

WILTON 2040

**NSW Department of
Planning and Environment**

A Plan for the
Wilton Growth Area

28 September 2018





Acknowledgment of Country

We wish to acknowledge Aboriginal people as the traditional custodians of our land and demonstrate through thoughtful and collaborative planning our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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EXECUTIVE SUMMARY

Creating the Wilton Growth Area over the next twenty years represents a rare opportunity to build a resilient and sustainable community supported by local jobs and a new major town centre at Wilton.

Wilton will develop a strong presence in South Western Sydney, becoming a focal point in the Western Parkland City.

Wilton 2040 – a Plan for the Wilton Growth Area confirms and supports the strategic planning undertaken for the growth area since 2011. This plan provides a high level framework for the Wilton Town Centre, its supporting residential neighbourhoods, infrastructure and commercial and employment areas – all elements that will make up the new community of Wilton.

Delivery of key infrastructure to support Wilton underpins this plan. The major items of NSW and local infrastructure are required to be in place as Wilton grows – including green infrastructure such as conservation areas and regional open space, as well as the public transport, roads, schools, medical facilities, community facilities, open space and pipes in the ground.

Wilton 2040 is not a static plan. It will be reviewed regularly to ensure that infrastructure delivery remains aligned with the rate of growth. It is a flexible plan that allows both NSW government and local government, in consultation with the growing Wilton community, to respond over time to changing community expectations and new development directions.

The Wilton Growth Area structure plan at Figure 1 provides a detailed land use and infrastructure map for the development of the growth area.

Many neighbourhoods with a Town Centre at the heart of Wilton

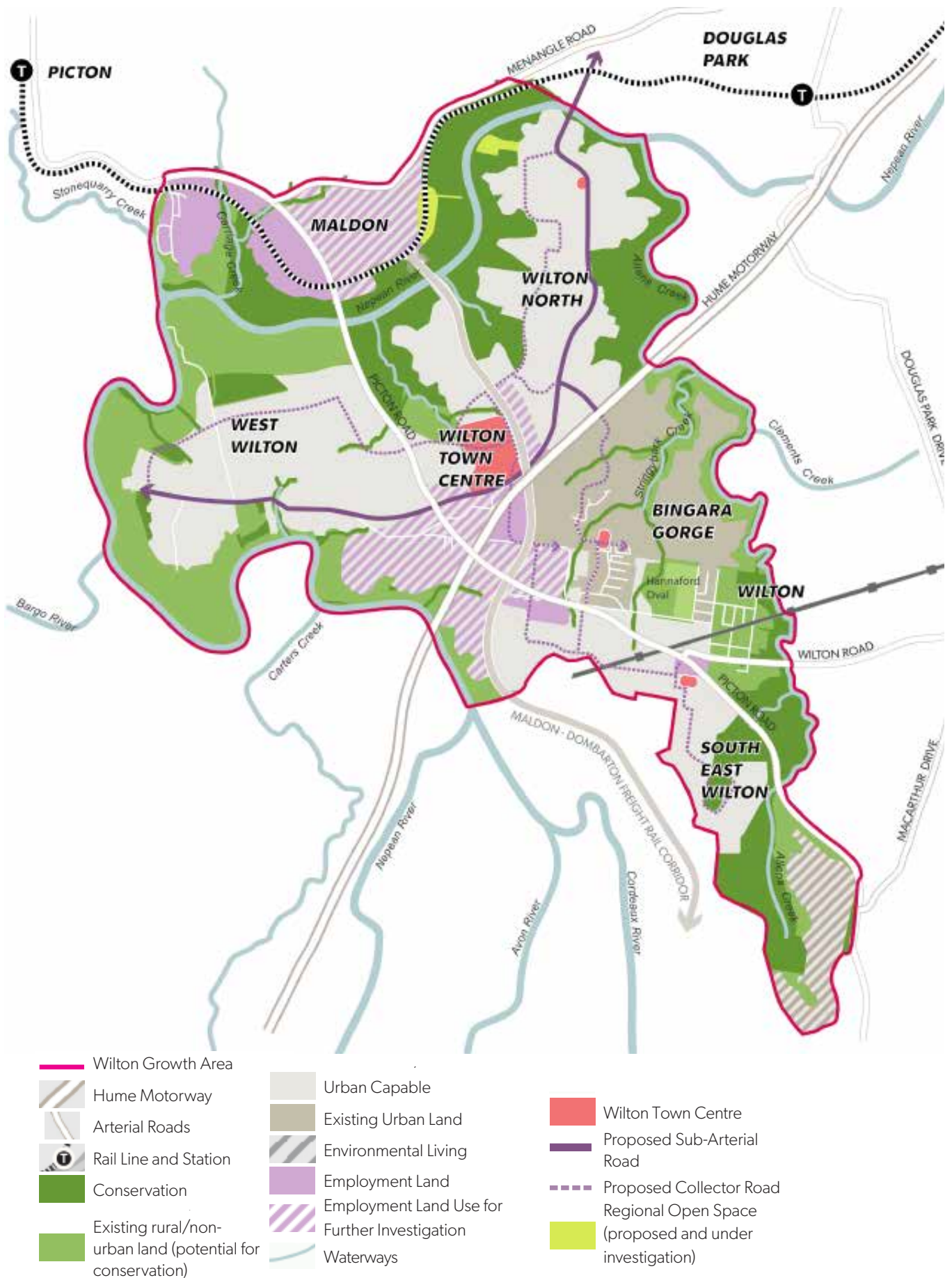
- + **well connected** precincts focused on the Wilton Town Centre and local employment areas
- + **a series** of walkable neighbourhoods catering for all age groups
- + **strong pedestrian** and cycling links to the Wilton Town Centre and public transport hub, and connecting open space areas
- + **green streets** and innovative water and energy solutions
- + **conservation** of natural areas and habitat in the river gorges

Delivering facilities for a growing town

- + **the Wilton Special Infrastructure Contribution (SIC)** will provide funding for NSW Government infrastructure required to support the growth of Wilton
- + **phasing** of infrastructure delivery aims to optimise availability of facilities and services
- + **early activation** of Wilton Town Centre will include a potential K-12 education facility, playing fields, community facilities, and stage 1 of the retail centre for the first residents
- + **early development** will include local jobs and the initial stages of the employment areas
- + **the growing** community will be able to have input into the services and facilities to be prioritised

Key actions

- + **rezoning** of Wilton Growth Area precincts for urban development following public exhibition
- + **finalisation** of draft Wilton Special Infrastructure Contribution (SIC)
- + **strategic** bio-certification of the Wilton Growth Area through the preparation of the Cumberland Plain Conservation Plan
- + **finalisation** of the Wilton Growth Area Development Control Plan to guide approval of neighbourhood plans within the precincts
- + **finalisation** of an Infrastructure Phasing Plan for the Wilton Growth Area
- + **preparation** of a jobs creation strategy for employment areas in the Wilton Growth Area
- + **collaboration** with Transport for NSW on business case for public transport improvements

Figure 1: Wilton Growth Area structure plan

VISION

Wilton in 2040 will be a landmark area in the Western Parkland City where the local community and businesses are flourishing.

Wilton will have grown sustainably over the last 20 years, adapting to changes in community expectations, and taking advantage of employment and transport innovations.

Wilton will be known for its protection and conservation of the natural environment, enhancing the experience of living and working in Wilton. It will offer a key location for

job opportunities that benefit from direct access to Greater Macarthur, Wollongong and the new Western Sydney Airport.

A resilient community will be created at Wilton with a diverse range of housing for all age groups. Wilton will have a well-developed network of services and infrastructure supporting its residents, visitors and workers.

In 2040, Wilton will be...

PLACE

A connected urban community

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

A liveable new place

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

LANDSCAPE

A place that respects its green surroundings

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

A protected and enhanced environment

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

LAND USE

An employment hub for logistics

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

BUILT FORM

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

A sustainably designed place

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

MOVEMENT

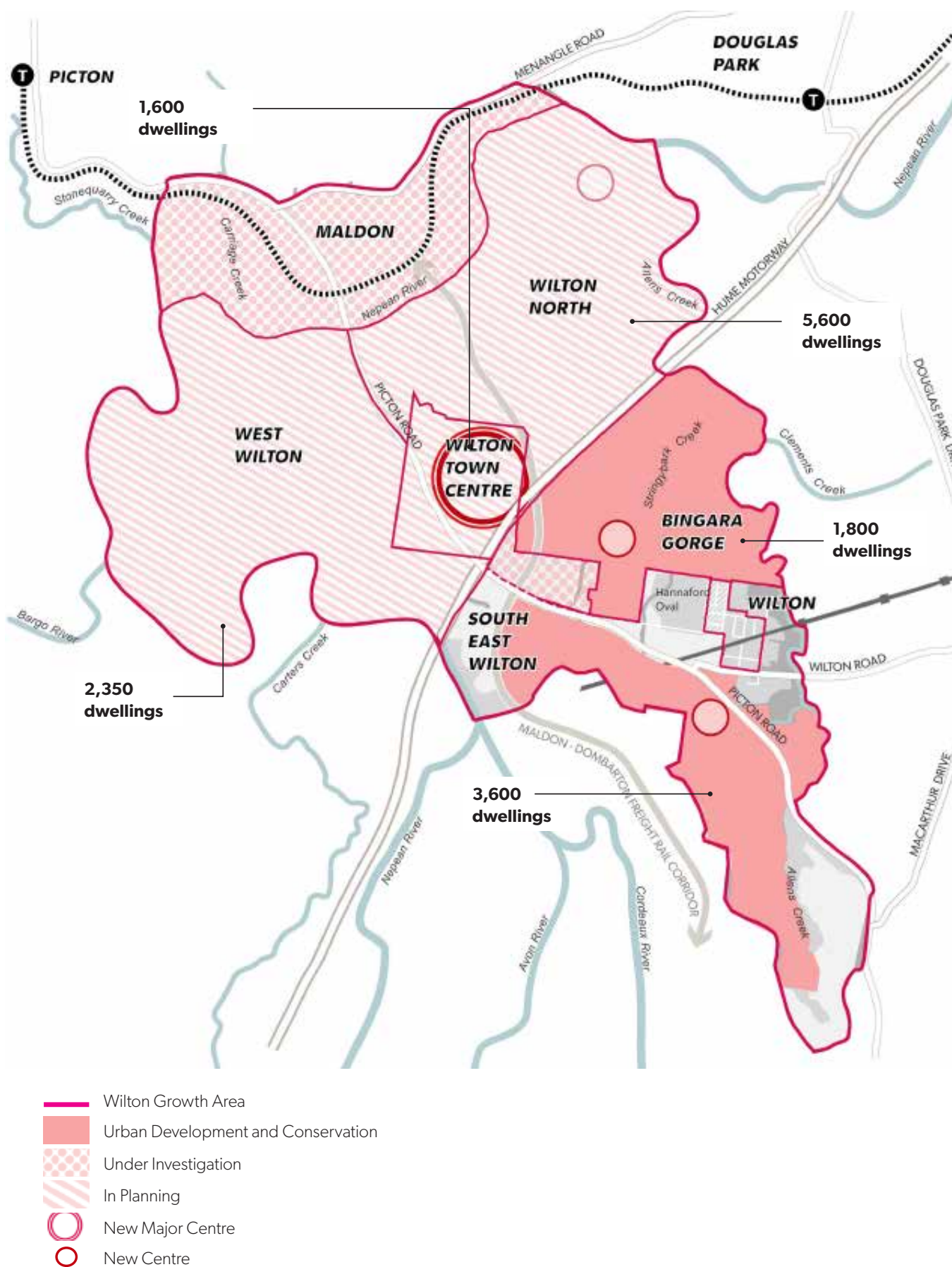
An accessible place

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

A walkable place

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

Figure 2: Wilton Growth Area (Current)



CONTEXT

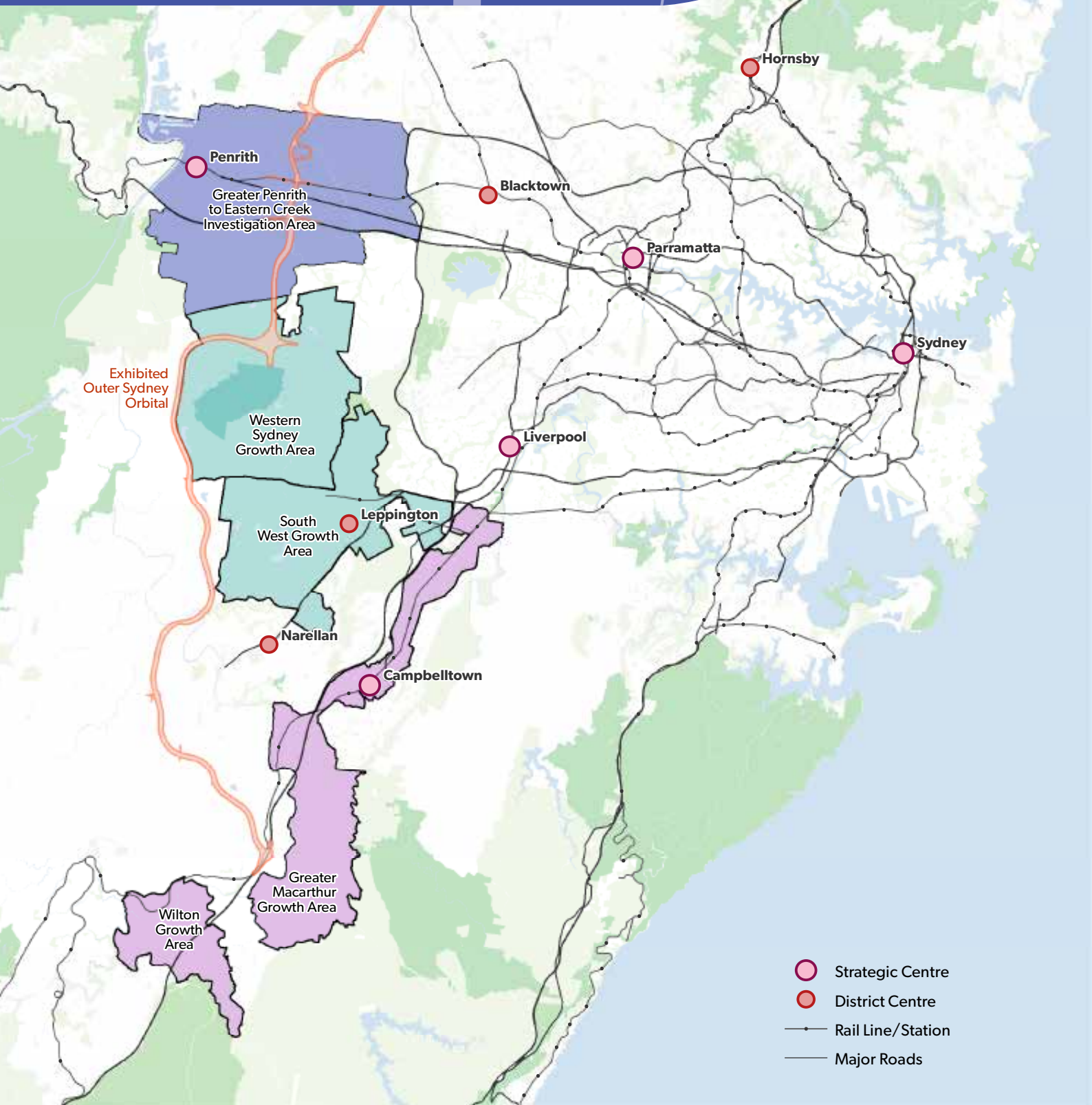


Figure 3: Regional context plan

As Greater Sydney grows we must plan in a strategic way to make the city not only bigger but also better. The necessary infrastructure must be in place to support growing communities.

The Wilton Growth Area consists of five precincts that have significant potential to create thriving new local communities by providing opportunities for new homes, jobs, public transport and a variety of community facilities.

Precinct planning in Wilton Growth Area coordinates the planning for new local communities and supporting infrastructure. It is the result of collaboration between the NSW Department of Planning and Environment and Wollondilly Shire Council, supported by comprehensive community consultation.

The Growth Area

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

Wilton includes a government primary school, community centre adjacent to sporting fields and facilities, and a Rural Fire Service station. A child care centre is located outside the area on Douglas Park Drive.

Wilton is serviced by Picton's emergency services, including police, ambulance, fire and rescue, rural fire and state emergency services.

Landscape character

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

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

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

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

Connection to regional centres

Geographically, the Wilton Growth Area sits at the junction of the Hume Motorway and Picton Road within the Wollondilly Local Government Area. Wilton will have access to the Western Sydney Airport via the planned Outer Sydney Orbital. With access to the beaches of Illawarra and national parks, the town will be a thriving community in the region.



COMMUNITY CONSULTATION

The Department exhibited the Wilton Interim Land Use and Infrastructure Implementation Plan in 2017 (ILUIIP). The three community drop-in sessions provided opportunities for members of the public to meet with the project team and discuss the ILUIIP.

Date	Stakeholder Group	Location	Type of engagement
August 2017	Existing local residents, community groups and business owners.	Wilton	Community drop-in session
September 2017	Existing local residents, business owners and sporting groups.	Wilton	Community drop-in session
September 2017	Existing local residents, community groups and business owners.	Picton	Community drop-in session

The consultation process included announcements on the Department's website, community information sessions, email notifications and social media posts.

The public exhibition of the Wilton Interim Land Use and Infrastructure Implementation Plan received 76 submissions from a range of stakeholders.



76

Formal submissions



3

Community information sessions



7

Weeks of public exhibition



9,300

Website visits



3,200

Promotional video views



5,300k

Reached via Facebook



What we heard

The prominent issues raised in these submissions included:

- ✚ the road network, particularly the alignment of local roads on individual properties
- ✚ upgrades to public transport and the existing rail network
- ✚ the provision of employment and business space
- ✚ the provision of educational infrastructure
- ✚ environmental preservation and fauna habitat protection
- ✚ the provision of health facilities and emergency services
- ✚ the land use planning controls proposed for building densities and heights
- ✚ the location and quantity of open space.

These issues have informed the finalisation of this plan. How this plan responds is detailed in the following sections on Place, Landscape, Land Use, Built Form and Movement.

Supporting this Plan

This Plan is consistent with the targets expressed in the Greater Sydney Region Plan and the Western City District Plan, which have shaped *Wilton 2040*.

GREATER SYDNEY REGION PLAN

The *Greater Sydney Region Plan* provides high level strategic guidance for the development of Greater Sydney to 2056.

The Region Plan identifies Wilton as a Growth Area within the Western Parkland City. The NSW Department of Planning and Environment's growth area program guides the development of new communities in land release areas and provides significant capacity into the medium and longer term.

Wilton 2040 reflects the directions of the Region Plan to:

- + **give** people housing choice
- + **design** places for people
- + **value** green spaces and landscape
- + **provide** infrastructure to meet future needs.

DISTRICT PLANS

The Wilton Growth Area is in the Western City District, which includes the local government areas of Camden, Campbelltown, Fairfield, Liverpool and Wollondilly.

The *Western City District Plan* was released in March 2018. It identifies the Western City as Greater Sydney's urban parkland, where urban lifestyles meet rural living and residents enjoy the best of both worlds. The Western City District Plan responds to the District's significant growth: over the next 20 years, its population will increase to over one million people and the mostly rural landscape will have new urban areas.

WESTERN SYDNEY CITY DEAL

The Australian and NSW governments have agreed to work with local government on the development of a Western Sydney City Deal, a generational deal to deliver almost 100,000 jobs, more housing and better transport for outer Western Sydney in what is the nation's largest planning and investment partnership. The Western Sydney City Deal is intended to drive a new economy in the emerging aerotropolis that incorporates the areas immediately around the Western Sydney Airport and the broader region.

The Western Sydney City Deal pledges to:

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

Figure 4: Greater Sydney as a metropolis of three cities



ABOUT THIS PLAN

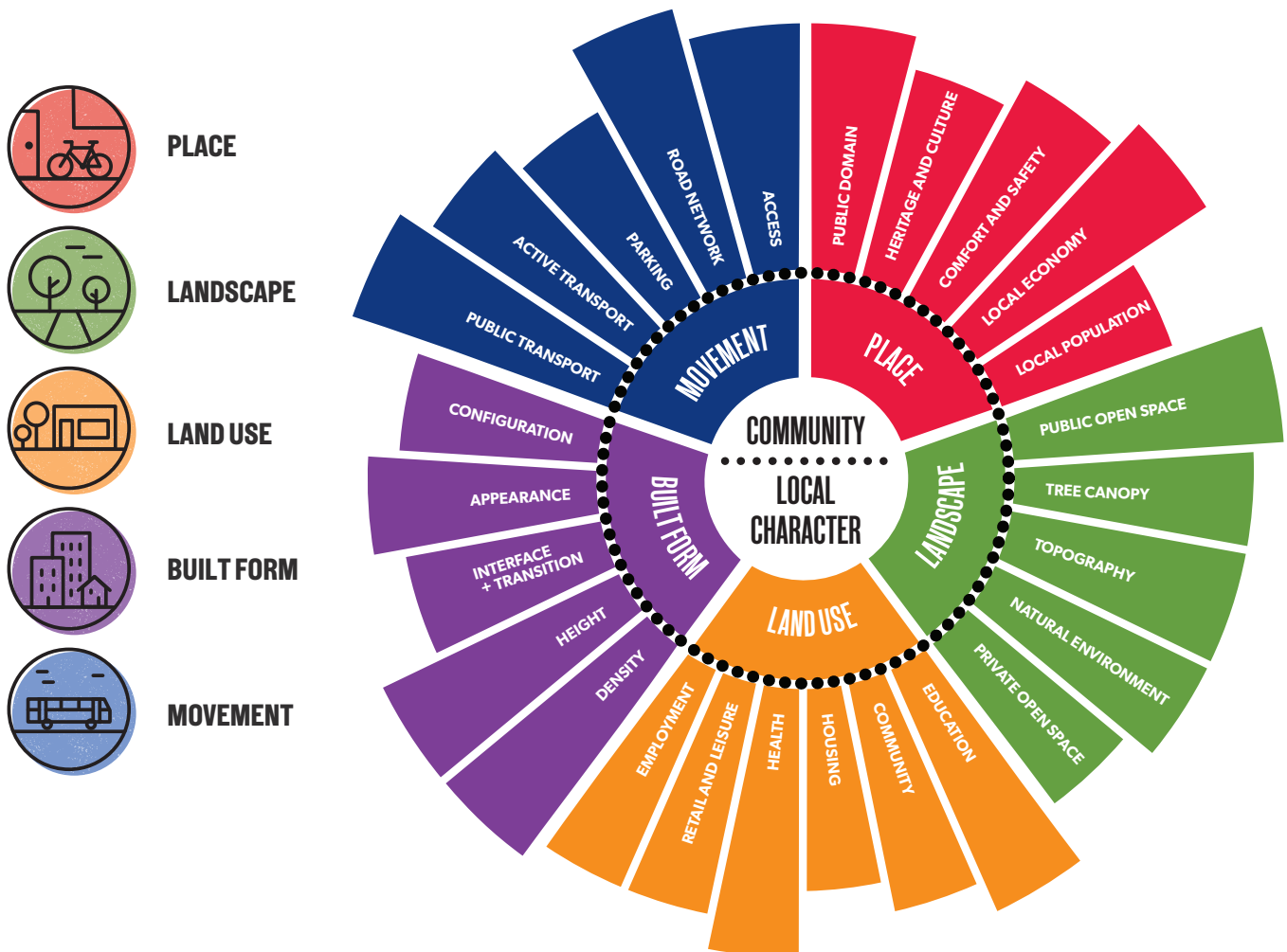
This Plan is based on the five themes that collectively encompass an area as experienced by people: Place, Land use, Movement, Landscape and Built form.

Applying the principles of a Planned Precinct process to greenfield planning unlocks opportunities for more open space, infrastructure, homes and jobs in accessible locations. As part of the Planned Precinct program, we can make sure that there is more open space, infrastructure, homes and jobs in accessible locations to support growth across Greater Sydney.

The Department of Planning and Environment has based this Plan on a suite of technical studies, ongoing community engagement, submissions received during the exhibition period and collaboration with Wollondilly Shire Council and other key government agencies.

This Plan provides a framework to guide the development within Wilton and identify the infrastructure needed to support this growth. The Plan includes strategic land use and infrastructure planning across the four main precincts of Wilton.

Figure 5: Local Character Wheel



Wilton Growth Area Planning Framework



Technical studies

Following exhibition of the Interim Land Use and Infrastructure Implementation Plan (LUIIP) in 2017, additional work was completed to build on existing technical studies, and to finalise the studies.

This work investigated:

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

Ongoing studies will guide the next phase of precinct planning.

More about the Plan

As Greater Sydney grows, the necessary infrastructure must be in place to support growing communities.

City planning takes place at a national, state, region, district and precinct level. Precinct planning in Greater Sydney is delivered through the Planned Precincts program. Growth Areas are identified as areas with good access to existing or planned transport infrastructure and have the potential to provide for significant growth in housing and jobs to support growth in Sydney.

The Planned Precincts program ensures these important areas are strategically planned and infrastructure is delivered in a coordinated manner.

Planning for each Planned Precinct is undertaken with comprehensive community consultation and in partnership with NSW Government agencies and local councils.

The Department has developed *Wilton 2040* to provide the framework to guide potential greenfield land release and development opportunities within Wilton and to identify the required supporting infrastructure.

A new framework for flexibility – the Urban Development Zone (UDZ)

An innovative new zone, the Urban Development Zone (UDZ) will be applied to each of the five Wilton Growth Area precincts through the Growth Centres State Environmental Planning Policy. The UDZ allows for strategic planning directions to be given more prominence when detailed site, engineering and urban design work is undertaken. The UDZ also provides flexibility in future neighbourhood development, allowing growth to respond to market trends, thereby providing ideal neighbourhoods as the area evolves over time.

The creation of this broad urban development zoning that links to strategic planning work is a feature of successful land release processes in Victoria, Queensland and Western Australia.

1 Wilton 2040

Provides strategic direction for Wilton Growth Area to achieve the Plan's vision, objectives and its implementation over the next 20 years as the area grows. Development will need to be consistent with this plan.

2 Draft Precinct Plans

The Department leads development of Precinct Plans and Indicative Layout Plans in collaboration with landowners, Wollondilly Shire Council and other stakeholders. Development must give consideration to the Plan and its key principles.

3 Draft Special Infrastructure Contribution Scheme

The Special Infrastructure Contribution (SIC) Scheme ensures that development which relies on improvements to state and regional infrastructure financially contributes to the delivery of the infrastructure.

4 The Wilton Green Plan

The Green Plan guides planning and design of open space and tree canopy in Wilton Growth Area. The Green Plan considers existing open space, accessibility of open space, tree canopy and projected open space demand and establishes guiding principles for future open space provision in the Growth Area.



PLACE

Due to the influence of topography, rural, natural and greenfield areas, Wilton Growth Area is unique in the opportunities it has to create new liveable communities. Precinct planning will retain and enhance the village atmosphere of Wilton.

Wilton Town Centre

The Wilton Town Centre urban design concept draft at Figure 7 has been developed with key NSW Government agencies, Wollondilly Shire Council and stakeholders.

Wilton Town Centre would connect to direct access to and from the Hume Motorway in addition to the wider network regionally with connections to Bingara Gorge, North Wilton, South East Wilton and West Wilton.

Walkability between key nodes and amenities, creating a connected and diverse precinct, will be a feature of the Town Centre.

Bus circulation will be functional and sustainable, located along collector roads and major attractors such as the school. This will connect key nodes and minimise vehicular traffic on the main street.

The Town Centre urban design concept indicates the sizes of blocks to ensure they align with expected retail and mixed use land takes, servicing and staging.

Major social infrastructure, community facilities and a potential K-12 education facility will be established in the town centre, co-located with open space areas.

Byrnes Creek and its associated green corridor will be unique to the character of the Wilton Town Centre.

The Town Centre urban design concept will be exhibited in the second half of 2018, with input being sought from the local residential community as well as from residents and businesses in the wider Wollondilly area.

Figure 6: Wilton Town Centre - Artist's impression only, subject to change



Figure 7: Town Centre components for further consultation

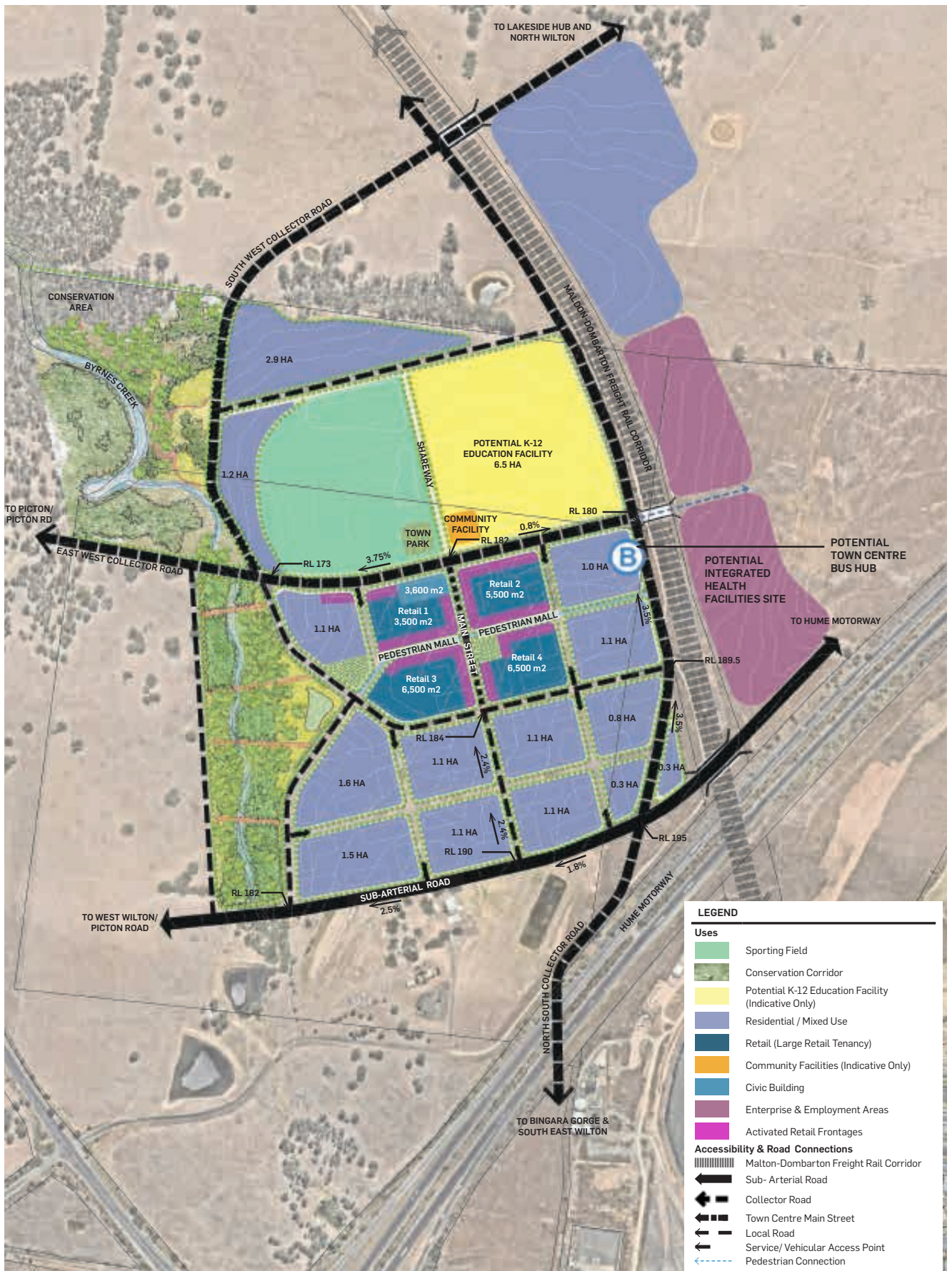


Figure 8: Wilton Town Centre - Artist's impression only, subject to change



PLANNING PRINCIPLES

Precinct planning for Wilton Town Centre must:

- + **support** the early delivery of a mix of uses to gain a foothold in the market and momentum to reach maturity
- + **provide** flexible land use and lot size controls to enable the centre to evolve in line with the growing population and long-term strategic vision
- + **deliver** the infrastructure necessary to unlock the centre's establishment and growth
- + **design** high quality public areas based around open spaces and streets that are comfortable for walking. A plaza, town centre park or town square should be a focal point for people to interact and include a variety of formal and informal seating, landscape treatments and weather protection
- + **provide** crossings over Picton Road and Hume Motorway to facilitate safe, convenient and direct access to the district centre from across the Growth Area
- + **provide** end-of-trip facilities alongside vehicle parking in commercial areas to encourage walking and cycling
- + **underground or sleeve** parking areas and large format retail with specialty retail stores that create a more active street front.

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

Social facilities

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

Planning has commenced for a potential K-12 education facility which will be located in the Wilton Town Centre Precinct. The school location optimises performance as it enables a level of flexibility to control the north-south access road during school hours, while ensuring a level of permeability and surveillance outside of school hours.

New schools and sports fields must follow an integrated design process to ensure that access, car parking and use of the facilities are shared. The location and design of the built form must be carefully considered, to allow for a reconfiguration of the school and sporting fields, should there be a need to address potential rail/noise impacts. *Government Architect NSW's Design for Schools*, a guide, will support quality design for new schools in the Growth Area.

The South Western Sydney Local Health District is undertaking detailed planning of local health facility needs. Campbelltown Hospital will be significantly upgraded and provide access to the Macarthur population.

Social infrastructure needs will be assessed as the population grows and in partnership with Council through its Community Strategic Plan to enable careful understanding of community requirements.

These will include:

- + **new** private schools
- + **new** public schools and education facilities (to be informed by the Department of Education's strategic process)
- + **new** or upgraded emergency services such as fire and rescue
- + **local** medical facilities including an integrated health centre
- + **privately-operated** child care centres.

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

Planning principles

Precinct planning must:

- + **locate** large facilities that also service a district or region in the Wilton Town Centre.
- + **co-locate** social infrastructure with new or local open space or integrate facilities as multi-use clusters or social hubs.

The NSW Government will work with Wollondilly Shire Council to determine which items of infrastructure are funded via a local contributions plan.

Green tree canopy/corridors

Sustainable communities are at the heart of *Wilton 2040*. The Department is designing liveable and healthy neighbourhoods that increase walkability to local centres and open space through connected and green corridors.

The proposed Wilton Green Plan will focus on delivering connected green infrastructure and open space. We will explore opportunities for integrating with waterways, bushland, urban tree canopy and green spaces.

Improved connectivity for walking and cycling will strengthen social and cultural networks, improve resilience, and provide opportunities to access recreation and exercise.

Improving the green tree canopy will create liveable places and mitigate against impacts of climate change as the population increases in Wilton. The Department's *5 million trees for Greater Sydney by 2030* will contribute to more shade, cooler neighbourhoods, and more wildlife. The Department will also explore opportunities to integrate water management to cool the environment and opportunities to build capacity of the community to adapt to future changes and the design of neighbourhoods to respond to climate change.

Planning principles

Precinct planning must:

- + **create** walkability and accessibility to local centres and social infrastructure
- + **create** healthy, liveable places, and respond to climate change, for example by promoting cooling effects
- + **strengthen resilience** in communities and capacity to adapt to future changes.
- + **create opportunities** for green canopies and links



Figure 9: Wilton Town Centre playing fields - Artist's impression only, subject to change

Heritage

The Wilton Growth Area contains both Indigenous and non-Indigenous heritage sites and items.

The majority of known Aboriginal items and sites expected to be discovered within the Growth Area are along the Hawkesbury-Nepean River and Allens Creek, which are not suitable for development. The nine listed non-Indigenous heritage items that reflect the area's pastoral history are scattered throughout the southern and northern parts of the Growth Area.

The Aboriginal people, their histories and connections to Country and the community will make a valuable and continuing contribution to Wilton's heritage, culture and identity.

Protection and celebration of the significance of these heritage items and sites is a key priority. An Integrated Archaeological Research Design and Management Strategy will guide development near known or potentially significant non-indigenous heritage items and sites, and help to define the extent and nature of heritage significance. Where appropriate, significant heritage items will be set aside with adequate curtilages for long-term protection. As precinct planning progresses, opportunities to integrate and promote cultural richness in Wilton will be explored.

Planning principles

Precinct planning must:

- + recognise** the history, heritage and character of the Wilton Growth Area in a new urban environment through identifying and retaining European and Aboriginal Cultural Heritage elements within the precincts
- + be informed** by Aboriginal Cultural Heritage Assessments, including consultation with the Aboriginal Community
- + take into account** the protection of Aboriginal Cultural Heritage items and places in the design of the precinct layout



LANDSCAPE

Protecting and enhancing important habitats

Environmental conservation and protection are central to the sustainable development of Wilton. The Wilton area is home to a range of threatened and vulnerable species including koalas.

STRATEGIC CONSERVATION PLANNING

A thriving, liveable Western Sydney should include a place for the area's many native plants and animals. The Cumberland Plain is home to around 160 threatened species, including the largest koala population in Sydney, the Cumberland Plain land snail and significant plants like the Bargo Geebung in the Wilton area.

The Department of Planning and Environment is undertaking strategic conservation planning in Western Sydney to support the delivery of housing, infrastructure and economic development. This work will deliver the Cumberland Plain Conservation Plan (CPCP), one of the largest conservation planning exercises ever undertaken in Australia. This will provide an enduring conservation legacy for Western Sydney.

SUPPORTING THE WILTON GROWTH AREA

The CPCP will streamline environmental assessments and approvals under relevant State and Commonwealth legislation and conservation planning on a landscape scale. The final CPCP will be administered by both State and Commonwealth Ministers.

The CPCP will run concurrently with land use and infrastructure planning and precinct rezoning. It will seek to balance biodiversity impacts in the biocertified areas through a range of conservation measures. These include protection of high conservation value core and corridor areas, revegetation and renewal, protection using development controls and investment in species recovery initiatives.

Work to finalise the strategic biocertification and strategic assessment for the Wilton Growth Area is currently underway. A determination on development impacts and associated conservation measures may result in amendments to the urban development zone shown within Wilton 2040. The approved CPCP will inform the final urban development footprint in the future precinct plans and the conservation outcomes for the growth areas.

The Department has carried out field surveys to identify the biodiversity values in the Growth Area so that precinct plans can avoid or minimise biodiversity impacts.

Preliminary mapping of core biodiversity sites is available at Figure 10.





PROTECTING KOALAS

Koalas are an iconic species and are listed as vulnerable under NSW and Commonwealth environmental legislation.

The Office of Environment and Heritage estimates around 430 koalas reside within the eastern portion of the Wollondilly Shire. The Wollondilly koala population is the largest disease-free population in NSW and highly valued by local communities in south west Sydney.

Koalas in the region prefer the higher fertility shale and shale-transition woodlands because of more favourable feed trees, but they also use riparian corridors to move around the landscape. OEH has mapped koala habitat and movement corridors, ranking the corridors into levels of importance. Primary koala corridors are considered critical for facilitating gene flow between koala colonies and ensuring resilience to bushfires and the spread of disease.

There are three primary koala corridors surrounding Wilton Growth Area, including the Allens Creek Corridor, Cordeaux Corridor and the southern part of the Nepean Corridor.

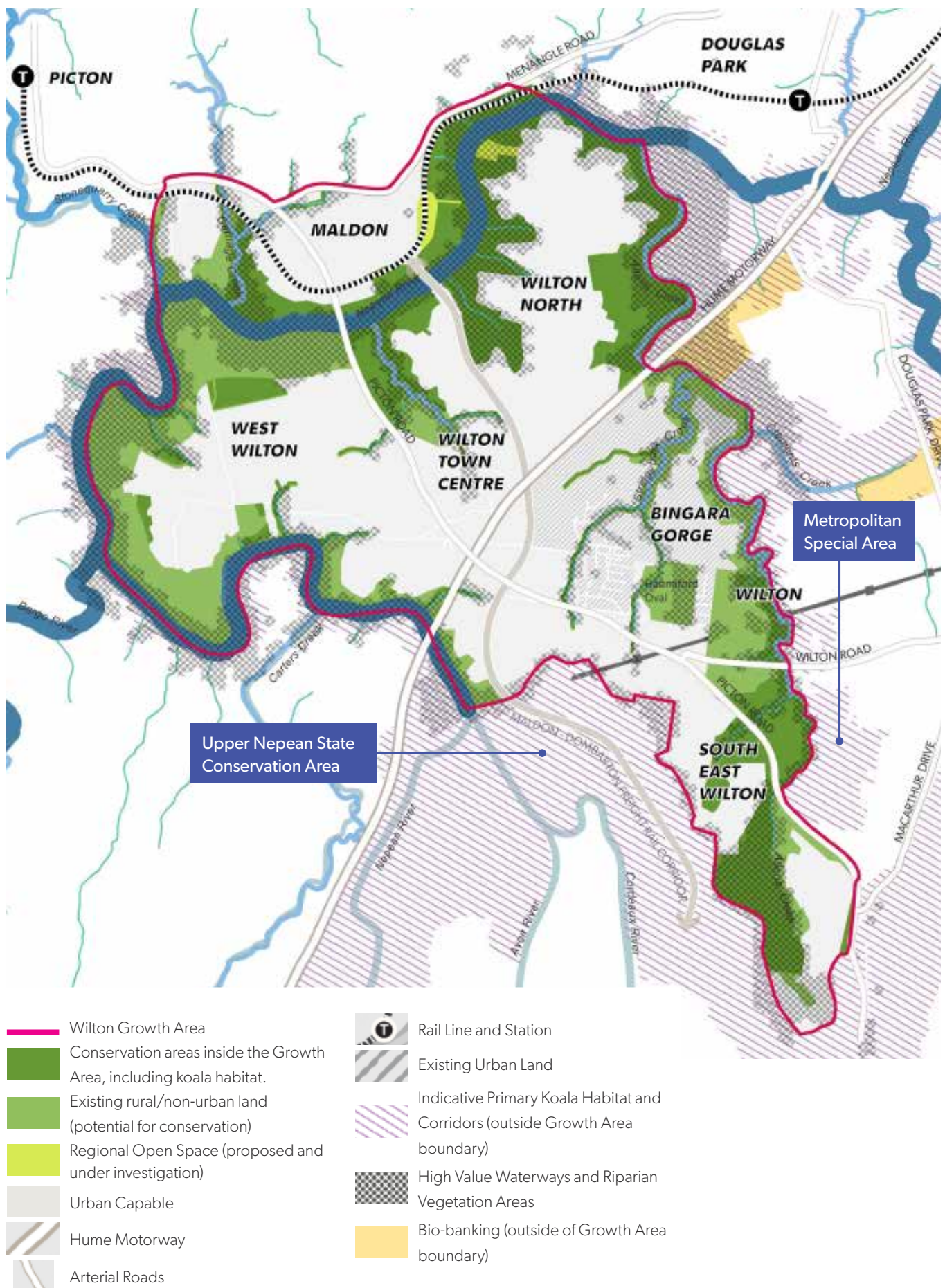
The CPCP will support a regional and coordinated approach to maintain and protect the south western Sydney koala population. The plan will seek to balance impacts to koalas from urban development through a range of conservation measures. This would include measures to protect koala habitat corridors in perpetuity and to restore land to augment and strengthen existing corridors. The plan would also support measures such as koala-proof fencing and development controls to reduce the impacts of vehicle strike and dog attacks.

Planning principles

Precinct planning must:

- ✚ **be consistent with** the biodiversity conservation measures identified in the Cumberland Plain Conservation Plan
- ✚ **ensure** stormwater management design minimises impact on the biodiversity values of conservation areas
- ✚ **support measures** to protect primary koala habitat and corridors in perpetuity, and to restore land to augment and strengthen existing koala corridors
- ✚ **identify** areas where development controls are required to reduce on-going threats to koalas
- ✚ **be in accordance** with the approved strategic biocertification and strategic assessment.

Figure 10: Biodiversity



Wilton Green Plan

The Department is working with Council to develop a Green Plan for Wilton. The Wilton Green Plan will provide the direction for development of an Open Space Plan and show how open space targets, distribution and network can be achieved. The Green Plan will identify key initiatives and their priority for delivery.

The Wilton Green Plan will analyse the projected growth in the Growth Area and respond with a plan that focuses on the provision of high quality and integrated open spaces and tree canopy. The Wilton Green Plan will identify how the needs and expectations of the growing community will be met and will create high quality and best-practice outcomes for open space as the Growth Area undergoes significant change.

The Green Plan will understand the context of the urban design for the area, assimilate existing data and, investigate current open space provisions, consider proposals for new precincts and forecast population growth. It will:

- + **include** a vision statement and guiding design principles for Wilton
- + **investigate** options for possible future open space, better connectivity and opportunities for embellishment of existing open space
- + **identify** a new Tree Canopy Strategy for Wilton focusing on public land.

There could be opportunities to link open space with new and existing infrastructure for Wilton, such as wastewater and stormwater services, electricity and gas easements, council footpaths and cycleways, pavements and driveways.

The aim is an enhanced interlinked network of green infrastructure composed of a mix of new open spaces and embellished existing parks, connected through a system of linear parks and linking with open space and waterways. This would balance upcoming development and need for recreational open space and green pockets.

Planning principles

Precinct planning must:

- + **ensure** new/enhanced open space can meet the passive and active recreation needs of the future population and support biodiversity values
- + **integrate** waterway corridors, heritage items and high value landscape features to improve enjoyment and access to these places as part of an integrated open space network
- + **ensure** District Parks and local parks feature a mix of active and passive recreation uses and be directly and safely accessible from collector or arterial roads
- + **ensure** local parks feature a mix of active and passive recreation uses, and are within easy walking and cycling reach of homes
- + **consider** potential for co-locating open space with other social facilities such as social hubs



Waterway health

The Growth Area is surrounded by waterways and riparian corridors including the Nepean River which flows along the west and northern ends of the Growth Area. This is an important habitat corridor for threatened fish species, is used for water-based recreation, provides a source of water for nearby agricultural activities, and holds significant scenic value. The Nepean River is supported by smaller creek systems that are relatively undisturbed, like Allens Creek on the eastern end of the Growth Area. The Upper Canal, which provides water to Sydney from the four dams in the Upper Nepean catchment, also the Upper Canal crosses under the Growth Area. These values are explicitly recognised in the NSW Water Quality and River Flow Objectives, which reflect the long-term aspirations of the local community.

Mapping of the biodiversity and ecological values of the waterways and riparian corridors point to areas of high environmental value, which lie within lands that could potentially be protected under current statutory planning controls. To ensure that these high value areas are protected into the future, a more coordinated and integrated approach to land use and water infrastructure planning will be undertaken.

Stormwater and wastewater flows from the Growth Area have the potential to change the natural water and nutrient cycles, which for example, can impact on the flow requirements of fauna and lead to growth of weeds. The NSW Environment Protection Authority (EPA) and the OEH have established that any water quantity and water quality strategy for the Growth Area must seek to improve the health of waterways and associated riparian corridors through a risk-based approach, with a minimum requirement of maintaining current health.

The EPA is also currently developing a framework for the regulation of sewage treatment plant nutrient discharges in the Hawkesbury-Nepean River system. The intent of this framework is to ensure that population growth in the catchment does not cause further deterioration in the condition of the river and its ability to meet the community's desired values. In the interim, infrastructure planning for the Growth Area should be delivering an outcome that ensures any new or amplified sewage treatment systems will achieve no net increase in nutrient load to the river.

Achieving the level of protection required for the Growth Area will involve more water sensitive, integrated and sustainable approaches to water management as being sought by the Department's WaterSmart Cities Program. Such approaches present opportunities for innovation and co-benefits that align with the Greater Sydney Commission's objectives including urban cooling, open space, and recreation and visual amenity.

Planning principles

Precinct planning must:

- + **incorporate** development that protects, maintains or restores waterway health and the community's environmental values and uses of waterways through a risk-based approach to managing the cumulative impacts of development
- + **ensure** an integrated approach to drinking water, wastewater and stormwater services is considered to drive more sustainable water management outcomes
- + **incorporate** development that fosters the relationship between water, landscapes and urban living, to enhance human and social wellbeing, and promote community co-design and governance in urban water strategies.



Bushfire protection

As extreme temperature events increase in Western Sydney, bushfire risks in urban areas will need to be managed.

The Department has undertaken a Strategic Bushfire Assessment for Wilton and conducted a high-level analysis of bushfire risks in the Wilton Growth Area to inform and refine the urban development footprint. The analysis has also identified where Asset Protection Zones (APZ's), or setbacks for residential development from bushfire prone land are likely to be required for future development in Wilton.

More detailed bushfire assessment will take place as precinct planning progresses. Precinct planning will take account of landscape changes and determine that sufficient traffic access and egress is provided to precincts for evacuation.

Planning for Bushfire Protection (PBP) describes bushfire protection measures required for each development, based on the development site's level of bushfire hazard exposure.

The *Wilton Growth Area Development Control Plan* will contain requirements to be applied at the development stage to minimise risks of bushfire impacts for new development, such as minimum APZs. The requirements include ensuring perimeter roads are located between areas of residential development and bush fire hazard, and provision of suitable road networks and road widths to avoid pinch points and provide safe evacuation.

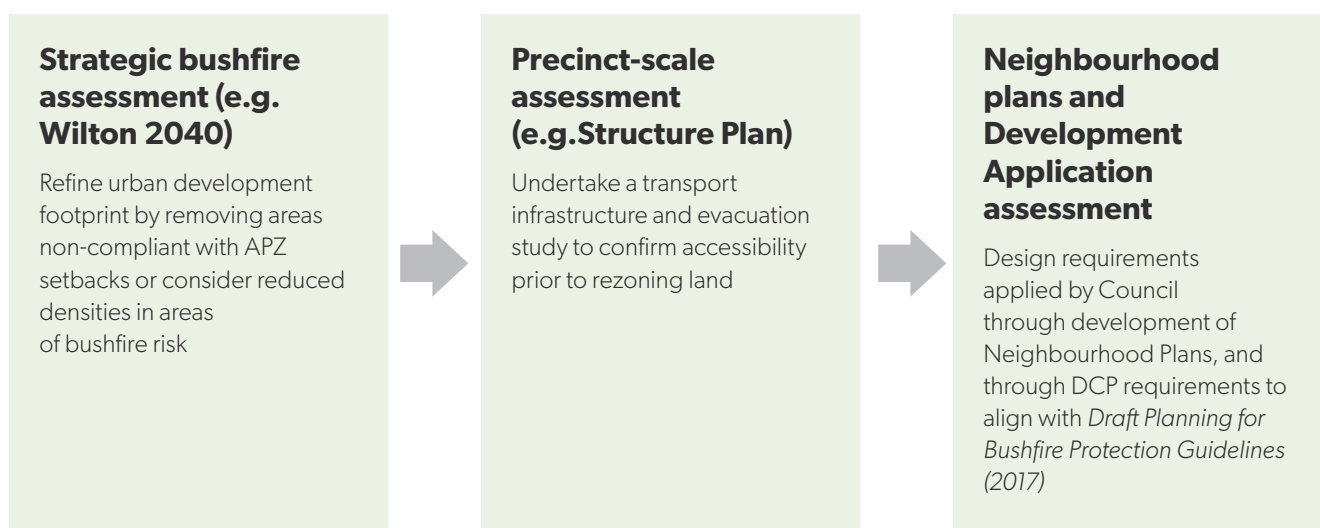
New development within the Wilton Growth Area will need to comply with future updates to *Planning for Bushfire Protection Guidelines*.

Planning principles

Precinct planning must:

- + **ensure** that bushfire protection measures including safe evacuation routes are considered in the layout and development of the local street network
- + **incorporate** Asset Protection Zones and perimeter roads in the design of urban development areas based on the level of bushfire hazard exposure

Figure 11: Wilton Growth Area bushfire assessment framework





LAND USE

The Wilton Growth Area will develop into a fully functioning town. Wilton Town Centre will be at the heart of the Growth Area, providing a gateway to Wollondilly Shire and Greater Sydney. The town centre will provide a mix of uses to meet a range of needs and create a vibrant destination, both day and evening.

The UDZ framework will provide for a mix of housing types at different price points for households at all stages of life. It will also allow for development of services and infrastructure.

There will be health facilities and associated services for a growing population, as well as significant areas of employment land.

Local economy

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

HIERARCHY OF CENTRES IN THE WILTON GROWTH AREA

Each of the four primarily residential precincts in the Wilton Growth Area will feature a local centre, with the Wilton Town Centre being identified as the primary centre servicing the wider growth area.

The Wilton Town Centre must be the primary focus of retailing activity both during the development of the growth area, and in the longer term. To maintain the viability of the town centre, retail development in the local centres will be limited by the precinct structure plans.

WILTON TOWN CENTRE

The town centre will develop in stages. By 2046 it will support around 50,000m² of floor space, providing a full range of retail, business and community uses to service the Growth Area and surrounding areas. It will be important to consider how the Growth Area can evolve over time to support employment and economic growth into the future.

This will include:

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

VILLAGE CENTRES

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

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

URBAN CAPABLE LAND

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

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

Some land is also constrained by the existence of a mining lease and development approval for coal mining. Development can only take place in these areas once the risk of subsidence and building damage can be managed.



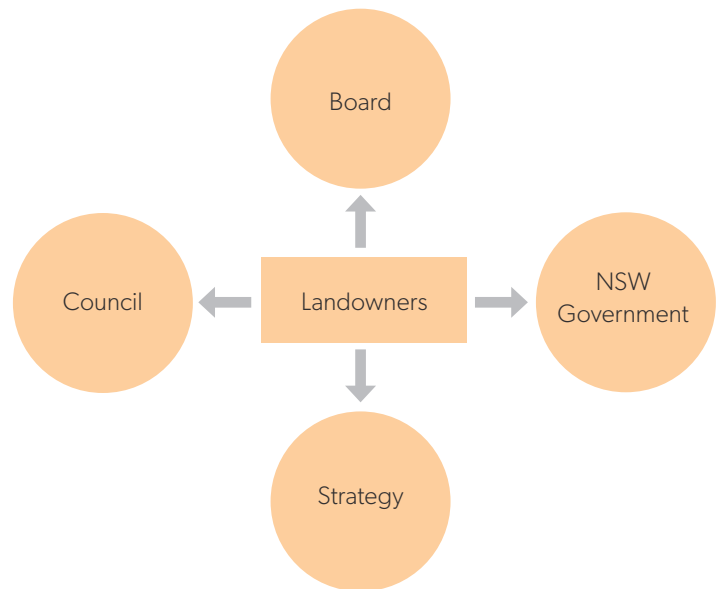
URBAN EMPLOYMENT

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

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

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

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



Mining

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

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

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

Landowners of North Wilton and Wilton Town Centre precincts have reached agreement with mining company South32 that the mining lease over this area will be relinquished when the area is rezoned. This will enable development to proceed.

The Department has worked with landowners and the mining leaseholder to address the risks associated with building homes above mining areas.

Gas wells

Gas wells installed for exploration are known to be located predominantly in the southern portion of Wilton. Decommissioned wells which have been permanently sealed present a low risk to future development, if sealed to appropriate standards. Access to the well is unlikely to be required but must be maintained. This means that the wells should be located within public land or if in private land no buildings should be constructed over the well. Sensitive uses such as child care centres or schools should not be located adjacent to wells. Further work may be required to ensure old or legacy wells are appropriately sealed.

Prior to any development approval:

1. Mapping must be obtained by the proponent to identify if there are any gas wells located within or nearby the proposed development, and their status. If gas wells are identified, their precise locations must be ground-truthed.
2. Buildings must not be constructed over wells.
3. Access to decommissioned gas wells must be maintained.
4. Setbacks must be incorporated to avoid the location of sensitive uses such as child care centres and schools near coal seam gas wells.

Ground truthing of legacy gas wells and confirmation of sealing to appropriate standards will be required at subdivision.

The Department will develop guidance on a verification approach, requirements for remediation and notification for future occupants, in partnership with Council.

Other Land uses

RURAL RESIDENTIAL

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

CONSTRAINED LAND

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



Managing land use activities

Exiting land uses such as peri-urban farming and the Sydney-Moomba gas pipeline have potential to impact (odour, air quality, noise and safety) on sensitive landuses such as residences, schools, childcare centres and hospitals. Where there is more detailed information, potential impacts will be assessed and considered during precinct planning.

As the precincts grow and supporting services, such as wastewater treatment and transport networks, are provided, risks of land use conflict will be managed by careful site assessment and selection at the precinct planning stage.

The growth of key transport corridors will require careful siting and planning to minimise impacts on health from traffic emissions, especially for residential and other sensitive land uses such as child care centres and schools located along road corridors where pollutant levels, exposure and health impacts are higher.

Planning principles

Precinct planning must:

- + **plan** for a well-designed interface between residential and industrial or commercial land to minimise potential for impacts on residential amenity
- + **minimise** air quality impacts on sensitive landuses by application of set backs from busy road corridors and ameliorative design measures, or install high performance mechanical ventilation systems
- + **consider** potential impacts (noise, odour, safety) of existing and future land uses on existing or future nearby or adjoining sensitive landuses, such as residences, schools, child care centres, hospitals and aged care centres.



BUILT FORM

The Wilton Growth Area will cater for a variety of built form typologies to cater for a well-designed built environment that will be healthy, responsive, integrated, equitable, and resilient. In places that reflect these qualities, each building, area or space will achieve the objectives from 'Better Placed'.

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

Housing and typologies

A mix of densities and housing types will provide housing choice. Detached housing on medium sized lots (400 – 700m²) is expected to make up the majority of homes.

Medium density housing types such as townhouses, terraces and low-rise apartments will be delivered close to essential infrastructure such as public transport, town and local centres, and open space. It is expected that these housing typologies will make up approximately 20% of homes when the Growth Area is fully developed.

Planning for the right mix of densities will consider infrastructure provision and local character. The built form of housing typologies need to work with the existing natural landscape character and allow for the outcomes of the Green Plan to be achieved.

Table 1: Potential new homes by Precinct

Precinct	Potential new homes	Expected Staging
Bingara Gorge	1,800	Under construction
South East Wilton	3,600	First homes from mid-2020
Wilton Town Centre	1,600	First homes from mid-2020
North Wilton	5,600	First homes from mid-2020
West Wilton	2,350	First homes from 2025
Wilton Rural Residential	50	First homes from 2025

Housing complying codes

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*.

The new *Greenfield Housing Code (GHC)* will speed up the delivery of new homes in greenfield areas (new release areas such as the Wilton Growth Area) across NSW to meet the needs of the NSW Government's growing population and improve housing affordability. The GHC will allow one to two storey homes, alterations and additions to be carried out under the fast track complying development approval pathway, saving homeowners time and money.

The GHC also requires a tree to be planted in the front and rear yard of each new home approved under complying development. The landscaping requirements in the GHC ensure new release areas are leafier and more sustainable.

The *Low Rise Medium Density Housing Code* will allow one and two storey dual occupancies, manor houses and terraces to be carried out under a fast track complying development approval. This code will provide more housing choice to meet different household needs, and improve housing affordability. It forms part of the NSW Government's commitment to facilitate faster housing approvals and deliver a diverse range of housing options to support NSW's changing demographics.

The *Low Rise Medium Density Housing Code* is supported by the *Low Rise Medium Density Design Guide* developed in partnership with the Government Architect NSW and will ensure a consistent approach to the design and delivery of quality medium density housing in communities right across NSW.

Both codes have been developed in close consultation with councils and industry stakeholders to ensure layout, amenity, privacy, private open space, car parking and design considerations are incorporated into the development standards and good design outcomes can be achieved for new dwellings in greenfield areas.



Affordable housing

In order to address housing affordability and housing diversity needs, minimum lot sizes have been removed to encourage innovative housing solutions as part of precinct plans. This is to ensure a variety of housing typologies and products are provided to safeguard adaptable and fit for purpose housing for a growing and evolving community.

The District Plans propose that affordable rental housing be provided sustainably in all parts of Sydney. The development control plan can include requirements for the developer to provide a proportion of homes to community housing providers for affordable rental housing. The Department will work with Council and the landowners to identify how this requirement would be applied in practice.

Sustainable design

Sustainability is a key principle across all aspects of the Department's precinct planning. The Department is working closely with Council and developers to reduce carbon emissions and leverage opportunities for managing energy and water efficiencies. More efficient use of energy and water will have less impact on the environment and reduce greenhouse gas emissions across the Western City District. The Department has adopted a place-based approach early in the design of Wilton Growth Area, considering opportunities for open space, walking, cycling, public transport and green cover.

The Department will explore opportunities for benchmarking and verifying sustainability performance, in addition to the NSW Government's current BASIX requirements for proposed residential development. Sustainability measures for new commercial development will be investigated, especially for the Wilton Town Centre Precinct where there may be opportunities to harness precinct-wide renewables and energy generation.

Adaptable and detailed building design including passive design and construction materials, for example, reflective construction materials, pervious paving surfaces, and green roofs and walls that could contribute to reduce urban heat-island effects, could be applied for new development in the Wilton Growth Centres DCP. Home wood heaters are a significant air emission source exposing the community to harmful particle emissions. New residences should meet new low emission standards for wood heaters or be designed to reduce home heating needs.

Town and local centres

The Wilton Growth Area Structure Plan has identified a location for a new Town Centre and a number of local centres. All centres will provide employment, retail, health and community use opportunities for the growing community.

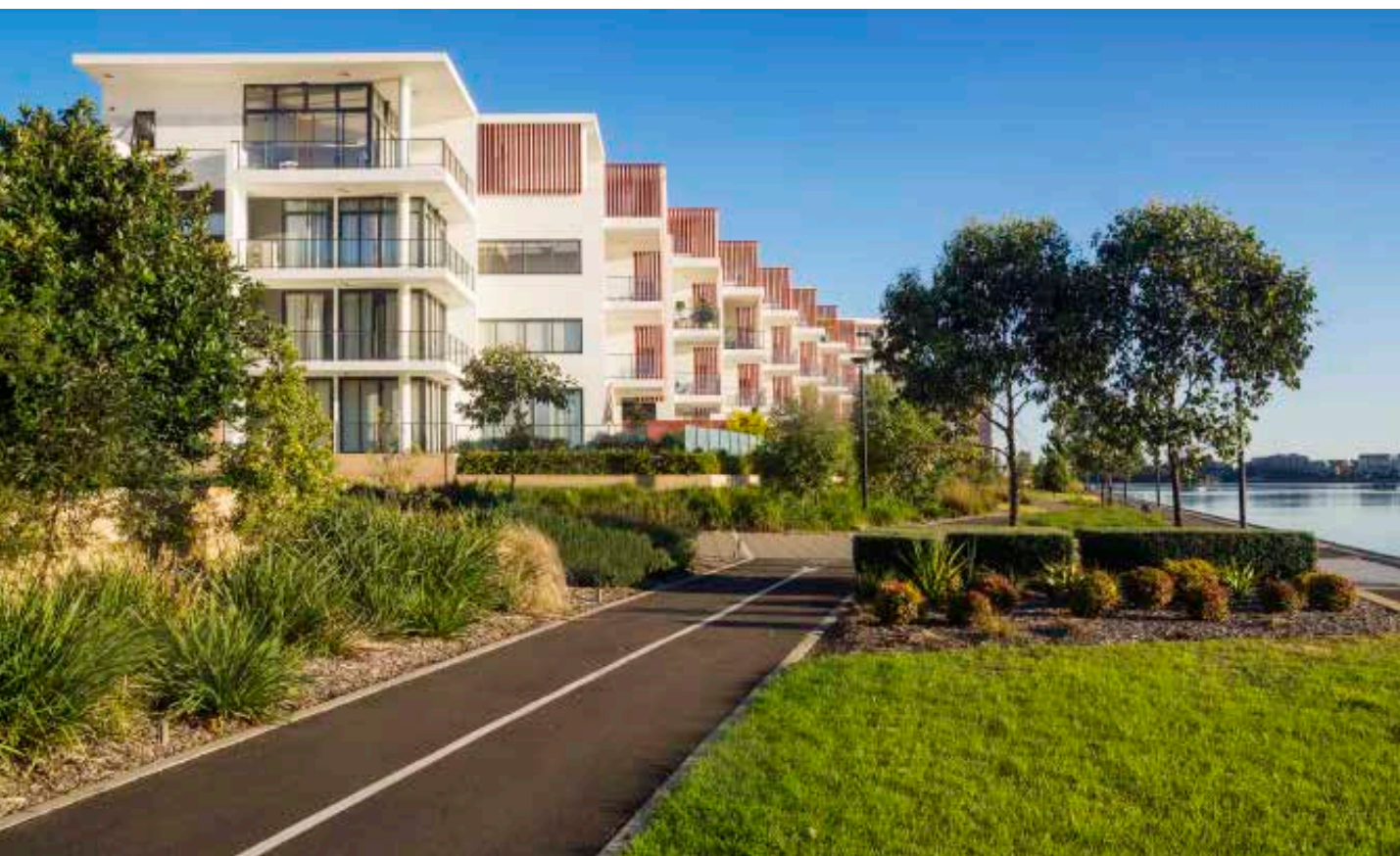
The centres will need to optimise the co-location of facilities to ensure the centre is inclusive, connected, and fit for the purpose of the community. The built form should address the street to ensure activation while also maintaining an appropriate scale. Each centre is required to be an integrated development to provide a town centre that is engaging, inviting, and attractive for the community. Modern and sustainable, materials and design practices, are to be followed while ensuring the centres seamlessly fit into the Wilton fabric and character, while also adding value with the Green Plan.

The design must be adaptable, to adjust and grow with the growing community, with the development allowing for connectivity to the Hume Motorway, realigned collector road, and the wider network with access to Bingara Gorge directly in the High Street.

Planning principles

Precinct planning must

- + **adopt** the objectives from the NSW Architect's "Evaluation of Good Design" to achieve a better:
 - fit (Locally, Contextually, Of its Place)
 - performance (Sustainable, Adaptable, Durable)
 - outcome for the community (Inclusive, Connected, Diverse);
 - outcome for people (Safety, Comfortable, Liveable)
 - working (Functional, Efficient, Fit for purpose)
 - value (Creating and adding value by increased social, economic and environmental benefits to the community)
 - look and feel (Engaging, Inviting, Attractive)
- + **plan** for diverse typologies to suit a range of ages
- + **integrate** technology that contributes to and promotes achievement of the NSW Government's target of net-zero carbon emissions by 2050
- + **introduce** opportunities for sustainable and efficient use of resources to minimise waste, water and energy from development.







MOVEMENT

Key transport infrastructure requirements have been identified in consultation with NSW Government agencies including Transport for NSW and Roads and Maritime Services. The Department will investigate new and improved cycleways and walkways to make it easy, safe and comfortable to move within the local area. Wilton will have improved connectivity to and around the Growth Area.

Public transport

Future Transport 2056 commits to investigate suburban passenger train improvements south of Macarthur, including consideration of how this might support growth in Wilton. The Department will work with Transport for NSW to integrate this work with future versions with *Wilton 2040*. The Maldon-Dombarton Freight Rail Corridor which runs through the Wilton Growth Area is being protected to enable future freight direct to Port Kembla.

A bus hub facility is planned for Wilton Town Centre. In the initial stages of Wilton's development bus services would provide public transport for residents of the growth area. A site for a bus hub is included in the Wilton Town Centre design concept. The Department will work with developers, Transport for NSW and RMS in developing a specification for roads expected to be used by bus services, as these will need to be capable of carrying full-length and double-decker buses.

Road network

The strategic layout of the arterial road network for the Wilton Growth Area has been finalised and key items included in the draft SIC. This work has been informed by a traffic and transport study commissioned by the Department, and in consultation with RMS, Transport for NSW, and Wollondilly Shire Council.

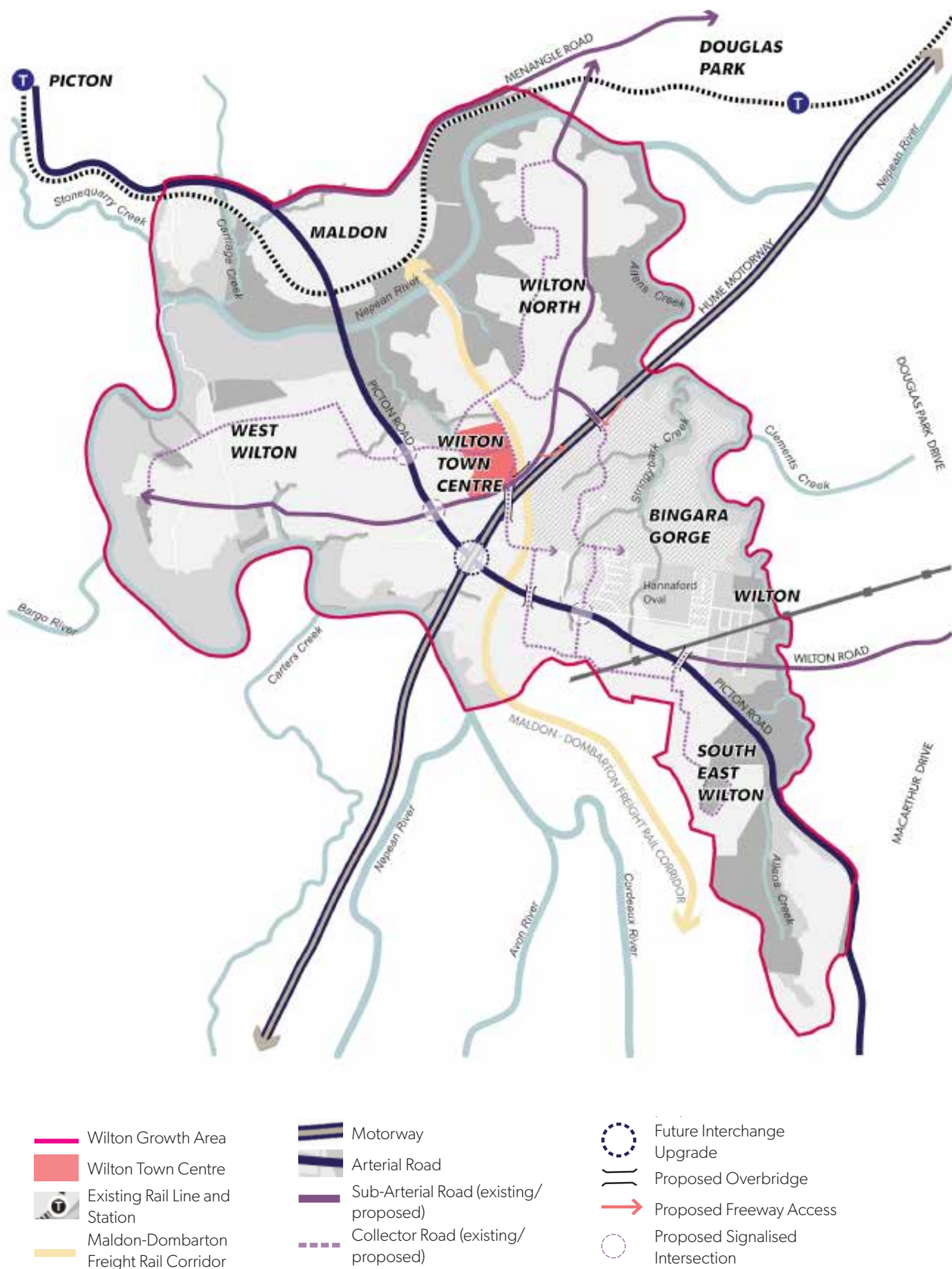
Several different scenarios for future transport provision and potential road networks were investigated for the Wilton Growth Area to understand different approaches for integrating transport and land use and to support decision-making on the optimal road network. This exercise has been jointly undertaken by the Department and RMS, with involvement from Transport for NSW, Council and proponents.

The road scheme ensures homes, jobs and local facilities are well connected and accessible by various modes, including driving, bus, rail, walking and cycling, and performs optimally in terms of servicing the town centre and surrounding urban land over time.

The traffic modelling undertaken as part of this assessment indicates that the connection will provide essential connectivity for Bingara Gorge residents to the Wilton Town Centre and a potential K-12 education facility. The Hume Motorway and Wilton interchange will continue to function as the major through route.



Figure 12: Strategic road and rail network





Active transport

Encouraging active transport (walking and cycling) for short journeys within five-kilometre catchments can help provide significant health benefits for the community and the environment.

Pedestrian connections between major destinations are limited due to topography, rail and road barriers. The proposed transport network will improve walking and cycling connections to public transport and between precincts. This will provide health and environmental benefits and help to prioritise access to public transport. Safe, direct and convenient walking and cycle paths will encourage and allow safe movement.

Planning across the Growth Area will look at early opportunities to make walking and cycling a more attractive option than driving for local trips. New communities will be designed to encourage pedestrians and cyclists to use safe crossing facilities. Cycle routes will be planned for different users, such as commuters or recreational cyclists and be supported with off-road pedestrian and cycling facilities. Pedestrian and cycling infrastructure will be developed with NSW Government agencies, local government and non-government organisations.

Detailed planning will:

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

Precinct Planning principles

Precinct Planning must:

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

Adaptable infrastructure

Technological advances have created new mobility options including automated vehicles, assisted mobility devices such as e-bikes, automated trains and buses, and enhanced aerial mobility. Strategic planning must harness innovation and accommodate new technologies to create new opportunities and promote adaptable infrastructure.

In planning for adaptable infrastructure, planning must consider opportunities for more flexible design of streets and public spaces.



IMPLEMENTING THE PLAN

Delivery of the Wilton Growth Area

A coordinated approach across Council and NSW Government agencies is fundamental to activating the Wilton Growth Area. The Department will collaborate and work with Wollondilly Shire Council to manage infrastructure delivery and creation of places, streets, open space, and public areas, and support a streamlined planning process.

Phased change in the Growth Area

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

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

The potential K-12 education facility in the Wilton Town Centre will be established early to service the growing population. The UDZ will continue to provide for flexibility in future land use and development in accordance with *Wilton 2040* and the precinct plans.

Early activation principles

The Department will identify and prioritise key infrastructure projects for early activation of connections and economic activity in and around the Growth Area. These projects will activate Wilton as it changes from open paddocks to a liveable community.

Early Activation is underpinned by the following principles:

- 1** Connecting planning analysis, community engagement, development activity and infrastructure delivery
- 2** Build the case for starting specific projects early and delivered within a few years of land being rezoned
- 3** Collaborate with infrastructure stakeholders to make sure important projects are built when they are needed.

The Department will prepare an Infrastructure Phasing Plan for Wilton that outlines opportunities for infrastructure to kick-start growth in Wilton. The Infrastructure Phasing Plan will identify projects that can be delivered based on the findings of *Wilton 2040*, and through precinct plans.



Building facilities in phases as Wilton grows

WATER SERVICES

Sydney Water has prepared a strategic assessment for Wilton Growth Area and is completing an options analysis for water, stormwater and waste water provision that will include opportunities for Integrated Water Management.

To date strategic planning has identified:

- ✚ **decentralised/package**d wastewater plants are likely to service the initial stages of development in the Servicing Area that includes the Development
- ✚ **in the longer term**, permanent treatment plant/s are likely to be the most cost-effective method for servicing the Greater Macarthur
- ✚ **treated effluent** from these plants can be either recycled for non-drinking water uses or for water sensitive features, discharged locally in the Nepean River, or disposed through a combination of these solutions.

Sydney Water's detailed options analysis will take an integrated water cycle management approach for drinking water, non-drinking water, wastewater and stormwater.

The options report will determine cost effective and reasonable servicing options to meet demand, considering the extent to which stormwater and wastewater recycling for non-potable uses can reduce demand for potable water.

UTILITY INFRASTRUCTURE

The Department will continue to consult with the primary utility providers in the Growth Area, Sydney Water, Endeavour Energy, Jemena and NBN, to deliver key infrastructure upgrades.

Table 2: Utilities requirements

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



TELECOMMUNICATIONS

Mobile transmission stations could be provided in local centres or future buildings.

NATURAL GAS SUPPLY

Jemena has confirmed potential to expand existing gas supply from Bingara Gorge to the Wilton Growth Area, subject to commercial agreement with developers.

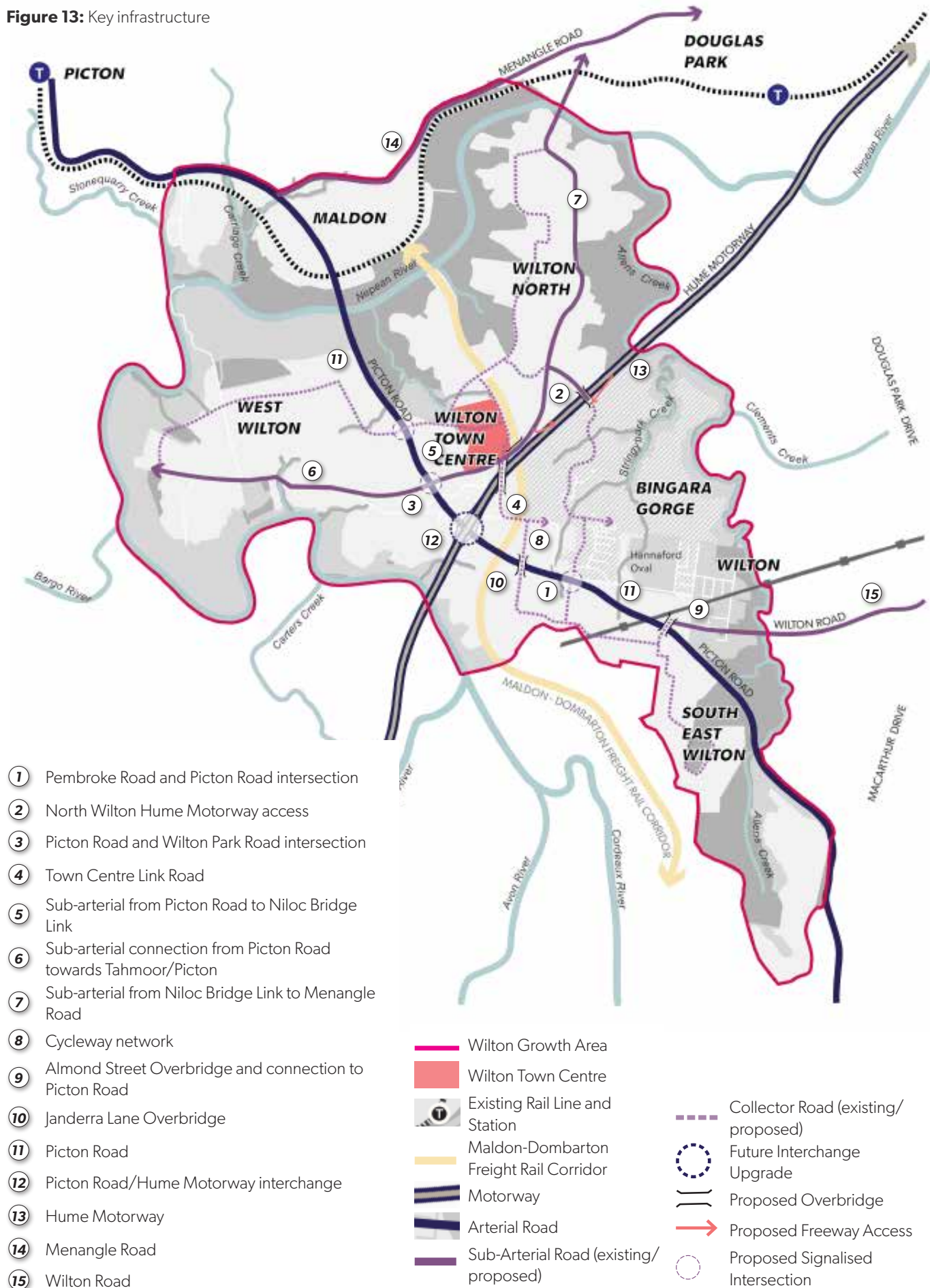
POWER NETWORK

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

DIGITAL CONNECTIVITY AND SMART COMMUNICATIONS TECHNOLOGY

The State Infrastructure Strategy identifies smart cities as a focus for planning and infrastructure delivery. Integrating digital infrastructure should be incorporated into all stages of land use planning design and construction. This is consistent with the Smart Western City Program under the City Deal, which will support connectivity, liveability and planning objectives.

Figure 13: Key infrastructure



Agency budgets

There is some scope to fund necessary infrastructure through relevant NSW Government agencies' capital works budgets.

This recognises the limited capacity of contributions to fund all the required infrastructure up front, as well as the fact that some infrastructure improvements would be required in the absence of the growth anticipated in this *Wilton 2040*.

Special Infrastructure Contribution

The Special Infrastructure Contribution (SIC) Scheme is designed to ensure that development which relies on improvements to state and regional infrastructure financially contributes to the delivery of the infrastructure. A SIC Scheme will review the need for new or expanded State infrastructure to support the proposed level of development. The draft Wilton SIC Scheme will be placed on public exhibition, and the finalised SIC Scheme will be notified.

Voluntary planning agreements

Section 7.4 of the Environmental Planning and Assessment Act 1979 allows a developer to enter into a voluntary planning agreement (VPA) to provide State or local infrastructure associated with a change to planning controls or a development application. Major landowners will build most supporting infrastructure to align with the release and development of land and will set aside sites for schools. This will be provided through Voluntary Planning Agreements.

Local infrastructure

Wollondilly Shire Council will provide local infrastructure in accordance with Council's local infrastructure plans. Councils fund most local infrastructure in land release precincts through contributions from developers under Section 7.11 of the Environmental Planning and Assessment Act 1979. A Section 7.11 Contributions Plan will enable Wollondilly Shire Council to levy contributions on development for essential local infrastructure such as local roads, stormwater facilities and open space.

Revisiting the plan

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

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

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

A review and evaluation of progress in delivering the objectives of *Wilton 2040* and applying the UDZ will be completed.

Precinct rezonings

Rezoning will be required to allow development in accordance with the *Wilton 2040*. The Department will carry out rezoning through a State Environmental Planning Policy (SEPP) amendment. The Growth Area will be supported by a development control plan which is being prepared in consultation with Wollondilly Shire Council.

More information



Contact us on 1300 305 695



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GLOSSARY

Better Placed Better Placed is a policy for our collective aspirations, needs and expectations in designing NSW. It is about enhancing all aspects of our urban environments, to create better places, spaces and buildings, and thereby better cities, towns and suburbs.

Development Control Plan Provides detailed planning and design guidelines to support planning controls.

Ground-truthing Confirming accuracy of information collected using site survey by on site survey, observation or recording of GPS coordinates.

Greater Sydney Region Means the region comprising the local government areas within the boundary shown on the map in Schedule 1 of the Greater Sydney Commission Act 2015.

Growth Area Identified by the NSW Government as major greenfield development areas.

Legacy gas wells A gas well that has been drilled and abandoned, and has no known owner.

Local centre Smaller-scale places that vary from a few shops on a corner to a vibrant main street and generally serve a local population.

Local Environmental Plan (LEP) A statutory spatial plan comprising planning controls to determine the type and amount of development that can occur on a parcel of land. In the Greater Sydney Region, LEPs can be made by the Minister for Planning or the Greater Sydney Commission.

Neighbourhood planning A Precinct will be separated into different areas and each area will be staged in its development. The neighbourhood planning process relates to each development stage. A neighbourhood plan is required to be submitted for each stage prior to the submission of development applications for lots.

The Neighbourhood Plans provide up to date spatial allocation, where the land use typologies and lots are located within a phasing plan. The objective of the neighbourhood plan process is to ensure that each neighbourhood plan per phase is responding to the successes of previous phases. This would include monitoring the development and population capacities and ensuring the typologies are responding to market forces and desires.

Peri-urban farming Agriculture undertaken in places on the fringes of urban areas.

Precinct planning Precinct planning identifies the development intent and development capacity across the entire precinct, through the allocation of land uses and densities. Precinct Planning includes land uses, housing choices, built form, infrastructure, and environmental and open space desires.

Planned precinct A planned approach to growth, with new homes and jobs close to public transport, shops and services, while retaining and enhancing a community's character.

State Environmental Planning Policy (SEPP) A statutory plan, typically prepared by the NSW Department of Planning and Environment and endorsed by the Minister for Planning that can be a spatial plan for particular land in NSW, and/or set policy that applies to particular land or all land in NSW.

Strategic centre Places with one or more of the following characteristics:

- ✚ a higher proportion of knowledge-economy jobs, principally relating to the presence of major hospitals, tertiary education institutions, standalone office development or a combination of these
- ✚ the presence of existing or proposed major transport gateways
- ✚ a major role in supporting the increased economic activity of the Eastern, Central or Western cities.

APPENDICES

Draft infrastructure list

The items included in the draft SIC below will be exhibited, and the list will be updated prior to finalisation. Some items will not be fully funded by the SIC. The SIC will be reviewed every two years as infrastructure investigations progress.

Table 3: Draft infrastructure schedule

No	Item	Measure	Timing
1	Pembroke Road and Picton Road intersection	Signalised upgrade	Required with development of South East Wilton
2	North Wilton Hume Motorway access	New bridge over the Hume Motorway with northbound on ramp and southbound off ramp	Required with development of North Wilton
3	Picton Road and Wilton Park Road intersection	Signalised upgrade on Picton Road with realigned Wilton Park Road	Required with development of Wilton West and/or Town Centre
4	Town Centre Link Road	New road and bridge over Hume Motorway including shared path for pedestrians and cyclists	Required with commencement of Town Centre and/or K12 school
5	Sub-arterial from Picton Road to Niloc Bridge Link	New road	Staged upgrade, initial stage required with development of Town Centre
6	Sub-arterial connection from Picton Road towards Tahmoor/Picton	New road (realignment of Wilton Park Road)	Staged upgrade linked to development of Wilton West
7	Sub-arterial from Niloc Bridge Link to Menangle Road	New road	Staged upgrade linked to development of North Wilton
8	Cycleway network	Provide internal growth area cycleway network	Timing to be determined
9	Almond Street Overbridge and connection to Picton Road	Bridge over Picton Road and connections	Timing to be determined
10	Janderra Lane Overbridge	Bridge over Picton Road connecting South East Wilton to the Town Centre Link Road	Timing to be determined
11	Picton Road	Investigate capacity improvements on Picton Road within the boundary of the Growth Area	Timing to be determined
12	Picton Road/Hume Motorway interchange	Investigate capacity improvements at the interchange	Timing to be determined
13	Hume Motorway	Investigate capacity improvements on the Hume Motorway	Timing to be determined
14	Menangle Road	Investigate capacity improvements on Menangle Road	Timing to be determined
15	Wilton Road	Investigate capacity improvements on the Wilton Road including consideration of Broughton Pass crossing	Timing to be determined
16	Regional open space, bus infrastructure, health and education facilities	Land to be provided	Timing to be determined



