wilton Town Centre. The Economic Analysis and Employment Estimates prepared by Deep End Services (2018) provides that the entire Wilton Priority Growth Area (PGA) will accommodate 60,000m² of retail and business space, of which 52,600m² will be located within the Wilton Town Centre. Given the maximum 5,000m² of retail gross floor area



permitted in South East Wilton under Clause 4.3B, Appendix 14 of the Sydney Region Growth and 4,000-6,000m² of retail approved under the Wilton North Structure Plan, the Wilton Town Centre studies clearly imply that there will be no provision for a Future Local Centre in West Wilton.

Such an approach is at variance with the guidance provided under the LUIIP and advice previously received from DPIE. Accordingly, LFA and the WWOG seek to ensure that provision is made for the development of a walkable local retail centre in West Wilton in setting any limits on the maximum GFA associated with the Wilton Town Centre.

3. Public Exhibition of the Written Instrument

The exhibition documents do not include a written instrument detailing proposed amendments to State Environmental Planning Policy (Sydney Region Growth Centres) 2006 to facilitate the development of the Wilton Town Centre. Should the Planning Proposal be gazetted without exhibition of a written instrument, clauses may be inserted which may impact adversely on both the development outcome for the Wilton Town Centre, as well as the surrounding area. Accordingly, surrounding landowners must have the opportunity to review and comment on a proposed written instrument.

Subject to the above matters being addressed/resolved, LFA and the WWOG express their support for the Wilton Town Centre rezoning and encourage DPIE to expedite the process to enable discussions regarding the rezoning of the West Wilton Precinct to progress.

If you would like to discuss any of the matters raised in this submission or the WWOG intentions for the West Wilton Precinct, please do not hesitate to contact the undersigned on (02) 9327 6822.

Yours sincerely
LFA (Pacific) Pty Limited

A handwritten signature in blue ink, appearing to read 'Alf Lester'.

Alf Lester
Director

17 December 2020

Department of Planning, Industry & Environment
Locked Bag 5022
Parramatta NSW 2124

Contact: *Stuart Little*
Telephone: *02 9865 2449*
Our ref: *D2020/127863*

Dear Sir/Madam

RE: Public Exhibition of Draft Planning Package for Wilton Town Centre Precinct

I refer to the exhibition of the Draft Planning Package for the Wilton Town Centre Precinct. The package includes a Discussion paper, a Precinct Structure Plan, proposed Wilton Town Centre Precinct maps for inclusion under State Environmental Planning Policy (Sydney Region Growth Centres) 2006 and additions to the draft Wilton Growth Area Development Control Plan (DCP) 2019. WaterNSW provided comments on the previous exhibition in August 2019 (our ref: D2019/104513). The proposed additions to the DCP include the Part 6 Employment, Part 7 Wilton Town Centre and the Draft Wilton Town Centre Precinct proposed for inclusion as Schedule 3.

WaterNSW's main interest in the Wilton Growth Area concerns the development of the South East Precinct which includes WaterNSW's Upper Canal Corridor. The southern boundary of the South East Precinct also borders the Upper Nepean State Conservation Area which forms part of the Metropolitan Special Area and lies within the Sydney Drinking Water Catchment. With the exception of the proposed addition of Part 6 Employment to the DCP, the draft Planning package provisions solely apply to the Wilton Town Centre Precinct. WaterNSW has no comment on the package other than Draft Part 6 of the DCP as described below.

Draft Part 6 of the DCP applies to employment-generating land uses within the Wilton Town centre Precinct as well as all other employment-generating uses across the Wilton Growth Area. To this end, Table 2 (page 8) and Figure 2 of Part 6 identify a future local centre proposed in the South East Precinct. The location of the local centre is consistent with the South East Precinct Structure Plan. It is also located over a half kilometre east of the Upper Canal Corridor and several hundred metres north of the Metropolitan Special Area. WaterNSW raises no issue with the location of the proposed local centre or the proposed DCP controls applying to it.

Figure 2 also depicts the location of a small existing local centre at Wilton as being positioned directly over the Upper Canal Corridor. The local centre does not in fact occur over the Upper Canal Corridor. We ask that the position of the existing local centre be modified on Figure 2 to reflect its true position and so that the map does not suggest that the Upper Canal Corridor can be developed for commercial and retail purposes.

Should you have any questions regarding the issues raised in this letter, please contact Stuart Little at stuart.little@waternsw.com.au.

Yours sincerely

A handwritten signature in black ink that reads "Clay Preshaw".

CLAY PRESHAW
Manager Catchment Protection



Thursday 17 December 2020

Brett Whitworth
Deputy Secretary, Greater Sydney, Place and Infrastructure
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

ATTENTION: BRETT WHITWORTH

Dear Brett,

RE: Town Centre Precinct Rezoning – Exhibition Package

Bradcorp wish to congratulate the Department of Planning, Industry and Environment on the release of the draft planning package for Wilton Town Centre Precinct Rezoning. The Town Centre Precinct is an important component to the success of the Wilton Growth Area (WGA), serving as its commercial core.

Bradcorp supports the rezoning of the Town Centre Precinct, particularly its location, as well as its role and function. In fact, Bradcorp are keen to see the Town Centre Rezoning finalised to enable the delivery of the commercial, retail and employment core of the WGA develop in line with the already rezoned North Wilton and South East Wilton Precincts.

Notwithstanding, there are a number of areas where further consideration is required to ensure that delivery of the Town Centre Precinct and broader WGA is not impacted by controls that are impractical to apply and lead to additional delivery costs and times. A submission has been prepared by Design+Planning, with supporting information from Macroplan, which identifies our concerns and provides recommendations for progressing the finalisation of the Town Centre Rezoning. The key concerns, that the recommendations to remedy these concerns and their potential significant impacts are identified in the table below.

Key Concerns	Recommendation
Reference to plans and strategies that are yet to be finalised, inconsistent with State Government policies and/or establish an unrealistic and costly benchmark.	<ol style="list-style-type: none"> 1. Remove any reference to Policies and Strategies that are inconsistent with NSW Government Policies, Strategies and Guidelines, refer to documents that do not currently exist (e.g. Council's 'adopted public art policy'). <p>Any remaining Council Policies and Strategies (e.g. Council's "Engineering and Design Specification") that are referenced in the DCP are to be the final Council adopted policy or strategy and date stamped at their current version.</p> <ol style="list-style-type: none"> 2. Reconsider the application of the Western Sydney Street Guidelines until they are formally exhibited, tested and adopted.
Introduction of a Structure Plan that does not satisfactorily integrate with the already adopted North Wilton Structure Plan and a proposed road network that would be difficult to deliver without significant and unnecessary cost.	<ol style="list-style-type: none"> 1. Release information that informed the design and alignment of the proposed road network, particularly in relation to connectivity with the strategic Road network from the North Wilton Precinct. 2. Review the road alignments and structure that and adopt a Structure Plan for the Town Centre that is supported by sound road engineering and urban design and is cost effective to deliver.
Retention of creeks that substantially impact the delivery of road infrastructure, particularly in relation to those that have already been removed as part of the North Wilton Precinct rezoning.	<ol style="list-style-type: none"> 1. Remove the 'creek' identified for retention at the northern boundary of the Town Centre Precinct, particularly given the precinct planning undertaken for the North Wilton Precinct removed the creek.
Placing limitations on retail that do not consider future growth of retail needs outside of the Town Centre.	<ol style="list-style-type: none"> 1. Introduce a control that enables the out of centre retail activity to be increased as the Town Centre Retail Hub approaches GFA capacity.
The lack of detail in relation to the assessment process for the Neighbourhood Plan and Detailed Concept Plan, particularly assessment timeframes.	<ol style="list-style-type: none"> 1. Establish appropriate timeframes for the consideration and finalisation of Neighbourhood Plan and Urban Design Concept Plan. This should be no longer than 6 months.
Introduction of street cross section designs, which if implemented across the WGA, have the potential of increasing the amount of road reserve infrastructure, including WSUD devices, increasing ongoing maintenance costs.	<ol style="list-style-type: none"> 1. Remove references to the Western Sydney Street Design Guidelines, particularly given they have yet to be released for public comment or appropriately tested. 2. Reconsider the need for footpaths on both sides of the road for Local Streets outside of the Town Centre.

	3. Reconsider the application of WSUD requirements that will significantly impact road design and maintenance costs.
The need to recognise the North Wilton Lakeside Hub as a unique centre in the hierarchy of centres. The following recommendations are put forward to remedy these concerns:	1. Amend Table 2 of the draft Part 6 Employment DCP that recognises the Lakeside Hub and its role and function as a 'centre'.

Bradcorp are committed to delivering excellence and building on their demonstrated commitment to the Wollondilly Shire. Bradcorp wish to maintain their commitment and strong working relationship with the State Government, Council and all stakeholders to deliver Sydney's newest emerging town. To this end, we request that the recommendations summarised above, and the matters raised in the attached submission are adopted.

Thank you for considering our submissions. We would welcome the opportunity to discuss the above in further detail. If you wish to do so or have any questions, please do not hesitate to contact us.

Kind Regards



Grahame Kelly
Executive Director

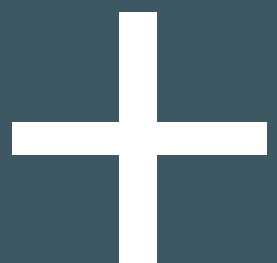
*C/O- Catherine Van Laeren, Executive Director Central River City and Western Parkland City
C/O- David Burge, Director Urban Design*



**Response to the
Wilton Town Centre Precinct
Rezoning Exhibition**

Prepared for Bradcorp

December 2020



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APPENDICIES

Appendix A: Lakeside Hub Function and Role, prepared by Macroplan

Appendix 2: Submission to the Draft Cumberland Plain Conservation Plan (with Attachments), prepared by Bradcorp

1 INTRODUCTION

Design+Planning has prepared this submission in response to the Department of Planning, Industry and Environment's (DPIE) exhibition of the Wilton Town Centre Rezoning and accompanying material, including additions to the Draft Wilton Growth Area Development Control Plan 2019 (the Draft DCP). The submission has been prepared on behalf of Bradcorp Holding Pty Ltd, landowners of the North Wilton Precinct, and reviews the following documentation:

- Wilton Town Centre Precinct Exhibition Discussion Paper
- Wilton Growth Area DCP – Draft Part 6 Employment
- Wilton Growth Area DCP – Draft Part 7 Wilton Town Centre

On behalf of Bradcorp, we wish to congratulate the DPIE on the release of the draft planning package for Wilton Town Centre Precinct Rezoning. The Town Centre Precinct is an important component to the success of the Wilton Growth Area (WGA), serving as its commercial core. Fundamentally, Bradcorp do not disagree with the Town Centre, both in location but also its role and function. In fact, Bradcorp are keen to see the Town Centre Rezoning finalised to enable the delivery of the commercial, retail and employment core of the WGA develop in line with the already rezoned North Wilton and South East Wilton Precincts.

Notwithstanding, we have identified a number of areas where further consideration is required to ensure that delivery of the WGA is not impacted by controls that are impractical to apply and lead to additional delivery costs and times. These are addressed in the following sections:

- Policy and Strategy
- Wilton Town Centre Precinct Exhibition Discussion Paper
 - Town Centre Structure Plan
 - Biodiversity and riparian corridors
 - Limitations on retail
- Draft Wilton Growth Area Development Control Plan - Part 7 Wilton Town Centre
 - Neighbourhood Plan and Detailed Concept Plan
 - Street Network
- Draft Wilton Growth Area Development Control Plan - Part 6 Employment
 - Retail Hierarchy

2 POLICY AND STRATEGY

The Rezoning material introduces a number of additional sections that will be added to the main body of the DCP, including Draft Part 6 Employment, Draft Part 7 Wilton Town Centre and Schedule 3 Town Centre Precinct. There are many references within the Draft DCP additions requiring development to be consistent with various Council Strategies and Policies, and Government guidelines, which are not finalised, subject to change without notice and are inconsistent with current State Government policy.

The Western Sydney Road Design Guidelines have been referenced on a number of occasions in the draft DCP additions. Bradcorp's concern in relation to referencing these guidelines is that they have yet to be formally exhibited for broad community input, as well as independent testing to determine the deliverability of the road designs, nor formally adopted by Wollondilly Council.

In relation to the Council policies and strategies, there are a number of instances where compliance with Council policies and strategies have been identified, even though they are yet to be finalised or even exist.

For instance, Section 5.2, control 11 requires that:

The design, installation and maintenance of stormwater drainage systems for all developments must comply with council's growth-area-wide stormwater and water-sensitive urban-design controls.

The Strategy puts forward water management objectives that are contrary to NSW Government policy and common practice. For instance, water quality measures in the draft Strategy far exceed those in the DCP, which seeks to implement the Neutral or Beneficial Effect (NoRBE) approach. Furthermore, the draft Strategy requires the installation of in road swales, which not only increase road reserve widths and restrict access to and from residential dwellings, but also are difficult to install on land that has a gradient of greater than 2%. The shortcomings of Council's proposed Water Management Strategy was identified in detail as part of the Wilton Landowners Group submission. This should be considered further by the DPIE prior to referencing the Council's strategy, particularly its impact on the deliverability of homes and jobs across the WGA.

The Draft DCP additions also references Council's Design and Construction Specifications. There are concerns that the Specifications are not geared towards the type of urban development that will occur across the WGA, leading to outcomes that are inappropriate for the urban outcome envisioned. Additionally, there is also a concern that a policy or strategy, such as the Design and Construction Specifications can be amended without due and appropriate consultation.

Furthermore, Bradcorp has previously raised serious concerns about the referencing of policies and strategies that are yet to be tested or finalised. In this regard, the use of the Western Sydney Street Guidelines to govern road reserve widths and design should be reconsidered. The Guidelines are yet to be publicly exhibited, tested or formally adopted.

Recommendation

1. Remove any reference to Policies and Strategies that are inconstant with NSW Government Policies, Strategies and Guidelines, refer to documents that do not currently exist (e.g. Council's 'adopted public art policy')

Any remaining Council Policies and Strategies (e.g. Council's "Engineering and Design Specification") that are referenced in the DCP are to be the final Council adopted policy or strategy and date stamped at their current version.
2. Reconsider the application of the Western Sydney Street Guidelines until they are formally exhibited, tested and adopted.

3 WILTON TOWN CENTRE PRECINCT EXHIBITION DISCUSSION PAPER

The Discussion Paper has been prepared as the Explanation of Intended Effect (EIE) document and provides detail on the proposed rezoning, structure plan and controls that are intended to be introduced. A number of items have been identified that require further consideration prior to the finalisation of the Town Centre Rezoning and adoption of the draft DCP additions.

3.1 Town Centre Structure Plan

The Discussion Paper introduces the Town Centre Precinct Structure Plan, which identifies the general arrangement of broad land use activities across the Precinct. This includes the road network and how it will link with the surrounding Precincts, including the North Wilton Precinct. Figure 1 below provides a snapshot of the proposed connections between the Town Centre Precinct and the North Wilton Precinct. The following key issues have been identified:

- The alignment of the sub-arterial road does not correspond with the zoned sub-arterial road alignment within the North Wilton Precinct. Section 1.6 of the Discussion Paper notes that an amendment to the North Wilton Precinct's zoning plan will be made to re-align the sub-arterial road to enable the connection to be made. The alignment of the sub-arterial road, from the North Wilton Precinct to the Town Centre Precinct was based on considerations of safe road design (geometry), site topography and traffic modelling that would best facilitate the delivery of the overpass over the Hume Motorway. While no detail is provided, the alignment proposed in the Town Centre Structure Plan does not seem to consider safe road design (i.e. the required 80km/h design speed specifications), nor the intersection with road leading to the Hume Motorway overpass.

Additional detail in this regard is required to show that the road alignment has considered the necessary road design requirements and a road that enable the safe travel of vehicles/passengers can be delivered.

- The intersection of the sub-arterial road and proposed road leading to the Hume Motorway overpass is at an extreme angle. As no specific engineering detail has been provided in relation to road geometry, it is difficult to accurately determine whether the road geometry that has been designed in accordance with road design requirements.

Furthermore, a curved bridge over the Hume Motorway, connecting the Town Centre and North Wilton Precinct with the South East Wilton precinct, is proposed. The delivery of a curved bridge adds significant (and unnecessary) engineering design and construction cost. In this regard, further detail on the design of the overpass bridge should be released for comment.

The western collector road from the Town Centre travelling north and connecting to the North Wilton collector road has a series of 'S' bends as the road passes the proposed conservation area. As highlighted above, no detail is provided on the engineering design that has informed the proposed alignment. In this regard, further detail on the design of the overpass bridge should be released for comment.

- The Town Centre Structure Plan proposes a collector road to run parallel to the Maldon Dombarton Rail Corridor (MDRC) and 'T' into the western collector road from the North Wilton Precinct. The proposed location of the 'T' intersection is in a location where the western collector road is elevated and transitioning down for the bridge crossing over the MDRC. To enable such an intersection to be delivered, significant mounding would be required, impacting on the ability to develop within the mixed-use area identified in the North Wilton Precinct Structure Plan.

While it may be argued that the Structure Plan provides the indicative location of road and land uses, it is considered that the Structure Plan must illustrate a design that is deliverable and not subject to significant modification when detailed design is undertaken. It is therefore necessary that the information used to inform the road network should be released for comment, particularly to ensure that linkages to the North Wilton Precinct and the broader WGA can be delivered.

Figure 1: Structure Plan Extract



Recommendation

1. Release information that informed the design and alignment of the proposed road network, particularly in relation to connectivity with the strategic Road network from the North Wilton Precinct.
2. Review the road alignments and structure that and adopt a Structure Plan for the Town Centre that is supported by sound road engineering and urban design and is cost effective to deliver.

3.2 Biodiversity and riparian corridors

The rezoning package includes the zoning plans that identify the E2 Environmental Conservation land. The E2 zoned land includes a creek at the boundary of the Town Centre (at the northern extent) and North Wilton Precincts (at the southern extent of the south-western portion). The creek is identified in the Cumberland Plain Conservation Plan (CPCP) released for public comment in August 2020 and is shown as “Under Investigation for Biodiversity Purposes” on the zoning map.

In previous discussions with DPIE staff, and Bradcorp’s submission to the CPCP, Bradcorp highlighted documentation, which as part of the rezoning process, the DPIE had received correspondence from the then Department of Primary Industries that provided support for the removal of a selection of streams, including the ‘stream’ at the boundary of the North Wilton and Town Centre Precincts. As such, the streams were removed as part of the rezoning of the North Wilton Precinct. Bradcorp’s submission to the CPCP has been attached for reference at Appendix B.

Furthermore, there is a concern that the stream will have an impact on planned road infrastructure, with the ‘stream’ located in an area where an essential road link to the Town Centre Precinct is proposed. A number of the figures in the draft Part 7 DCP identifies the need to provide a number of crossings, including a pedestrian only crossing, as well as a vehicular crossing the link the southern end of the North Wilton Precinct’s western Collector Road to the Town Centre Precinct. The proposed bridge structure is in a location of the road network, where a significant ‘S’ bend is indicated. As raised previously, there are concerns that the geometry of the road is inconsistent with safe design speed specifications, and furthermore, a crossing in this location only adds additional and unnecessary engineering and delivery costs.

Recommendation

1. Remove the ‘creek’ identified for retention at the northern boundary of the Town Centre Precinct, particularly given the precinct planning undertaken for the North Wilton Precinct removed the creek.

3.3 Limitations on retail

The Discussion Paper identifies that a new clause will be inserted that will limit the Gross Floor Area (GFA) of each local or neighbourhood centre within the Wilton Growth Area that are outside the Wilton Town Centre Retail Hub to a maximum GFA of 5,000m². This limitation already exists in the currently zoned North Wilton and South East Wilton Precincts.

While it is understood that the limitation has been placed to ensure that the Town Centre can evolve into a Strategic Centre in the hierarchy of centres, there needs to be recognition that once the Town Centre reaches capacity, additional out of centre capacity will need to be considered. In this regard, there is scope to consider a control that ensures the Town Centre develops as intended but enables out of centre retail to be increased when the Town Centre Retail Hub reaches a GFA close to capacity.

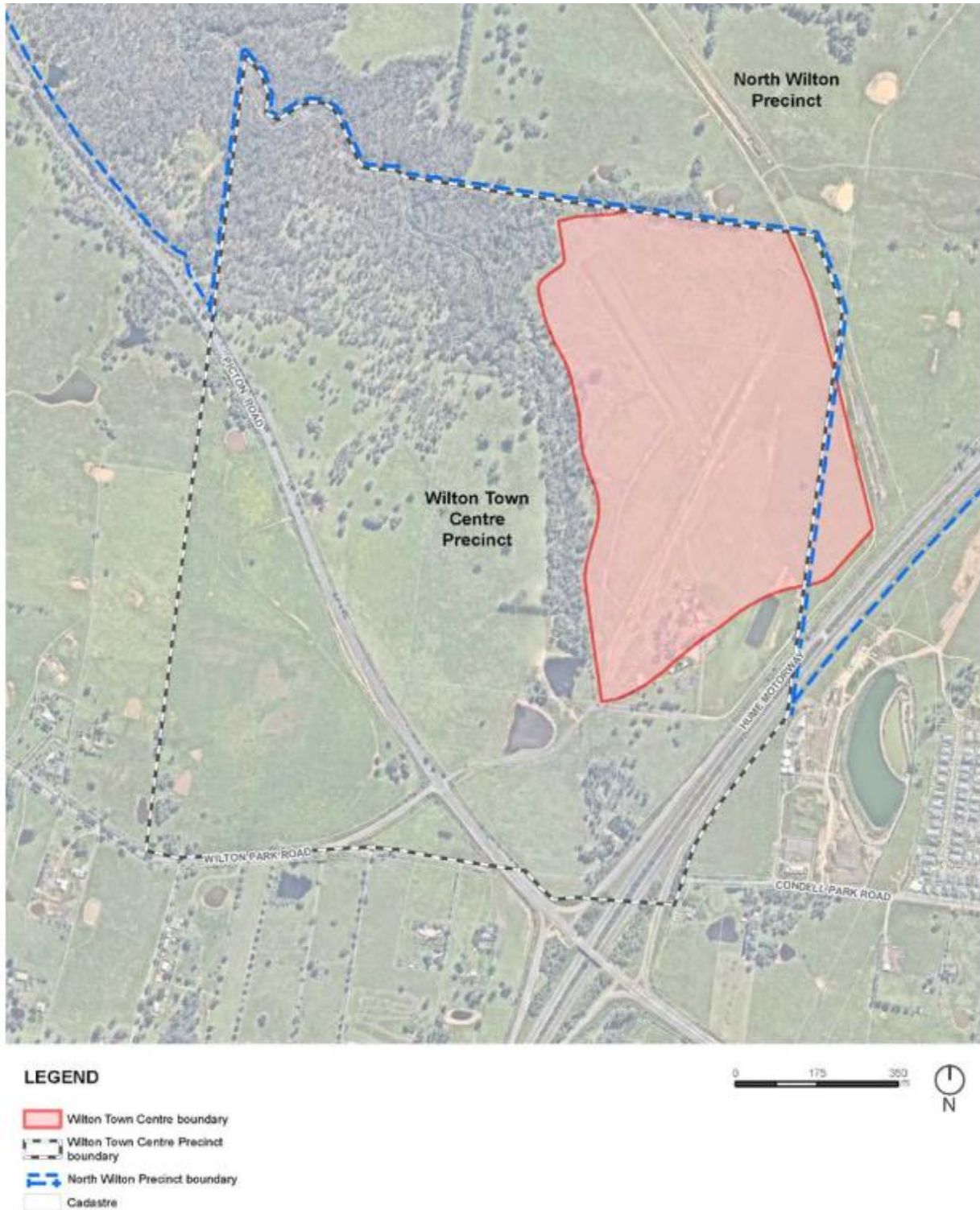
Recommendation

1. Introduce a control that enables the out of centre retail activity to be increased as the Town Centre Retail Hub approaches GFA capacity.

4 DRAFT WILTON GROWTH AREA DEVELOPMENT CONTROL PLAN - PART 7 WILTON TOWN CENTRE

Part 7 Wilton Town Centre applies to the area between the MDRC and the north south riparian corridor and includes land within the North Wilton Precinct (see Figure 2). However, draft Part 7 of the DCP only applies to land within the Town Centre Precinct. Further clarification is needed on the application of the DCP

Figure 2 Part 7 Wilton Town Centre DCP application area



4.1 Neighbourhood Plan and Detailed Concept Plan

Part 7 requires the preparation of one Neighbourhood Plan for the whole Town Centre (including the land within the North Wilton Precinct). Additionally, a detailed Urban Design Concept Plan must be submitted with the Neighbourhood Plan.

- The detailed Urban Design Concept Plan must include:
 - finer details of the distribution of all public spaces that are required within Wilton Town Centre, including details of the connectivity between these public spaces;
 - building form envelopes and active frontages throughout Wilton Town Centre, to provide for clear built form outcomes; and
 - details of vehicular access, parking and service access within the Town Centre Core, to ensure that site frontage provides and supports high-quality walking and cycling amenity for a vibrant, activated centre.
- The detailed Urban Design Concept Plan may be supported with development guidelines that set out more design details based on the principles of this of the DCP and describe the implementation plan for the design.

Bradcorp has previously expressed concern with the Neighbourhood Plan process. Specifically, timeframes to the Neighbourhood Planning process are necessary. We contend that this will provide Council, community and the development industry certainty that the process will be dealt with in a timely manner.

Furthermore, we have previously raised the need to implement mechanisms for instances where timeframes are not met, a Neighbourhood Plan is refused, or Council seeks amendments or information that are contrary to the submitted Neighbourhood Plan and the DCP. This should be considered for the detailed Urban Design Concept Plan.

Regardless of the process or mechanism in place, DPIE must recognise that an appropriate review process is required to ensure the preparation and adoption of Neighbourhood Plans and the Urban Design Concept Plan do not unduly delay the delivery of jobs, housing and infrastructure.

Recommendation

1. Establish appropriate timeframes for the consideration and finalisation of Neighbourhood Plan and Urban Design Concept Plan. This should be no longer than 6 months.

4.2 Street Network

Part 7 requires that all proposals must align with the principles of the Western Sydney Street Design Guidelines from the Western Sydney Planning Partnership Organisation. As highlighted above, Bradcorp has concerns with the referencing of guidelines that yet to be publicly exhibited or finalised.

Notwithstanding, there are concerns with a number of the road cross sections, particularly in relation to the following:

- **Reserve width:** the smallest local road is identified at 18m. Typically, in emerging growth areas, an 18m road is a primary local road that connects to collector road. The impact such road widths will have on development yields cannot be understated and should be reconsidered. Specifically, should the new approach to roads be applied to the North Wilton Precinct, it will significantly impact the existing Stage 1 Development Application currently under assessment by Council.
- **Water Sensitive Urban Design:** the road cross sections require an integrated WSUD approach that introduces the provision of low-flow runoff to passively irrigate street trees and verge planting. While this is a sound principle, in practice such designs are difficult to implement, particularly on land that is steeper than 2%. Furthermore, they require additional maintenance, which Councils are continually attempting to reduce.
- **Minimum foot path requirements:** the requirements for local roads is to provide a 1.5m footpath on each side. Given local roads are designed for low speeds, a single footpath on one side is considered to be sufficient. Furthermore, requiring additional footpaths, as well as shared paths increases the amount of (including footpaths on both sides of local roads)

- **Minimum 2.5m wide planting areas:** it is understood that the rationale for this is to increase the area for tree planting, however there is little indication of how this will be practically implemented on a standard local road, with the multiplicity of driveways. Additionally, with the need to provide footpaths on both sides of the road, the minimum requirement will create significantly larger verges that will require additional maintenance.
- **Interspersing parking bays with WSUD infrastructure:** it is understood that the intent of this approach is to provide areas that enable the delivery of planted rain gardens to maximise permeable surfaces. Preliminary analysis of such requirements has highlighted the difficulty in making such systems work in areas with gradients greater than 2%. Furthermore, it is likely that Council will ultimately be responsible for the maintenance of the WSUD infrastructure, placing an increased burden on Council resources and increasing maintenance costs. Given Council's Contribution Plan for the WGA does not include stormwater infrastructure, it is likely that need to regularly maintain WSUD infrastructure will lead to the need for additional maintenance costs to be included as part of any Planning Agreements. This is not considered to be an acceptable outcome and should be reconsidered.

Recommendation

1. Remove references to the Western Sydney Street Design Guidelines, particularly given they have yet to be released for public comment or appropriately tested.
2. Reconsider the need for footpaths on both sides of the road for Local Streets outside of the Town Centre.
3. Reconsider the application of WSUD requirements that will significantly impact road design and maintenance costs.

5 DRAFT WILTON GROWTH AREA DEVELOPMENT CONTROL PLAN - PART 6 EMPLOYMENT

Draft Part 6 of the exhibition material sets the controls for the development of employment generating land within the Town Centre Precinct. While Draft Part 6 currently only applies to the Town Centre Precinct, any intention to apply the controls across the WGA needs to be considered holistically. To this end, clarification is needed on the application of Part 6 across the remainder of the WGA.

5.1 Retail Hierarchy

Section 1.6 of the draft Part 6 Employment DCP introduces the retail hierarchy of the WGA and includes the Strategic Centre of the Town Centre Retail Hub, Local Centres and Neighbourhood Centres. Figure 3 below, extracted from the Part 6 DCP, identifies the general location of each new centre, as well as existing centres.

Figure 3: Centres Hierarchy

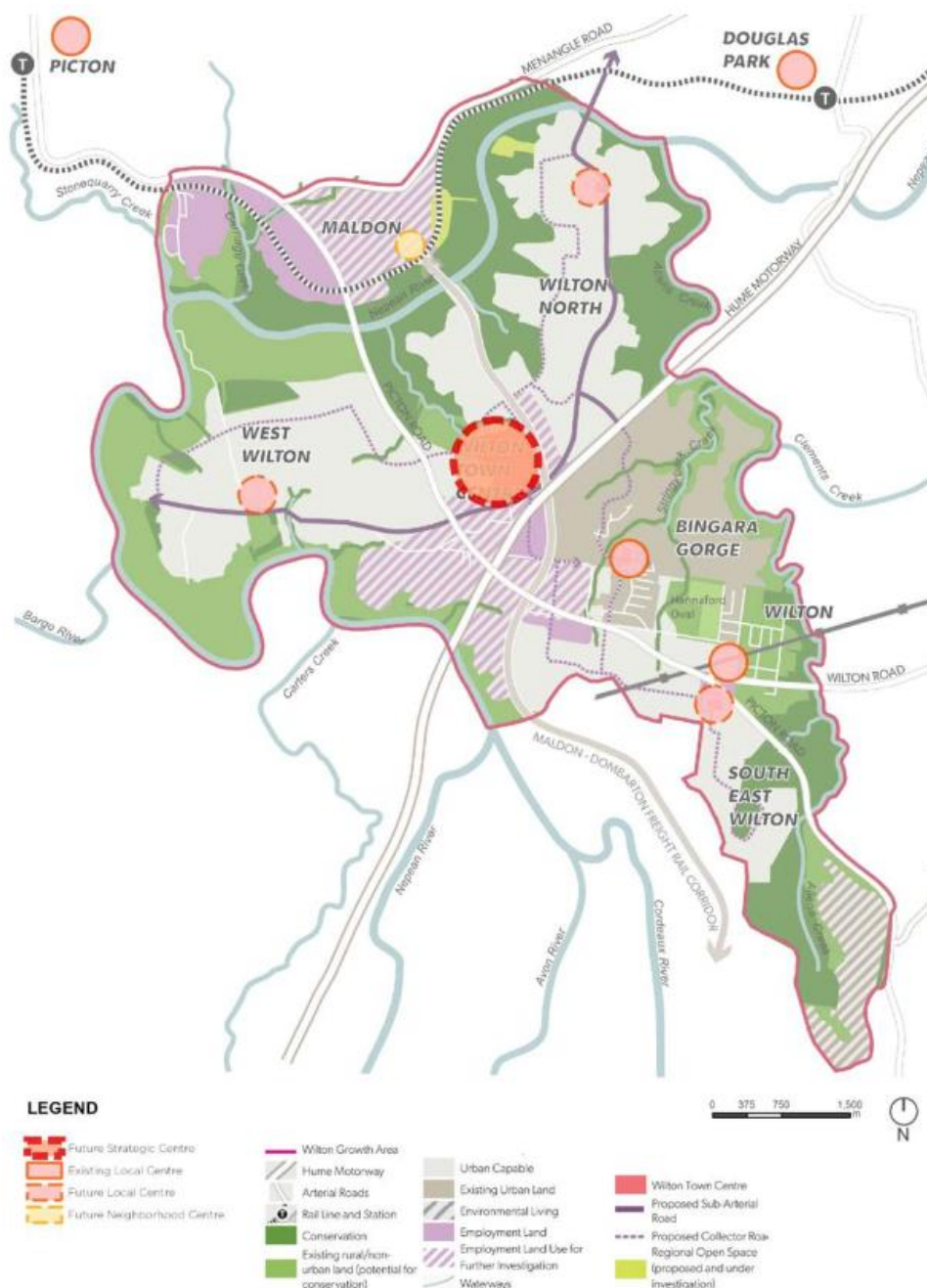


Table 2 of the Part 6 Employment DCP sets out the role and function of each of the centre types. Importantly, Table 2 indicates that a total capacity of 20,000m² of retail GFA has been identified for local centres outside of the Town Centre Retail Core. This includes the Local Centres in the north of the North Wilton Precinct, West Wilton and the South East Wilton Precinct.

However, Table 2 fails to recognise the Lakeside Hub located in the North Wilton Precinct. Situated on the proposed Lake, the Lakeside Hub forms a critical component of the North Wilton Precinct, and its vision to create a unique community and recreation focal point. The Lakeside Hub is identified in the adopted North Wilton Structure Plan (refer to Figure 4), which also identifies the 5,000m² retail GFA limit.

While it is acknowledged that the Lakeside Hub is not a Local Centre, we believe it should be considered on its own, particularly given the unique setting of the Lake and the opportunity to leverage off its amenity to create a social, employment and recreation focal point.

Macroplan have undertaken a review of the draft Part 6 Employment DCP, noting that the Lakeside Hub should be considered in its own right as 'centre', particularly since it is already recognised in the North Wilton Structure Plan (refer to Appendix A). This includes the suggestion that Table 2 of the draft Part 6 Employment DCP should be amended to specifically recognise the Lakeside Hub and its unique role in the hierarchy of centres. Table 1 below indicates the proposed amendment.

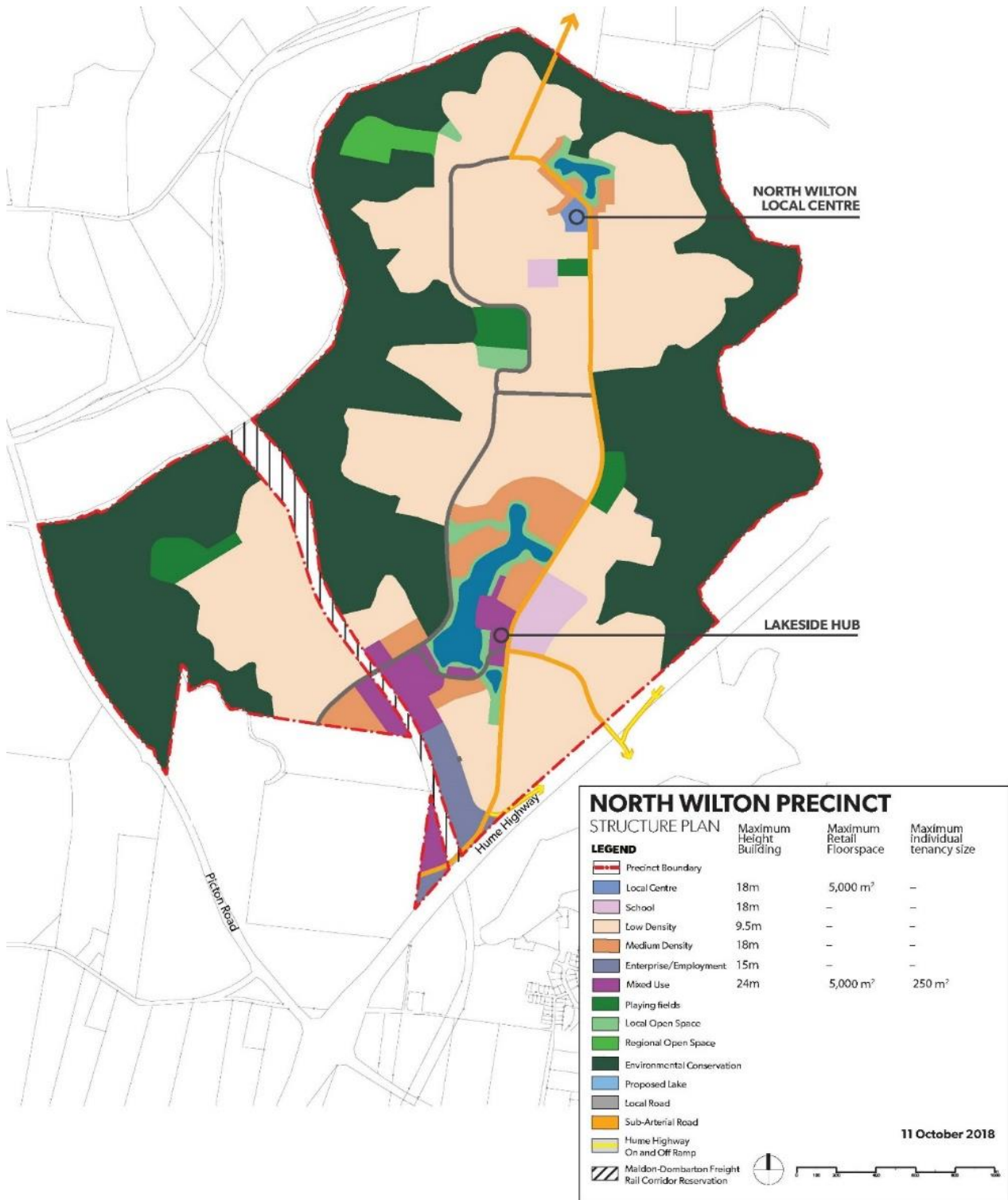
Table 1: Lakeside Hub Centre Function Addition

Centre Type	Examples / Description	Function	Appropriate retail uses
Lakeside Activity Hub	Refer to Section 3.5 of Schedule 2 of the Draft Wilton Growth Area DCP 2019 – North Wilton Precinct	<p>The Lakeside Activity Hub will:</p> <ul style="list-style-type: none"> be the focus of activity and daily life for the Precinct; provide for the local convenience needs of the local community; accommodate a range of land uses including commercial, residential, civic, recreation, education and social infrastructure; complement and support the role and function of the adjacent Wilton Town Centre; and be a key attraction for people to visit and businesses to establish in the Hub. 	<p>The Lakeside Activity Hub will provide a range of retail uses that aim to provide for the needs of the local community and create a vibrant centre. These uses include a supermarket with supporting specialty retail provision complementary to the Wilton Town Centre, markets, fresh food, cafes, restaurants, bars, personal services and convenience shops.</p> <p>The Lakeside Activity Hub will include:</p> <ul style="list-style-type: none"> a supermarket no greater than 2,500m²; specialty shops; cafes, bars and food services; offices and retail services; local educational, health, leisure and civic facilities; and recreational facilities and open space.

Recommendation

- Amend Table 2 of the draft Part 6 Employment DCP that recognises the Lakeside Hub and its role and function as a 'centre'.

Figure 4: North Wilton Structure Plan



6 CONCLUSION

On behalf of Bradcorp, we thank the DPIE for the opportunity to comment on Town Centre Rezoning, including the Draft DCP additions. As highlighted above, Bradcorp is supportive of the timely rezoning of the Wilton Town Centre Precinct, particularly to ensure that the development of the Precinct can occur in line with the already zoned North Wilton and South East Wilton Precincts.

Notwithstanding, we have highlighted a number of areas that, if maintained in their current form and applied across the WGA, would have a significant impact on the developability of land within the North Wilton Precinct and broader WGA. In this regard, we believe these matters have the potential to impact the delivery of the NSW State Government's vision for a new Town at Wilton.

The key concerns detailed in this submission include:

- Reference to plans and strategies that are yet to be finalised, inconsistent with State Government policies and/or establish an unrealistic and costly benchmark. The following recommendations are put forward to remedy these concerns:
 1. Remove any reference to Policies and Strategies that are inconsistent with NSW Government Policies, Strategies and Guidelines, refer to documents that do not currently exist (e.g. Council's 'adopted public art policy')

Any remaining Council Policies and Strategies (e.g. Council's "Engineering and Design Specification") that are referenced in the DCP are to be the final Council adopted policy or strategy and date stamped at their current version.

 2. Reconsider the application of the Western Sydney Street Guidelines until they are formally exhibited, tested and adopted.
- Introduction of a Structure Plan that does not satisfactorily integrate with the already adopted North Wilton Structure Plan and a proposed road network that would be difficult to deliver without significant and unnecessary cost. The following recommendations are put forward to remedy these concerns:
 1. Release information that informed the design and alignment of the proposed road network, particularly in relation to connectivity with the strategic Road network from the North Wilton Precinct.
 2. Review the road alignments and structure that and adopt a Structure Plan for the Town Centre that is supported by sound road engineering and urban design and is cost effective to deliver.
- Retention of creeks that substantially impact the delivery of road infrastructure, particularly in relation to those that have already been removed as part of the North Wilton Precinct rezoning. The following recommendations are put forward to remedy these concerns:
 1. Remove the 'creek' identified for retention at the northern boundary of the Town Centre Precinct, particularly given the precinct planning undertaken for the North Wilton Precinct removed the creek.
- Placing limitations on retail that do not consider future growth of retail needs outside of the Town Centre. The following recommendations are put forward to remedy these concerns:
 1. Introduce a control that enables the out of centre retail activity to be increased as the Town Centre Retail Hub approaches GFA capacity.
- The lack of detail in relation to the assessment process for the Neighbourhood Plan and Detailed Concept Plan, particularly assessment timeframes. The following recommendations are put forward to remedy these concerns:
 1. Establish appropriate timeframes for the consideration and finalisation of Neighbourhood Plan and Urban Design Concept Plan. This should be no longer than 6 months.

- Introduction of street cross section designs, which if implemented across the WGA, have the potential of increasing the amount of road reserve infrastructure, including WSUD devices, increasing ongoing maintenance costs. The following recommendations are put forward to remedy these concerns:
 1. Remove references to the Western Sydney Street Design Guidelines, particularly given they have yet to be released for public comment or appropriately tested.
 2. Reconsider the need for footpaths on both sides of the road for Local Streets outside of the Town Centre.
 3. Reconsider the application of WSUD requirements that will significantly impact road design and maintenance costs.
- The need to recognise the North Wilton Lakeside Hub as a unique centre in the hierarchy of centres. The following recommendations are put forward to remedy these concerns:
 1. Amend Table 2 of the draft Part 6 Employment DCP that recognises the Lakeside Hub and its role and function as a 'centre'.

Bradcorp are committed to delivering excellence and building on their demonstrated commitment to the Wollondilly Shire. Bradcorp wish to maintain their commitment and strong working relationship with the State Government, Council and all stakeholders to deliver Sydney's newest emerging town. To this end, we request that the recommendations summarised above and the matters raised in this report are adopted. Please contact either ourselves or Bradcorp directly if you have any questions, require anything further or wish to meet.

Appendix A
Lakeside Hub Function and Role
Macroplan

16 December 2020

Brett Whitworth
Deputy Secretary Greater Sydney, Place and Infrastructure
Department of Planning, Industry & Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Mr Whitworth,

Draft Wilton Town Centre Structure Plan and Wilton Growth Area Development Control Plan (DCP) amendments

We refer to the draft planning package for the Wilton Town Centre which includes a discussion paper outlining the rezoning proposal for the Wilton Town Centre Precinct as well as proposed additions to the draft Wilton Growth Area Development Control Plan 2019 (previously exhibited in August 2019). Macroplan has reviewed these documents on behalf of Bradcorp and notes that the planning framework does not acknowledge the mixed use and employment precinct proposed around the large lake in North Wilton including the retail offering proposed. Whilst it is accepted that the Wilton Town Centre will include a major retail and commercial centre, the provision of retail and commercial uses surrounding the North Wilton Lake will be critical to achieving sustainable planning and place making outcomes as well as the creation of new jobs.

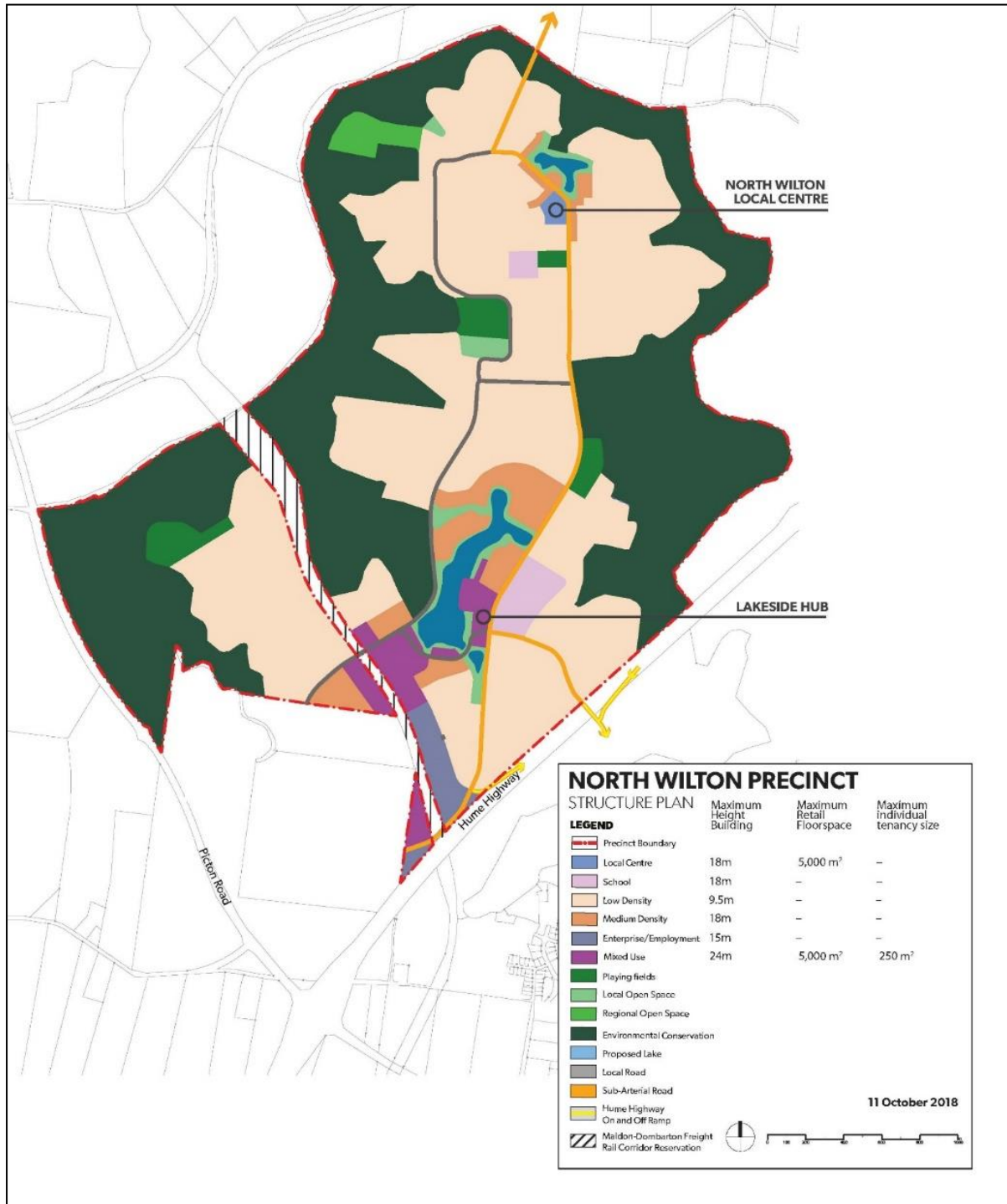
The primary retail focus of the town centre will principally occur through the provision of adequate floor space, the floor plate sizes of retail stores and the density of people living within and in close proximity to the town centre. The current Wilton Town Centre proposal anticipates higher density development occurring within the town centre and mixed-use areas, with a total yield of 400 dwellings. Macroplan is of the opinion that this dwelling yield within the town centre will not be adequate to sustain business offerings and night-time trading within the town centre. In addition, the timing of approving residential development and infrastructure in the Wilton Growth Area is likely to delay the take-up of retail space in the town centre, not due to the provision of a small-medium sized supermarket in the Lakeside Activity Hub. Stronger leadership and support is required between all levels of government to facilitate the provision of housing in the locality which will then provide the demand for retail and other business uses.

Macroplan is also of the opinion that the Plan for the Town Centre is not reflective of a contemporary centres model including the current conversation taking place around employment lands in NSW. The draft Structure Plan for the Wilton Town Centre does not enable and promote the locality as a future and vibrant location where centre activities occur and a mix of uses and interaction is enabled. This is a suburban town centre model more aligned to vehicle-oriented centres planning.

North Wilton and the Lakeside Activity Hub

The North Wilton Structure Plan was gazetted in October 2018 (Figure 1). A fundamental component of the Structure Plan is the Lake and the adjoining mixed-use precinct – the Lakeside Activity Hub. This has been recognised by the State Government as a key feature that will enable the delivery of a development that links the Green and Blue Grids and delivers an important place making, social, environmental and economic centre piece.

Figure 1: North Wilton Precinct Structure Plan



The Lakeside Activity Hub (Figure 2) will be the focus of activity and daily life for the Neighbourhood. It has been designed to accommodate a range of land uses including commercial, retail, residential, civic, recreation, education and social infrastructure. The amenity and direct association with the large lake will be a key attraction for people to visit and businesses to establish in the Hub. The Lakeside Activity Hub will complement the services, employment and activities in the future Town Centre and provides a high level of amenity.

Figure 2: Lakeside Activity Hub



The vision for the North Wilton is to deliver a new, vibrant and sustainable master planned community as a major contributing part of the overall Wilton New Town. North Wilton will incorporate a series of thoughtfully planned villages with high local amenity, job opportunities and connections to essential facilities and services. The housing choice, employment opportunities, education facilities, infrastructure and leisure activities available to North Wilton residents will make this Precinct a highly functional, desirable and self-contained community to live.

The lake is a distinctive aquatic feature in Wilton, which integrates with the natural assets of the locality and forms a key meeting place for local residents and visitors. The importance of the Lake and the Lakeside Activity Hub is to create an active heart for the community that attracts people to live and work in the area by choice. The Hub is a major component of the future Town Centre framework, providing early activation and leisure, local retail, business recreation and community facilities and will be a major attractor to stimulate early employment growth. The Lakeside Activity Hub, a focal point of leisure, retail, business activity and residential accommodation, will provide the community an activated space that will cater to a variety of daily needs and will offer a range of activities and opportunities for a diver range of residents of all ages.

It will be important for local and neighbourhood centres and the Lakeside Activity Hub to provide uses and services that support the needs of the local population and create local jobs and walkable communities. This is particularly evident as a result of COVID-19 and the NSW Government’s policy to ensure the delivery of high quality urban design and better places for people. A reliance on major retail centres like Wilton Town Centre for all retail and commercial services will only encourage a greater use of, and reliance on, private vehicles to access the Town Centre which is inconsistent with the planning objectives for the Wilton Growth Area i.e. to “reduce trips by private vehicles for daily needs”. Achieving this planning objective is more likely to occur if people live and / or work within walking distance of the services and amenity they require on a daily basis.

North Wilton is expected to have a future population of over 16,000 with the Wilton Growth Area forecast to grow to a population of over 42,000 people over the next 20-30 years. In addition to the Town Centre being able to accommodate a number of full line supermarkets (3,000-4,000m²), there will be a demand and need for the other local and neighbourhood centres and the Lakeside Activity Hub to include small-medium (1,000-2,500m²) supermarkets and other speciality retail stores. The draft DCP needs to be updated to acknowledge the 5,000 m² retail floor space that will be provided at the Lakeside Activity Hub (gazetted in the North Wilton Structure Plan) as the Hub is neither a local nor neighbourhood centre. Table 2 of Draft Wilton Growth Area DCP - Part 6 Employment should be amended as follows to be consistent with the draft North Wilton Precinct DCP (August 2019):

Centre Type	Examples / Description	Function	Appropriate retail uses
Lakeside Activity Hub	Refer to Section 3.5 of Schedule 2 of the Draft Wilton Growth Area DCP 2019 – North Wilton Precinct	The Lakeside Activity Hub will: <ul style="list-style-type: none"> • be the focus of activity and daily life for the Precinct; • provide for the local convenience needs of the local community; 	The Lakeside Activity Hub will provide a range of retail uses that aim to provide for the needs of the local community and create a vibrant centre. These uses include a supermarket with supporting specialty retail provision complementary to the Wilton

		<ul style="list-style-type: none"> • accommodate a range of land uses including commercial, residential, civic, recreation, education and social infrastructure; • complement and support the role and function of the adjacent Wilton Town Centre; and • be a key attraction for people to visit and businesses to establish in the Hub. 	<p>Town Centre, markets, fresh food, cafes, restaurants, bars, personal services and convenience shops.</p> <p>The Lakeside Activity Hub will include:</p> <ul style="list-style-type: none"> • a supermarket no greater than 2,500m²; • specialty shops; • cafes, bars and food services; • offices and retail services; • local educational, health, leisure and civic facilities; and • recreational facilities and open space.
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Wilton Town Centre – a need for a new approach

It is noted that the Department has proposed to exclude residential development from certain employment lands such as the retail core of the New Town Centre. Macroplan is of the opinion that the provisions to exclude residential development from the town centre, specifically the “Retail Hub” should be reconsidered as it will impact on the economic viability of the centre. One of the reasons many town centres are not vibrant and active places is because they have or are being constrained by such planning controls. This does not align with the new way of thinking and planning for places which focus on an “Activity Centre” approach.

The Structure Plan fails to respond to the needs of a contemporary centres planning conversation. Instead, it promotes a dated example of centres planning and strategy which does not enable and promote the locality as a future and vibrant location where centre activities occur and a mix of uses and interaction is enabled.

This dated approach is typified by the notion of dividing a centre around a zoning conversation. Preconceived notions about aspects of a centre appear to be put forward by technical advisors which is contrary to overwhelming evidence coming forward as to what is required to make a successful centre / town centre. This is a suburban town centre model more aligned to vehicle-oriented centres planning as opposed to ques which are required in active and successful centres 2020 and beyond. The current conversation taking place around employment lands in NSW by the Department of Planning, Industry and Environment is reflective of the need for the planning system to be more contemporary and responsive to emerging trends and needs.

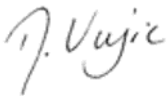
Retail trends indicate that centres are being repositioned and evolving to meet people’s needs. This includes offerings that require the physical presence of the consumer such as gyms, fresh food, medical and childcare to support local residential populations as they grow. Therefore, the question needs to be asked as to why residential uses need to be separated from the employment / retail precinct rather than being integrated to achieve compact, sustainable and liveable places? Restricting residential development in these locations will encourage private

vehicle use and impact on the creation of demand for services outside daytime operating hours (9am-5pm). Uses and users together activate places and precincts. It is therefore important to establish a sense of community and increase activity outside normal business hours through land uses such as hospitality and entertainment, community facilities, gymnasiums, etc.

The successful functioning of the New Town Centre will be critical to the successful development of the Wilton Growth Area and examples of successful town centres need to be reviewed in this context before imposing such restrictions. Increased density and diversity of housing in and around the new town centre will improve land efficiency, housing variety and support centre facilities. It will also ensure the centre provides sufficient development intensity and land use mix to support high-frequency public transport. Diversity of land uses promotes a more equitable distribution of services, facilities and employment and an overall reduction in travel demand. A range of land uses that complement the primary function of the town centre can be provided on a scale that will not detract from other centres in the hierarchy. Should the Department have concerns regarding residential development compromising the retail and commercial floor space provided in the town centre then consideration could be given to imposing a minimum floor space requirement for retail and commercial uses whilst allowing for a mixing of other uses to occur such as residential.

Should you wish to discuss the above further, please do not hesitate to contact Gary White on 0407 969 442 or me on 0427 664 128 or Daniela.vujic@macroplan.com.au.

Yours sincerely,



Daniela Vujic
Senior Strategic Planning Manager

Appendix B

Submission to the Draft Cumberland Plain Conservation Plan (with Attachments)

Bradcorp



Friday, 09 October 2020

Department of Planning, Industry & Environment
Green & Resilient Places Division
Locked Bag 5022
Parramatta NSW 2124

Dear Sir / Madam

Submission to exhibition of Draft Cumberland Plain Conservation Plan ('draft CPCP') – North Wilton Precinct, Wilton Growth Area

Thank you for the opportunity to make submissions on the draft CPCP exhibition documents. We also acknowledge receipt of the information provided in your email advice of 26 August 2020 which in part responds to our submissions of 27 May 2020 (copies attached).

We congratulate the NSW Government and the Department in their efforts in preparing the CPCP. The finalised plan will be a much-needed, critical piece of environmental policy and legislation that supports both the long-term growth of Western Sydney while protecting important biodiversity in the region.

Bradcorp appreciates the ongoing consultation and dialogue over the preparation of the CPCP. We acknowledge the complexities in preparing such a plan to achieve the overall vision of supporting the delivery of infrastructure, housing and jobs for the Western Parkland City in a planned and strategic way that protects and maintains important biodiversity. This submission is being made with that in mind.

We note that the exhibited mapping has, in part, taken into account early feedback from Bradcorp. This related to the need to recognise the strategic road network for the Wilton Growth Area as well as other suggested measures to efficiently and logically develop the land without compromising good biodiversity outcomes. There are still however a number of matters we either need to again raise or now bring to the Department's attention. These are outlined below.

Riparian Corridors

We note the advice in your email of 26 August 2020. With respect, the advice does not in our view properly recognise or acknowledge our previous submission & supporting information on 27 May 2020 that the rezoning process for North Wilton included ground truthing stream assessments supporting the removal of streams which are now proposed to be excluded as urban capable land and be included as Environmental Conservation land.

The streams referred to are identified at Notes 1 and 3 in the plan at Attachment 3 of our submission of 27 May 2020.

The practical effect of excluding these streams and zoning them as Environmental Conservation land will mean that:

- Delivery of the northern sub-arterial road serving the North Wilton Precinct will be unnecessarily impacted.
- Delivery of an essential road link to the Town Centre Precinct and the Wilton primary/secondary school will also be unnecessarily impacted.

Based on the above, these proposed 'urban capable land' exclusions would not contribute to maintaining important biodiversity and would unnecessarily complicate the delivery of important infrastructure. This, in our view, is inconsistent with the overall vision for the CPCP referred to above.

We again request that the streams in question be included as urban capable land to enable the delivery of the infrastructure and road links that have been planned for by DPIE.

Maldon Dombarton Rail Corridor and Easements

We note that the Maldon MDRC, 132kv powerline easement and right of way along the Hume Motorway at North Wilton are still not proposed to be bio-certified under the draft CPCP.

As outlined previously:

- two major road crossings are required to link North Wilton to the Town Centre Precinct, both of which form an integral part of the Strategic Road Network identified in Wilton 2040.
- Additionally, a pedestrian link between the Precincts over the MDRC has also been identified by the DPIE.
- Land within the 132kv powerline the easement can be developed by either being included within future lots, open space or the road network.
- The right of way along the Hume Motorway, currently providing legal access to the MDRC, will be removed and developed for urban purposes once the sub-arterial road network is constructed to replace it.

Please refer to Notes 2, 4, 5, 6 and 7 in the plan at Attachment 3 of our submission of 27 May 2020 for the locations referred to.

We note your email advice that if no vegetation (within these corridors) are impacted, it is likely that the approval process to develop them will be straight forward.

It is apparent that any vegetation within the MDRC where these crossings are located is of no biodiversity significance. This is also the case for the majority of the land within the powerline easement where it is abutted by 'urban capable' land and land within the right of way. We therefore consider that to exclude the crossings, easement and right of way lands will add an unnecessary step in obtaining approval to deliver important infrastructure (in the case of the MDRC crossings) or the efficient delivery of urban land. Again, this approach is inconsistent with the overall vision for the CPCP of supporting important infrastructure and delivering housing while maintaining important biodiversity.

We accept that this may not be the case for all easements within the nominated areas of the Plan. However, for the reasons outlined above, a "one size fits all" approach as proposed by the Draft CPCP is not an efficient or good planning outcome. We again request that the

MDRC (at the least the crossing locations), powerline easement area and right of way lands be included as urban capable land and bio-diversity certified.

Proposed Environmental Conservation Zone

The explanation of intended effect for the proposed SEPP for Strategic Conservation Planning ('the Conservation SEPP') provides the following:

In some cases, an E2 zone will already exist under another EPI but its provisions will be inconsistent with the E2 zone proposed under this SEPP. If the land is identified as avoided land, the proposed SEPP will remove some permitted land uses of the existing E2 zone to align the zone with the E2 zone proposed under this SEPP

In the case of North Wilton, the existing E2 Zone is proposed to be amended to align with proposed non-certified land avoided for biodiversity reasons or avoided for other purposes. Significantly, the proposed E2 Zone under the Conservation SEPP will remove the following current permissible land uses from E2 Zoned land under the Growth Centres SEPP:

Information and education facilities; Kiosks; Recreation areas; Roads

The Conservation SEPP will only permit *environmental protection works and flood mitigation work* in the proposed zoned E2 zone.

We refer to our earlier discussion of riparian corridors and the streams referred to at Notes 1 and 3 in the plan at Attachment 3 of our submission of 27 May 2020. The intended prohibition of roads in the proposed E2 Zone will effectively mean that any planned roads, i.e. the northern sub-arterial road and road link to the Town Centre Precinct and the Wilton primary/secondary school will need to be relocated. This is despite ground-truthing stream assessments undertaken as part of Precinct Planning supporting their removal. This is a significant change which, in our view, is not supported by the evidence.

Based on the above, in the case of North Wilton we would strongly request that the current range of permitted land uses for the E2 zone remain as is.

Shale Sandstone Transition Forest ('SSTF') mapping

We note that the draft CPCP mapping identifies significant parts of the North Wilton 'urban capable' land as part of a SSTF Threatened Ecological Community. These areas predominantly comprise of degraded Derived Native Grassland ('DNG'). We understand that the determination of required offsets area under the Plan takes account of these areas being declared urban capable.

We have discussed the classification of the DNG areas as SSTF with ecological consultants, Niche Environment & Heritage. It is our understanding from those discussions that:

- Insofar as the legal definition for SSTF in NSW is concerned there does not appear to be any provision for the community to comprise a grassland only (derived from the woodland community) variant of the community.
- Whilst it is true that some EEC final determinations note that DNG variants of the woodland community, if contiguous with the woodland variant (i.e. grass adjacent to trees) may contribute to the 'patch' of the EEC, the SSTF final determination does not provide for that.
- The final determination states that SSTF is also listed at a Commonwealth level under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). However, the Commonwealth listing advice excludes some patches, here regarded as Shale Sandstone Transitional Forest, on the basis of condition or

structure thresholds. In other words, the Commonwealth definition of the community, generally has a higher condition threshold than the NSW definition.

On this basis we submit that these predominantly DNG areas should not be identified as SSTF for the purposes of the Plan.

Cumberland Plain Woodland ('CPW') mapping

We note that the draft CPCP mapping identifies parts (90ha) of the areas proposed to be certified 'urban capable' land as part of a CPW Threatened Ecological Community. The areas identified are in fact individual 'paddock' trees. We understand that the determination of required offsets area under the Plan also takes account of these areas being declared urban capable.

We do not believe that these areas constitute CPW communities as per the final determination. On this basis we submit that these areas of individual trees should not be identified as CPW for the purposes of the Plan.

Exclusion of Stage 1 DA area

The Draft CPCP excludes areas that are the subject of current, yet undetermined development applications. In the case of North Wilton, this excludes the land area covered by our Stage 1 subdivision and Sub-Arterial road application. We understand the basis for its exclusion is that the ecological assessment of the applications is subject to the now repealed *Threatened Species Conservation Act* and complications with having the 'DA land' potentially subject to multiple assessment approaches.

Whilst we understand and would agree with the exclusion of land that is subject to determined development applications, this is not the case here. Whilst we have every confidence that our development applications will be approved, we can't be certain. This would potentially mean that areas within the Growth Areas covered by the Plan would be excluded from the certainty of outcomes, as intended for the Growth Areas. We are also concerned that we would be obligated to pay State Infrastructure Contributions under VPA arrangements for conservation outcomes in an area not identified under the plan as urban capable.

On this basis we believe it is imperative that the Plan does not exclude areas that are subject to undetermined development applications.

Existing and Future Maldon Employment Areas

The existing and future Maldon Employment Areas have been identified, in the majority, as urban capable land under the draft Plan. We raise the following issues:

- The existing Maldon Employment Area, located on the western/south western side of Picton Road, is zoned and largely developed. The TEC mapping shows a significant amount of SSTF TEC on nominated urban capable land here, which we understand would be included as TEC required to be offset under the Plan. Whilst we question the identification of these areas as SSTF (they are essentially grassland) we disagree with this approach in principle on the basis that the land is largely developed. We submit that these areas should not be included for the purposes of calculating required offsets.
- It is our understanding that the future Maldon employment area is affected by an approved mining lease held by South 32. We further understand that a significant, high quality coal resource is present here and that mining is not scheduled to commence for some 30 years with completion more than a decade later. In all likelihood this area will not be developable for the life of this Plan. We therefore

submit that this area should not be included for the purposes of calculating required offsets for the life of this Plan.

Thank you for considering our submissions. We would welcome the opportunity to discuss the above in further detail. If you wish to do so or have any questions please don't hesitate to contact us.

Kind Regards,

A handwritten signature in black ink, appearing to read 'G. Kelly', written over a light grey rectangular background.

Grahame Kelly
Executive Director

From: DPE PS Biodiversity Mailbox <biodiversity@planning.nsw.gov.au>
Sent: Wednesday, August 26, 2020 5:29:48 PM
To: Peter Grogan <pgrogan@bradcorp.com.au>
Cc: Laura Torrible <Laura.Torrible@planning.nsw.gov.au>
Subject: Public exhibition of the Draft Cumberland Plain Conservation Plan

Dear Mr Grogan,

Subject: Public exhibition of the Draft Cumberland Plain Conservation Plan

The Department of Planning, Industry and Environment (the department) is writing to notify you that the Draft Cumberland Plain Conservation Plan (the Plan) is currently on public exhibition.

The Plan is a strategic conservation plan for Western Sydney. It will support the delivery of infrastructure, housing and jobs for the Western Parkland City in a planned and strategic way that protects and maintains important biodiversity. The Plan seeks to streamline biodiversity approvals processes under both NSW and Commonwealth legislation.

The department met with you in late 2019 about the Plan and Bradcorp holdings in the Wilton Growth Area. The meetings were set up to allow you to provide early feedback into the development of the Plan in relation to these landholdings.

In your letter of the 27th of May 2020, you raised four specific issues. They are addressed in the responses below:

1. Riparian corridors and essential infrastructure:
 - The riparian corridors have been mapped consistently throughout the Plan Area using the LPI 1:25,000 topographic database hydro line layer and calculating the Strahler orders using tools from the ArchHydro extension in ArcGIS. A buffer each side of the centre line with a width correlated to the strahler order has been created to generate a spatial riparian corridor. The Department recognises that additional essential infrastructure, such as local roads, may be needed outside of the urban capable land, to support development in the growth areas.
 - The strategic assessment under Part 10 of the EPBC Act will allow certain essential infrastructure to be developed by, or on behalf of, public authorities outside of the urban capable land, subject to consistency with a guideline proposed under the Plan.
 - Infrastructure that would cross non certified areas, such as riparian corridors, may require assessment and approval under the *Biodiversity Conservation Act 2016*.
2. Precinct plans will be amended consistently with the Plan.
 - The zoning for Wilton North was completed prior to the finalisation of the CSCP urban capable footprint. This has resulted in some minor inconsistencies between the zoning and the urban capable footprint.
 - It is proposed that the zoning will be updated to align with the urban capable footprint immediately following approval of the Cumberland Plain Conservation Plan. This will ensure that the land certified for development matches the land zoned for development.
3. Maldon Dombarton Rail Corridor and Easements:

- Easements, including the rail corridor, have been consistently excluded from biodiversity certification across the nominated areas of the Plan.
- Any development occurring within the corridor will need to undergo a separate approval noting that if no vegetation is impacted, it is likely that the approval process will be straight forward.
- Note that not all infrastructures were certified through the Growth Centres process and required a specific offsetting program.
- Legislation and process have changed since the Growth Centres were certified.

Land Category Update

The map at Attachment 1 shows how the land categorisation has changed on these holdings between 2019 and the Plan currently on public exhibition.

The urban capable footprint determined for these holdings were developed following the department's Avoidance Criteria. These criteria were applied consistently throughout all the nominated areas and ensured that areas with a high biodiversity value were not included in the urban capable footprint.

During the early engagement process requests for updates to the certification boundary were considered by the department and only those changes consistent with avoidance criteria with no additional impacts to threatened species or native vegetation could be made.

The department has published the Draft Cumberland Plain Conservation Viewer at <https://www.planning.nsw.gov.au/aboutcumberlandplainconservationplan> to help landowners identify if their land is affected by the Plan at property scale. It shows land categorisation, presence of mapped threatened ecological communities, presence of koala corridors and other environmental and planning information. Please also refer to our website for more information, including landholder FAQs at <https://www.planning.nsw.gov.au/aboutcumberlandplainconservationplan>.

If the Plan is approved, all land designated as certified-urban capable will not require further environmental assessment under the NSW *Biodiversity Conservation Act 2016*, or the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.

Proposed Environmental Conservation Zone

The Plan has identified that some of your land is within the area proposed for environmental conservation (E2) zoning. The proposed change to land use zoning will support the Plan's objectives. This proposed future use is consistent with the strategic plan and vision for your area, which can be reviewed on the department's website <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts>.

The Plan has also identified that some of your land is already zoned or proposed to be zoned for environmental conservation (E2) under an environmental planning instrument such as a state environmental planning policy (SEPP) or local environmental plan (LEP).

The department is proposing amendments to the permitted land uses for your land, to align these uses with the environmental conservation (E2) zone proposed under the SEPP for strategic conservation planning. Please refer to the Explanation of Intended Effect for more detail on the proposed planning changes relating to the environmental conservation (E2) zone.

Your land may also be affected by other planning controls proposed by the Plan. The department has published the Draft Cumberland Plain Conservation Viewer to help landholders identify if their land

is affected by the Plan. It identifies land proposed for environmental conservation (E2) zoning and other key information.

The Explanation of Intended Effect describes the planning controls proposed by the Plan and will help you understand how land proposed to be zoned for environmental conservation (E2) is affected by the Plan.

If only part of your land is identified for environmental conservation (E2) zoning, the remainder of your land will remain in the existing zoning as identified in the relevant environmental planning instrument such as a SEPP or local environmental plan (LEP).

The proposed environmental conservation (E2) zoning will not affect current uses of the land, and landholders can continue to live on their land, using their properties as they lawfully did before the Plan commenced.

Your submission

The Plan package is on public exhibition until 25 September 2020. The department encourages you to view the documents and make a formal submission on the Plan at <https://www.planningportal.nsw.gov.au/draftplans/exhibition/draft-cumberland-plain-conservation-plan>.

The department will consider all feedback gathered from the submissions when finalising the Plan.

If you require further information, please contact Laura Torrible on Laura.Torrible@planning.nsw.gov.au.

Yours sincerely,

Elizabeth Irwin

Director Conservation & Sustainability

Green & Resilient Places Division

4 Parramatta Square, 12 Darcy St Parramatta, NSW, 2150

www.dpie.nsw.gov.au



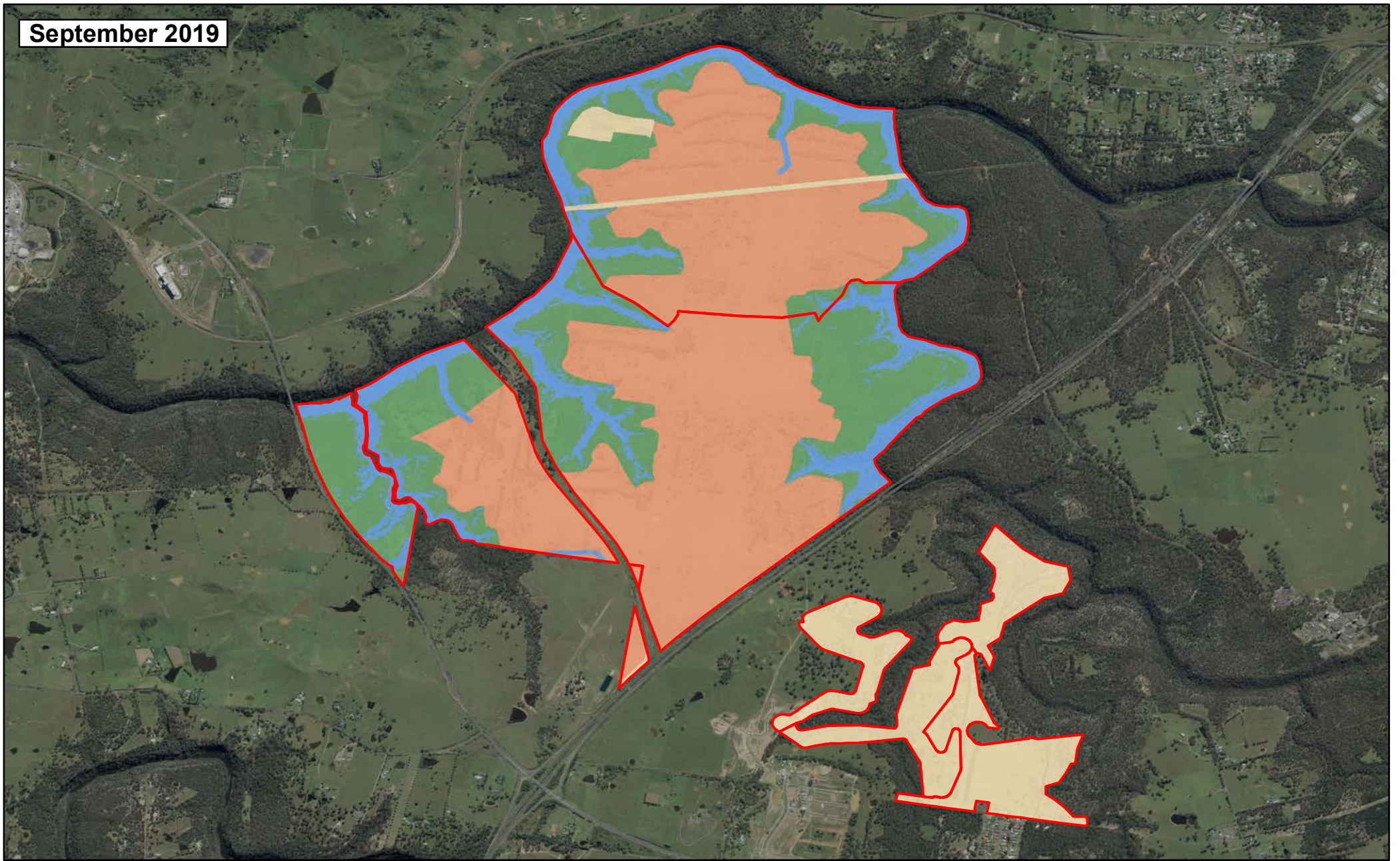
The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Greener Places, Great Public Spaces

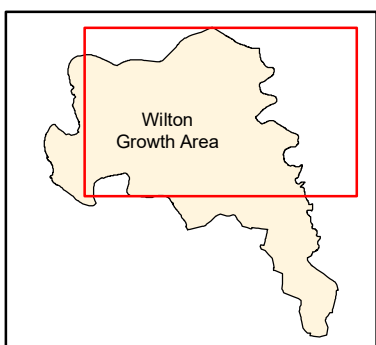
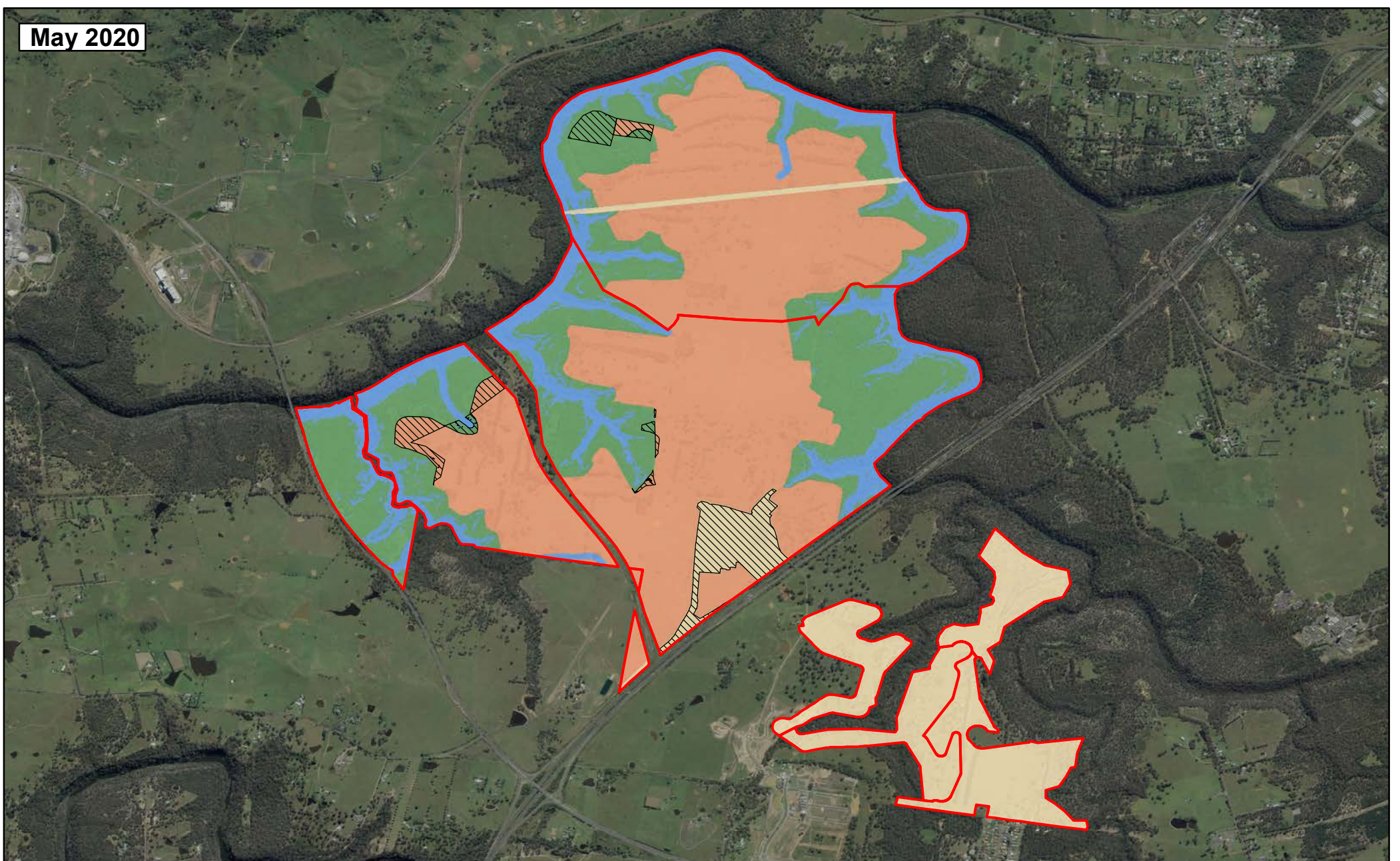


dpie.nsw.gov.au/premiers-priorities

September 2019



May 2020

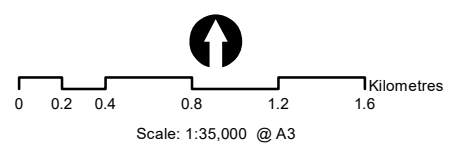


Legend

- Identified Bradcorp Land
- Area of Land Category change
- Land Category**
- Certified - Urban Capable
- Excluded
- Non certified - Avoided for Other Purposes
- Non certified - Avoided for Biodiversity

Cumberland Plain Conservation Plan

Land Category Comparison
Identified Bradcorp Land





Wednesday, 27 May 2020

Mr Steve Hartley
Executive Director
Environment Infrastructure Planning & Resilient Places
Department of Planning, Industry & Environment
Locked Bag 5022
Parramatta NSW 2124

Via email: Steve.Hartley@planning.nsw.gov.au

Dear Mr Hartley,

RE: NORTH WILTON PRECINCT – CUMBERLAND PLAIN CONSERVATION PLAN

Thank you for our telephone conversation on the 20th May 2020. Bradcorp is appreciative of the previous and continuing dialogue with the Department regarding the draft Cumberland Plain Conservation Plan (CPCP).

As discussed, Bradcorp has strong concerns relating to the land at North Wilton proposed to be bio-certified, i.e. the proposed 'urban capable' land. It was appreciated that you had indicated that, if the matters we addressed were found to be valid, then changes may need to be made.

We have now reviewed the details of the proposed Urban Capable footprint for North Wilton provided to us by your team last week. There are a number of issues we need to raise with you.

Unfortunately, in our view the current proposed bio-certification for North Wilton does not recognise the delivery of the Government's strategic road network at Wilton. That road network was finalised by the Government after extensive work and is key to connecting the Wilton precincts. We are sure this potential impact is inadvertent, but hope you agree it needs to be resolved.

The Strategic Road Network is a core part of the Wilton Priority Growth Area and should be bio certified in the CPCP process.

A review of the data provided has identified a number of significant issues, which not only reduce the quantum of proposed bio-certified land, but also make it difficult to efficiently and logically develop the land. These issues are identified below.

1. Riparian Corridors

The digital data and accompanying site plan identify that two 'streams' will be excluded from the 'urban capable' classification and will not be bio-certified. In previous discussions with Department of Planning, Industry and Environment (DPIE) staff, Bradcorp noted that as part of the rezoning process, the DPIE and Bradcorp had received correspondence from the then Water NSW, which did not require protection of the streams. As such, the streams were rezoned Urban Development as part of the rezoning of the North Wilton Precinct.

Notwithstanding this, we do not believe that the streams that have been identified for retention have been appropriately ground-truthed. This is particularly case for the stream identified to be retained in the north, which does not demonstrate the required characteristics of a stream and is on land identified as the northern village centre. See attached report and correspondence from Water NSW.

The practical effect of excluding these streams will mean that planned road infrastructure and the core of the northern village centre will not be bio certified.

The northern stream impacts on the northern sub-arterial road serving the North Wilton precinct which is also proposed to cross over the Nepean River to Douglas Park.

The stream in the south of the North Wilton precinct is located in an area where there is an essential road link to the Town Centre Precinct and the Wilton primary/secondary school.

Separate to these impacts, there is history of discussions about these areas which we understood had been concluded in the Precinct Planning Process by the DPIE.

It is unreasonable to suggest that this essential infrastructure will have to be offset outside of the CPCP and contributions of the SIC regime.

In light of the above, we believe the streams must be included as urban capable land to enable the delivery of the infrastructure and road links that have been planned for by DPIE.

2. Maldon Dombarton Rail Corridor

We note that the Maldon MDRC will not be bio-certified as part of the draft CPCP.

Two major road crossings are required to link North Wilton to the Town Centre Precinct, both of which form an integral part of the Strategic Road Network identified in Wilton 2040. Additionally, a pedestrian link between the Precincts over the MDRC has also been identified by the DPIE.

This infrastructure has been identified by DPIE and Transport NSW as integral to the broader Growth Area road and pedestrian network and its approval is subject to Part 4 of the EPA Act.

Without the necessary bio-certification, an unnecessary delay and study on the impact on native vegetation potentially affected will be required. Potentially resulting in unjustified offsetting applied on top of the SIC.

As such, the corridors for the road and pedestrian links over the MDRC should be bio-certified as part of the CPCP.

To assist the Department with mapping, we attach a plan that illustrates the areas of the MDRC we believe should be bio-certified as part of the CPCP process. The digital data of this plan can be provided to the DPIE if required.

3. Easements

The 132kV powerline easement that traverses the site in the north of the precinct is identified to be excluded as part of the draft CPCP. This easement remains in the ownership of Bradcorp and at the very minimum will be developed for roads, the rear of residential lots and open space. Bradcorp has outlined during our conversations with the Department that the electricity infrastructure is likely to be undergrounded and the current easement extinguished. Notwithstanding, in the event this does not eventuate, the land within the easement can be developed by either being included within future lots, open space or the road network.

This is not a new approach. As noted in point 1 above, the bio-certification outcome achieved in the South West Growth Centre also included electricity easements. For example, the 132kV and 330kV powerline easements traversing the Oran Park Precinct are bio-certified. In the case of the 330kV powerline easements, they have been incorporated as part of the open space network or included as part of private residential lots. A similar approach should be considered in the CPCP.

We also note that a right of way along the Hume Motorway, which provides legal access to the Maldon Dombarton Rail Corridor (MDRC) has not been identified as 'urban capable' and consequently will not be bio certified. As with the powerline easement, the right of way is land that remains in the ownership of Bradcorp, with the right of way to be extinguished once the sub-arterial road is delivered.

A further requirement to offset any vegetation in this land in addition to the CPCP and SIC is unreasonable and contrary to the intent of the bio-certification provisions of the Act.

As such, the easement and right of way should be classified as 'urban capable' and included as bio-certified land under the CPCP.

We request the above matters be given urgent consideration and attention.

4. Other matters

There are a number of additional areas of land that have an Urban Development zoning that have not been identified as urban capable by the draft CPCP that would result in a reduction of developable land and the application of boundary linework that is impractical from a development design and delivery aspect. While these matters are important in their own right, these were discussed during our meeting on the 20 December 2019 and we understand they can be resolved as part of the exhibition and submissions process for the draft CPCP.

We will be preparing a detailed submission on the alignment of the draft CPCP boundary and the UDZ zoning boundary for further discussion with the Department ahead of, or during the exhibition process.

We respectfully request that the above matters 1 – 3 be incorporated into the draft CPCP ahead of the exhibition or that there is an undertaking that the recommended Plan post exhibition will remedy the above issues.

We are keen to work collaboratively with the Department and suggest we meet to discuss a way forward to resolve these issues.

Please do not hesitate to contact Grahame Kelly on 0418 964426.

Kind Regards,

A handwritten signature in black ink, appearing to read 'G Kelly', with a long horizontal flourish extending to the right.

Grahame Kelly
Executive Director | Bradcorp Holdings Pty Ltd

CC:
Brett Whitworth
Deputy Secretary
Department of Planning, Industry and Environment



ATTACHMENT 1

Appendix G of the Wilton Junction Water Cycle
Management Strategy

APPENDIX G - STREAM ASSESSMENT

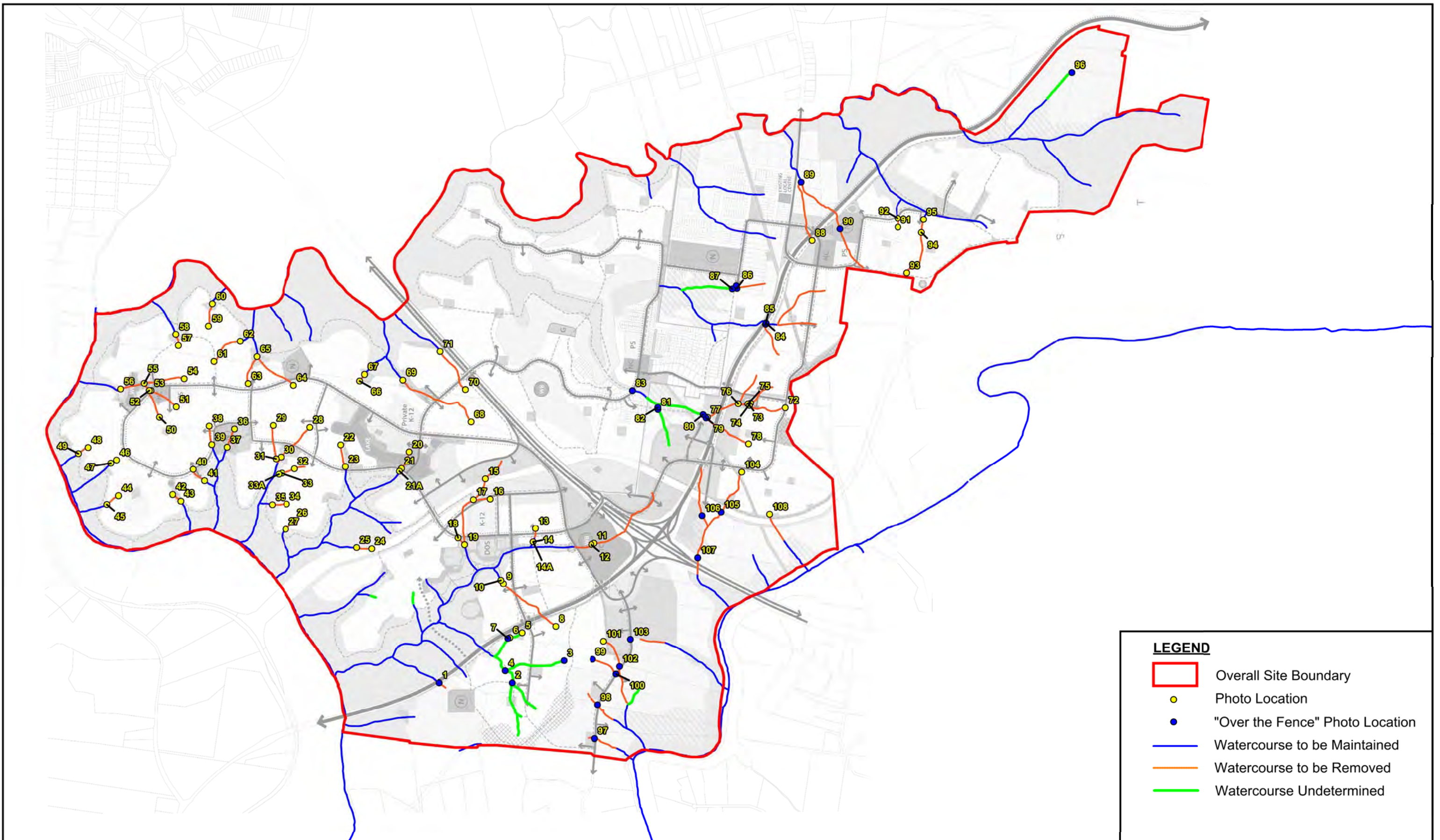




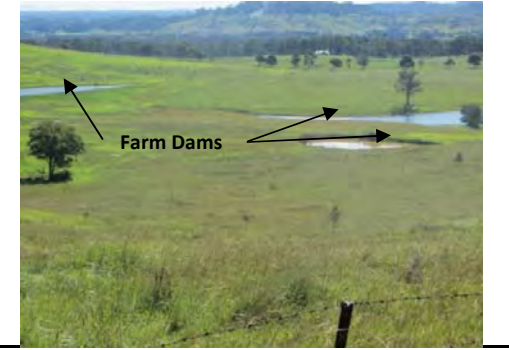

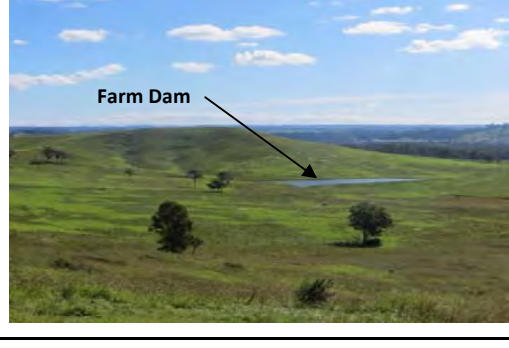




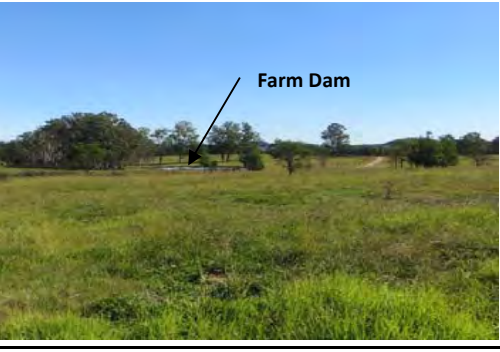



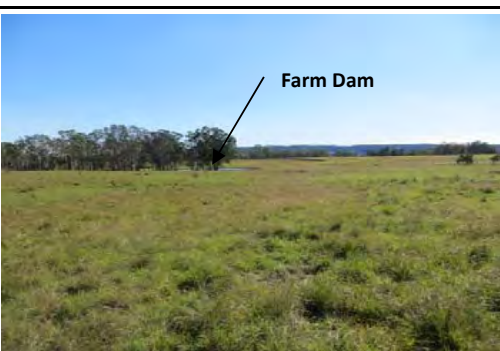

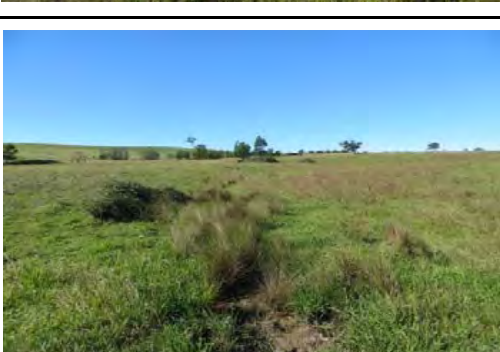




FIGURE 13











Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
1	Downstream		<ul style="list-style-type: none"> - No defined channel or flowpath. - Short grass with scattered trees. <p>(Note: Photo taken from fence line due to restricted site access.)</p>	N	N	6	Downstream		<ul style="list-style-type: none"> - Heavy erosion at bank sides. - Meandering upstream at 1 -5 m wide (at 0.5 - 1 m depth). - Large rock bed at water course invert. 	-	-
2	Upstream		<ul style="list-style-type: none"> - Cropped pasture grass. - Drains to man-made farm dam. - Very wide natural depression/flowpath. <p>(Note: Photo taken from fence line due to restricted site access.)</p>	-	-	7	Downstream of Boundary Fence		<ul style="list-style-type: none"> - Meandering at 1 - 2 m wide (approximately 0.5 m depth). - Heavy vegetation (trees) along banks. - Exposed soil and debris at invert. <p>(Note: Photo taken from fence line due to restricted site access.)</p>	-	-
3	Upstream		<ul style="list-style-type: none"> - Very wide natural depression/flowpath. - Drains to man-made farm dam. - Cropped pasture grass. <p>(Note: Photo taken from fence line due to restricted site access.)</p>	-	-	8	Upstream		<ul style="list-style-type: none"> - Very wide natural depression/flowpath. - Cropped pasture grass. - Drains to concrete cattle crossing under Picton Road (Large culvert approximately 3 x 3.5 m). 	N	N
4	Adjacent		<ul style="list-style-type: none"> - Man-made farm dam. - Cropped pastured grass. - Determination of removal to be undertaken at a later time. <p>(Note: Photo taken from fence line due to restricted site access.)</p>	-	-	9	Downstream		<ul style="list-style-type: none"> - Heavily eroded bank at 1 -2 m wide (approximately 0.5 m depth). - Cropped pasture grass with scattered trees. 	Y	N
5	Upstream		<ul style="list-style-type: none"> - No defined channel. - Cropped pasture grass. - Very wide natural depression/flowpath. 	-	-	10	Just downstream of Photo 9		<ul style="list-style-type: none"> - Large rock bed at water course invert. - Sparse vegetation (shrubs). <p>(Note: Not proposed for removal. Included to show bush corridor just downstream.)</p>	N	Y











Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
11	Downstream		<ul style="list-style-type: none"> - Meandering at 2 - 3m wide. - Cropped pasture grass. 	Y	N	15	Upstream		<ul style="list-style-type: none"> - No visible flowpath. - Cropped pasture grass. 	N	N
12	Upstream of Farm Dam		<ul style="list-style-type: none"> - Ponding in channel with no visible flow. - Drains under road via pipe crossing to farm dam. - Sparse vegetation (shrubs). - Cropped pasture grass in overbanks. 	Y	N	15	Upstream (looking upstream)		<ul style="list-style-type: none"> - Large mound with sparse vegetation (shrubs and small trees). - No observable depression/flowpath. - Possible farm dam. 	N	N
13	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Isolated ponding. - Cropped pasture grass. 	N	N	16	Upstream		<ul style="list-style-type: none"> - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N
14	Downstream		<ul style="list-style-type: none"> - Meandering channel 1 - 2 m wide. - Heavy riparian vegetation. - Rock outcrop prior to conenction to bush corridor (5 - 7 m wide). <p>-(Note: It is proposed to retain a small portion of this watercourse as shown on Figure 13)</p>	Y	Y	17	Downstream (looking upstream)		<ul style="list-style-type: none"> - Very minor natural depression/flowpath. - Cropped pasture grass. - 0.5 m bank depth. - Minor meander. 	N	N
14A	Downstream (looking downstream)		<ul style="list-style-type: none"> - Dense riparian vegetation. - Rock outcrop (5 -7 m wide) before vertical drop to invert. <p>-(Note: Not proposed for removal. Included to show bush corridor just downstream.)</p>	Y	Y	17	Upstream (looking downstream)		<ul style="list-style-type: none"> - No defined channel/flowpath. - Drains to man-made farm dam. - Cropped pasture grass. 	N	N











Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
18	Upstream		<ul style="list-style-type: none"> - Natural depression/flowpath. - Downstream of man-made farm dam. - Cropped pasture grass. 	N	N	22	Upstream		<ul style="list-style-type: none"> - Defined bank at 1 - 2 m wide (approximately 1 m depth). - heavily eroded/exposed soil due to livestock. - Cropped pasture grass. 	Y	N
19	Downstream		<ul style="list-style-type: none"> - Natural depression/flowpath. - Downstream of man-made farm dam. - Cropped pasture grass. 	N	N	23	Downstream		<ul style="list-style-type: none"> - Defined bank at 1 - 2 m wide (approximately 0.5 - 1.5 m depth). - Heavily eroded/exposed soil due to livestock. - Sparse vegetation (shrubs). - Cropped pasture grass in overbank. 	Y	N
20	Upstream		<ul style="list-style-type: none"> - No defined channel. - Cropped pasture grass. - Very wide natural depression/flowpath. - Some erosion at invert. 	N	N	24	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. 	N	N
21	Downstream		<ul style="list-style-type: none"> - Meandering defined channel at 1 - 5 m wide. - Scattered rocks and exposed soil/erosion at invert. - Cropped pasture grass in overbank. 	Y	N	25	Downstream		<ul style="list-style-type: none"> - Very wide depression/flowpath - No defined channel. - Exposed soil/erosion. 	N	N
21A	Downstream		<ul style="list-style-type: none"> - Channel 2 - 3 m wide with scattered rocks at invert. - Riparian vegetation with scattered trees and shrubs. - Ponded water with no visible flow connectivity. - (Note: Not proposed for removal. Included to show bush corridor just downstream.) 	Y	Y	26	Upstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural flowpath/depression. - Scattered rocks and vegetation (shrubs). 	N	N







Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
27	Downstream		<ul style="list-style-type: none"> - Wide natural depression/flowpath. - No defined channel. - Minor exposed soil at invert. - Cropped pasture grass with groups of trees. 	N	N	32	Upstream		<ul style="list-style-type: none"> - Defined channel at 2 - 5 m bank (approximately 0.5 - 1 m depth). - Heavily eroded/exposed soil due to livestock. - Cropped pasture grass. - Minimal vegetation upstream. 	Y	N
28	Upstream		<ul style="list-style-type: none"> - Very wide natural flowpath. - No defined channel. - High cropped pasture grass. - Downstream of heavily eroded farm dam. 	N	N	33	Downstream		<ul style="list-style-type: none"> - Defined channel 2 -5 m wide. - Heavily eroded/exposed soil due to livestock. - Rock outcrop just downstream at bush edge. - Poor channel connectivity. 	N	N
29	Upstream		<ul style="list-style-type: none"> - High cropped pasture grass. - Very wide natural depression/flowpath. - No defined channel. 	N	N	33A	Downstream (looking further downstream)		<ul style="list-style-type: none"> - Channel 2 - 3 m wide with scattered rocks at invert. - Riparian vegetation with scattered trees and shrubs. <p>-(Note: Not proposed for removal. Included to show bush corridor just downstream.)</p>	Y	Y
30	Downstream		<ul style="list-style-type: none"> - No defined channel. - Wide flowpath - Cropped pasture grass with groups of trees. 	N	N	34	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Exposed soil. - Cropped pasture grass with scattered trees. 	N	N
31	Downstream		<ul style="list-style-type: none"> - Defined channel at 2 - 5 m wide (approximately 0.5 - 1 m depth). - Heavily eroded due to livestock. - Meandering invert. - Cropped pasture grass. 	Y	N	35	Downstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Exposed soil. - Scattered shrubs and trees. 	N	N











Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
36	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N	41	Downstream		<ul style="list-style-type: none"> - Minor channel 1 m wide (approximately 0.5 m depth). - Widespread exposed soil. - Scattered trees and vegetation. 	N	N
37	Downstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression. - Scattered rocks and vegetation (shrubs). 	N	N	42	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. 	N	N
38	Upstream		<ul style="list-style-type: none"> - No defined channel - Downstream of heavily eroded farm dam. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N	43	Downstream		<ul style="list-style-type: none"> - Poorly defined channel at 1 m wide with meandering invert. - Areas of erosion/exposed soil. 	N	N
39	Downstream		<ul style="list-style-type: none"> - No defined channel. - Natural depress/flowpath. - Heavily eroded channel just downstream if 1.5 - 2 m wide (approximately 0.5 depth). - Cropped pasture grass. 	N	N	44	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N
40	Upstream		<ul style="list-style-type: none"> - No defined channel. - Downstream of man-made farm dam. - Very wide natural flowpath. - Cropped pasture grass with scattered shrubs. 	N	N	45	Downstream		<ul style="list-style-type: none"> - Defined channel at 1 m wide (approximately 0.5 depth). - Very wide natural flowpath/depression. - Erosion/exposed soil due to livestock. - Sparse vegetation (shrubs) at invert. - Cropped pasture grass in overbank. 	N	N

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
46	Upstream	 A photograph of a small, rectangular farm dam with a concrete wall, situated in a grassy field. An arrow points to the dam with the label "Farm Dam".	<ul style="list-style-type: none"> - Man-made farm dam - No defined channel downstream of farm dam. - Heavily eroded. - Cropped pasture grass. 	N	N	51	Upstream	 A wide-angle photograph of a large, flat, grassy field under a blue sky with scattered clouds.	<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - High pasture grass. 	N	N
47	Downstream	 A photograph of a grassy field with several trees and a natural depression in the ground.	<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. 	N	N	52	Downstream	 A photograph of a grassy field with scattered trees and shrubs.	<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. - Scattered vegetation (shrubs). 	N	N
48	Upstream	 A photograph of a grassy field with a line of trees in the background.	<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. 	N	N	53	Downstream	 A photograph of a grassy field with scattered trees and shrubs.	<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. - Scattered vegetation (shrubs). 	N	N
49	Downstream	 A photograph of a grassy field with a line of trees and a natural depression in the ground.	<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Widespread exposed soil/erosion at start of treeline. - Cropped pasture grass with scattered trees. 	N	N	54	Upstream	 A wide-angle photograph of a large, flat, grassy field under a blue sky with scattered clouds.	<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N
50	Upstream	 A photograph of a grassy field with scattered trees and a natural depression in the ground.	<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - High pasture grass. 	N	N	55	Downstream	 A photograph of a grassy field with scattered trees and a natural depression in the ground.	<ul style="list-style-type: none"> - Natural depression/flowpath. - No defined channel. - Cropped pasture grass. 	N	N











Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
55	Upstream		<ul style="list-style-type: none"> - Channel runs alongside man-made farm dam at 3 - 10 m wide (approximately 1 - 2 m depth). - Exposed soil/erosion. - Eroded drainage swale. - Scattered shrubs and trees. 	Y	N	60	Downstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N
56	Downstream		<ul style="list-style-type: none"> - Large rock bed at water course invert. - Very wide depression/flowpath. 	N	N	61	Upstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural depression/flowpath. - Cropped pasture grass. 	N	N
57	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass with sparse vegetation (shrubs) and trees. 	N	N	62	Downstream		<ul style="list-style-type: none"> - Channel invert at 5 - 10m wide (approximately 0.5 m depth). - Cropped pasture grass on overbank with scattered trees. - Eroded farm dam downstream. - Erosion/exposed soil due to livestock. 	N	N
58	Downstream		<ul style="list-style-type: none"> - Defined channel 1 - 3 m wide (approximately 1 m depth). - Cropped pasture grass on overbank with no vegetation in channel. - Heavily eroded/exposed soil due to livestock. - Scattered trees. 	Y	N	63	Upstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural depression/flowpath. - Cropped pasture grass with scattered natural rock. 	N	N
59	Upstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural depression/flowpath. - Cropped pasture grass. 	N	N	64	Upstream		<ul style="list-style-type: none"> - Heavily eroded channel varying 5 - 10m wide. - Exposed soil due to livestock. - Cropped pasture grass on overbanks with scattered trees. 	Y	N




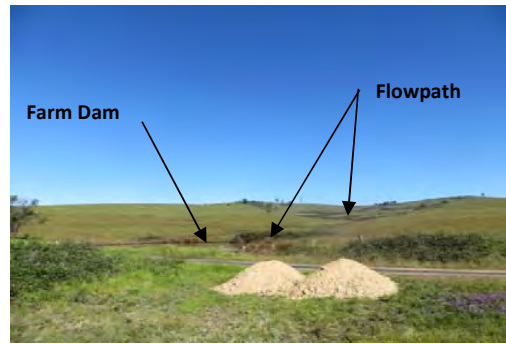


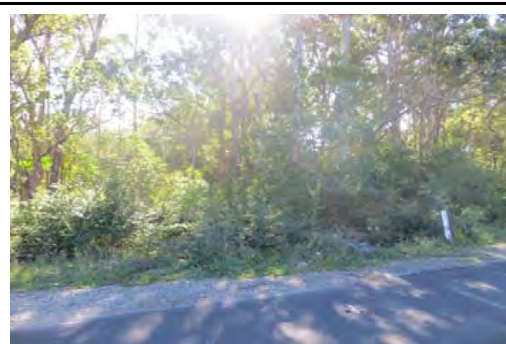
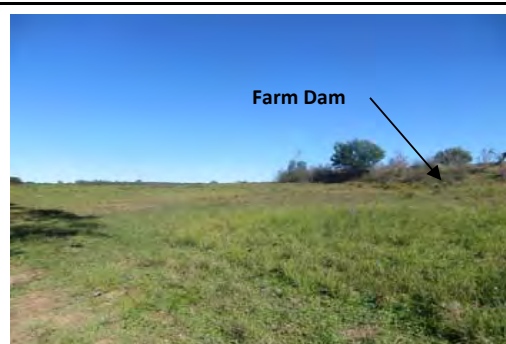
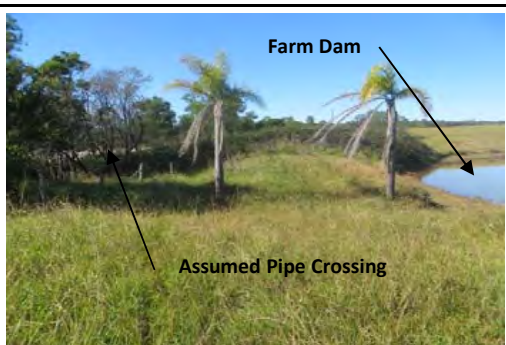

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
65	Downstream		<ul style="list-style-type: none"> - Natural V-Drains depression 1 - 3 m wide. - Exposed soil/erosion at invert. - Cropped pasture grass on overbanks. - Scattered rocks and vegetation (shrubs). - Significant vegetation proposed to be removed. Refer to SLR report. 	N	N	70	Upstream		<ul style="list-style-type: none"> - 10 - 15 m wide swale alongside boudnary. - Pipe culvert discharge under access road. - 1 - 2 m high bank. - Cropped pasture grass. 	Y	N
66	Upstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural flowpath. - Scattered rocks, trees and cropped pasture grass.. 	N	N	71	Downstream		<ul style="list-style-type: none"> - 10 - 15 m wide swale alongside boudnary. - Pipe culvert discharge under access road. - 1 - 2 m high bank. - Cropped pasture grass. 	Y	N
67	Downstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural flowpath. - Scattered rocks, trees and cropped pasture grass.. 	N	N	72	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Drains to farm dam. - Cropped pasture grass. 	N	N
68	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. 	N	N	73	Downstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Downstream of farm dam. - Cropped pasture grass. 	N	N
69	Downstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural depression with scattered rocks at invert. - Scattered vegetation and trees. 	N	Y	74	Downstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N





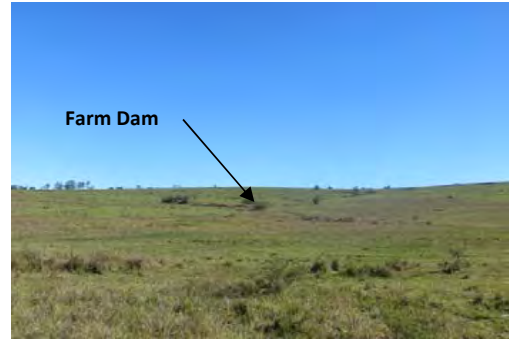




Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
75	Upstream		<ul style="list-style-type: none"> - Channel 3 - 5m wide (approximately 0.5 m depth). - Cropped pasture grass. - Heavily eroded due to livestock. 	Y	N	79	Downstream		<ul style="list-style-type: none"> - No defined channel. - Heavy erosion at pipe crossing under local road. - Very wide flowpath. 	N	N
76	Downstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N	80	Upstream		<ul style="list-style-type: none"> - Defined bank 2 m wide through properties (approximately 0.5 m high). - Dense vegetation downstream of pipe culverts. 	-	-
76	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. - Drains to pipe crossing under Picton Road. 	N	N	81	Downstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	-	-
77	Upstream		<ul style="list-style-type: none"> - Defined V-drain grassed swale 2 m wide. - Short grass through properties. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	Y	N	82	Upstream		<ul style="list-style-type: none"> - Very wide flowpath through properties drains to man-made farm dam . - Short grass. - Full riparian corridor downstream of farm dam. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N
78	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. 	N	N	83	Downstream		<ul style="list-style-type: none"> - Meandering creek. - Dense riparian vegetation. - Recently embellished riparian corridor under bridge crossing at Bingara Gorge. 	-	-




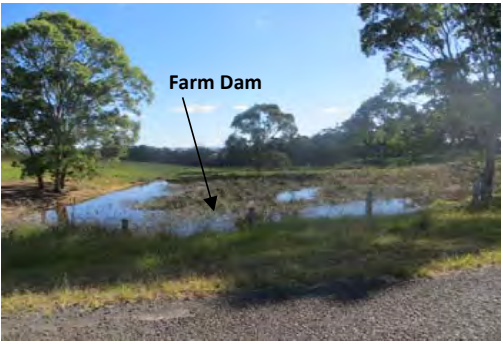


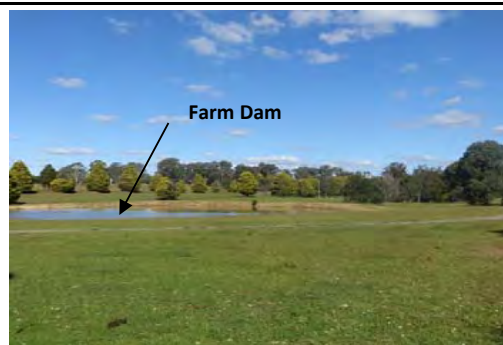

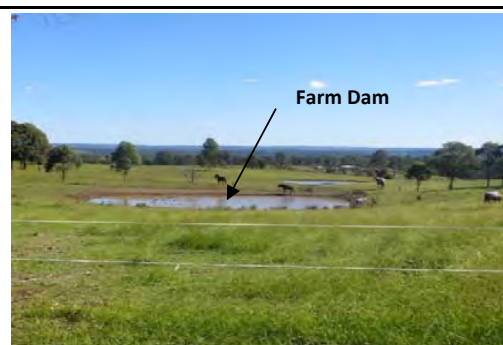

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
84	Downstream		<ul style="list-style-type: none"> - Natural depression/flowpath. - No defined channel. - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N	89	Downstream		<ul style="list-style-type: none"> - Very wide natural flowpath through properties. - No defined channel. - Short/cropped pasture grass. - Defined bank starting just downstream of point. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
85	Downstream		<ul style="list-style-type: none"> - Natural flowpath. - No defined channel. - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N	90	Downstream		<ul style="list-style-type: none"> - Very wide natural depression/flowpath. - No defined channel. - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
86	Downstream		<ul style="list-style-type: none"> - No defined channel. - Short grass through properties. - Very wide flowpath. - 300 mm diameter headwall and pipe culvert under footpath. - 3 x 600 mm pipe diameter crossing under road. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N	91	Upstream		<ul style="list-style-type: none"> - No defined channel. - Flowpath downstream of farm dam. - Cropped pasture grass. 	N	N
87	Upstream		<ul style="list-style-type: none"> - Unclear if defined channel (inaccessible). - Dense vegetation. - Swale along road edge. - 3 x 600 mm diameter piped crossing. <p>-(Note: Not proposed for removal. Included to show bush corridor just downstream.)</p> <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	-	-	92	Downstream		<ul style="list-style-type: none"> - Very wide flowpath downstream of farm dam. - No defined channel. - Cropped pasture grass. 	N	N
88	Upstream		<ul style="list-style-type: none"> - Man-made farm dam. - Dense vegetation downstream of farm dam (non riparian) - Cropped pasture grass. 	N	N	93	Upstream		<ul style="list-style-type: none"> - Defined channel at 5 m wide (approximately 0.5 - 1m depth). - Garbage/rubbish in channel. - Heavily eroded due to livestock. - Steep terrain. 	Y	N

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
94	Downstream		<ul style="list-style-type: none"> - Defined channel meandering at 1 - 1.5 m wide (approximately 0.5 m depth). - Ponded water with no visible flow movement or connectivity. - Eroded due to livestock. - Cropped pasture grass. 	Y	N	97	Downstream		<ul style="list-style-type: none"> - No defined channel. - Farm dam downstream of road. - Wide natural depression/flowpath. - Sparse vegetation (shrubs) - Short grass through properties. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
94	Upstream		<ul style="list-style-type: none"> - Defined channel meandering at 1 - 1.5 m wide (approximately 0.5 m depth). - Ponded water with no visible flow movement or connectivity. - Cropped pasture grass. 	Y	N	98	Upstream		<ul style="list-style-type: none"> - No defined channel. - Natural depression/flowpath. - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
95	Downstream		<ul style="list-style-type: none"> - Very wide flowpath, - No defined channel. - Cropped pasture grass. 	N	N	98	Downstream		<ul style="list-style-type: none"> - No defined channel. - Farm dam downstream of road. - Wide natural depression/flowpath. - Sparse vegetation (shrubs) - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
96	Upstream		<ul style="list-style-type: none"> - Farm dam. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	-	-	99	Upstream		<ul style="list-style-type: none"> - No defined channel. - Farm dam. - Wide natural depression/flowpath. - Sparse vegetation (shrubs) - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N
97	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide depression/flowpath. - Cropped pasture grass. - Note: Photo taken from fence line due to restricted site access. 	N	N	100	Upstream		<ul style="list-style-type: none"> - No defined bank. - Very wide natural depression/flowpath. - Cropped pasture grass. <p>-(Note: Photo taken from fence line due to restricted site access.)</p>	N	N

Wilton Junction - Assessment of Riparian Corridors Proposed for Removal

ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)	ID	Photo Location	Photo	Description	Stream Bank? (Y/N)	River? (Y/N)
100	Upstream		<ul style="list-style-type: none"> - No defined channel. - Farm dam downstream. - Very wide natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N	105	Upstream		<ul style="list-style-type: none"> - Natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N
101	Upstream		<ul style="list-style-type: none"> - No defined channel. - Interconnecting farm dams downstream. - Very wide natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N	105	Downstream		<ul style="list-style-type: none"> - No defined channel. - Farm dam downstream. - Natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N
102	Downstream		<ul style="list-style-type: none"> - No defined channel. . - Very wide natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N	106	Adjacent		<ul style="list-style-type: none"> - Interconnecting farm dams downstream. - Natural depression/flowpath. - Cropped pasture grass with scattered trees. - No defined channel. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N
103	Upstream		<ul style="list-style-type: none"> - Farm dam downstream. - Natural depression/flowpath. - Cropped pasture grass. - No defined channel. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N	107	Downstream		<ul style="list-style-type: none"> - No defined channel. - Wide natural depression/flowpath. - Scattered vegetation. - Drains to piped culvert under Hume Highway. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N
104	Upstream		<ul style="list-style-type: none"> - Farm dam downstream. - Natural depression/flowpath. - Cropped pasture grass. - No defined channel. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N	108	Upstream		<ul style="list-style-type: none"> - No defined channel. - Very wide natural depression/flowpath. - Cropped pasture grass. <p>- Note: Photo taken from fence line due to restricted site access.</p>	N	N



ATTACHMENT 2

Email and attachment from Water NSW

Subject: FW: Wilton Junction Riparian Assessment
Date: Friday, 22 May 2020 at 11:23:52 am Australian Eastern Standard Time
From: Taylor McDermott
Attachments: 9708_Figure 13 (Photos) B.pdf, image001.png

All

Below is correspondence from Water NSW in respect of Wilton Junction Riparian Assessment.

Water NSW agreed to the determination of water courses 15 to 19 and 50 to 56 in Figure 13 as not being waterfront land and can be removed.



Grahame Kelly
Executive Director

Bradcorp Holdings Pty Ltd
Level 29, Chifley Tower
2 Chifley Square, Sydney NSW 2000
02 9231 8645 | 0418 964 426
| bradcorp.com.au

From: Jeremy Morice [<mailto:Jeremy.Morice@water.nsw.gov.au>]
Sent: Monday, 18 August 2014 1:22 PM
To: David Crompton
Cc: Tim Baker
Subject: Wilton Junction Riparian Assessment

Hi David,

Further to our recent conversation I have reviewed the riparian stream assessment (Appendix G) presented as part of the Wilton Junction Water Cycle Management Plan.

Below is a list of watercourse reaches where additional information is required to support the determinations and/or from the information provided the NSW Office of Water would consider them to be waterfront land:

- Reaches 11 and 12 have defined and/or meandering channels with ponding and would be considered waterfront land.
- Reaches 93 and 94 have defined channels with some ponding and would be considered waterfront land.
- Reaches 88 and 90 require further information/photographic evidence to support determination.

The map provided in Figure 13 identifies watercourses to be retained or removed. The figure shows the retention of a number of reaches determined not to be rivers within the stream assessment report. Further clarification is required within the report to confirm whether all retained watercourses as defined by blue lines in Figure 13 will be managed as Waterfront Land in accordance with the NSW Office of Water Riparian Corridor guidelines.

Can you please organise amendment to the riparian assessment in consideration of the above comments and email to me.

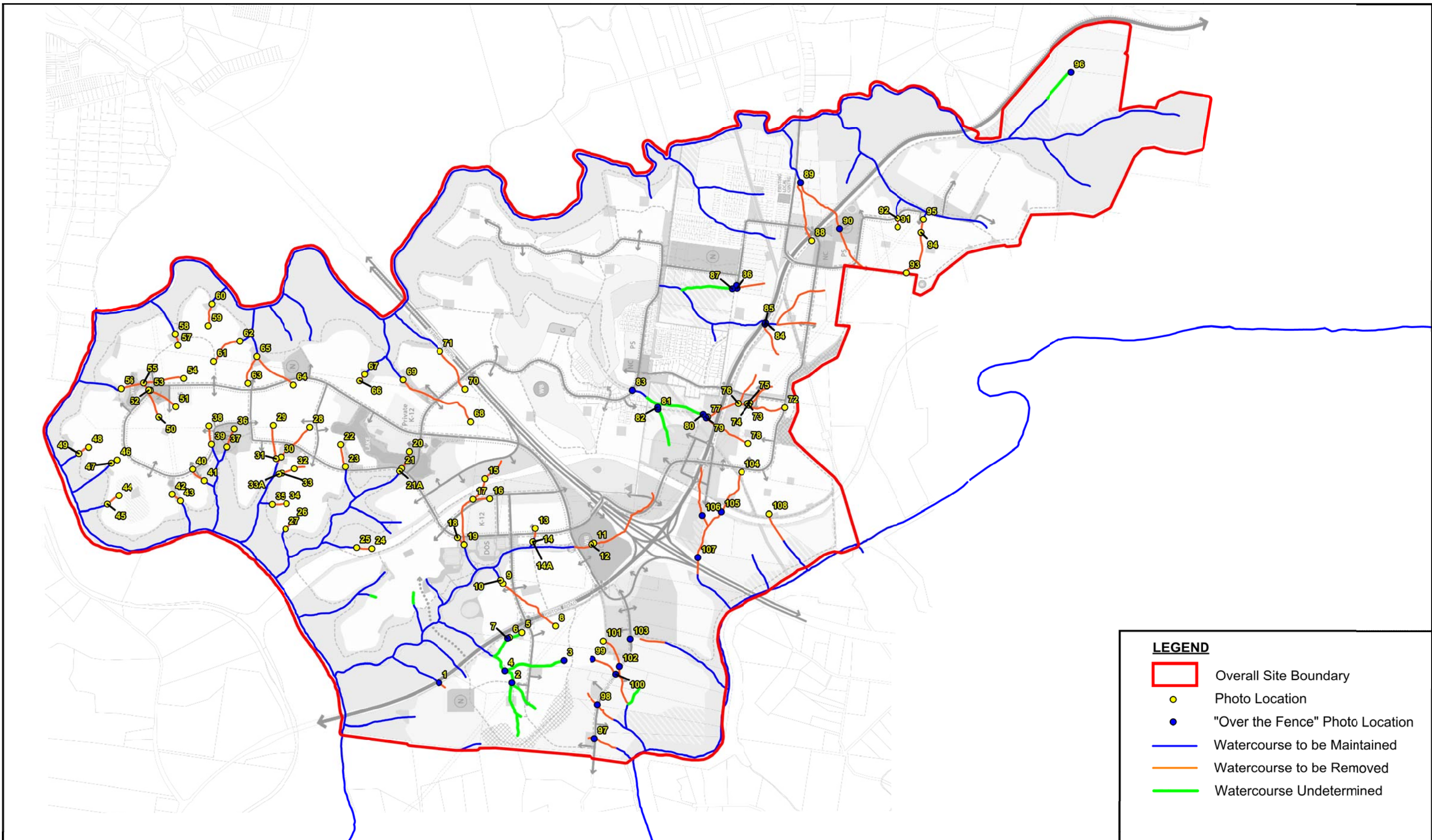
If you wish to discuss any of the above please give me a call.

Regards,

Jeremy Morice | Water Regulation Officer
NSW Department of Primary Industries | NSW Office of Water
Level 0 | 84 Crown Street | Wollongong NSW 2500
PO Box 53 | Wollongong NSW 2520
T: 02 4224 9736 | F: 02 4224 9740 | E: jeremy.morice@water.nsw.gov.au
W: www.dpi.nsw.gov.au | www.water.nsw.gov.au

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LEGEND

- Overall Site Boundary
- Photo Location
- "Over the Fence" Photo Location
- Watercourse to be Maintained
- Watercourse to be Removed
- Watercourse Undetermined

J. WYNDHAM PRINCE
 CONSULTING CIVIL INFRASTRUCTURE ENGINEERS
 & PROJECT MANAGERS
 PO Box 4366 PENRITH WESTFIELD NSW 2750
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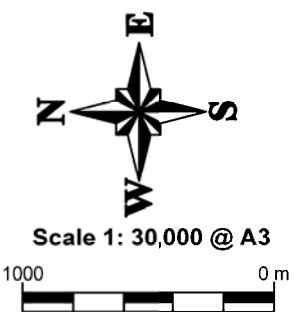


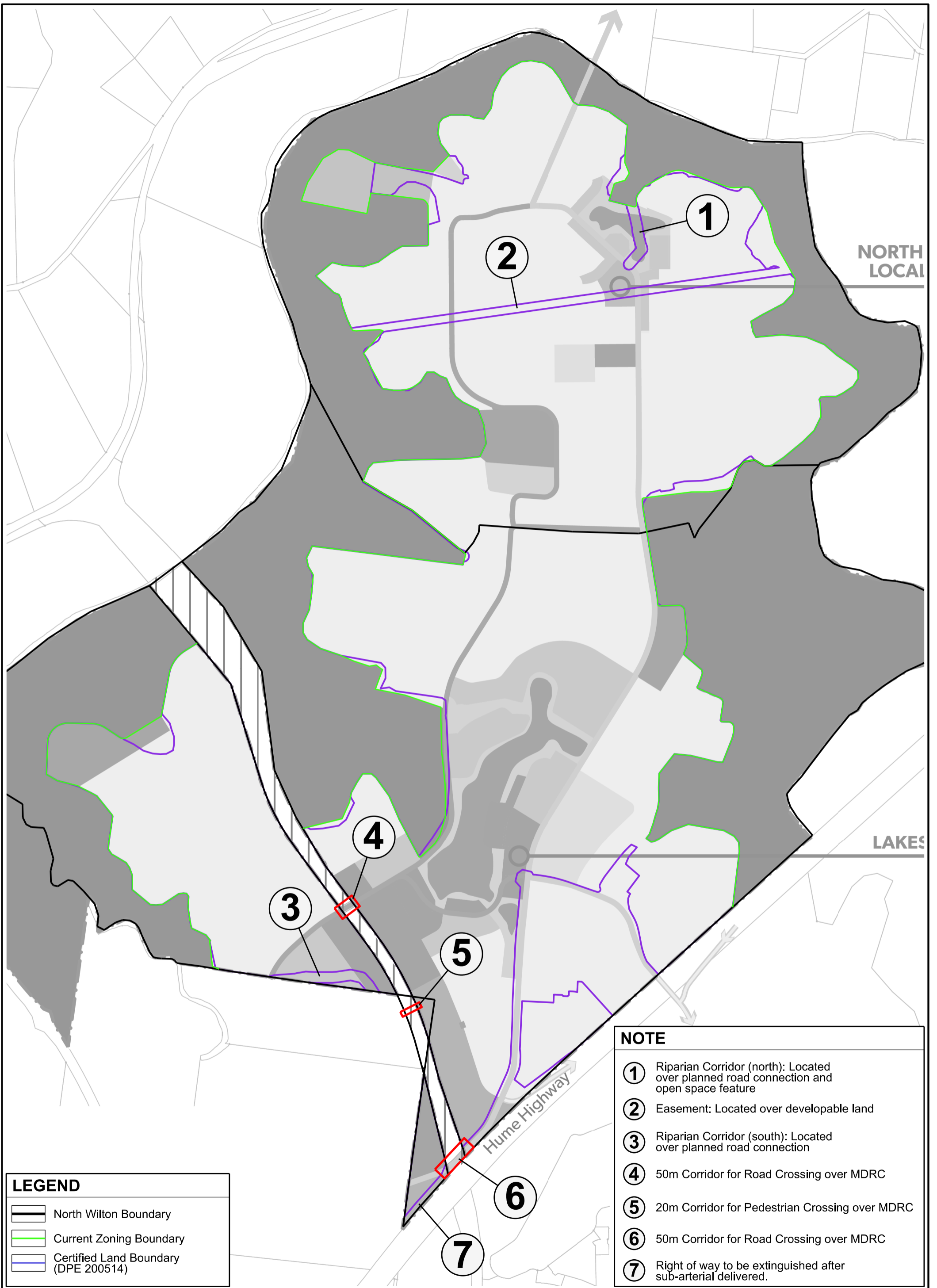
FIGURE 13

Wilton Junction
 Water Cycle Management Strategy
 Photo Locations
 Revision: B Dated 30/05/14



ATTACHMENT 3

Urban Capable Land Boundary Review



LEGEND

- North Wilton Boundary
- Current Zoning Boundary
- Certified Land Boundary (DPE 200514)

NOTE

- ① Riparian Corridor (north): Located over planned road connection and open space feature
- ② Easement: Located over developable land
- ③ Riparian Corridor (south): Located over planned road connection
- ④ 50m Corridor for Road Crossing over MDRC
- ⑤ 20m Corridor for Pedestrian Crossing over MDRC
- ⑥ 50m Corridor for Road Crossing over MDRC
- ⑦ Right of way to be extinguished after sub-arterial delivered.

Urban Capable Land Boundary Review
NORTH WILTON



Ref: BRAWL-1-224-2 Date: 21/05/2020 Revision: A Scale: NTS

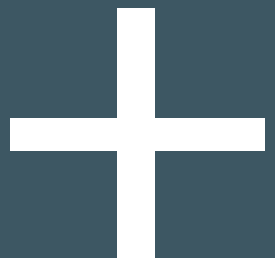
Note: All areas and dimensions subject to detailed survey

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hia.com.au

17 December 2020

Mr David Burge
Director Urban Design, Greater Sydney, Place and Infrastructure
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear David,

Draft Wilton Town Centre Precinct Rezoning

This letter has been prepared in response to the *Wilton Town Centre Precinct Rezoning* exhibition documents, released for consultation on 6 November 2020. Thank you for the opportunity to comment on these documents.

The Town Centre Precinct Structure Plan indicates land proposed for low density housing (coloured light orange) and land proposed for medium density housing (coloured a darker orange). HIA is supportive of land allocated for residential use within the Town Centre Precinct.

HIA's concern, is one that we have raised before with the Department, and relates to the restriction on approval pathways for new residential development in the Wilton Growth Area, including the Town Centre. We are aware of the Department's position not to operate the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP) in the Wilton Growth Area, meaning that the Greenfield Housing Code (GFHC) will not be available for low density residential approvals and the Low Rise Housing Diversity Code (LRHDC) will not be available for medium density residential approvals.

In response to this, HIA considers that not operating the GFHC and the LRHDC in the Wilton Growth Area will result in longer timeframes for housing approvals as well as increasing costs for industry impacting housing affordability for new home buyers. We are however, aware that the Department is currently proposing to address complying development approval pathways for low density residential approvals in the Wilton Growth Area with the proposed Wilton Residential Complying Development Code (WRCDC).

As you are aware HIA is not supportive of place-based complying development codes and continues to strongly advocate for the GFHC to be operational in the Wilton Growth Area. In addition, HIA believes that the LRHDC should also be available for medium density residential planning approvals in the Wilton Growth Area.

It is HIA's view that not allowing the use of the GFHC and the LRHDC, conflicts with the intent of the NSW Planning Scheme to make provision for complying development. It also conflicts with the original strategic planning framework for the Wilton Growth Area as set out in the *Wilton 2040 Plan* (refer page 30), as follows:

The provision of housing in the Wilton Growth Area will be supported by two new housing codes developed by the NSW Government: the Greenfield Housing Code and the Low Rise Medium Density Housing Code.

HIA understands that the Department originally intended to amend the Codes SEPP to allow complying development in the Wilton Urban Development Zone.

We look forward to continuing our discussions with the Department in the New Year about complying development pathways in the Wilton Growth Area.

If you require any further information about any of the matters raised in this letter in the meantime, please contact Cathy Towers, Assistant Director Planning via email c.towers@hia.com.au or telephone number 9978 3387.

Yours sincerely
HOUSING INDUSTRY ASSOCIATION LIMITED

A handwritten signature in black ink, appearing to read 'David Bare', written in a cursive style.

David Bare
Executive Director - NSW



Draft Wilton Town Centre Precinct Rezoning

Submission

Reply to:

Brian Williams

Public Officer

Wilton Action Group (WAG)

T: 0425 362496

Email: wag2571@gmail.com

www.facebook.com/wiltonactiongroup

Draft Wilton Town Centre Precinct Rezoning

WAG does not support the rezoning of the Wilton Town Centre at this time. Our objections are:

Mining, Urban Development and the UDZ

Mining could be, and should be done out of sequence with urban development. Mine first, urban development second. This would not sterilise the resource, which is essentially stealing from the taxpayer. We object to the UDZ clause. It is simply not necessary, and will not be valid should a non-damaging method of mining be developed. The UDZ clause does not in fact protect future home owners from subsidence, as it would not stop mining in perpetuity. A lease could be gained after the term the current extinguished lease expires. This is evident by the fact that these developers have not been able to excise the urban areas from the mine subsidence district. Mine subsidence will still occur, just down the track in 30 years' time, unfairly lumbering future generations. This rezoning should not go ahead on the premise of the unfair economic burden and the fact that extinguishing mining rights now in this area applies pressure to progress mining under the Catchment Special Areas, which will cause further economic and environmental losses over the long term.

Sydney Water proposed Water and Wastewater servicing of Wilton & Control of discharges

We have been in consultation with Sydney Water, in particular on the Wilton Servicing measures. We are disappointed to report that progress seems to be slow, and an integrated design is yet to be progressed or finalised in a meaningful way. It is likely that this will result in multiple sewerage treatment package plants being constructed by several developers including the Wilton Town centre as an interim measure in the area which will increase the environmental footprint and impact across the shire. It is likely that no integrated, central wastewater processing and recycling facility will be available for the Wilton New Town for some time, possibly decades. Sydney Water have chosen an "adaptive pathway model" to enable this sort of development, which is essentially allowing out of sequence suburbs to be created in a hap hazard way without adequate consideration of the principles of Integrated Water Management Design. This is not orderly and economic development as required under the objects of the Act, and does not achieve acceptable outcome for the community or the environment, and we believe that the rezoning of the Wilton Town Centre should not be progressed without proper planning for a centralised wastewater/recycling plant. The current rezoning proposal, as it stands, does not account for infrastructure that will be required for the adequate servicing of the area. There are deficiencies in Wastewater/Recycling and also provision of Gas services as outlined by Jemena (No gas reticulation or capacity to supply Wilton Town Centre or entire Wilton Master Plan - AECOM - Utilities Services Assessment Wilton and GreaterMacarthur PriorityGrowth Areas Wilton - 7 June 2017) .

Better planning could result in more effective use of resources and staged development in consideration of the Wastewater Recycling system could remove the need for such duplicated interim solutions, and dramatically reduce the environmental footprint of the wastewater / recycling system.

Package plants interim servicing measures with no defined end date (at which time treatment assets become redundant) is not compliant with DCP Sustainability Objective 5.1. Points 1,2,7 & 8 "Ensure that new development applies the principles of ecologically sustainable development and facilitates

the delivery of a low-carbon precinct; Minimise energy use through passive building design and energy-efficient systems; Enable a shift towards a circular economy, where buildings are designed for longevity, future adaptation and re-use; and Ensure an integrated approach to water cycle management using water sensitive urban-design principles."

5.2 Controls in the DCP further states in point 10 " Building practices should incorporate best-practice recycling and re-use of construction and demolition materials " Building several interim wastewater plants which will be demolished to be replaced with a centralised plant is not compliant with this ethos.

Rezoning measures should not proceed without adequate wastewater/recycling design as clearly it is intended that this development should be sustainable, and it would not be unreasonable to expect that this sustainability would lead to one of the most energy and resource intensive servicing measure, which is wastewater/recycling design, provision and operation.

Wollondilly Council Integrated Water Management Strategy

Wollondilly Council has now adopted an Integrated Water Management Strategy, as of their 15 December 2020 Council meeting. Developers are now on notice that the expectation is that an integrated water management system is provided. Without it we will literally run out of water. Did you know, that despite the Wilton Action Group banging on about it for years, no authority has actually checked that we have sufficient raw water supply to support the approved growth in the Wollondilly, and Macarthur areas? We are not close enough to the coast for Desalination to be a financially viable option. Dams got down into the 20-30 percent range with the current population. The Warragamba dam now has very poor water quality due to extensive bushfires in the catchment, which has resulted in water that is difficult to treat, and supplies from the Upper Nepean System are currently being used to mitigate this water quality problem. Greater Sydney may now place more demand on our local supply in the short to medium term. The water quality in the Warragamba Dam may take years to improve.

This is why this integrated Water Management Strategy is so important. This is why we need it. Water supply cannot be isolated from Wastewater, stormwater and river health. It is vulnerable to bushfire. Water, in all its forms, is limited and vulnerable to poor planning decisions. It's great to see a strategy in place to make better decisions in the future. Interim package plants should not be considered acceptable methods of wastewater treatment, particularly when there are no agreed design, site, footprint, or discharge and overflow points for the centralised treatment plant. Any development without these details risks a sub-optimal design with increased pumping costs due to availability of land being constrained by development.

Additional parcel of land included in rezoning (Exhibition discussion paper 1.5 Rezoning of Lot 200 DP1195273 within the South East Wilton precinct)

It is not acceptable to add an additional parcel of land into this rezoning for the developers benefit. This land should probably be reserved as SP2 infrastructure for the future wastewater plant, not used for light industrial and the developers' potential commercial gain through value uplift, and may have an impact on the amount of VPA money allocated for any provisions, negatively affecting other funding for the benefit of the community. Rezoning this land now increases its value for potential future purchase by Sydney Water if the expansion or location of the Wastewater / Recycling is to be

situated near the existing Bingara Gorge plant. It is also unacceptable that such "hurdle help" be given to a developer, when other residents of the shire would not be given such favourable treatment in planning matters.

There are examples of recent rezonings in the shire for Water assets as the recent review of zonings included the Macarthur Water Filtration Plant site (550 Wilton Road Appin) and surrounds being zoned SP2. If any rezoning is to happen, it should be to SP2, so it can be used for road and water / wastewater / recycling infrastructure, and is not subjected to value uplift. Keeping in mind that this whole development is on the premise of "no cost to Government", this proposed IN2 zoning should not proceed. The proposed IN2 zoning is in contradiction with 5.1 Proposed amendment overview - *"The proposed amendment will modify the Growth Centres SEPP and the Wollondilly LEP to rezone land in the Precinct and introduce planning controls for urban development in the area. The proposed amendment will also apply UDZ, E2 and SP2 (infrastructure) zoning to land within the Precinct"*.

This proposal for IN2 is not consistent and does not reflect the Proposed Amendment to State Environmental Planning Policy (Sydney Region Growth Centres) 2006 And Wollondilly LEP 2011 clauses inserted into Growth Centre SEPP proposed by NSW

Planning. <https://www.planning.nsw.gov.au/-/media/Files/DPE/Other/wilton-north-explanation-of-intended-effect-2017-11-17.pdf>

Amendments to neighbouring rezoned lands (Exhibition discussion paper 1.6 Requirement for future amendments to the North Wilton Precinct)

It is unknown how agreement for this will be reached, or what cost implications or legal battles may arise. This impost would not have arisen if the Wilton New Town Master Plan was considered as a whole not as piecemeal projects to suit the individual developer's needs.

Public Transport and Train access (Exhibition discussion paper 3.9 Utilities and servicing; Wilton Infrastructure Phasing Plan (IPP))

Infrastructure identification is inadequate; there is no mention of Douglas Park railway station upgrade and new car parking station to accommodate population increase. NSW State Rail website states that Douglas Park Station has no wheelchair facilities. There is no provision for public transport from the city centre to the nearest train station, or provision of a train station within the City Centre itself.

Contamination currently unknown (Exhibition discussion paper 3.5 Contaminated land)

What is the full extent of the contamination? Will the cost of the remediation in turn fall upon WSC or State Govt to complete if it is not completed during the VPA time period? It is premature to rezone with unknowns such as this.

Bushfire protection (Exhibition discussion paper 3.6) -

What are the outcomes and measures incorporated into the development to address the findings ie Evacuation study results and recommendations?

Employment (Exhibition discussion paper 3.7) -

No gas infrastructure utility detailed for listed. How will heating and cooking facilities be provided to the precinct? Employment outcomes will be negatively impacted if a full range of services normally available in city centres is not present. It is not acceptable to proceed without knowing if the city centre can be serviced with gas, and this omission could result in negative outcomes for the financial viability of the employment lands within the city. The economic strategy should be formulated now, with a large government commitment to a hospital, university or large aged care facility in order to anchor the financial success of the precinct. Professional employment must be provided. It is not fair to pass the buck to the council to try to attract or establish such things. It should be a condition of the rezoning, that an agreement is in place prior to the precinct being approved. Without such a drawcard, the precinct is likely to fail, especially in the post pandemic world where office space is no longer needed or desirable with many working from home on a semi-permanent or permanent basis. There is no evidence of employment diversity and sufficient full time jobs.

School provisioning (Exhibition discussion paper 3.8 Community uses and open space)

Will the Wilton New Town Masterplan be able to support both a K - Y12 Public and Private Schools or do we need the inclusion of an additional K - Y12 Public School to accommodate the overpopulated Picton High School as Wilton New Town grows? Land should be reserved for future public school needs / population growth of the shire, particularly public high school facilities which require more land.

Utilities and servicing (Exhibition discussion paper 3.9) – No gas infrastructure proposed or available. *AECOM - Utilities Services Assessment Wilton and Greater Macarthur Priority Growth Areas Wilton - 7 June 2017*. Do not proceed to rezoning until this is resolved.

Mining (Exhibition discussion paper 3.11)

How is the government going to make up for the loss in revenue from the extinguishing of compensation payments made to the Coal industry for long wall mining extraction through the relinquishment of mining underneath the proposed town Centre and the Wilton New Town masterplan as a whole? The coal industry will extract underneath the adjacent Catchment areas instead, causing further economic and environmental loss to the community as a consequence.

Infrastructure funding (Exhibition discussion paper 3.12)

Table 1. Why does Figure 10 show items of partially funded by VPA? The whole Wilton New Town masterplan proposal as put before WSC was "at no cost to government"?

- No cost provision for the upgrade of Douglas Park railway station to accommodate wheelchair access and increase usage demands and no funding for a car parking station.

- Why is the item R3 Hume Motorway interchange detailed as partial funding, this does not support "at no cost to government".

- Not cost contribution inclusion in the VPA for the waste water reticulation to underneath or across the Hume Motorway to the proposed Lot 200 Wilton South East Precinct Site.

- No provision has been made in the VPA or SIC costings for cost upgrade of the Fire Services NSW to upsize their proposed station to accommodate a skycrane appliance to service the building heights ranging from 9.5 to 30.0 metres.

Infrastructure Provisions – Maldon Dombarton line

Sufficient space must be allowed around the Maldon-Dombarton railway line to allow for construction of the rail line, and requirements for crossings, bridges etc should it occur. This would be in addition to the easement provisions. All of these crossings and bridges associated with the urban – rail interface should be funded by the developer.

DCP

Mixed Use Developments

The DCP amendment outlines that Mixed Use Developments are "concentrated in areas around public transport centres". Where is the Wilton train station? Where is the public transport centre that is supposed to go with this zoning? There is also concern that without stipulating a percentage of employment / commercial space, that the entire "mixed zone" could become entirely residential, and provide no employment at all. What is in place to prevent this from happening? This is even more concerning where in point 7 it states "consider live-work apartments at ground level".

Stipulation of private ownership

It is not understood why the DCP would specify in 5.2 Controls Point 12. "All water-management facilities must be privately owned and operated." when Sydney Water has given a guarantee that the precinct can be serviced, and will, if not at the outset, be the owner of the water and wastewater assets. We believe this unduly constrains how the water and wastewater/recycling will be provisioned. The community desire the most sustainable and sensible centralised system with sensible urban development staged to ensure the most efficient network, we do not desire it to be public or private, we believe the DCP should be specifying desirable outcomes not defining ownership. Private ownership comes with its own problems as has been found with the Bingara Treatment Facility. The WICA licencing is a nightmare, and there have been ongoing problems with provisions of services, water quality and quantity, with several changes of ownership/operators.



Ref: 20/1876

Mr David Burge

Director Urban Design, Greater Sydney, Place and Infrastructure
Department of Planning, Industry and Environment

Dear David,

Thank you for your email of 26 November 2020 regarding the Wilton Town Centre Precinct rezoning proposal. Please note that the following comments represent the views of Commission Officers rather than a formal submission on behalf of the Commission.

The Wilton Town Centre Precinct rezoning is proposed to deliver:

- a major retail and commercial centre to provide jobs and services;
- about 1600 new homes with a mix of housing types from detached houses to low-rise apartments;
- land for a new Kindergarten to Year 12 public school,
- a new major public open space including sports fields;
- protection of about 39 hectares of environmentally sensitive land; and
- improved roads and public transport Infrastructure including provision for a central bus terminal

The Town Centre area is located within the Wilton Growth Area of the Wollondilly LGA and the Greater Sydney Region Plan and Western City District Plan apply to this area.

The Wollondilly Shire Council LSPS has a strong focus on the establishment of Wilton Town Centre.

Infrastructure and Delivery

Planning Priority W1 of the Western City District Plan calls for planning for a city to be supported by infrastructure. The priority notes that land use and infrastructure planning need to take into account the capacity of existing infrastructure and demand for new infrastructure. Planning for infrastructure considers infrastructure in terms of its function: city-shaping infrastructure such as major transport investments that generate demand and influence land use; enabling infrastructure such as electricity and water, without which development cannot proceed; and supporting infrastructure that meet demand in growing communities.



In order to ensure the Wilton Growth Area is delivered in the right place and time, detailed investigation and justification of the timing and types of infrastructure delivery need to be provided as a priority in this process according to its function. The Infrastructure Phasing Plan provides a good initial assessment of the timing and needs for infrastructure to serve the new population and jobs growth. The Plan needs to be given more formal weight to ensure that the state and local infrastructure needs and costs are determined and scheduled to support the forecasted growth.

The infrastructure plan should be prepared in coordination with a place strategy, forming a stream of work which will understand the specific infrastructure and services requirements over time. Further modelling of this demand may reveal the necessity for the amount of housing required in this proposal to occur at different stages in the life cycle of the new town centre development.

Place Strategy

In order to ensure the new Wilton town centre creates a vibrant, attractive location of employment and housing, it is strongly encouraged that a detailed place strategy be developed and implemented as early as possible. The Place Strategy will provide the strategic framework to guide future development and infrastructure decisions over the next 20 years. The Strategy should give effect to the Western City District Plan.

Commercial

The exhibition Discussion Paper endorses the need for a mixed-use town centre, which the proposed zoning reflects. The commercial side of Wilton is touched upon in the Council's LSPS under Planning Priority 10 – Attracting investment and Growing Local Jobs. It is noted in this priority that Wilton will need to attract large employers like education providers and health services, which has been reflected in the zonings.

It is crucial to ensure at the earliest stages that the mixed-use nature of the Town Centre secures spaces for genuine commercial investment opportunities that are not inhibited by the proportion and location of residential accommodation. Consideration should be given to the mechanisms, such as minimum commercial FSR and GFA controls, to ensure that an appropriate quantum of commercial floor space will be achieved in the new Town Centre.

Transport, Access and Business Opportunities

The location and projected growth of Wilton makes it a potential key source of housing and short-term accommodation for airport workers, tourists and business travellers associated with the Aerotropolis. It is critical then that the planned growth of the new centre provides for effective mass transit solutions to reduce reliance on private vehicle use. Business investment in the area as well as sustainable local job opportunities with urban services, will mean residents will be less likely to travel long distances for employment or access to services. This is recognised in Planning Priority 11 of the Council's LSPS- Leveraging greater investment and business opportunities from the Western Sydney International (Nancy-Bird Walton) Airport. Despite this, the timing of growth for the centre should be scheduled to align with the delivery of mass transit services particularly rapid bus services to major transport hubs.



Health and Education Precinct

The Council's LSPS notes the opportunity for a health precinct and the new educational facilities in the Precinct. This opportunity is reflected in the exhibition Discussion Paper and the land zonings. This potentially gives effect to Planning Priority 1 of the Council's LSPS for the alignment of Infrastructure Provision with Community Needs and Priority W1 of the Western City District Plan for planning for a city supported by infrastructure. This opportunity should be pursued further through a Place Strategy and detailed planning for the Centre.

Affordable Housing

The proposal includes 1600 new homes listed as a mix of housing types but does not go into detail regarding affordable housing.

Noting that affordable housing is raised in both W5 of the Western City District Plan and forms part of Planning Priorities 4 and 5 of the Council's LSPS, we believe that the planning proposal should incorporate mechanisms to deliver 5-10% affordable housing.

This would serve to give effect to Planning Priority W5 of the Western City District Plan for providing housing supply, choice and affordability, with access to jobs, services and public transport

Summary

The Commission thanks you for the opportunity to comment of the draft proposals for the Wilton Town Centre. The Department is to be commended for the technical work and the comprehensive approach it has adopted in preparing the exhibition material and proposal.

The rezoning is considered to give effect to key elements of the Western City District Plan, GSRP and the Council's LSPS as outlined in the above comments and subject to the matters raised in the comments, we would support the rezoning proposal for the Precinct.

Please contact me directly on 0466360199 if you would like to further discuss this letter.

Yours sincerely,

Greg Woodhams
Acting Chief Executive Officer

17 December 2020

17 December 2020

Our Ref: 06015: Wilton

Mr. Jim Betts
The Secretary
Department of Planning, Industry and Environment
12 Darcy Street,
PARRAMATTA NSW, 2150

Dear Sir,

Wilton Town Centre Precinct Exhibition

We write on behalf of Dalbar Pty Ltd regarding the Department's invitation to comment on the Rezoning Proposal for the Wilton Town Centre Precinct in the Wilton New Town Growth Area. Dalbar Pty Ltd owns the majority of the land comprising the rezoning area as identified in the map in **Attachment 1**.

1. Preamble

At the outset, Dalbar Pty Ltd fully supports the rezoning of the Wilton Town Centre Precinct and recognises the good work that Wollondilly Council and Department staff have put into the rezoning. The Precinct contains the future Wilton Town Centre. The Centre will be the focus of the employment opportunities and delivery of community, commercial, recreation, leisure, health, education and retail services to meet the needs of both the residents of Wilton New Town and also, to a certain extent, the needs of the existing residents of the Wollondilly Shire's rural towns and villages.

As such, Dalbar has a significant interest in the adoption of appropriate land use plans and development controls for the Precinct that support the development of a vibrant and commercially viable Precinct. We have reviewed the exhibition material and make the following comments and suggestions for amendments to the draft rezoning proposal for the Department's consideration.

It is appropriate to note that the comments and suggested amendments are individually not major in scale or importance and some are broad in nature. Nor do they seek to change any development controls that would increase the development scale, number of dwellings or floorspace. Thus they do not raise any serious issues. They are made to ensure that the planning controls are practical, workable and viable. Importantly, in many instances they suggest changes that can improve the ability of the plan to meet Government's environmental conservation and place making goals and objectives.

We also note in our conclusion that, due to the minor nature of these suggestions, they should not need to hold up the rezoning process and we request a meeting with Department Officers to discuss the suggested changes to facilitate this process.

1. Structure Plan

We have reviewed the Draft Structure Plan and make the following observations:

1.1 Road widening shown along both sides of Picton Road.

We note that the yellow notation expands and essentially doubles the width of the existing Picton Road corridor.

We have previously provided a concept design for the upgrading of Picton Road on behalf of Dalbar to the Department that demonstrates that no road widening is required.

Given this history we will not reproduce the material that we have previously submitted in this submission. However we remind you of this material and request that it be considered. Designation of part of the Dalbar land as an SP2 zone will only serve to require an amendment to be made immediately after the zoning is made in order to permit development to commence. This will trigger unnecessary paper work and processing for all relevant stakeholders (the Department, Wollondilly Council and Dalbar).

Request No. 1: That the widening of Picton Road indicated yellow in the Structure Plan be removed from the plan.

1.2 Environmental Conservation.

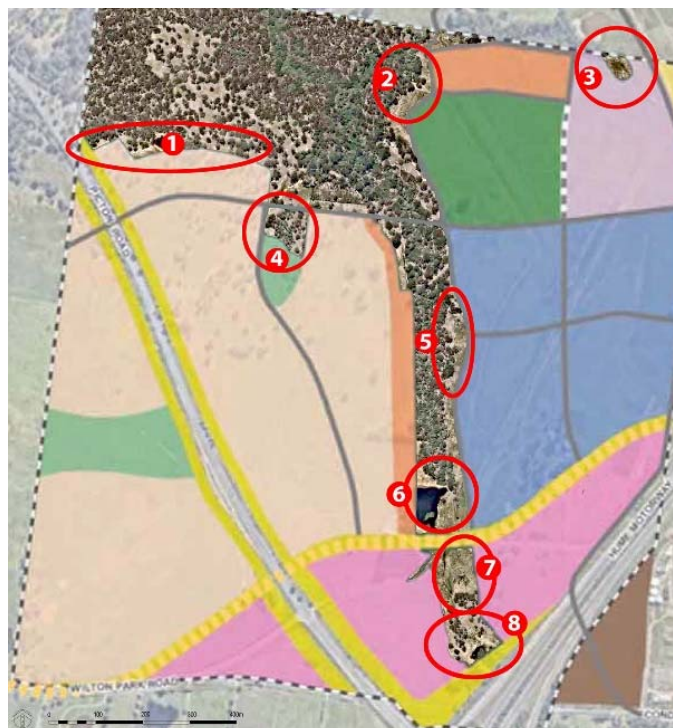
We note that a large extent of the existing vegetation along and adjoining Byrne's Creek that bisects the Precinct in a south to north direction is proposed to be preserved as "Environmental Conservation." This is also reflected in the proposed zoning map (where is it proposed to be zoned E2 'Environmental Conservation').

Byrnes Creek is an important environmental and amenity asset for the precinct and Dalbar supports its retention. We note, and support, the comments in Part 3.4 of the Discussion paper that *"Because it is a crucial habitat corridor, the creek will require a higher level of protection and water sensitive urban design to maintain its health and water quality."*

However we note that many of the characteristics of the proposed Structure Plan and accompanying SEPP and DCP maps unfortunately are harmful to environmental protection. They operate to prevent the achievement of these goals.

There are eight concerns.

These are summarised in the plan and recommended changes below. They are discussed in detail in **Attachment 2** and mapped in **Attachment 3**.



Eight proposals that are counterproductive to environmental conservation planning goals for the Precinct

Request No. 2: That the eight suggested changes to the Structure Plan and SEPP Maps identified in the discussion in Attachment 2 (and shown in Attachment 3) be implemented in order to improve environmental protection, place making and connectivity goals; namely:

- **Suggestion No.1:** Make a minor amendment to the proposed location of the environmental conservation / urban boundary in this location;
- **Suggestion No.2:** Amend the route of the collector road to improve the geometry of the road to ensure the road can function in accordance with its identified role;
- **Suggestion No.3:** Remove the creek designation from the school site. While it is designated as a first order stream on a map there is no evidence of a creek at this location and Government Policy enables the removal of first order streams in development.
- **Suggestion 4:** Retain this land as accessible public parkland rather than fenced and inaccessible conservation land given that its separation from the Byrne's Creek environmental corridor by a four lane collector road, its isolated character bound on 4 sides by urban activity and its small size minimises its environmental value;
- **Suggestion No.5:** Enable use of this land for water quality and drainage facilities given it is cleared land unconnected to the creek and it has greater value in accommodating infrastructure that can improve the quality and character of water entering the creek at this location;
- **Suggestion No.6:** Enable use of this land for a publicly accessible water feature (rather than it be fenced and inaccessible conservation land) given it is currently cleared and accommodates a farm dam; and it:
 - > has greater value in accommodating infrastructure that can improve the quality and character of water entering the creek at this location; and
 - > has greater value contributing to the achievement of Government's place making, urban character and amenity objectives at the entry gateway to the town centre;
- **Suggestion No.7:** Enable use of this land for water quality / drainage facilities and public open space given:
 - > it has a small, isolated and cleared character unconnected to the creek; and
 - > it has greater value in accommodating infrastructure and open space that can improve precinct amenity and the quality and character of water entering the creek at this location (particularly uncontrolled stormwater from the Hume Highway); and
- **Suggestion No.8:** Provide a route for a local road link to improve convenient access to, connectivity within, and functionality of this gateway employment precinct.

Request No. 3: That the SEPP Maps be amended to accommodate the eight suggested changes identified in the discussion in Attachment 2 and maps in Attachment 3 to be consistent with the Amended Structure Plan.

2. Employment and Economic Development

Large parts of the precinct are identified for employment uses. While Dalbar supports the need for employment generating land uses in the precinct, it is conscious that the value of the zoning of these lands in providing employment opportunities for the Shire's residents will only be realised by concerted attention to promoting the Precinct to potential employment generating investment and industries / businesses.

We note that Part 3.7 of the Exhibition Discussion Paper states that the Department will “*work with Wollondilly Shire Council to prepare an economic development strategy to complement private sector proposals to attract jobs to Wilton.*”

In June 2020 Wollondilly Shire Council prepared and exhibited its Draft Economic Development Strategy. It is vital that the Department commence collaboration on a new Economic Development Strategy with Council so that Council’s current momentum to facilitate economic development is supported.

Furthermore, the executed Voluntary Planning Agreement (VPA) for the Wilton North Precinct (available for viewing on the VPA Register (<https://www.planningportal.nsw.gov.au/svpa>)) includes a commitment from that developer to fund the appointment of a “Wilton Business Development Director” to the tune of \$2.5 million for 5 years prior to the creation of the 1,000th lot in the Precinct. Opportunities to bring forward this payment should be explored and, in the meantime, actions taken to commence the process to employ that person by the preparation of a job description, a business plan and discussions with Wollondilly Shire Council’s Economic Development Team.

Request No. 4: That the Department commence collaboration immediately with Wollondilly Shire Council on:

- i) the preparation of economic development initiatives to capitalise on the momentum of current planning activities and Council’s current investment in economic development initiatives; and
- ii) the employment of the Wilton Business Development Director afforded by funding secured through the executed Wilton North Precinct Planning Agreement.

3. Utilities and Servicing

The exhibition Discussion Paper observes that Sydney Water is investigating options for the delivery of water and wastewater infrastructure to service the precinct. However, at this time there is no certainty on timing and it is Dalbar’s expectation that water utilities infrastructure will not be available upon the zoning of the precinct. The lack of availability of water infrastructure to serve development effectively prevents the start of development.

Request No. 5: That the Department work with Sydney Water to advance the delivery of water and waste water infrastructure to serve the Wilton Town Centre Precinct.

4. Amendments to the Growth Centre SEPP Clauses

Part 5.3 of the Exhibition Discussion Paper identifies and summarises proposed amendments to the Growth Centre SEPP. Details of the proposed amendments to existing SEPP clauses, and any new SEPP clauses, are not provided in the exhibition material. Given this context we make the following comments:

- i) We support the intention to protect the role of the town centre with local and neighbourhood centre GFA controls. It is vital that the town centre’s viability needs to be supported and safe guarded from neighbouring land use precincts that may accommodate competing “out of centre” uses;
- ii) The detail for the delivery of residential GFA to be linked to retail / commercial GFA is not provided given the absence of detailed draft SEPP clauses in the exhibition material. Dalbar welcomes a discussion with the Department on this matter in order to better understand what is proposed; and

- iii) The intentions and controls for the Key Sites SEPP Map (Areas A, B and C) are unclear to Dalbar given the absence of detailed draft SEPP clauses in the exhibition material. Thus, we are not in a position to comment on this proposed development control. Dalbar welcomes a discussion with the Department on this matter.

Request No. 6: That Dalbar be given the opportunity to meet with the Department to review the Draft detailed SEPP clauses and make comment prior to their adoption.

Request No. 7: That the proposed GFA restriction of 5,000 sqm for local and neighbourhood centres outside the retail hub be preserved in the final adopted SEPP Clauses.

5. Rezoning of Land in South East Wilton

We note that the boundary of the Precinct proposed to be rezoned excludes a small parcel of land owned by Dalbar Pty Ltd. It is located to the south east of the proposed rezoning boundary This is described as Lot 200 DP119273. However this anomaly is addressed in Part 5.3 of the Discussion Paper by the advice that it will be rezoned via a separate amendment to the zoning maps of the South East Precinct. No timeframe is given as to when this will take place.

This land is intended in Government's vision to accommodate a road link to the town centre and the residual land is identified in Dalbar's preliminary planning to accommodate a water treatment plant.

This is discussed in Part 1.5 of the Exhibition Discussion Paper, where the importance of the zoning of this land is highlighted by the following comment "*Both these infrastructure items are critical for the early delivery of development in the Growth Area.*"

It is vital that this land is rezoned concurrently with the Wilton Town Centre Precinct; otherwise the lack of ability to develop the water infrastructure on appropriately zoned land effectively prevents the start of development.

Request 8: That Lot 200 DP119273 be rezoned to IN2 Industrial concurrently with the rezoning of the Wilton Town Centre Precinct.

6. Amendments to the Growth Centre SEPP Maps

The Draft SEPP maps reproduce the intent of the Structure Plan. Therefore our comments on the Structure Plan in this submission are also relevant here. We request the following changes be made to the SEPP Maps consistent with our earlier comments. These also are reproduced in mark ups to the SEPP Maps in **Attachment 3**:

1. That the southern tip of Byrne's Creek immediately to the north of the east-west sub arterial road, and to the south of the sub arterial road to the Hume Highway be identified as "Urban Development Zone" given the clearly evident superior environmental outcome for the quality of the water entering Byrnes Creek and the superior place making outcomes and amenity for the southern part of the Precinct in this location if this area is used to accommodate water quality enhancement infrastructure and open space.

2. That the proposed SP2 zoned land contiguous with the SP2 corridor accommodating the Picton Road road reserve be removed from the map given it has been demonstrated that the zoning of this land as SP2 is unnecessary;
3. That the E2 zone along the northern boundary of the precinct be amended given there is a required road crossing of the small creek in this location;
4. That the Key Sites Map be deferred until such time as detailed SEPP clauses have been prepared and presented in order to enable a thorough understanding of their character and the opportunity to make comment.
5. That the environmental conservation areas noted a "*Under Further Investigation for Biodiversity Purposes*" be zoned for "Urban Development" given the clearly demonstrable superior planning, environmental and place making outcomes.

Request No. 9: That the Draft SEPP Maps be amended in accordance with the five requests listed above.

7. Wilton DCP Part 7: Wilton Town Centre

At the outset Dalbar supports Government and Council's vision for the town centre. Dalbar recognises that the form, function and characteristics of the town centre cannot be 'business as usual' and must demonstrate the application of contemporary urban design and environmental sustainability principles.

Importantly, the town centre will also be a functioning economic activity. Its roads, public places and buildings must support, and not hinder, the ability of the centre to operate effectively as a commercially viable and efficient focus of activities to serve the amenity, employment, health and service needs of the residents of Wilton New Town and the Wollondilly Shire more broadly.

In this regard Dalbar shares Government's draft Objective No. 17 (a productive centre) "*Provide balanced social, economic and environmental outcomes.*"

We have reviewed the proposed clauses and controls in the Draft DCP and given the need for this careful balance of requirements we request the following amendments be made to the DCP controls:

- i) ***Pedestrian linkages: Control 3.3.2 5.i:*** Expand the role of the walking and cycling link that crosses the Maldon Dumbarton rail corridor (the bridge link shown in the DCP plans) adjoining the south eastern corner of the school site into a trafficable link that may accommodate local traffic and bus routes. This increased role for the link will improve connectivity between the Town Centre, the public transport interchange and the Wilton North Precinct.

This amendment will also be consistent with Control 3.5.2.4 "*Development must provide strong district access to the school site and major public open space.*"

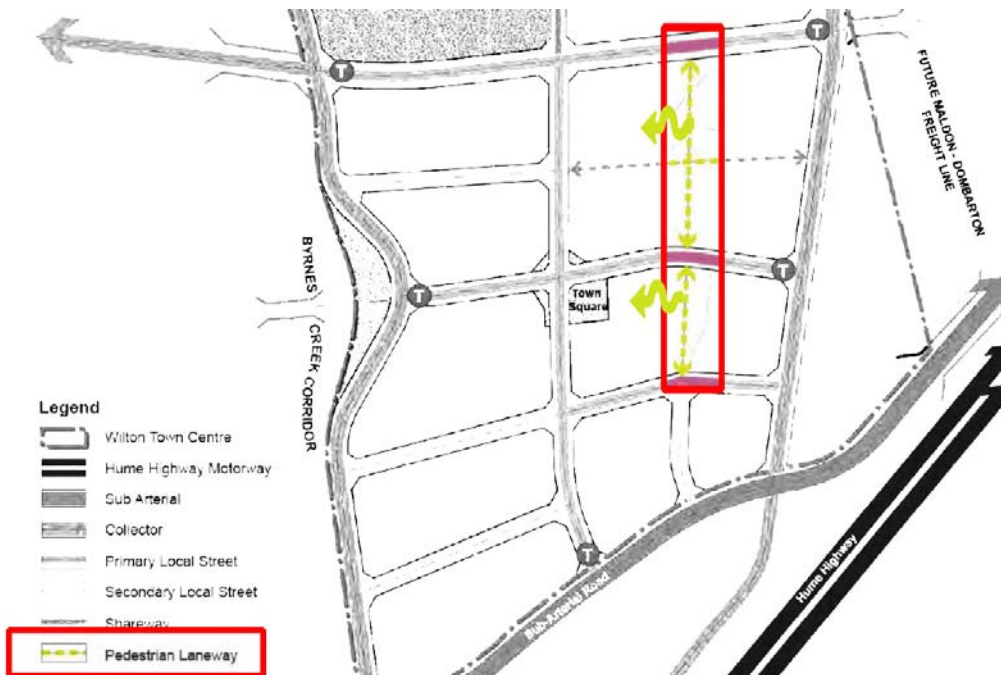
On behalf of Dalbar we have provided detailed submissions to both the Department and Council that have effectively demonstrated the significant public benefits of providing for this road link as well as the benefits of the link to the viability and functionality of the town centre. These submissions have also demonstrated that the proposed link is consistent with Government's own investigations.

Thus the provision of this road link is overwhelmingly in the public interest.

Given this history we will not reproduce the material that we have previously submitted in this submission. However we remind you of this material and request that this link be made trafficable.

Request No. 10: That the pedestrian link to the Wilton North Precinct adjoining the school be expanded to include a trafficable function for cars and buses.

- ii) **Street Hierarchy and Location Control 3.5.2.2:** The Network Plan in Figure 11 shows an equidistant set of opposing laneways bisecting the north eastern sector of the retail hub. It includes a north south link illustrated in the image below.



Laneway subject of this comment

On behalf of Dalbar we commissioned retail architects to prepare preliminary concept designs and supporting material that we submitted to the Department in August 2020 that demonstrates that this location best suits the siting of supermarkets and other large footprint retail tenancies due to the need to load and service from the rear collector road.

Importantly, this material demonstrates that any north-south pedestrian link will need to be located further west in the superblock in order to accommodate the large footprint tenancies and loading areas. Thus the current location as shown cannot accommodate large format retailing in this location.

Given this history we will not reproduce the material that we have previously submitted in this submission. However we again remind you of this material and request that the north south pedestrian laneway links be relocated further west in the superblock in Figure 11; or the control be reworded to provide flexibility in its location in order to meet necessary retail design requirements.

Request No. 11: That the north south pedestrian laneway in the retail area be relocated further west in the superblock in Figure 11 or the control be reworded to provide flexibility in its location.

- iii) **Western Sydney Street Design Guidelines Control 3.5.2 5:** This requirement calls up a document named the “Western Sydney Street Design Guidelines.” We have not been able to source a copy of this document. It is not publicly available and any reference to this document should therefore be removed from the DCP;

Request No. 12: That all references to the Western Sydney Street Design Guidelines be removed from the DCP as this is not a publicly accessible document.

- iv) **Pedestrian Mid Site Links Control 3.5.2 6.:** The need for through site links for super blocks greater than 80 metres in dimension is unnecessary. The DCP Road network plan already provides a high level of connectivity with road linkages every 100 metres (approx.) that effectively meet the DCP objectives. Most importantly, it is also impractical and unrealistic as the control fails to appreciate the characteristics of large scale commercial development. Thus we request that this clause be deleted.

Request No. 13: That Control 3.5.2 6 be deleted as the objective for pedestrian connectivity is effectively served by the proposed road network and other connections identified in DCP plans.

- v) **Key Streets Controls 4.1.2:** We appreciate and support the intent of the controls in this part. However, in some instances the proposed street sections fail to enable the road to function in accordance with its intended traffic role and expected volume and type of vehicle movements. The proposed design in many instances will also result in significant unnecessarily burdensome maintenance costs on Wollondilly Council over the long term.

The following comments provide examples of these concerns (and this is not an exhaustive list):

- **Controls 4.1.2 (4) and (6)** require continuous tree canopies at maturity but smart poles to be clear of any anticipated mature canopies. The controls conflict with each other and thus it will require significant tree canopy trimming by Council resulting in unattractive streetscapes and high maintenance costs;
- **Figure 12** shows unacceptable geometry for the north-south collector road on the western edge of the town centre where it crosses a creek at the northern boundary of the Precinct (to the north of the oval). This creek crossing also conflicts with the proposed E2 zoning in the SEPP zoning map;
- **Controls 4.1.2 (5) Control 4.1.3.2** requires the adoption of WSUD measures in streets, and particularly the main street. The WSUD infrastructure elements that are proposed are fragile, high maintenance and pose safety (particularly trip) risks in the public domain. They are inappropriate for an intensely used (pedestrian and vehicle) main street;
- **Figure 13** requires alfresco dining areas in the main street to be located directly abutting traffic and parking lanes. Locating alfresco dining along the kerb of a road is not conducive to creating a comfortable and inviting dining experience: it;
 - Creates conflicts with adjoining cars attempting to parallel park;
 - Causes the alfresco space to unnecessarily suffer from noise and exhaust impacts of neighbouring traffic;
 - Is not sheltered from weather reducing function and amenity;
 - Offers a poor relationship with the restaurant/ café tenancy, separating the tenancy from its dining reducing its vibrancy and activity;

- Creates security problems for the tenancy by the need to manage a dining area and customers that are separated from the tenancy by a busy pedestrian thoroughfare;
- Encourages tenancies to erect illegal barriers along the kerb edge to enclose the space, separating it from the street to address these issues. This results in a poor streetscape outcome as illustrated by the recent photograph of the Rouse Hill Centre below.



Streetscape outcome (Rouse Hill) as a result of alfresco dining areas directly at kerb edge. It impacts visual quality of the place and pedestrian movements and connections

- **Figure 14** requires the major collector roads that bound the western and eastern sides of the town centre to have a trafficable pavement width of 6.4 metres. These roads have an important role in the street hierarchy. At the time of the ultimate development of the centre they will accommodate large numbers of buses, articulated delivery trucks to service supermarkets and other large format retailing, cars accessing car parks and rubbish removal vehicles.

A 6.4 metre width is essentially the same as the width of a car park driveway isle. The current design quite simply cannot accommodate trucks and buses and this role and the design proposals need to be reviewed.

On behalf of Dalbar we commissioned retail architects with civil engineers to prepare preliminary concept designs and supporting material for road sections (including the main street and collector road) that we submitted to the Department in August 2020 that demonstrate a careful balance of the competing priorities of pedestrian, traffic, safety and attractive streetscape functions.

For example, we have suggested a main street design as follows:



Given this history we will not reproduce the material that we have previously submitted in this submission. However we remind you of this material and request that greater consideration be given to the competing requirements for roadways in town centres.

- **Control 4.1.5** presents controls for 'Green Local Streets' however there are no such roads shown in Figure 12.

Request No. 14: That the street sections in Part 4.1 be reviewed to ensure that they can deliver a balanced approach that complies with DCP Objective No.17 to *Provide balanced social, economic and environmental outcomes* and effectively meet the requirements of their intended traffic function.

- vi) **Setback Controls 5.2:** The setback controls in this part and in Figure 21 are inconsistent with the intended urban design vision for certain streets. For example the requirement for a 5 metre setback to internal town centre streets on top of already very wide street verge footpaths results in significant separation of the building line from the public domain. It prevents the achievement of intimate centre streets with active frontages.

Request No. 15: That the street setbacks in Part 5.2 be reviewed with a view to reducing or deleting them to ensure that excessive building setbacks in the centre do not prevent the achievement of the vision for the Wilton Centre.

- vii) **Building Massing Controls 5.2:** The maximum floorplate and building depth controls for commercial / office uses in Table 4 are unrealistic and not commercially viable. They will operate as a disincentive to the ability of the centre to attract commercial investment and employment generating activities.

Request No. 16: That the maximum floorplate and building depth controls for Commercial and office uses in Table 4 be deleted as they will effectively prevent the centre from attracting commercial investment and employment generating activities.

8. Wilton DCP Part 6: Employment

At the outset Dalbar supports Government and Council's vision for the employment lands. Dalbar recognises that their form and characteristics cannot be 'business as usual' and must demonstrate the application of contemporary urban design and environmental sustainability principles.

However, similar to the town centre, employment land is a functioning economic activity. Its roads and buildings must support, and not hinder, the ability of the centre to operate effectively as a commercially viable and efficient focus of employment activity. Again, Dalbar shares Government's draft Objective No. 17 (a productive centre) "*Provide balanced social, economic and environmental outcomes.*"

We have reviewed the proposed clauses and controls in the Draft DCP and given the need for this careful balance of requirements we request the following amendments be made to the DCP controls:

- i) **Deep Soil Planting Controls 3.6.2.4:** The minimum 15% of site area needs to be tested for particular employment land use types (given the wide range of activities that may be accommodated within the lands);

- ii) **Parking between Street Frontage and Buildings Control 3.10.2.6:** While this design guideline is appropriate in town centre precincts, it is not always appropriate in employment precincts, depending on the particular use and configuration of a building. For example, the rear of many buildings in an employment zone is dedicated to truck movements and servicing / loading that would clash dangerously with customer or employee parking. Greater flexibility is required to the application of this control;
- iii) **WSUD Control 5.2.11:** In other forums the major landowners in Wilton have objected strongly to Council's Draft "Growth Area -Wide stormwater and sensitive urban design" controls. Given this context this control should be deferred until this matter is resolved;
- iv) **Car park security Control 6.1.2.1 9:** The requirement for a business to be prohibited from securing its car park would introduce significant security concerns for on-site premise management, safety and security. Many businesses as a matter of OH&S and security policy need to be able to manage car park access. We see no justification for this control and suggest that it be deleted;
- v) **Prohibition of sunken Loading Docks 6.1.2.2 9:** We have to ask why? A lowered loading dock satisfactory accommodates the loading / unloading requirements of a large truck in order that the finished floor level of the dock and the building floor match. If the loading dock was required to be at ground level, the dock floor would correspondingly be required to be elevated above the finished floor of the building creating a significant number of internal operational and design issues. We see no justification for this control and suggest that it be deleted;
- vi) **Table 3 Business Car Parking;** This car parking rate is very low and may act as a disincentive for commercial investment in the Wilton Town Centre Precinct. We see no justification for this control and suggest that it be amended;
- vii) **Restrictions on Vehicle Types Control 6.8.2:** A control to limit the size of trucks accessing premises in the employment areas of the Precinct would introduce a significant number of operational issues for a business and would act as a disincentive for commercial investment in the Wilton Town Centre Precinct. We see no justification for this control given the employment goals sought for the Wilton New Town and suggest that it be deleted; and
- viii) **Late Night Trading Hours of Operation Control 7.3.2:** The proposal to limited the hours of operation of late night trading premises to midnight in the Wilton Town Centre is contrary to the objectives seeking to create a vibrant and exciting public place that serves the needs of the Wollondilly Community. A midnight closing time is not part of the definition of a night time economy business. It is a curfew that unnecessarily restricts the activity in that business. A control of this nature would introduce a significant number of operational issues for a business and would act as a disincentive for investment in the Wilton Town Centre Precinct. We see no justification for this control given the vision for the town centre and suggest that it be deleted.

Request No. 17: That the Draft Controls in DCP Part 6 "Employment" be amended in accordance with the eight requests listed above.

9. Conclusion: A solution for Moving Forward

In conclusion:

1. Dalbar fully supports the rezoning of the Wilton Town Centre Precinct and the Land Use Vision Council and Government is seeking to achieve.
2. In summary we request that the following matters be reviewed:
 - Mapping of the environmental conservation areas to improve environmental outcomes;
 - The design of roads in the town centre;
 - Built form controls in the town centre and employment DCPs; and
 - The SEPP maps.

We request a meeting with Department representatives to discuss the matters contained in this submission and look forward to your early response.

In the meantime if you have any queries please contact me.

Yours sincerely

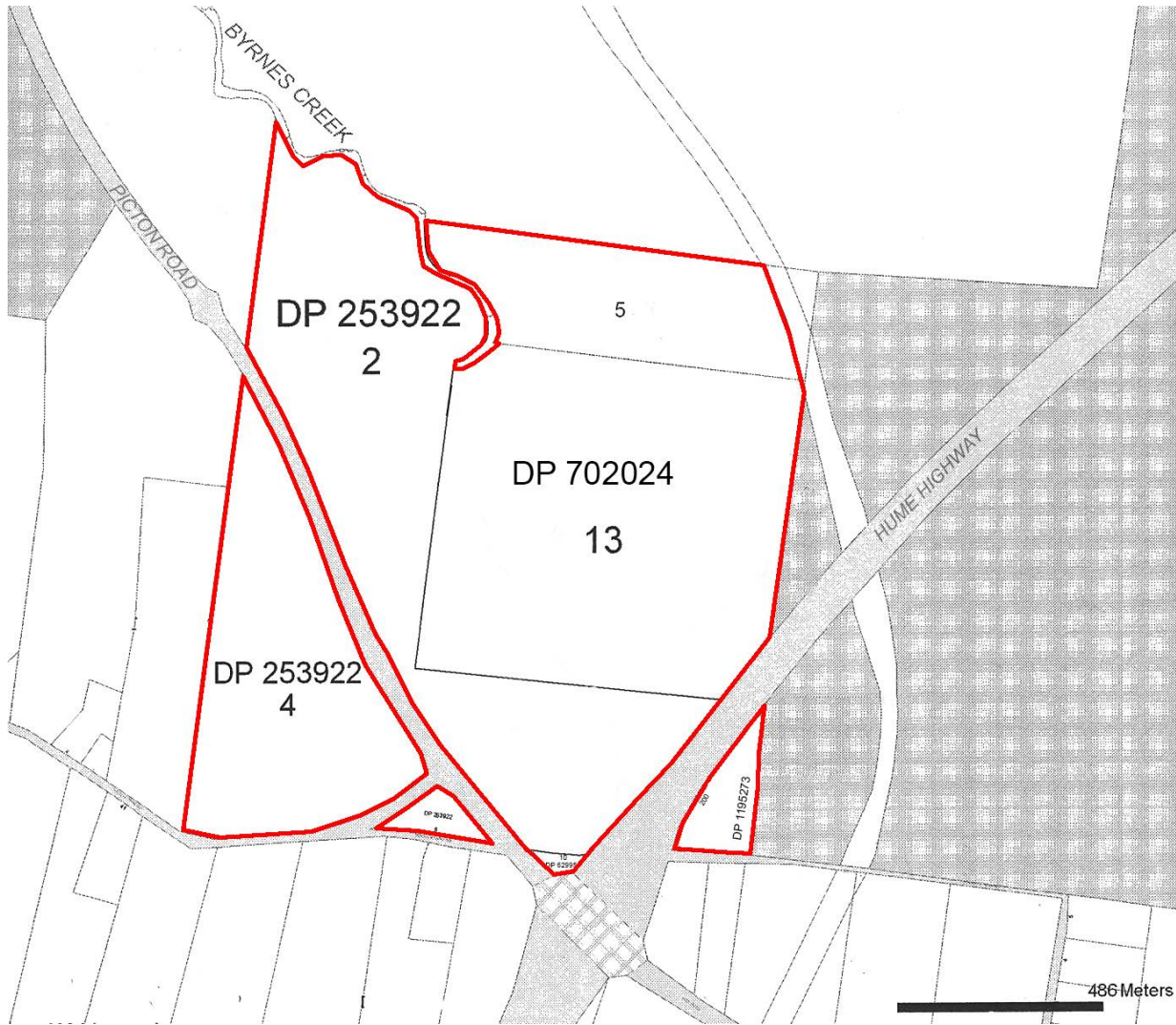
INSPIRE URBAN DESIGN & PLANNING PTY LTD

A handwritten signature in black ink, appearing to read 'S. McMahon', with a long horizontal stroke extending to the right.

Stephen McMahon
Director

ATTACHMENT 1

Land to Which this submission relates



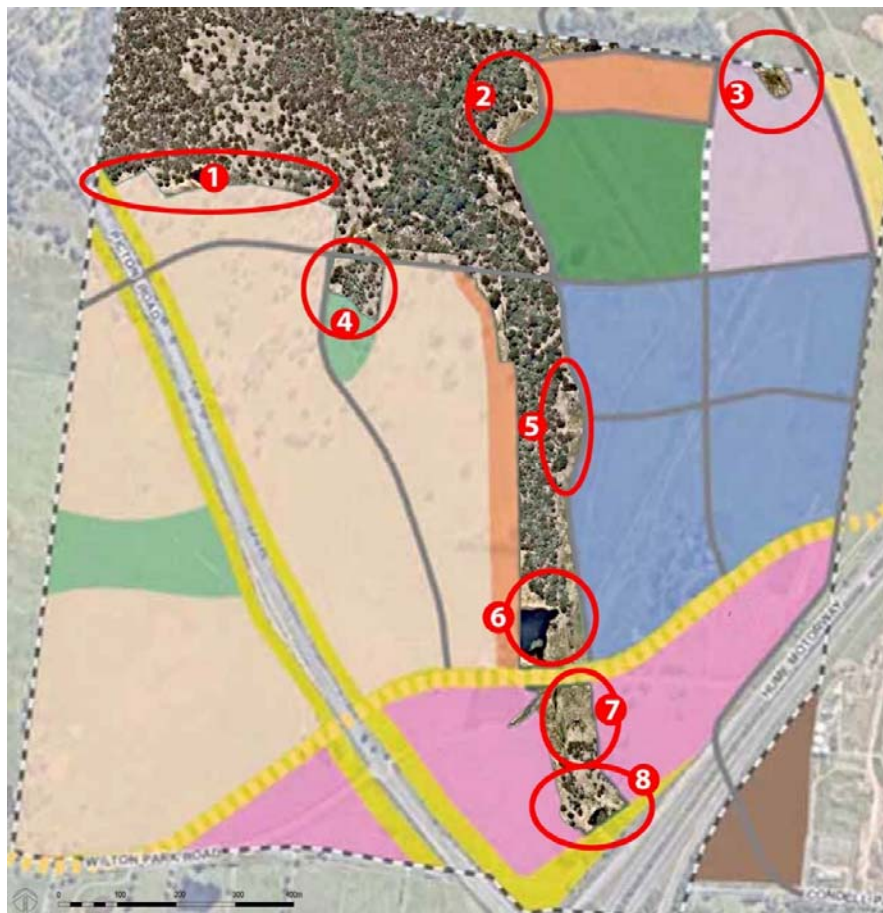
ATTACHMENT 2

Requested Improvements to Environmental Protection

Eight suggestions are proposed to the environmental protection boundary based on the Structure Plan elements identified in the plan and elaborated upon in the table on the following pages.

In summary the proposed changes, (albeit they are individually minor in nature) collectively:

1. Completely ignore and obliterate the proposed water cycle management strategy intended to support environmental goals and standards in the site, resulting in a poorer environmental outcome. As a result they undermine and prevent the ability of Dalbar to continue with its local (S.7.11) VPA discussions with Wollondilly Council; and
2. Destroy the landscape vision for the town centre and the place making proposal to support the vision for the Western Parkland City; and
3. Result in a loss of amenity and connectivity for families, workers and other residents and visitors to the town centre precinct with negligible environmental improvement in most instances and demonstrable inferior environmental outcomes in the other instances; and
4. Make it impossible for Schools Infrastructure to support the school site, undermining and preventing the ability of Dalbar to continue with its State infrastructure contributions discussions.





Eight proposals that are counterproductive to environmental conservation goals

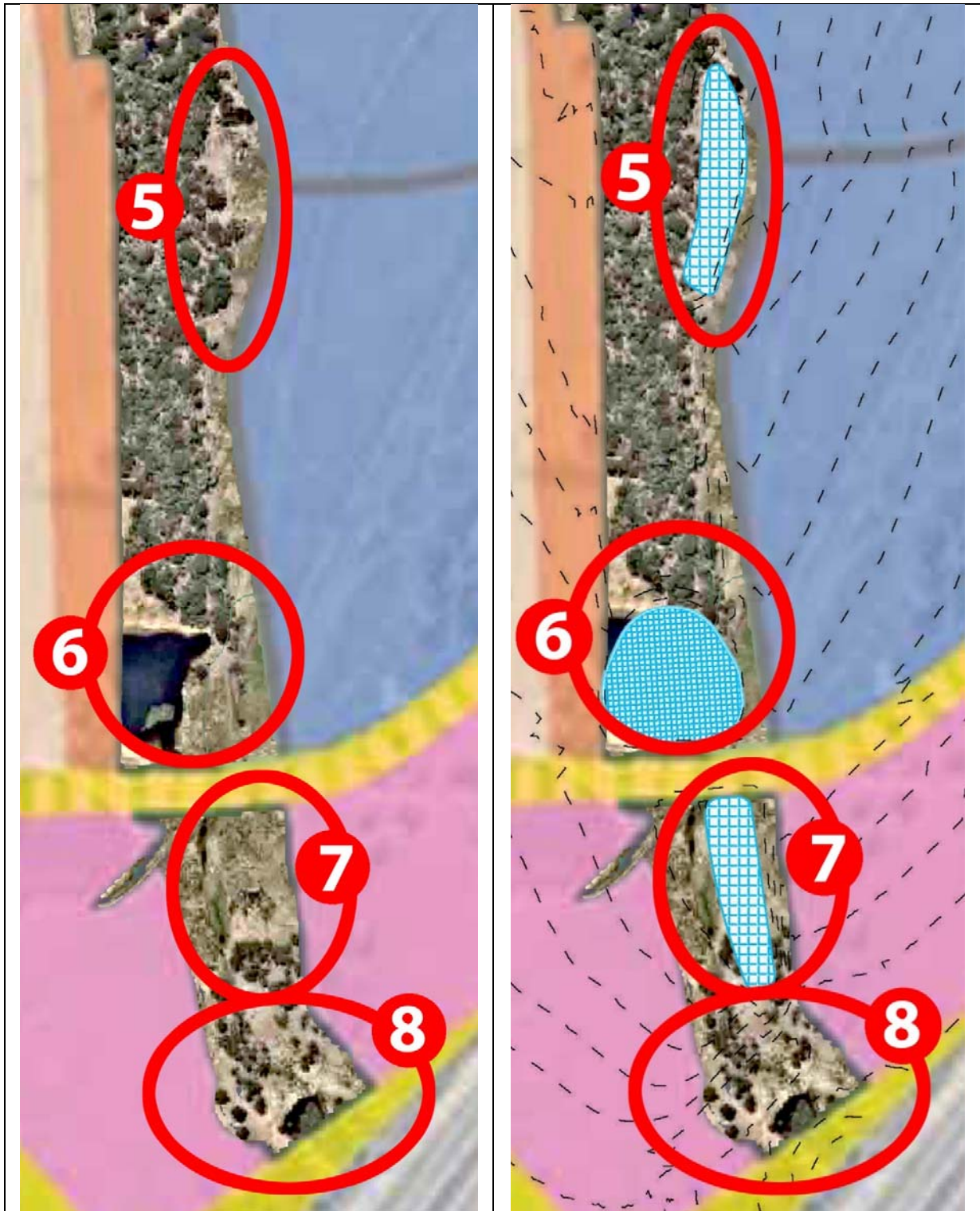
Items 1 to 4



Item No.	Structure Plan Element	Comment	Suggested Amendment
1	Boundary	The boundary does not reflect the detailed design work undertaken by Dalbar and agreed with DPIE to deliver a win-win environmental and urban outcome.	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no environmental benefit upon which the relocation of the boundary can be justified; and 2. The agreed optimal benefits in terms of achievement of planning objectives for the Growth Area is to maintain the current location of the boundary. <p>Amend the boundary to match the detailed design.</p>
2	Road location	The route of the road has been broken by the introduction of a left-hand turn movement and expansion of the environmental conservation area into cleared land. This is an important collector road that must offer a convenient, connected and uncomplicated passage for users. The proposed resulting geometry of the road is awkward and conflicts with the function of the road. It is plainly evident that the road corridor in the Structure Plan is located on cleared land and there is no merit in what is shown in the plan.	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no environmental benefit upon which the relocation of the road can be justified; and 2. The optimal benefits in terms of achievement of planning objectives for the Growth Area is to provide a functional road corridor. <p>Amend the plan to provide a functional road corridor.</p>
3	New creek identified in school site	<p>None of the environmental investigations have identified any creek of any status in this location.</p> <p>Ecological Australia has identified this as a first order stream and the land is cleared grazing land. The recent photographs below of the area in question confirms this.</p> <p>Thus the Structure Plan is inconsistent with the environmental report has been exhibited concurrently with the Plan.</p>	<p>Given that:</p> <ol style="list-style-type: none"> 1. Government policy and practice supports the removal of first order streams; 2. There are no environmental attributes of this part of the site; 3. There are no environmental benefits upon which the exclusion of the land from development can be justified;

Item No.	Structure Plan Element	Comment	Suggested Amendment
		  <p>The site of the creek is also proposed for the K-12 site and any creek will create bushfire hazard and APZ impacts that will be unacceptable to the proposed school use.</p>	<ol style="list-style-type: none"> 4. Identification of the land for a future creek currently not present introduces bushfire hazards for the proposed K-12 school in this location; 5. The plan will be inconsistent with the environmental report that will be simultaneously exhibition; and 6. The optimal benefits in terms of achievement of social and community facility delivery objectives for the Growth Area is to provide a safe and viable school site in this location. <p>The creek annotation on the Plan should be removed.</p>
4	Removal of open space	<p>We note that the plan proposes part of the signature parkland to serve the town centre community be reserved for environmental conservation. This essentially requires it to be fenced with no public access. It locks it up and prohibits public use.</p> <p>This area is also separated from the principle environmental protection area by a 4-lane collector road, effectively isolating the land from the creek environmental corridor and eroding its environmental value.</p> <p>Its environmental value is further questioned by its small scale surrounded on all four sides by urban activity.</p>	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no basis upon which the use of the parkland for environmental protection can be justified; and 2. The proposal for the land to be environmental protection is demonstrably ineffective; and 3. The optimal outcome in terms of achievement of social and recreational planning, public place and recreation / health objectives for the Growth Area is to maintain the use of the land as open space. <p>Retain the land as publicly accessible open space.</p>


Items 5 to 8



Items 5 to 8 Illustrating Cleared Character of the land Comparatively

Dalbar's Plan to invest in water quality protection measures to improve the water quality entering Byrne's Creek, particularly required to treat the existing uncontrolled contaminated run off from the Hume Highway into the creek system

Item No.	Structure Plan Element	Dalbar Comment	Suggested Amendment
5	Removal of water quality improvement infrastructure	<p>The purpose for this kink in the north-south road to the east of the creek in the town centre is to enable the provision of water quality (drainage) infrastructure that has been identified via long term liaison between Dalbar, its civil design consultants and DPIE.</p> <p>The kink accommodates necessary infrastructure on cleared land outside the riparian corridor.</p> <p>It is deliberately placed on cleared land to minimise environmental impact;</p> <p>Being cleared land unconnected to the creek environs, there is no logic for it to be used to expand the creek corridor.</p>	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no justification for the use of the land for environmental protection; and 2. The optimal use of the land in terms of achievement of the environmental protection objectives for the Growth Area is to enable the use of the land to accommodate investment in water quality improvement (drainage) infrastructure by Dalbar <p>Enable the use of the land for drainage infrastructure.</p>
6	Removal of gateway water feature	<p>There are many environmental and amenity purposes for this water feature on the east-west sub arterial road at the entry to the town centre. It:</p> <ol style="list-style-type: none"> 1. celebrates the presence of the former farm dam in the landscape; 2. creates a memorable gateway place that forms part of the place making vision and planning objectives for the Western Parkland City; 3. contributes to the water quality infrastructure intended to improve water quality flowing into Byrnes Creek and the Nepean River system; and <ol style="list-style-type: none"> 1. is deliberately placed on cleared land in generally the same location as the current farm dam to minimise environmental impact; 4. ; and 5. offers an additional open space amenity funded by Dalbar outside the S.7.11 plan. 	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no justification upon which the land (that offers such significant community and environmental benefits) should be converted to environmental protection; 2. The proposal for this land to be environmental protection provides negligible benefit; 3. The optimal outcome in terms of achievement of planning and environmental objectives for the Growth Area is to maintain the use of the land for a water feature; and 4. Its removal denies households and employees in this part of the precinct convenient access to additional open space funded by the developer. <p>Retain the use of the land for a water feature.</p>
7	Removal of water quality infrastructure and gateway open space for environmental conservation purposes.	<p>There are many environmental and amenity purposes for this drainage basin and adjoining open space areas:</p> <ol style="list-style-type: none"> 2. It enables the provision of water quality infrastructure that has been identified as required to treat the existing uncontrolled contaminated run off from the Hume Highway into the creek system; 3. It forms part of the place making and gateway landscape strategy for the town centre noted above; 4. It is deliberately placed on cleared land to minimise environmental impact; 	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no basis upon which the land intended for water quality infrastructure and open space should be converted to environmental protection; 2. There clearly appear to be errors in the mapping; 3. The proposal for this land to be environmental protection erodes the ability for potential environmental improvements; 4. The optimal outcome in terms of achievement of environmental objectives for the Growth Area is to maintain the use of the land for water quality improvement;

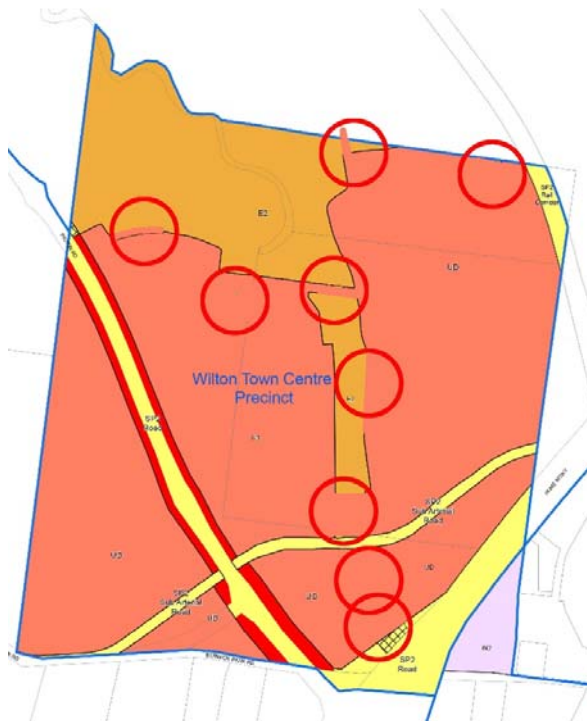
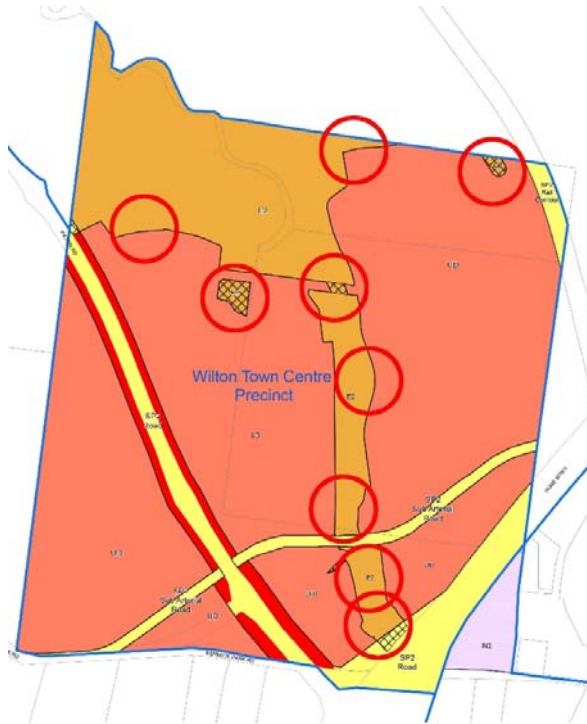
Item No.	Structure Plan Element	Dalbar Comment	Suggested Amendment
		<p>5. It is identified as a first order stream by consultants Ecological Australia for DPIE. Thus the Structure Plan is inconsistent with the environmental report that is being exhibited concurrently with the Plan;</p> <p>6. It includes an odd sausage shaped projection that extends from the environmental corridor that does not display any environmental conservation value (refer to consultant reports and photograph below);</p>  <p>and</p> <p>7. It offers an additional open space amenity funded by the developer outside the S.7.11 plan.</p> <p>This area is also separated from the principle environmental protection area by a 6-lane high speed, high volume sub arterial road, effectively isolating the land from the creek environmental corridor and eroding its environmental value.</p> <p>Its environmental value is further questioned by its small scale surrounded on all four sides by urban activity.</p>	<p>5. Government policy and practice supports the removal of first order streams;</p> <p>6. The plan will be inconsistent with the environmental report simultaneously on exhibition; and</p> <p>7. Its removal denies households and employees in this part of the precinct convenient access to additional open space funded by the developer (The nearest open space would be approx. 0.8 kilometres distant)</p> <p>Retain the use of the land for drainage infrastructure and parkland.</p>
8	Removal of important local link road in employment and mixed-use precinct for environmental conservation purposes.	<p>A local road that crosses the creek is required in this location as:</p> <ol style="list-style-type: none"> 1. It enables local traffic to circulate though the employment and mixed use precinct without the need to use the sub arterial road; 2. Its removal would create two mini employment precincts accessible only by cul-de-sacs; 3. It provides connectivity and convenience for users; 4. Ecological Australia has identified this as a first order stream. Thus the Structure Plan is inconsistent with the environmental report that will be exhibited concurrently with the Plan; <p>and</p>	<p>Given that:</p> <ol style="list-style-type: none"> 1. There is no basis upon which the land intended for an important local road connection should be converted to environmental protection; 2. The proposal for this land to be environmental protection erodes the ability for potential environmental improvements; 3. The optimal outcome in terms of achievement of planning objectives for the Growth Area is to maintain the use of the land for an employment land road connection; 4. Government policy and practice supports the removal of first order streams;

Item No.	Structure Plan Element	Dalbar Comment	Suggested Amendment
		<p>5. It is generally cleared land with comparatively minimal environmental value.</p>	<p>5. The plan will be inconsistent with the environmental report that will be simultaneously exhibition; and</p> <p>6. Its removal denies businesses and employees in this part of the precinct convenient connectivity and movement.</p> <p>Enable the use of the land for an important local road connection.</p>

ATTACHMENT 3

Changes Requested to Zoning map

(Original Map top, Suggested changes to map below)



17 December 2020

Mr Jim Betts
Secretary
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear Mr Betts,

**RE: SCHOOL INFRASTRUCTURE NSW SUBMISSION TO
DRAFT WILTON TOWN CENTRE PRECINCT REZONING**

School Infrastructure NSW (SINSW), as part of the Department of Education (DoE), welcomes the opportunity to provide comments on the draft Wilton Town Centre Precinct Rezoning (draft Rezoning). SINSW works in conjunction with DoE to ensure every school-aged child in NSW has access to high quality education facilities at their local government school.

SINSW has reviewed the draft rezoning documents and is generally supportive of its overall direction. However, this is subject to ongoing collaboration between SINSW and the NSW Department of Planning, Industry and Environment (DPIE).

Government School/Service Demand:

The draft rezoning documents identify part of the north-eastern portion of the Wilton Town Centre Precinct as land proposed for a future school with a maximum building height of 18 metres.

SINSW requests that all of the draft rezoning documents, including the structure plan and discussion paper, refer to this parcel of land as a 'potential future educational site' rather than a 'school' site that will contain a K-12 school (this submission will continue to refer to this site as a 'potential future educational site'). Reference to a K-12 school should also be removed from the draft rezoning documents. These amendments are requested by SINSW in the event future population and development trends change future educational requirements within the Wilton Town Centre Precinct.

SINSW continues to monitor population and development trends for Wilton, including the Wilton Town Centre, so future enrolment needs are planned and provided for. SINSW will continue to monitor development in the locality to ensure appropriate educational infrastructure is provided for the community into the future.

Joint/Shared-Use Agreements:

SINSW notes that the draft rezoning documents identify land directly adjacent to the west of the potential future educational site as land proposed to be rezoned to facilitate open space and playing fields. As stated within the draft rezoning documents, this decision has been made to allow for the future shared-use of the open space and facilities.

SINSW is supportive of this aspect of the draft Rezoning. In the event that a potential future school is developed at the potential future educational site, SINSW would seek to explore and implement joint and shared-use opportunities between the school and surrounding community. However, this would be subject to timing, funding and a Memorandum of Understanding developed between the parties.

Active/Sustainable Travel:

SINSW notes that increased growth in Wilton, including the Wilton Town Centre, will place further pressure on the surrounding road network. As a result, it is essential that other modes of travel are catered for.

SINSW is highly committed to supporting initiatives that encourage active lifestyles and sustainable travel to and from schools. SINSW therefore recommends that greater public transport, walking and cycling infrastructure and initiatives should be proposed as part of the draft Rezoning to support its proposed growth for a maximum of 1,600 dwellings (amongst other things). Infrastructure and initiatives that should be proposed within the draft rezoning documents to be provided throughout the Wilton Town Centre Precinct include the following:

- A permeable, walkable network with safe crossing points, sufficient footpath width and pedestrian signal phasing to meet travel demand. Pedestrian signal phasing should:
 - Be automatic for pedestrian signals surrounding schools in the 1 hour before AM and 1 hour after PM school bell times.
 - Not have double phasing for pedestrian signals during an operational day.
- An updated bus servicing strategy to service projected growth.
- Wide footpaths and through-paths supported with lighting, way-finding and mature trees, particularly around schools.
- Pram ramps, bus shelters, kerb outstands and refuges crossings, particularly around schools.
- Shared User Paths and scooter/bicycle parking, particularly around schools.
- Lower vehicle speeds around sensitive land-uses, including schools.
- Local area traffic calming, particularly around schools.
- Improved pedestrian access to bus stops and higher bus priority on roads to decrease bus journey times. This includes for school buses.
- Bus shelters for bus stops, including those adjacent to schools.

Infrastructure Contributions:

SINSW notes that the existing Wollondilly Contributions Plan 2020 will apply to land in the Wilton Town Centre Precinct to primarily fund local infrastructure. Considering this, SINSW recommends that Council be advised by DPIE through this submission to consider updating the Wollondilly Contributions Plan 2020 to:

- Provide an explicit exemption for government schools. This request is sought on the basis DoE, in conjunction with SINSW, provides essential social infrastructure for the direct benefit of the community.
- Ensure the requirements for public domain, transport and other infrastructure works required to support government schools in the Wilton Growth Area (Area B) are appropriately levied through the residential growth that drives the demand for a “potential future educational site”.



Pipelines:

SINSW has determined that land to the south and south-east of the Wilton Town Centre Precinct contains underground gas pipelines. Considering this, before any rezoning of the Wilton Town Centre is progressed, consideration must be given to the Hazardous Industry Planning Advisory Papers and AS 2885.1 – 2018. Further, any relevant studies must be progressed to ensure that sensitive land uses and the land uses in general (as proposed) are acceptable given the proximity to the gas pipelines. Without this information, SINSW believes there is insufficient information to progress the rezoning.

SINSW welcomes the opportunity to engage further about all aspects of this submission. Should you wish to get in contact or require further information, please contact Lincoln Lawler at Lincoln.Lawler@det.nsw.edu.au and Jarred Statham at Jarred.Statham2@det.nsw.edu.au.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Alix Carpenter'.

Alix Carpenter
Director - Statutory Planning

Cc: Geoff Waterhouse
Executive Director - Infrastructure Planning



21 December 2020

TfNSW Reference: SYD20/00902/03
Your ref: IRSF20/8411

David Burge
Director, Urban Design
Central River City and Western Parkland City
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear Mr Burge,

Draft Planning Package for Wilton Town Centre Precinct

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the above proposal referred to us by the Department of Planning, Industry and Environment (DPIE) in correspondence dated 6 November 2020.

TfNSW has reviewed the submitted documentation for the draft planning package of Wilton Town Centre Precinct, which includes:

- a discussion paper outlining the rezoning proposal for the Wilton Town Centre Precinct;
- the Draft Wilton Town Centre Precinct Structure Plan; and
- additions to the draft Wilton Growth Area Development Control Plan 2019 (previously exhibited in August 2019).

The rezoning proposal encompasses land for the development of a major strategic centre, the aim of which is to provide residential (up to 1,600 new dwellings), commercial and employment opportunities for the Wollondilly Shire and surrounding region. The proposal also includes land for a public kindergarten to year 12 school, sporting fields, and the conservation of environmentally sensitive land.

Detailed comments on the proposal are provided at **Attachment A** for DPIE's consideration, noting previous comments provided 14 August 2020 relating to infrastructure requirements are still relevant, and are included again for ease of reference at **Attachment B**.

Thank you for the opportunity to provide advice on this proposal. Should you have any questions or further enquiries in relation to this matter, Ilyas Karaman would be pleased to take your call on phone 0447 212 764 or email: development.sydney@transport.nsw.gov.au

Yours sincerely

A handwritten signature in blue ink that reads 'Cheramie Marsden'.

Cheramie Marsden
Senior Manager Strategic Land Use
Land Use, Networks & Development, Greater Sydney Division

Attachment A: TfNSW Detailed Comments on Draft planning package for Wilton Town Centre Precinct (December 2020)

Draft planning package for Wilton Town Centre Precinct	Considerations for Draft planning package for Wilton Town Centre Precinct
<p>Land Use/Networks & Developments / Greater Sydney</p> <p>Overview Comment</p>	<p>TfNSW previously provided a submission to DPIE on 14 August 2020 in response to the Draft Wilton Town Centre Precinct Package, including the Wilton Town Centre Precinct Structure Plan, Infrastructure Plan and Infrastructure table. The submission lists the view of TfNSW on the infrastructure priorities needed to support the anticipated growth, and funding requirements. TfNSW reiterates our consistent position on the infrastructure requirements for consideration by DPIE as provided in Attachment B.</p>
<p>Customer Strategy and Technology</p> <p>Page 17- Schedule 3</p> <p>P3 - Discussion paper</p>	<p>Clarification is sought on whether the Regional Cycle connection, is a separated off road cycleway?</p> <p><i>"Provide end-of-trip facilities alongside vehicle parking in commercial areas to encourage walking and cycling"</i> suggestion to reword to say <i>"provide end-of-trip facilities in commercial areas and educational facilities to encourage walking and cycling."</i></p>
<p>Freight Strategy</p> <p>General Comment</p>	<p>The identification of the Maldon to Dombarton rail freight corridor in the discussion paper and structure plan, and the need to protect the corridor for future rail freight use is supported. The Maldon to Dombarton rail line is important in achieving the longer term objective of separating passenger and freight services on the Illawarra and South Coast rail lines, to ensure improvements for people and the movement of goods to and from the Illawarra region and Port Kembla.</p> <p>Welcome DPIE to continue to work with TfNSW to support the protection, construction and operation of the Maldon to Dombarton project.</p>
<p>General Comment - Potential new fast rail corridor between southwestern Sydney and the Southern Highlands</p>	<p>Please include the following wording relating to the potential fast rail to highlight these investigations:-</p> <p>As part of investigations into Fast Rail between Sydney and Canberra, Transport for NSW is considering a new rail alignment between Menangle and Yerrinbool which could potentially serve the Wilton Growth Area. TfNSW will continue to engage closely with DPIE on this matter, and will also consult with stakeholders as part of the investigations.</p>
<p>Centre for Road Safety</p> <p>General Comment</p> <p>Page 57 - 2.4 Land use opportunities and constraints</p>	<p>Given the 20 year timeframe Council should be encouraged to include the impact of this strategy and emerging road safety needs in their Integrated Reporting and Planning Framework which includes 10 year Community, Strategic Plans and supporting 4 year delivery plans and annual operational plans. This would also encourage building local partnerships between council and community to support Towards Zero road safety objectives, targets, actions and outcomes etc.</p> <p>Consider calling out an opportunity to align speed limits, and supporting infrastructure, with surrounding land uses to deliver road safety benefits and increase the place qualities of local streets.</p>

<p>Page 76 - 3.2 Land use planning approach</p> <p>Page 77 - Table 19</p> <p>Page 81 - Direction 3 and direction 4</p>	<p>Under the principles please consider including the need to align speed limits and supporting infrastructure to deliver safe and integrated local streets.</p> <p>Under planning priority 4 please consider expanding to capture: 'Create vibrant, healthy, sustainable and integrated communities in the new town of Wilton'.</p> <p>Suggest including in the planning and design section of one of these two directions the importance of mandating road safety audits on new or altered large scale developments, to ensure that any increased risks to road safety are addressed and appropriately mitigated and we continue to work towards zero trauma on our road network. A key safety risk is where there is a significant increase in developments which increases walking in that area. The completion of safe system assessments should then occur to review desire lines to nearby pedestrian generators: Town centres within the LGA, schools, shops, restaurants, public transport, etc. and ensure these are safe.</p>
<p>Regional Planning –Southern (Projects)</p>	<p>In terms of the Picton / Hume interchange project, additional assessment has been undertaken, which requires an increase to the area zoned as SP2 in order to allow for an alternative upgrade option, which may better meet the forecast demands as discussed with Gwenda Kullen (DPIE).</p> <p>Refer to Attachment C, which shows the area illustrated in green to be rezoned as SP2 (currently proposed as employment land and environmental protection). Note, the area in pink / orange is already zoned SP2 based on previous TfNSW advice provided to DPIE.</p>
<p>Sydney Network Planning/ Greater Sydney</p> <p>Page 6 – Figure 2</p> <p>Page 14 - 3.2</p> <p>Page 18 - 3.12</p> <p>Page 19 – Figure 10</p> <p>Page 16 - 3.2</p> <p>Page 20-21 – Table 1</p> <p>Page 20-21 – Table 1</p> <p>Page 14 – Figure 10</p>	<p>Clarification on whether the "28 hectares of land for infrastructure" also include bus stops?</p> <p><i>"The Department will investigate new or improved cycleways..." suggested rephrase to "The Department in conjunction with Council will investigate."</i></p> <p>When Wilton was first proposed, it was proposed as "no cost to government". The language has now changed to "no additional cost to government".</p> <p>The allocation of costs associated with VPA and SIC funds is very different to what TfNSW proposed in their submission to DPIE dated 14 August 2020. Further discussion with TfNSW and agreement is required in this regard.</p> <p>Are there any plans to identify the PBN routes?</p> <p>Consideration to the Picton Bypass project?</p> <p>Any rail projects connecting to the proposed mining areas?</p> <p>Referring to Wilton - DCP document: Which of those roads are the proposed off-ramps from Hume Motorway?</p>

<p>Page 15 – Figure 11</p> <p>Network Development</p>	<p>Referring to Wilton - DCP document: Is there an east-west connection for bicycles across Hume Motorway?</p> <p>A pedestrian and cycle path should be provided as part of the access road over the Hume Highway to be included in R13 and RL1 to ensure the provision of a grade separated active transport connection early in the construction of the town centre. This will encourage new residents to walk or cycle to the town centre reducing the reliance on the private motor vehicle. Consideration be given for a 5m facility for walking and cycling, which would allow a 2.5m wide path for pedestrians and 1.5m cycle path with 0.5m for separation between the two modes as a desirable outcome.</p> <p>Given the high school and town centre to be located on the western side of the Hume Highway, there will be a strong demand for active travel from the eastern side of the Hume. For safety reasons this active transport access should be provided as a grade separated connection.</p>
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**Transport
for NSW**

**Attachment B: TfNSW Submission to DPIE dated 14 August 2020 - Draft Wilton Town Centre
Precinct Package – Infrastructure**

Attachment C: Additional land required to be zoned SP2



14 August 2020

TfNSW ref: SYD20/00902/01

Catherine Van Laeren
Department of Planning Industry and Environment
12 Darcy Street
Parramatta NSW 2150

Email: Catherine.VanLaeren@planning.nsw.gov.au
Carolyn.Scott@planning.nsw.gov.au

Dear Ms Van Laeren,

RE: Draft Wilton Town Centre Precinct Package – Infrastructure requirements

Transport for NSW (TfNSW) appreciates the opportunity to review and comment on the draft Wilton Town Centre Precinct Structure Plan, Infrastructure Plan and Infrastructure table. We have focused on the key transport requirements and priorities needed to support the growth and place outcomes envisaged.

The priorities, timing and delivery mechanisms of key infrastructure as proposed by the Department of Planning Industry and Environment (DPIE) in the draft documents, does not currently align with TfNSW's view of priorities and funding requirements, particularly noting the precinct was meant to be rezoned and developed on the basis of commitments to deliver the necessary infrastructure with developers 'to fund and deliver this infrastructure, at no cost to Government' (DP&E, 2016:p10).

Most significantly, the draft plans as they currently stand, will not deliver the initial road network required to facilitate safe access to the Town Centre and the K-12 school as recognised by the 2019 DPIE commissioned *Wilton Growth Area Infrastructure Phasing Plan*. This in turn would jeopardise the delivery of the proposed road network and would compromise the function of Picton Road.

TfNSW see the Wilton Town Centre access bridge over the Hume Highway (R13 & RL1) and the Sub-Arterial connection between the Town Centre and North Wilton (R9A) as the critical top priorities for this new growth area to be funded via VPA to ensure delivery. This is detailed graphically in the map at **TAB A** attached. Other priority transport infrastructure required to support the opening of the school, the initial town centre and the wider Wilton area, as well as their suggested funding mechanisms is further identified in **TAB B**.

Comments and priority works relating to the transport network reflecting the above is provided in **TAB C** (noting it is not inclusive of all infrastructure required which is further listed in DPIE's draft table).

In reference to the Draft Wilton Town Centre Precinct Structure Plan, TfNSW provides feedback along with information relevant to the concept designs at **TAB D**.

Noting the timeframes for this project, TfNSW suggests meeting as soon as possible to further discuss and agree an approach to ensure a safe and efficient network is adequately funded, staged and delivered to best support the town centre and surrounding broader Wilton community.



Transport
for NSW

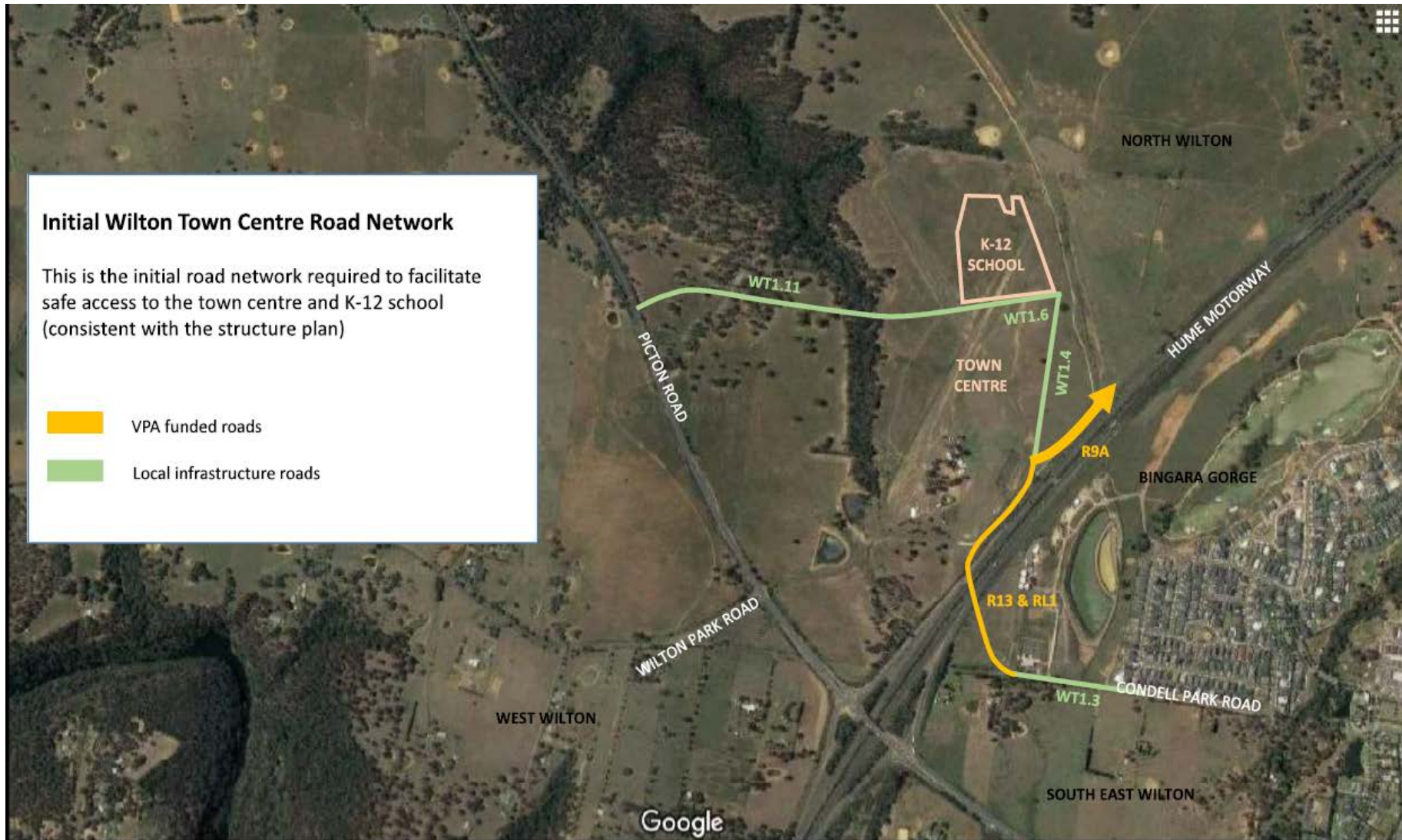
Should you have any questions or queries in relation to this matter, Cherie Marsden would be pleased to assist by phone: 0428 940 142 or email: development.sydney@transport.nsw.gov.au

Yours sincerely

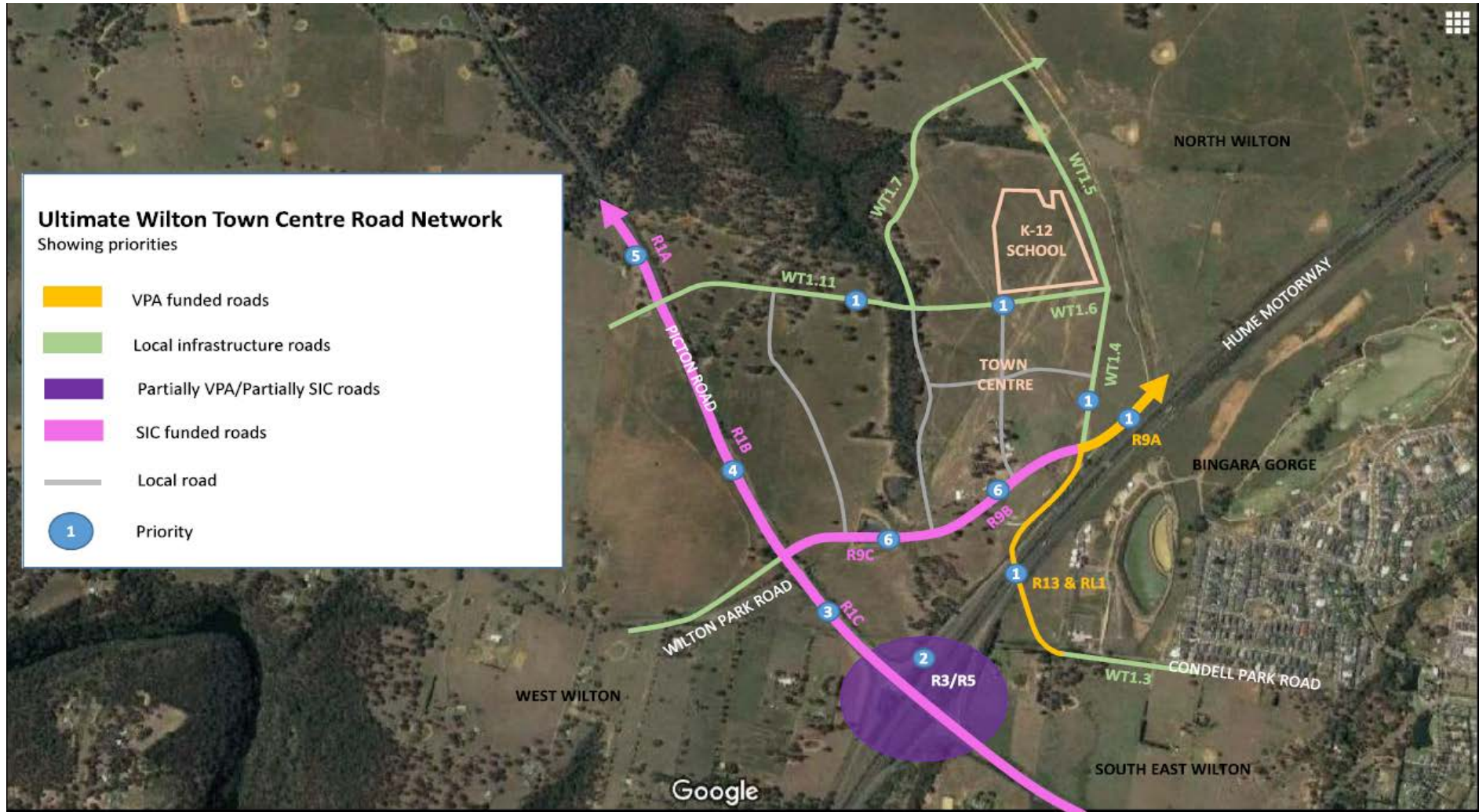
A handwritten signature in black ink, appearing to read "Langford".

Colin Langford
A/Director Land Use, Networks and Development
Greater Sydney Division

TAB A – Initial Wilton Town Centre Road Network (TfNSW identified first priority works)



TAB B – Ultimate Wilton Town Centre Road Network (TfNSW identified priorities and funding source)



TAB C - Wilton Town Centre Precinct Infrastructure – TfNSW priorities

Priority	Item Code	Item Description	Time Period	Cost estimate*	Expected Funding Source	Responsible Party	Additional info
= 1	R13 + RL1	<p>Wilton Town Centre access bridge over Hume Highway</p> <p>Connection required to local network on either side (WT1.11 and WT1.4 through S7.11) and connection to R9A.</p>	Short Term (1-5 years)	<p>\$43 million – two traffic lanes of 3.5m each and one side active transport link of 5m (2.5m wide path for pedestrians and 1.5m cycle path with 0.5m for separation between the two modes).</p> <p>This will connect WT1.11 and WT1.4.</p> <p>Includes construction cost but <u>excludes land acquisition</u> and will need to be dedicated.</p> <p>We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.</p>	VPA	Proponent /Developer	<p>The bridge over the Hume Motorway will provide the key pedestrian access route from Bingara Gorge & South Wilton to the town centre and new K-12 school. Delivery of this item is therefore critical and prioritised to ensure safe access to the school (and ultimately town centre) is available.</p> <p>This is consistent with the DPIE’s 2019 Infrastructure Phasing Plan which states that delivery of this infrastructure is <i>critical</i> to ensure safe access to the school (and the town centre).</p> <p>Some examples of similar situations where an active transport link has not been provided with a high school on one side of a busy wide movement corridor include:</p> <ul style="list-style-type: none"> Elizabeth Macarthur High School - located on the eastern side of the Camden Bypass in Narellan Vale. Students have cut through fences and noise walls to cross the bypass with vehicles travelling at 100km/hr. This is not a desirable road safety outcome. Magdalene Catholic College - located to the north of Narrellan Road. Many students come from Mount Annan area and take numerous risks crossing the corridor as they are ineligible for bus passes due to living too close to the school.

Priority	Item Code	Item Description	Time Period	Cost estimate*	Expected Funding Source	Responsible Party	Additional info
= 1	R9A	Sub-Arterial from MDB Crossing to Picton Rd (MDB to Bradcorp Boundary)	Short (1-5 years)	\$2.365M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	VPA	Proponent /Developer	This is critical to connecting WTC to North Wilton and providing access to and from the north facing ramps.
= 1	WT1.11 WT1.4 WT1.6	Collector Road	Short (1-5 years)	Previous discussions with the developer indicated their desire to connect to Picton Road via the proposed connector road network and not the sub-arterial road in the first instance.	Section 7.11 Contributions	Council	It is suggested that this infrastructure be delivered at the same time as the R13 bridge infrastructure and R9A.
2	R3 / R5	Hume Motorway / Picton Rd Interchange Upgrade	Medium (5-10 years)	\$36M and \$30M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	Part VPA / Part SIC	Transport for NSW	Remains the same as DPIE's version, noting that South East Wilton and North Wilton existing VPAs contribute to this infrastructure. We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.
3	R1C	Picton Rd Upgrade - Widening to 6 lanes (D1 to Hume Highway)	Medium to Long term (5 -10+ years)	\$13.5M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated	SIC	Transport for NSW	35 metres is required on each side of the road for areas identified for future upgrading to 6 lanes. We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.

Priority	Item Code	Item Description	Time Period	Cost estimate*	Expected Funding Source	Responsible Party	Additional info
4	R1B	Picton Rd Upgrade - Widening to 4 lanes (Governors Hill intersection to D1)	Medium to Long term (5 -10+ years)	\$12.5M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	SIC	Transport for NSW	20 metres is required on each side of the road for areas identified for future upgrading to 4 lanes. We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.
5	R1A	Picton Rd Upgrade - Widening to 4 lanes (Menangle Rd to Governors Hill intersection)	Long (10+ years)	\$82.5M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	SIC	Transport for NSW	20 metres is required on each side of the road for areas identified for future upgrading to 4 lanes. We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.
6	R9B & R9C	Sub-Arterial from MDB Crossing to Picton Rd (Bradcorp Boundary to Governors Hill internal road) and Sub-Arterial from MDB Crossing to Picton Rd (Governors Hill internal road to Picton Rd)	Long (10+ years)	\$16.9M and \$7M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	SIC	Transport for NSW	We confirm that the land which will need to be dedicated for this infrastructure will need to be zoned SP2.
7	P1	Bus Depot - Land	Long (10+ years)	\$5M Includes construction cost but <u>excludes land acquisition</u> which will need to be dedicated.	SIC	TfNSW	TfNSW provides in principle approval for the bus depot at this location. However, best practice location for a bus depot is adjacent to or within an industrial precinct. TfNSW would like further consultation on this matter.

* Cost estimates have been taken from the Infrastructure Phasing Plan noting this was prepared in 2018 and costs may have increased since this time and with more detailed scoping.

Other infrastructure listed in the draft DPIE table still requires provision but are not TfNSW top priority items

TAB D – Structure Plan and Concept Plan Information

Approval for release of TfNSW concept design for interchange

At this stage the preferred option for the interchange upgrade is not confirmed and therefore cannot be provided external to Government. Strategic investigations are continuing and TfNSW is planning to confirm the preferred option as part of the Strategic Business Case. The Strategic Business Case is expected to be completed by June 2021.

Potential proponent led concept design for Picton Road widening

TfNSW is intending to complete a strategic design for the Picton Road widening as part of the strategic business case being undertaken. The intersections will be based on modelling undertaken, and preliminary layouts previously provided by DPIE. A preliminary design will be available early September 2020. Once complete, these could potentially be shared so that the developers can design the intersections as required and know where to tie into the main corridor.

Structure Plan

1. Land to be zoned SP2 to accommodate the upgrade of the Hume Highway and Picton Road interchange, based on the concept plans received from TfNSW (provided by Erika Garbayo 1 June 2020)

TfNSW has no objections to these concept plans which were provided by Erika Garbayo on 1 June 2020.

2. An indicative allowance of proposed SP2 land along Picton Road to accommodate future road widening as follows:
 - a. 20 metres to each side of the road for areas identified for future upgrading to 4 lanes

TfNSW has no objections for future upgrading to four lanes.

- b. 35 metres to each side of the road for areas identified for future upgrading to 6 lanes

TfNSW has no objections for future upgrading to six lanes.

Proposed Shareway

TfNSW takes pedestrian safety very seriously and our “Towards Zero” strategy provides a framework on how to improve pedestrian and driver safety. Safety of students in and around schools across NSW is a high priority.

TfNSW sees opportunity in the proposed shareway on the western side of the proposed K-12 school however, further detail and consideration needs to be given to such a proposal. TfNSW is keen to discuss this further with DPIE / Proponent at the appropriate time.



Our Ref: DOC20/954587

Mr David Burge
Director, Urban Design
Central River City and Western Parkland City
Department of Planning, Industry and Environment
david.burge@planning.nsw.gov.au

Attention: Ms Carolyn Scott, Senior Urban Designer
carolyn.scott@planning.nsw.gov.au

Draft Planning Package – Wilton Town Centre Precinct

Dear Mr Burge

Thank you for the opportunity to comment on the Wilton Town Centre Precinct Draft Planning Package.

We previously provided advice to the Department of Planning, Industry and Environment (the Department) on the draft Development Control Plan (DCP) for the broader Wilton Growth Area on 4 October 2019, this is included at **Attachment 1** for your information.

We have reviewed the draft planning package, including the Aboriginal and European Survey Report prepared by Kayandel Archaeological Services and provide comment in relation to considerations under the *Heritage Act 1977* (the Act).

Potential Heritage

We note that there are no existing Local or State listed heritage items located in the Wilton Town Centre Precinct. However, it is noted that the Survey Report identified a potential new local heritage item, habitation rock shelter 'WJ-RS-03', which has both Aboriginal and non-Aboriginal cultural values. The rock shelter contains:

- several charcoal fish motifs and a white anthropomorphic motif, and
- two cast iron bed frames and an assortment of other tin and metal implements and vessels such as a billy can, which could indicate Great Depression era habitation.

It is noted that the Survey Report recommended listing of this site under *Wollondilly Local Environmental Plan 2011* (LEP), as well as further heritage assessment to inform detailed development controls. Schedule 3 of the draft DCP for precinct has mapped both Aboriginal and non-Aboriginal heritage items (Figure 5, p. 9). This is an appropriate approach.

We encourage the identification and listing of new heritage items, provided that all necessary due diligence, assessments and notifications have been undertaken. Prior to finalisation of the planning package, the Department should be satisfied that this is the case.

Heritage Interpretation

The Survey Report also identified potential heritage interpretation signage that:

- highlights the major themes (historic heritage) evident in the local area i.e. the agricultural nature of both this site and the importance of it to the colonial era, and
- is located to incorporate a vista that appropriately reflects the heritage of the area.

We consider that this proposed heritage interpretation will have a positive heritage outcome.

Aboriginal Cultural Heritage

As there are potential Aboriginal heritage impacts from this matter, our Aboriginal Cultural Heritage Regulation team may provide separate advice on the planning package in relation to Aboriginal heritage considerations under the *National Parks and Wildlife Act 1974*.

If you have any questions please contact James Sellwood, Senior Heritage Programs Officer, Strategic Planning and Relationships, Heritage Programs at Heritage NSW by phone on 02 9274 6354 or by email at james.sellwood@environment.nsw.gov.au.

Yours sincerely



Rochelle Johnston
Manager, Heritage Programs
Heritage NSW

24 December 2020



Reference: DOC19/672392

Catherine Van Laeren
A/Executive Director, Central River City and Western Parkland City
Place, Design and Public Spaces
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

catherine.vanlaeren@planning.nsw.gov.au

Draft Wilton Growth Area Development Control Plan 2019

Dear Ms Van Laeren

Thank you for the opportunity to comment on the *Draft Wilton Growth Area Development Control Plan 2019*, which will guide the development of the Wilton Growth Area precincts over the next two decades, including around 15000 new homes, as well as transport, community facilities and open space.

We have reviewed the Development Control Plan (DCP) and, while we do not raise an objection to the plan, we provide the following advice.

Our records show that there are two State Heritage Register (SHR) items within the Wilton Growth Area, these are:

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

The subject area also contains six Items of Local Heritage Significance which are listed under *Wollondilly Local Environmental Plan 2011*:

- Aboriginal shelter sites (Wilton Park) (I285)
- St Luke's Anglican Church (I276) at 1095 Argyle Street, Wilton
- Cottage (I275) at 1090 Argyle Street, Wilton
- Cottage (I279) at 180 Wilton Park Road, Wilton
- Kedron (I280) at 305 Wilton Park Road, Wilton
- Wilton Park Stables, Coachhouse, Water Tanks, Stallion Boxes, Covered Yards (I277) at 370 Wilton Park Road, Wilton (local item covering the same area as the Wilton Park SHR item).

The DCP does not make any reference to any of the above SHR or Local heritage items, we recommend that the DCP be amended to identify these items and specific controls to mitigate any impacts that might occur due to the development of the precincts.

Any future development following finalisation of this DCP which could potentially impact on the SHR items should be referred to Heritage NSW for assessment. As Wollondilly Shire Council is the consent authority, the preservation and mitigation of any impacts on Local heritage items rests with Council.

Heritage NSW also recommends that the wording of the DCP should be revised to reflect currently acceptable terminology:

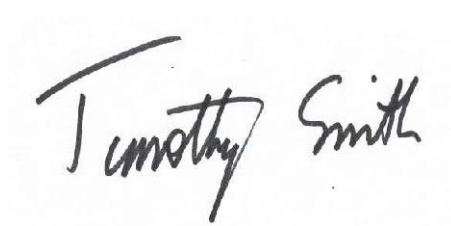
- we note that the term Aboriginal heritage has been used interchangeably with Aboriginal cultural heritage throughout the document, this should be updated to refer to Aboriginal cultural heritage in all instances, and
- references to European heritage should be changed to non-Aboriginal heritage, as the term European heritage is not inclusive of all post-contact heritage.

We note also that there are a number of State Government agency names which need to be updated following the recent Machinery of Government changes. As you are aware, with the exception of Heritage NSW, all the functions of the former Office of Environment and Heritage now sit within your department.

The DCP should be updated to reflect the above changes. Referrals for approval in relation to non-Aboriginal heritage and archaeology under the *Heritage Act 1977* should be referred to Heritage NSW. Referrals under the *National Parks and Wildlife Act 1974* should be referred to the Department of Planning, Industry and Environment.

If you have any questions about the above matter please contact James Sellwood, Senior Heritage Programs Officer – Statewide Programs, Heritage, Community Engagement, Department of Premier and Cabinet by phone on 02 9274 6354 or via email at james.sellwood@environment.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink that reads "Timothy Smith". The signature is written in a cursive style with a large, sweeping initial 'T'.

Tim Smith OAM
Director Heritage Operations
Heritage NSW
Community Engagement
4 October 2019

Mr Brett Whitworth
Deputy Secretary
NSW Department of Planning, Industry & Environment
Locked Bag 5022
Parramatta NSW 2124

12 January 2021

Dear Mr Whitworth

**WOLLONDILLY SHIRE COUNCIL SUBMISSION
DRAFT WILTON TOWN CENTRE PRECINCT REZONING PACKAGE**

Wollondilly Shire Council is pleased to submit its staff level submission on the Draft Wilton Town Centre Precinct Rezoning package, released for public exhibition on 6th of November 2020, as attached.

We thank the Department of Planning, Infrastructure & Environment (DPIE) for the opportunity to provide feedback and extend our appreciation for the additional time granted to compile a submission on this matter.

We see the Town Centre as the pillar for a successful and Vibrant New Town at Wilton, and congratulate the Department on reaching this milestone in creating an exemplar new place for Wollondilly.

Council's submission addresses the exhibited documents relating to the proposed amendments to the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* to rezone the Wilton Town Centre Precinct, including:

- Discussion Paper
- Draft Precinct Structure Plan
- Growth Centres SEPP maps
- Draft DCP - Part 6 and Part 7
- Schedule 3 Town Centre Precinct

Council continues to advocate strongly for acceleration of State and regional infrastructure to create vibrant, healthy and sustainable new communities in Wilton, and to support the local economic recovery, job creation and healthier self-containment. While we support the exhibition of a comprehensive package of information, it is disappointing that a draft planning agreement to support the necessary infrastructure has not yet been provided. It is critical that the planning agreement and the draft SIC be notified prior to the final rezoning being considered.

Given the limited exhibition period for such a significant policy over the Christmas period, we have not had the opportunity to report these changes to Council. A copy of this submission will be provided to our elected Council and a final endorsed position with any changes will be forwarded to the Department at that time.

We look forward to continuing to work with the Department on the planning for Wilton, and welcome further consultation on the matters raised in this submission.

Should your team wish to discuss any aspect of this submission, please contact Edith Barnes, Executive Planner – Growth Areas via email edith.barnes@wollondilly.nsw.gov.au or phone 02 4677 9780.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Toni Averay', with a long horizontal flourish extending to the right.

Toni Averay
Acting Chief Executive Officer

Encl: Council Submission to Draft Wilton Town Centre Precinct Rezoning package
Wilton Town Centre Precinct DCP Feedback Spreadsheet
Extract of Email to DPIE (19.08.20): Ref: *WSC combined comments*



Submission by Wollondilly Shire Council

Wilton Town Centre Precinct Exhibition Package

**As exhibited by NSW Department of Planning & Environment (November 2020
– December 2020)**

January 2021

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1 INTRODUCTION

On 6 November 2020, the NSW Department of Planning & Environment (DPIE) released the Wilton Town Centre Precinct Rezoning Package for public comment.

Wilton 2040 is a land use and infrastructure implementation plan that sets a long term vision for the urban release area along the Hume Motorway and Picton Road. There are 6 precinct of which one is established being Bingara Gorge and a further two have been rezoned, South East Wilton and North Wilton.

DPIE also published an infrastructure brochure, the document does not form part of the exhibition but is timely in its alignment with the exhibition of the Wilton Town Centre Precinct.

It is Council's vision to see Wilton Town Centre emerge and develop into a future Strategic Centre for Wollondilly.

Wollondilly Local Strategic Planning Statement (LSPS) sets our twenty year vision for Shire including Wilton.

“Wollondilly will have a prosperous, sustainable and resilient future.

Our future will be grounded in what we love. The community will be connected, local, healthy, and better prepared for climate impacts.

We will protect what makes us special - our unique villages and lifestyle within a landscape that people can celebrate, visit and explore.

Our new town at Wilton will be strategic centre, with new job opportunities, regional facilities, greater advantages for healthcare and education and a variety of open spaces.

Our local economy will leverage the opportunities of the Western Parkland City and Western Sydney Aerotropolis, creating more local jobs and benefitting from greater investment in industry, tourism, agriculture and the creative arts.”

The LSPS advocates for infrastructure that is commensurate to population growth including, a health precinct that caters for the physical and mental health of community, public transport including electrified rails, cohesive and connected pedestrian and cycling network, effective services such as wastewater and access to technology.

The LSPS also advocates for exceptional environmental outcomes including extensive tree coverage supporting 40% target, the protection of native animals and significant vegetation such as Cumberland Plain Conservation Plan, protection and promotion of waterway health, access to healthy food and a focus on efficient energy consumption for buildings.

Council will continue to actively push all parties to think about the unique setting of Wilton and the need to do things differently and make Wilton growth area a great place in line with Wilton 2040 and the Wollondilly LSPS.

2 THIS SUBMISSION

Wollondilly Council has prepared a submission to cover the following documents as exhibited

- Discussion Paper
- Draft Precinct Structure Plan
- Growth Centres SEPP maps
- Draft DCP - Part 6 and Part 7
- Schedule 3 Town Centre Precinct

Noting that the majority of the comments in relation to the DCP sit in the attached Wilton Town Centre Precinct DCP Feedback Spreadsheet. Council is taking this opportunity to continue to advocate for investment and commitment to infrastructure in Wilton.

3 KEY ISSUES

Discussion Paper and Growth Centre SEPP maps

Council staff would like to commend DPIE and provide support for the following aspects of the package as presented in the Discussion Paper:

- The vision with Wilton as the key Strategic Centre providing opportunity for access to a wider variety of services for residents of the Shire.
- The aims of the planning approach focused on achieving flexibility, infrastructure, high quality public spaces, and safe roads with end of trip facilities that support walking and cycling.
- The changes that have been identified to the North Wilton Precinct Structure Plan required to facilitate alignment with the town centre and its final form.
- The preservation of rail corridor for future planning
- The recognition for stronger controls and design to safeguard water quality of Byrnes Creek. It is further recommended that this matter form one of the objectives in the SEPP for the town centre precinct.
- The inclusion of health and wellbeing outcomes and the inclusion of the Wilton Health and Wellbeing Strategy.

Housing: The housing cap for the precinct is consistent with Wilton 2040 however it would be helpful to understand the intended distribution of density. This important given that the town centre is promoting diversity in housing typologies and that there are also areas of medium density as well as standard low density residential lots proposed in precinct to the dwelling the cap of 1,600. The impacts that housing will have in so called 'mixed use' areas (discussed below) which are better defined as employment areas, needs to be addressed as part of the finalisation of the town centre rezoning.

Traffic and transport infrastructure: DPIE has released a number of studies (some quite dated) with the rezoning package that no longer serve a purpose. Planning for Wilton has changed significantly and the findings within some of these studies do not align with Council's endorsed vision for Wilton. An example is the transport study that talks to very limited services that are proposed for buses with no regionally significant links being considered as part of the growth area. This sends the wrong message about investment in public transport, nor will it delivery and commit to the right outcome. To ensure Wilton is a well-connected community more work is required at the earliest possible stages by Government for rapid buses in the short term and rail in the long term and messaging is as important part of the process.

Bushfire protection and mitigation: Given the current concerns expressed by NSW Rural Fire Service (RFS) on the neighbourhood planning process, in particular the concerns raised for draft North Wilton Neighbourhood Plan No. 1 and the required level of detail, it is strongly encouraged that land not be rezoned unless RFS is consulted. Further RFS should be satisfied with the level of detail required now and then at Neighbourhood Planning stage before development applications are lodged with Council.

Biodiversity and riparian corridors: It is requested that any changes to the Cumberland Plain Conservation Plan (CPCP) boundaries should be communicated with Council as early as possible. We also recommend that the management approach where environmental land interfaces with public land should be explored early. It may also be useful for DPIE to review the submission Council made on the CPCP.

Without seeing the detail on the proposed clauses for the SEPP it is difficult to provide comment however we have appreciated the collaboration to date on the project and hope that we can continue to work through detail such as SEPP clauses when they become available. Overall Council staff consider that the proposed clauses are sound in intent.

Lastly, the discussion paper while not a statutory document, does guide intent and with this in mind, the language that is used should be reconsidered. The preferred wording for the centre is “*shopping precinct*” not a “*shopping centre*” as the second would appear to encourage or suggest big box retail which is not desirable or suitable outcome for Wollondilly’s new Strategic Centre.

Proposed SEPP Maps:

- Key Sites Maps: Area C extends beyond the town centre precinct boundary and into North Wilton precinct however the structure of the Growth Centres SEPP has an appendix for North Wilton and logically there will be an appendix for the town centre. How does DPIE intend to link the controls to ensure that they are captured for land in the North Wilton precinct?
- It is the preference of Council that the height of buildings map should be included in the SEPP. There is too much inconsistency with the treatment of the precincts in the SEPP. We expect that clarity and transparency in controls should be prioritised and this would include having heights in the appropriate Environmental Planning Instrument (EPI).
- No issue with the proposed zones as they are consistent with the North Wilton and South East Wilton precincts.
- Support the E2 zone for CPCP land and support the SP2 zone for the Maldon Dombarton Rail Corridor and parts of the road network.
- It is noted that DPIE use a different cadastre to Council. Any ‘data’ issues must be carefully considered by DPIEs GIS staff before finalisation to avoid the incidental rezoning of land.

Draft Precinct Structure Plan

Council staff are pleased to see that vegetation will be a key element of the town centre however there are some outstanding concerns that will need to be explored further through post-exhibition discussions.

- *Intensive land uses adjoining the E2 Environmental Conservation spine:* The adjoining land uses as shown in the structure plan include the town centre, medium density land uses, employment land uses and sub-arterial roads. Interface and edge effect mitigation is critical at these points. There have previously been suggestions of buffers between the E2 and the adjoining development however we note and are aware that there will also be Asset Protection Zones (APZs) (of varied values) and perimeter roads, with this in mind it would be helpful to explore graphically with the CPCP team and Councils

environmental team, interface solutions that would achieve positive environmental protection outcomes for the E2 Environmental Conservation land.

- *The E2 Environmental Conservation zoned land to the north of Collector Road WT1.11:* The vegetation to the north of WT1.11 is considered to have biodiversity value and it would in the opinion of staff make sense to avoid unnecessary edge effects by extending the E2 zone to meet the WT1.11 collector road. Council would welcome discussion and an onsite meeting to establish the value of the land and vegetation in question. This could include the CPCP team and well as the land release team.
- *Employment lands to the south:* the structure plan calls this area employment lands however the description of the land in the discussion paper refers to it as mixed use. It is important that this land is kept aside to assist Council in meeting the jobs target for Wilton. The draft Wollondilly Employment Lands Strategy 2020 identifies that target will be challenging to deliver unless land is specifically identified for employment purposes. It will particularly challenging to deliver employment uses if there are residential uses in close proximity to land that should be set aside for jobs. This can create unnecessary land use conflicts. This area will need to be looked at carefully to make sure that job generation is the primary focus.
- *E2 Environmental Conservation boundary and connectivity between the precincts:* Generally any proposed changes to the CPCP boundary/E2 Environmental Conservation boundary would ideally be discussed with Council if amended as a result of any submission. Early planning of links such as pedestrian and cycle links and roads should be identified in the structure plan but also the CPCP when made to ensure that the precinct is truly connected and walkable and that the related CPCP accommodates the place making outcomes for Wilton. Such linkages are considered critical in assisting the community feel connected to, value and respect natural areas.
- *Management outcomes for the E2 Environmental Conservation spine:* The management of this land for environmental purposes needs early thinking and planning. It would be expected that the interfaces and management techniques would need to align with CPCP and be represented in the Neighbourhood Plan to ensure that the management approach is known early. Better guidance in this space may be required via the DCP and further conversations would be extremely beneficial noting there has been no discussion on the future owner of these land, and it is pointed out that there should be absolutely no presumption that Council is inclined to take on that role.
- *Rail corridors and adjoining land uses:* The DCP should be clear about how land uses surrounding the rail corridor should be developed to ensure that they are integrated and future proof. Further controls may be need to consider this in both the SEPP and in the DCP.

Draft DCP

Council staff have provided a comprehensive review of the controls in the attached Wilton Town Centre Precinct DCP Feedback Spreadsheet. The spreadsheet where practicable makes suggestions for solutions however the intent has been primarily to focus on the desired outcome. The detail is contained in the spreadsheet however below we provide high level areas that require further work and discussion.

- Application of the DCP for employment lands needs to be clearer
- Car parking controls need further refining to be more flexible
- Water Sensitive Urban Design will need further discussion

- Mixed use controls are light and will require further work
- Road cross sections should ensure sufficient area for tree planting
- Off road cycle links should be provided when there are safety issues such as on the sub-arterial road. These should be grade separated.
- Reference is made to a civic administration building in Wilton however there is no intention for an administration building in Wilton town centre, the Council (Administration Building) will remain in Picton.

Schedule 3

The Schedule has been reviewed in detail in the attached spreadsheet noted above, generally Council would note the following high level issues for discussions:

- A hydrology map would be more beneficial than the current maps that indicates dots showing end of line treatments more than likely detention basins.
- Consider the inclusion of an up to date list of requirements for the town centre Neighbourhood Plan to ensure that the Neighbourhood Plan covers off on expected outcome.

Infrastructure and State VPA

The absence of State VPA with the rezoning package is extremely disappointing to see a critical rezoning package or that the exhibited Wilton SIC has not been finalised. Council requires confirmation from the Department that it is commitment to making the Wilton SIC at a value not less than that exhibited and securing critical infrastructure to support growth. Council also requires the State VPA be exhibited and that consultation occur Council and the community given adequate opportunity to provide input, before the rezoning process is complete.

Council staff note that Figure 10 is generally consistent with the Contributions Plan. Regarding the table on page 20 that lists the infrastructure items, the following comments are provided:

- R1B is a SIC item;
- RL1 is not a S7.11 item, so a delivery mechanism is required to be identified;
- R3 is a SIC item (\$41M in total, including \$10.6M from South East Wilton VPA and \$7.8M from the North Wilton VPA) and is a high priority for the Council;
- WT1.7 road hierarchy is to be reviewed in line with WTC zoning package.

The discussion paper makes a statement that the 7.11 Plan covers the cost of drainage infrastructure. Council staff would like to clarify that the Section 7.11 Plan includes open space, some roads, and community works but does not include drainage infrastructure as this is direct requirement of development works.

Education and Health Facilities in Wilton Town Centre

Council staff welcome the release of the aforementioned infrastructure brochure and reiterates its focus on the importance of early planning and delivery of infrastructure such as schools, health services, public transport.

These types of investment signal that Government is serious about the early delivery of infrastructure to match the housing delivery as identified in the Western City District Plan and importantly the serve to attract early interest and investment into the centre by business.

Council's recent resolution in relation to "Planning and Advocacy for Essential Infrastructure for the Wilton Growth Area" is provided in Part 5 below and serves to show our ongoing support for planning and collaboration to deliver a great town in Wilton.

Notwithstanding this approach, Council continues to advocate strongly for accelerated delivery of NSW Government infrastructure to create vibrant, healthy and sustainable communities in our new town in Wilton, and to support local economic recovery and job creation. This includes ensuring that schools and a hospital and integrated health care facility are planned and delivered with the commensurate population growth. Therefore, should population growth exceed or accelerate beyond that identified in Councils Local Strategic Planning Strategy, these items are absolutely critical and should be planned now, not after.

Other Matters

The following matters are issues that we believe should be considered as part of the planning for the town centre.

- Further thought should be given to integrating the bus hub with a commercial building in the town centre, this would make it a safer space for use by community members as services start to come online and increase over time.
- Additional consideration may be required to understand any specific design requirements and delivery mechanism for the road (RL1) identified as adjoining the proposed IN2 land expected to facilitate the expansion of the Waste Water Treatment Plant. Discussions with DPIE, Sydney Water and Council on this matter is encouraged.

4 Closing

Council staff would like to thank the team at DPIE for the opportunity to comment on the final package which overall is tracking well. We note that there is still some detail that requires refinement however we look forward to continuing to work through the process together.

Further Council staff also note the effort of all parties to deliver the wider Wilton Growth Area DCP exhibited in 2019. The revised DCP supporting the 40% tree canopy cover for Wilton and tree planting on in both public and private land is to be highly commended, We would like to encourage the Minister and DPIE to support these outcomes for Wilton and finalise the Wilton Growth Area DCP so that planning applications for Wilton can progress with greater certainty and better more resilient outcomes for future residents.

5 October 2020 Council Resolution

11.4 PLANNING AND ADVOCACY FOR ESSENTIAL INFRASTRUCTURE FOR THE WILTON GROWTH AREA - RESOLUTION 200/2020

Moved: Cr Judith Hannan

Seconded: Cr Matthew Deeth

That Council:

1. Continues to advocate strongly for accelerated delivery of NSW Government infrastructure to create vibrant, healthy and sustainable communities in our new town in Wilton, and to support local economic recovery and job creation, particularly:

- *effective public transport, including electrified rail*
- *a new health precinct*
- *the new K-12 government school*
- *a cohesive and connected pedestrian and cycling movement network*
- *strong social connection and community participation*
- *efficient water use and reuse*
- *effective wastewater servicing*
- *an extensive tree coverage*
- *the protection of native animals and implementation of a koala conservation strategy*
- *preservation and protection of significant vegetation through the Cumberland Plain Conservation Plan*
- *protection and promotion of waterway health*
- *growth of and access to healthy food*
- *embedding of innovative technology*
- *local jobs for residents*
- *efficient energy consumption for buildings, focused on orientation and design*
- *urgent upgrade to the Picton Road and Hume Highway intersection*
- *urgent widening of the Picton Road in stages to Wollongong.*

Emphasising this is about infrastructure acceleration, not acceleration of Wilton.


2. Advocate for the NSW Government to prioritise and fast track the Wilton infrastructure phasing plan.

On being put to the meeting the motion was declared **CARRIED 6/0**

In Favour: Crs Matthew Deeth, Judith Hannan, Robert Khan, Michael Banasik, Simon Landow and Noel Lowry

Against: Nil

6 Wilton Town Centre Precinct DCP Feedback Spreadsheet

DOCUMENT REVIEW SHEET				
HPE Content Manager No.	10360			
HPE Content Manager Name	Wilton Priority Growth Area Development Control Plan			
Document Title	DCP - Precinct Schedule			
Document Revision	2020 Public Exhibition			
Item No.	Item Reference Location <i>e.g. Clause, Section, Control number etc.</i>	Page No.	Reviewer's Comments <i>e.g. Description of the issue and TRIM document reference were applicable</i>	Recommended Response Actions <i>e.g Proposed Solution/Alternative</i>
1	Byrnes Crk conservation area		Raised in Council's CPCS submission was the ecological shortcomings in the impact 'avoidance' approach	To note the likely adverse implications of this arrangement. For example, the E2 land will require high level maintenance, will be subject to weed encroachment and litter; contradictory to the E2 zone objectives. Suggest that a buffer between built areas and E2 land serves the purpose of minimising these impacts - for example an open space style buffer. APZ will need to facilitate truck access.
2	Byrnes Crk conservation area (E2 'spine')		Note that Strategic team will be advocating for a pedestrian overpass/crossing of the E2 'spine'	It is understood that a bridge crossing will most likely be needed based on terrain/creek. Measures are to be implemented to minimise impact to E2 land beneath and adjacent to the bridge. For example: Enable access to land beneath for maintenance purposes, erect barriers to deter dumping of rubbish from sides of bridge etc.
3	Conservation land		The content of Council's Submission on the Cumberland Plain Conservation Plan as well as the exhibition outcomes as a whole have relevance to the Town Centre Precinct Plan.	Any changes to the environmental conservation boundary resulting from the exhibition of the Cumberland Plain Conservation Plan relating to the Wilton Town Centre would be worth discussing in a meeting between the Cumberland Plain Conservation Plan Team, Department of Planning, Industry and Environment and Council.

DOCUMENT REVIEW SHEET



HPE Content Manager No.	10360
HPE Content Manager Name	Wilton Priority Growth Area Development Control Plan
Document Title	DCP - Precinct Schedule
Document Revision	Public Exhibition 2020

Item No.	Item Reference Location <i>e.g. Clause, Section, Control number etc.</i>	Page No.	Reviewer's Comments <i>e.g. Description of the issue and TRIM document reference were applicable</i>	Response Actions <i>e.g. Proposed Solution/Alternative</i>
1	General		Does not include any reference to the Wilton Health and Wellbeing Strategy	Recommend including a reference, this may be appropriate in the objectives
2	Section 1.2	2	DCP Part 7 Wilton Town Centre should be referenced in the first paragraph	Add reference to DCP Part 7
3	2.2 Key Development Objectives for the Wilton Town Centre Precinct	5	Point (1) - agree with the intent however has negative undertones.	Recommend the removal of "to address the shortfall in employment opportunities in the Wollondilly Shire" and begin with "To increase the ratio of local jobs for local residents...."
4	2.2 Key Development Objectives for the Wilton Town Centre Precinct	5	Acknowledge that objectives track well against the social determinants of health.	Recommend including objective that explicitly prioritises health and wellbeing (or health and equity). This could be similar to approach taken in 2.1 of Part 7 of the draft DCP.
5	Section 2.3, Figure 4	8	In terms of water quality we arent sure how the site monitoring applies to Wilton Growth Area.	We request further work in consultation with EPA is undertaken to reflect consistency with the Risk Based Framework and the Pheasants Nest monitoring site adopted by EES and the EPA. We also request Council be included in this.
6	Section 2.3, Figure 4	8	Integrated water cycle management map encourages end of line treatments rather than an intergrated approach. Should focus less on pinpointing where the drainage items are but more how it should be managed. Further, end of line point treatment measures are discouraged by the WSC Integreated Water Strategy.	Suggest to focus more on the existing hydrology and identify opportunities to connect to the blue/green grid. Amend figure to show "blue" shading over all development land and identify as "Distributed Drainage Infrastructure in accordance with WSC Integrated Water Strategy (ie water quality using stormwater retention)". Separately, Council, DPIE and other agencies need to work collaboratively towards an outcome based approach and agree on the information required at each stage of the planning process e.g. information required for assessment of the Neighbourhood Plan and Development Application.
7	Section 2.3, Figure 11	13	Public Domain areas are not included in the map.	Suggests to remove Public Domain from the figure heading.

8	Section 2.3, Figure 9	15	Regarding the Walking and Cycling Network Plan, Council is strongly opposed to on road cycleways on high traffic roads i.e. sub-arterial and collector roads as they are not safe for families and children which will discourage active transport use. Refer to supporting submission cover letter.	Recommend separation of cycleways in the form of sharepaths suitable for both cyclists and pedestrians.
9	Section 3.2 Town Centre Core Special Urban Areas Controls	17	Regarding " <i>Campus Commercial, Health, Education and Civic</i> " areas - while there will be a library and a community hub, there is no intention for Council civic administration uses in Wilton.	Recommend to remove reference to civic administration uses in the Wilton Town Centre where applicable.
10	Section 3.3 Place Making Special Urban Areas Controls	19	Figure 14 map is confusing, e.g. Key land uses not explained and colours not defined, " <i>Hall of Industry</i> " should correspond to section 3.3.1	Suggest a review of the map to simplify for clarity including key features to correspond to descriptions in 3.3.1
11	Section 3.3 Place Making Special Urban Areas Controls	19	General comment - written portion appears to be a mix of controls and objectives.	Suggest a review of the written section to ensure it can be appropriately applied and assessed against at the Neighbourhood Planning stage
12	Section 3.3.1 Key Features	20	<i>Green Gateways</i> and <i>Town Gateways</i> have been indicated on the map in figure 14 however the distinction between gateways have not been provided in the description. Further the role of "gateways" is unclear. If only one gateway is nominated as green, does that mean that the other gateways will not include street greening in the public domain?	Suggest to either include the intention of the gateways that distinguishes between <i>Green gateways</i> and <i>Town Gateway</i> including reference to encouragement of tree canopy cover in the public domain OR remove reference to "green" in the label altogether so not to discourage greening from all gateways.
13	Section 3.3.1 Key Features	20	Key features described should be more flexible to allow for market changes and detailed urban design concept at the Neighbourhood Planning stage, e.g., " <i>The Town Square shall include a performance stage and striking public art...</i> "	Suggest to reframe key features to "encourage" the desired outcomes of the special urban areas.



DOCUMENT REVIEW SHEET

HPE Content Manager No.	10360
HPE Content Manager Name	Wilton Priority Growth Area Development Control Plan
Document Title	DCP - Draft Part 6 Employment
Document Revision	2020 Public Exhibition

Item No.	Item Reference Location <i>e.g. Clause, Section, Control number etc.</i>	Page No.	Reviewer's Comments <i>e.g. Description of the issue and TRIM document reference were applicable</i>	Recommended Response Actions <i>e.g. Proposed Solution/Alternative</i>
1	1.1 Land to which this applies	2	Figure 1 does not clearly capture all employment generating land across the Wilton Growth Area, only the Town Centre but will apply to other lands outside the precinct.	Figure 1 should be amended to include other employment generating lands across the Wilton Growth Area, including areas zoned in South East and North Wilton and the IN2 land etc. For clarity, future proofing and ease of assessment this should be made clear.
2	1.1 Land to which this applies	2	In relation to Figure 1 (pink) - Employment generating land, Employment Land and Mixed use area appear to have been interchanged in the WTC package. Council would not support genuine mixed use including residential as it would undermine our ability to deliver on the state government's jobs target of 15,000 jobs for Wilton.	Suggest to clarify intent of the employment land proportion of the Wilton Town Centre Precinct and reflect through the DCP and Precinct Schedule accordingly.
3	Control 1.6.2	6	This control is appropriate. The clause 5.4 Controls relating to miscellaneous permissible uses could be an effective mechanism to limit the retail floor area outside of centres. This clause has already been applied to Neighbourhood shops in the North Wilton Precinct.	No further action
4	Table 2 - Centre Role and Function - Local Centre	8	Local centres, appropriate retail uses - proposed retail floor areas are appropriate	No further action
5	Table 2 - Centre Role and Function - Neighbourhood Centre	8	Floor space - to be approximately 2,000 m2.to 3,000 m2.	Consider limiting to 2500m2
6	2.3.2 (2)	11	Language could be more explicit	Recommend changing wording to: Battle-aces lots are prohibited in Strategic, Local and Neighbourhood Centres
7	2.4.2.4 Adaptable and Flexible Design, control iii	13	This seems to contradict with the provisions in 2.4.2.3. The higher floor-to-floor height of 4m is desirable as it would enable light industry uses to be incorporated if commercial is not viable.	Consider minimum 4m ceiling heights for ground floor/podium levels
8	2.4.2.5 (5) Roof Design	13	Supportive of control however consideration needs to be given to noise and amenity for adjoining residential uses	Remove "the department encourages". Recommend including additional controls for roof-top open space adjoining noise sensitive development. Note: Council is not supportive of residential uses in the employment lands.
9	2.5.2.1 (3)(ii) Landscaping	14	Landscaping for buildings to be separate calculation to landscaping for the street	Remove "(ii) widening verge areas"

10	2.5.2.1 (3)(iv) Landscaping	14	Support the incorporation of green roofs, planter boxes etc. on level above ground	Request specification of a minimum landscaping to be provided at street level to ensure the pedestrian experience is improved and overall streetscape objectives are met e.g. X% of all required landscaping is to be provided at ground level
11	2.5.2.1 (8)	15	Supportive of requirement for deep soil planting zones however metric may not provide intended outcome.	Recommend a minimum depth of planting zone in addition to the cubic requirement.
12	2.5.2.2 (3)	15	Reference to Local Government Act provision not appropriate as a control	Recommend the reference is included as a note below the control, or as a footnote, rather than within the control
13	2.5.2.3 Active Frontages	16	Retail active frontages are to have: ii a minimum of 12 tenancy entrances per 100m	Consider removing - while the intent is clear - it becomes very prescriptive and allows limited flexibility for alternate uses. Control 2.5.3.3 (8) would effectively deliver the same intent.
14	2.5.2.3 (4) Active Frontage	16	Intent and application of this control is unclear in regard to a "unobstructed view from the adjacent footpath to a depth of 6m within the building"	Suggest removing metric from control. If this control is about daylight access include control as such
15	3.2.1 Lot Subdivision Objectives	23	These objectives are appropriate	No further action
16	3.6.2 (4) Landscaping	29	This flexibility and merit based assessment is supported	No further action
17	3.7.2 (2) Communal Areas	30	Is this in addition to the other deep soil planting?	Suggest control 3.7.2 (1) is sufficient to achieve the intent.
18	3.10.2 (1) Specialist Retail Premises	32	This clause is appropriate to conserve local centre hierarchy.	No further action
19	3.10.2 (2) Specialist Retail Premises	32	This clause is appropriate.	No further action
20	3.11 Car showrooms	33	Concern that proposed site coverage, when including required car parking will not realise good amenity and landscaping outcomes.	Further testing of landscape and built form outcomes needed post-exhibition to ensure appropriate level is achievable. Suggest to include a control around impervious v. pervious surfaces rather than a focus on building footprint. This will also support WSUD and the desired stormwater objectives.
21	3.12.2 Sex Services Premises	36	Additional control requested	Include control similar to that for restricted premises provided 3.13.2(2) on page 37 regarding location of sex services premises in reference to places where children congregate, places of worship, schools, and the like.
22	4. Mixed Use Section	38-39	Assuming this is for mixed use areas outside of the town centre - should it potentially encourage uses other than tradition retail to maintain hierarchy. If this is the case it should also incorporate controls around floor to ceiling heights, tenancy floor plate sizes etc. It seems like a lot of time as been spent of centre based development but then this is left fairly open which is a risk. It would be good to discuss further.	Suggest to add additional controls to tighten the desired outcomes for mixed use. Recommend further work and review of this section.
23	4.2.2 (1) Land use and built form	38	Light industrial should be included as a non-residential use within mixed-use developments	suggest to add light industries
24	5.2(11)	41	Council does not currently have specific growth-area-wide stormwater and water-sensitive urban-design controls	Suggest to revise to "in accordance with the relevant council policy"
25	6.2.2.1	45	Reference to Class 1 and Class 2 bike facilities	Request clarity around the two different class'
26	6.4 Car parking rates - table 3	47-51	The car parking rates prescribed appear quite onerous and in their current form do not necessarily encourage reduced car dependence. Further we strongly recommend that any car parking rates are not referenced from the Wollondilly DCP 2016 as they were developed for a different urban context.	Suggest to review these rates and refine them to a more appropriate measure given the context of Wilton.
27	6.4 Car parking rates - table 3	47-51	Includes references to land uses that are not permissible in the UDZ (as per land use table contained in Appendix 14 and 15 of the Growth Centres SEPP	Remove reference to the following land uses: depot, freight transport facility, rural industries
28	6.10 Landscaping of car parking areas	56	supportive of controls to require landscaping and canopy cover in car parks of a certain scale.	Recommend moving controls to below 6.6 for readability and ease of application. Landscaping should be a prominent feature of car parking areas.

DOCUMENT REVIEW SHEET



HPE Content Manager No.	10360
HPE Content Manager Name	Wilton Priority Growth Area Development Control Plan
Document Title	DCP Draft Part 7 Wilton town Centre
Document Revision	2020 Public Exhibition

Item No.	Item Reference Location <i>e.g. Clause, Section, Control number etc.</i>	Page No.	Reviewer's Comments <i>e.g. Description of the issue and TRIM document reference were applicable</i>	Recommended Response Actions <i>e.g. Proposed Solution/Alternative</i>
1	General Comments		Support the inclusion of reference to the adopted Wilton Health and Wellbeing Strategy	no further action.
2	General Comment		Preference for the use of the phrase 'walking and cycling' as opposed to 'pedestrian and cyclist'. Not only is the latter more reader-friendly, it also places emphasis on the act of walking or cycling rather than identifying people as pedestrians or cyclists or motorists. Most people do a mix of the three	Replace 'pedestrian and cycle/ing/ist' d with 'walking and cycling'. Not only is the latter more reader-friendly, it also places emphasis on the act of walking or cycling rather than identifying people as pedestrians or cyclists or motorists. Most people do a mix of the three
3	2.2.1.1 Desired Future Character - retail and mixed use	10	While light industrial uses are mentioned here, they are not encouraged in other provisions.	Land uses typically permitted within a standard Light Industrial zone are quite broad and not all necessarily align with the objectives of the Wilton Town Centre, e.g. Vehicles sales or hire premises, intensive plant agriculture etc. Uses permitted under a "light industry" definition may be appropriate but further work required to refine and ensure the desired outcome for the town centre is achieved.
4	2.2.1.1 Desired Future Character - bus hub	10	Regarding bus interchange.	Suggest the bus interchange could be integrated with a commercial building in the longer term once the market matures. Also refer to submission cover letter for further detail on this matter.
5	Section 3.5	25	Fig 11 is not using consistent naming of street types to those shown in 4.1 Fig 12. Fig 11 used Collector, primary and secondary Local Street where as Fig 12 is using Green collector, Green and local street.	Suggest the same nomenclature is used as in the sections in 4.1.
6	4.1 Key Streets and Roads	27	<p>Regarding road cross sections, we acknowledge and welcome the inclusion of "<i>indicative</i>" as a way to increase flexibility and Council to negotiate specific details at time of assessment. However, we wish to submit our previously issued comments to the DPIE for consideration and future refinement of the drafting of the road cross sections. Please refer to the extract attached in this submission, <i>Ref: email WSC combined comments - draft town centre comments - Road Cross Sections, dated 19.08.20</i></p> <p>In addition, we provide several additional comments on the cross sections:</p> <ul style="list-style-type: none"> - The collector road sections Fig 14 would be better with a 7 metre carriageway width as the starting point. In very low traffic areas we can reduce to the 6.4m stated. - Planting areas should be specified as a minimum 2.5m wide especially adjacent to cycle zone. - Parking lane in local streets to be 2.1m, if nothing else to keep some sort of consistency in dimensions. 	Council would like the opportunity to continue to collaborate with the DPIE to further refine and tailor the road cross sections post exhibition.

7	4.1 Key Streets and Roads	27	In line with the comment above, the sections are fairly consistent with the WSPP Streetscape guides however there needs to be a clear understanding that the sections as shown only support low traffic volumes. Where a street is linking key areas (such as from the sub-Arterial to the school or other open space areas or is a through road or link to residential areas) the sections must be adjusted to cater for additional traffic. Wider lanes may be required.	Council would like the opportunity to continue to collaborate with the DPIE to further refine and tailor the road cross sections post exhibition.
8	4.1 Key Streets and Roads	27	As a general note, we focus heavily on road sections, however, these must be put in context of the road layouts. In some of the areas shown as collector roads, the carriageway should be slightly wider as it will be carrying through traffic. Is it possible to include controls or commentary around the importance of road layouts (distance between intersections, distance to collector/distributor roads etc) in achieve traffic volumes and speeds that are provided for in the sections	
9	4.2.1.2 (1) Streetscape activation	41	This control is appropriate and is effective in promoting non-residential uses in parts of the mixed use area	no further action.
10	4.2.1.2 (3) Streetscape activation	41	Could an alternative activation measure be a light industry use or live work arrangements? Control could be amended to incorporate other non-residential alternatives as well.	Control could be amended to incorporate other non-residential alternatives as well.
11	5.5.2 Building Massing and form - table 4 - commercial/offices	55	This control is appropriate assuming it only applies to office premises and not other commercial uses.	no further action.
12	5.8.2.1 (3) Design and Layout	57	This provision is appropriate and would support a greater diversity of uses on ground floor and second floor.	no further action.
13	5.8.2.2 (2) Facades and interface	57	While the control is appropriate - question the practicality of it if active frontages are being delivered through residential uses such as 'terraces and residential courtyards' as outlined in 4.2.1.2 Controls item 3.	Suggest review of control.
14	6.2 (8) Controls	59	This control is appropriate to enable alternative solutions to parking if development is not viable with a basement.	no further action.

7 Extract [email dated 19 August 2020]

WSC combined comments - draft town centre comments - Road Cross Sections,

Comments on Road cross-sections:

General comments

- We need to consider creating a cross section for a service lane.
- We are recommending consistency in widths across the various components of the street such as carriage widths, planting zones, share ways and parking bays.
- Consideration of accessible parking bays – possibly need to include provisions to allow these to extend into the pedestrian zone

Main Street Fig 13

- Remove reference to permeable paving in parking bays. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference and arrows for Graded Hardstand surface to planted Verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to passively irrigated kerbs in the verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Note to be included for the provision of accessible parking spaces 3.2m wide that may extend into the pedestrian zone.
- Width of carriageway to be 6m in line with the cross section. Carriage way to be increased to 7m where bus capability is required.
- Width of parking bay to be 2.3m.
- Include a written control specifying a 2.5m minimum width for planting zone. Depending on tree selection this may need to be widened to 3m.
- Sharepath to be 3m

Green Collector Fig 14

- Remove reference to permeable paving in parking bays. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference and arrows for Graded Hardstand surface to planted Verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to passively irrigated kerbs in the verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Include a written control specifying a 2.5m minimum width for planting zone. Depending on tree selection this may need to be widened to 3m.
- Width of carriageway to be 6m or 7m where bus required.
- Width of parking bay to be 2.3m minimum.
- Sharepath to be 3m
- A number of measurements missing from the cross section. Please ensure all measurement

Green Collector Fig 15

- Remove reference to permeable paving in parking bays. The need for this will be determined with DA assessment and the proposed stormwater management plan.

- Remove reference and arrows for Graded Hardstand surface to planted Verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to passively irrigated kerbs in the verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Include a written control specifying a 2.5m minimum width for planting zone. Depending on tree selection this may need to be widened to 3m.
- Width of carriageway to be 6m or 7m where bus required.

Local Street Fig 16

- Remove reference to permeable paving in parking bays. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference and arrows for Graded Hardstand surface to planted Verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to raingardens in the verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to traffic calming devices. Include a written control as follows: traffic calming measures should be designed in the layout of the road creating environments conducive to slower speeds. Where the layout cannot be incorporated into the layout secondary measures such as speed humps can be considered.
- Include a written control specifying a 2.5m minimum width for planting zone. Depending on tree selection this may need to be widened to 3m.
- Width of carriageway to be 6m.

Shareway Fig 17

- Remove reference to permeable paving in parking bays. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Remove reference to raingardens in the verge. The need for this will be determined with DA assessment and the proposed stormwater management plan.
- Width of Kiss and Ride to be a minimum 3m wide and a specific length of bay to be provided based on assessment of demand.
- Concern over 45 parking and reversing into shared zone. Replace with parallel parking configuration.
- 3m wide kiss-and-ride and designed to be for accessibility i.e. no kerbs
- Is this a one way street? Preference is one way for cars, but two way for buses.

Pedestrian retail Laneway Fig 18

- Is it intended to have vehicles access this laneway? What is the intended extent of any vehicle access? Consideration of bollard requirements to restrict vehicle movements at certain times.
- Is it intended to have this as public road or is this a community title opportunity?



Our ref: DOC20/1060849

Senders ref: IRF20/2563

David Burge
Director Urban Design, Central River City and Western Parkland City
Place, Design and Public Spaces
Department of Planning, Industry and Environment
4 Parramatta Square, 12 Darcy Street
PARRAMATTA NSW 2150
Attention: Gwenda Kullen

Dear Mr Burge

Subject: Section 3.25 Consultation with the Environment, Energy and Science Group – draft Wilton Town Centre Precinct Rezoning

Thank you for your letter (undated) consulting with the Environment, Energy and Science Group under s.3.25 of the Environmental Planning and Assessment Act 1979. EES provides its recommendations and comments at Attachment A.

If you have any queries regarding this matter, please do not hesitate to contact Bronwyn Smith, Senior Conservation Planning Officer at Bronwyn.smith@environment.nsw.gov.au

Yours sincerely

A handwritten signature in black ink that reads 'S. Harrison'.

20/01/21

Susan Harrison

**Senior Team Leader Planning
Greater Sydney Branch
Biodiversity and Conservation Division**

Section 3.25 Consultation with the Environment, Energy and Science Group – draft Wilton Town Centre Precinct Rezoning

Cumberland Plain Conservation Plan (CPCP)

It is important to note that at this stage the strategic biodiversity certification application for CPCP has not yet been assessed by the EES nor has the Minister for Environment and Energy decided on whether to confer certification or under what conditions.

The first principle of biodiversity certification is that impacts to biodiversity values are avoided. In 2018, the former Office of Environment and Heritage now EES reviewed the document attached to the current proposal *Wilton Town Centre Precinct Rezoning Proposal Wilton – Flora and Fauna Assessment* (Eco Logical 2018) and at the time noted that:

- areas of Shale Sandstone Transition Forest (SSTF), a critically endangered ecological community, hadn't been avoided, south and south-east of the proposed oval. Although much of the vegetation in these areas appears to be in lower condition relative to the vegetation proposed to be in the E2 zone, it is likely that the vegetation that is proposed to be lost will meet the definition of SSTF and should be offset
- despite being in lower condition, these areas of SSTF may provide habitat for threatened flora and fauna species. For example, there are several recent records of Koalas, birds and threatened amphibians (Red-crowned Toadlet, Giant Burrowing Frog, Littlejohn's Tree Frog) from the vicinity. There are a few threatened flora species that have been recorded from the local area. For example, there are over 300 records of threatened flora species in SSTF in Bingara, particularly of *Epacris purpurascens* var. *purpurascens*, *Acacia bynoeana*, *Melaleuca deanei*, *Grevillea parviflora* ssp. *parviflora* and *Persoonia bargoensis*
- there is a small patch of vegetation in the south-east of the study area which is mapped as Cumberland Plain Woodland and is proposed to be cleared for medium density residential. It is noted that this is the only patch of Cumberland Plain Woodland in the study area, so if Biodiversity Certification is to be sought for the precinct, offsets would need to be sought offsite to compensate for this loss.

However, the Eco Logical report does not assess the current Draft Precinct Structure Plan and no updated information on the impacts is provided. Therefore, EES requests that any vegetation, especially the threatened ecological communities, that are contiguous with the conservation area are included the conservation area. Any smoothing out of the boundaries between the conservation area and adjoining urban development areas should favour the conservation area to avoid impacts to biodiversity values. For example, on the south west edge of the conservation area it appears vegetation extends beyond the conservation area. This should be included in the conservation area rather than zoned low density residential.

Clause 2.2 Key Development Objective for the Wilton Town Centres Precinct Schedule 3 does not include an objective specifically for the conservation area. EES request that an objective be included which aims to protect the values of the conservation area and ensure that the urban development of the precinct enhances the values of the conservation area.

Objective No 19 in clause 2.1 Objectives of the DCP, states that enhancing ecosystems will improve liveability. It is not clear what this is or how it could be achieved. Rather liveability and sustainability will be improved by protecting and enhancing the conservation areas within the precinct.

Advice from the Office of the Chief Scientist and Engineer (OCSE) on Koalas

The Eco Logical assessment (2018) states “*The identified key Koala habitat will be protected in proposed conservation areas*”. If the Koala is going to be allowed in any part of the conservation area, and not fenced out of the precinct, the requirements of the OCSE need to be implemented. These include amongst other things:

- habitat in the corridor should be protected
- habitat should be widened through revegetation (average size 390 to 425m)
- include a buffer on either side of the corridor habitat that is at least 30m from the corridor to the exclusion fencing
- include, between the buffer and the urban areas, koloa proof fencing to prevent the movement of koalas out of the corridor into urban areas.
- asset protection zone is outside the exclusion fencing, within the development footprint.

Further information can be found in Recommendation 2 – Connectivity and habitat, by searching [Campbelltown Koala Advice | Chief Scientist](#). EES requests that either these requirements are factored into the structure plan and the DCP or a statement is included that expressly states that the Koala will be fenced out of the precinct including the conservation area.

Asset protection zones and detention basins

Urban zones must accommodate asset protection zones, including the inner and outer protection areas, and detention basins for future development and not rely on the conservation area. This is especially important given the proposed location of medium density residential zones adjoining conservation areas.

Overshadowing and run-off

EES is concerned that the location of medium density residential areas adjacent to the conservation area have the potential to result in development that overshadows and/or results in the change in the quality and quantity of run-off into the conservation area. These indirect impacts can be detrimental to the threatened ecological communities and flora species which are supposed to be protected in the conservation area. It is noted that water sensitive urban design (WSUD) and water cycle management requirements are included in the draft Wilton Town Centre DCP and the Draft Wilton Growth Area DCP 2019 respectively. It is expected that these will address the quality and quantity of water entering the conservation area and Byrnes Creek. However, the possibility of overshadowing remains.

EES requests that that the land zoned for medium density residential areas is wide enough to allow for the development of 18m high buildings without overshadowing the conservation area in addition to accommodating APZs and WUSD solutions. Also, that clause 2.2.4.2 Development principles and outcomes for medium density residential area in the DCP include the following “Avoid overshadowing of the Byrnes Creek conservation area”.

Flooding

A detailed overland flow assessment should be undertaken to identify local overland flow characteristics for the full range of events up to the probable maximum flood (PMF).

The Cardno paper dated 1 August 2018 states ‘No flood modelling has been undertaken as part of this Strategy. As both the Nepean River and Byrnes Creek are steep sided, it is unlikely that mainstream flooding would be a development constraint. This is consistent with the findings in the Regional Study’ (page 8).

EES highlights the principles in the Floodplain Development Manual apply to all overland flow associated with major drainage. The Floodplain Development Manual states that overland flows involve the floodplains of original watercourses whether still natural or altered (piped, channelized,

diverted or restricted due by urban development) and/or may be associated with overflows from trunk drainage systems.

The Regional Study that Cardno's paper refers to (i.e. Wilton Junction Water Cycle Management Strategy JWP, June 2014) recommends in Section 11.6 that 'a detailed assessment is undertaken at the detailed design stages of the development to ensure that 100 year ARI event is safely conveyed in the road reserve and deliver a "low hazard" classification which is safe for vehicles and pedestrians'.

Therefore, for this concept approval, a concept stage overland flood assessment should be undertaken to identify local flow characteristics for the full range of events up to the probable maximum flood (PMF), to provide proof of concept and ensure the design is feasible. In addition, EES's comments on the Water Cycle Management Strategy (JWP, June 2014) which were provided in August 2014 regarding local flooding, remain relevant for this request regarding the assessment of Wilton Town Centre Precinct. These comments are covered below.

The WCMS (JWP, June 2014) indicates that the type of event which would likely cause significant flooding within Wilton Junction, which includes Wilton Town Centre Precinct, will be a short duration high intensity storm (i.e. a 2 hour storm duration which has reaches its peak in approximately 30 minutes). It also highlights that during such type of flash flooding there would be limited opportunity to activate any flood evacuation strategy given the timeframes in which a hazard will occur. Accordingly, the WCMS recommends no evacuation during a local PMF event but rather a "shelter in place" approach.

The following issues need to be considered during subdivision planning and detailed design stages:

- It is a matter for Council to satisfy itself and determine whether safe 'sheltering-in-place' is viable when flash flooding occurs in the catchment. Sound understanding of local flooding characteristics during rarer events (up to the PMF as the upper limit of flooding) is the key to facilitating an informed decision. These characteristics include flood extent, depth and velocity. OEH highlighted that the proposed assessment recommended in Section 11.6 of the WCMS should not be limited to the 100-year ARI event, but should include the full range of flooding up to the PMF.
- Land use planning should be determined having regard to the vulnerability of land use to flood risks. In addition, in assessing flood risk due to flash flooding, consideration needs to be given to both the safety of people and the structure soundness of the properties particularly when a 'shelter-in-place' approach is proposed as an emergency management strategy. Planning Circular PS 07-003 allows controls for critical infrastructure and vulnerable development in areas above the flood planning level (FPL) without the need for exceptional circumstances approval. However, any critical infrastructure which must remain operational during emergencies should be in flood free areas above the local PMF.

End of Submission