

PE8

Wilton Junction Masterplan
19DSMI

TRIM 6930-2

REPORT

EXECUTIVE SUMMARY

- At its meeting of 15 May, 2012 Council resolved to work together with 4 major landholders at Wilton to prepare a high level master plan for Wilton Junction.
- The 4 major landowners engaged their own consultants to prepare background studies and a master plan.
- At its meeting of 15 October, 2012 Council resolved to engage with the community and seek their opinions on the draft high level master plan, engage consultants to undertake a peer review of the master plan, have a report on the results of this come back to Council and request further information on the provision of infrastructure.
- Consultants AQ Planning and PEEC have been engaged and undertaken a peer review of the high level master plan. Their independent report is attached.
- A probity plan has been adopted relating to the master plan. There have not been any breaches of the probity plan.
- It is recommended that Council support in principle the proposed redevelopment of "Wilton Junction", establish a framework for future decision making, give further consideration to issues relating to infrastructure and give further consideration to Council's resourcing needs as the process moves forward.
- It is further recommended that Council request that the State Government co-ordinate the statutory planning process for rezoning the land as this will best enable the co-ordination of state infrastructure agencies.

BACKGROUND

At its meeting on 20 February, 2012 Council made the following resolution when considering a report on the Potential Homesites Program:

That in relation to "Bingara Gorge", "Wilton South" and "Wilton West" that Council writes to the Minister for Planning and Infrastructure to advise that despite Council's overall position as outlined in this report, if the State Government proposes to support any major new land releases for housing developments in the Wilton area, any such releases should not be on an ad hoc basis but should be part of a coordinated master planned approach for the entire Wilton area which would involve the following:

- *A joint master planning process in partnership with the Department of Planning and Infrastructure for the urban development of all lands generally in the vicinity of the Picton Road/Hume Highway interchange at Wilton.*

- *The strategic objective of the project being to create a new town at Wilton to provide housing, employment, all supporting infrastructure and services, and a full range of complimentary land uses to support liveability and sustainability.*
- *The purpose of the master plan would be to provide an overall structure and staging plan for the delivery of this strategic objective.*
- *The master plan project would identify all current and future infrastructure requirements and confirm an associated infrastructure funding strategy, to ensure timely and cost-effective delivery of all infrastructure.*
- *The coordination of the master plan project would require dedicated funding and resources from the Department of Planning and Infrastructure.*
- *The master plan project would also require partnership and support from key infrastructure providers, Infrastructure NSW and all relevant State agencies.*

A meeting was arranged by the Member for Wollondilly with representatives of Lend Lease, Governors Hill, Bradcorp and Walker Corporation. Senior Council staff were also in attendance. At this meeting the 4 major landowners at Wilton Junction agreed to sign a memorandum of understanding to work co-operatively with Council to prepare a high level master plan for Wilton Junction. This led to the following resolution of Council at its meeting on 15 May 2012.

1. *That Council writes to the Minister for Planning and Infrastructure to advise that an agreement has been signed by Representatives of Bradcorp, Lend Lease, Walker Corporation and Governors Hill Pty Ltd agreeing to work co-operatively with Council to prepare a high level master plan in relation to "Bingara Gorge", "Wilton South", "Wilton Aerodrome" and "Wilton West" consistent with our adopted position that land releases at Wilton should not be on an ad hoc basis but should be part of a coordinated master planned approach for the entire Wilton area.*
2. *That the Minister be advised that it is Council's intention that this master plan include:*
 - *All lands generally in the vicinity of the Picton Road/Hume Highway interchange at Wilton*
 - *The creation of a new town at Wilton to provide housing, employment, all supporting infrastructure and services, and a full range of complimentary land uses to support liveability and sustainability*
 - *An overall structure and staging plan*
 - *All infrastructure requirements and an infrastructure funding strategy, to ensure timely and cost-effective delivery of all infrastructure.*

3. *That the Minister be advised that the developers are willing to fund the preparation of the master plan and that this process will be commencing immediately.*
4. *That the Minister be invited to be part of the Master Planning process or nominate a senior officer from the Department of Planning to be involved with the preparation of the Master Plan.*
5. *That the Minister also be requested to facilitate the partnership and support from key infrastructure providers, Infrastructure NSW and all relevant State agencies.*

After this a steering committee of landowners, their consultants and Council staff was formed to oversee the preparation of the draft master plan. The landowners group engaged consultants to prepare background studies in:

- Traffic and transport
- Infrastructure
- Employment and retail
- Community.

The landowners group also engaged the firm Connor Holmes to oversee and co-ordinate the preparation of the draft high level master plan. This master plan was presented to Council at its meeting on 15 October 2012 where Council resolved:

1. *That Council engage with the community and stakeholders to seek their opinions on the draft high level master plan for Wilton Junction that has been presented to Council.*
2. *That Council engage consultants to undertake a peer review of the draft master plan.*
3. *That a further report to Council be provided which details the peer review and explains the feedback from infrastructure agencies, human services agencies, the community, other stake holders and adjoining Councils at the conclusion of the engagement process.*
4. *That an infrastructure plan be provided to Council as soon as possible detailing the infrastructure required and its funding.*

CONSULTATION

In accordance with Council's resolution, all landowners within the investigation area, as well as many outside of it, were advised in writing of the proposed master plan. Numerous submissions have been made and have been considered in the attached peer review.

Additionally Council held a special forum at Wilton Hall on Monday 5 November 2012. The record of proceedings for this forum are attached.

Consultation has also been undertaken with Government Agencies. At the time of publishing this agenda responses had been received from:

- Roads and Maritime Services
- South West Sydney Local Health District
- Office of Environment and Heritage
- Transport
- Industry (resources & Energy)
- Department of Primary Industries
- Endeavour Energy
- Sydney Catchment Authority
- NSW Rural Fire Services
- Sydney Water.

The following Government Agencies have **not** yet formally responded:

- Ambulance
- Department of Education and Training
- Mines Subsidence Board
- Police
- Fire
- SES
- Department of Family and Community Services
- Environment Protection Authority.

Traffic and Transport

Due to delays in receiving the final traffic report from the landowners consultants, a number of submissions have not been received at the time of writing this report.

In particular, traffic modelling by Council's consultants has not been finalised, and a formal response from Transport for NSW and Picton Buslines is yet to be received.

In any further consideration of the impact of the proposal, it is imperative that these issues be resolved as soon as possible and will need to include the following:

- The landowner's consultant report is limited to impacts only in the immediate vicinity of the development. A wider assessment is required across the whole network, and potentially including additional information from the Roads and Maritime Services regional traffic model.
- The level of internal containment of external trips is yet to be agreed, with regards to the impact of the benefit of the planned employment within the development.
- There may need to be additional consideration for improved connectivity within the development footprint to reduce the need for internal trips to be made on Picton Road, and also encourage walking and cycling access to the Town Centre.

Due to the regional significance of this project it is appropriate that further consideration of these matters take place within a State Government Planning Process, in close consultation with Council.

RELEVANCE TO COMMUNITY STRATEGIC PLAN OUTCOMES

The appropriate co-ordination of future development within Wollondilly Shire will assist in achieving the following Community Strategic Plan Outcomes:

Community

CO-3 Wollondilly community is more engaged, more caring and more inclusive

Economy

EO-1 An economic base which is broader, more competitive, more flexible and more resistant to cyclical swings

EO-2 Employment generating industries that are more effective in strengthening Wollondilly's economy and more environmentally friendly

Environment

EO-1 The Shire's natural environment is protected and conserved

EO-2 The impact of existing and new development is minimised

EO-3 The Wollondilly Community lives and works more sustainably

Infrastructure

IO-2 Well managed infrastructure supports sustainable living

Governance

GO-1 Stronger partnerships between all levels of government and the Wollondilly community facilitate the delivery of effective and accountable services

POLICIES & LEGISLATION

- Environmental Planning and Assessment Act, 1979
- Various other environmental planning instruments
- Protection of the Environment Operations Act, 1997
- Threatened Species Conservation Act, 1999
- Wollondilly Growth Management Strategy

RELEVANT CONSIDERATIONS

Review of the High Level Master Plan

As Council staff were involved in various ways in the provision of information to assist the preparation of the high level master plan it was considered appropriate for the review of the high level master plan to be completed by independent external consultants. AQ Planning and PEEC were engaged for this purpose. Their report is attached.

Council resources

This proposal has resulted in a significant workload and will continue to do so into the future. If the proposal is supported by Council then it will be necessary to engage additional resources to assist with the work generated by this development. It is recommended that this be considered by Council at a workshop.

The path forward

Should the master plan be supported by Council, either in its current form or another, then there are a number of potential pathways that lead to a rezoning for urban purposes. There are a variety of options varying from state led processes such as the metropolitan development program, a site specific State Environmental Planning Policy or the identification of the site as a growth centre. Alternatively there is the option of Council preparing a planning proposal for the whole of the site or finally Council waiting for each land owner to respond individually with a planning proposal.

It is noted that there would be a number of difficulties relating to staging and infrastructure provision associated with any piecemeal approach to rezoning of the land. It is recommended that whatever the future strategy, the site (with the exception of Bingara Gorge) be dealt with as a whole. Given that infrastructure agencies are largely state controlled it is considered that the State Government is better able to co-ordinate a future planning process to rezone the land. It is therefore recommended that Council request the state to take on this role.

Committee to Oversee the Project

If the proposal is supported by Council and at State level then there will be many issues that arise that affect Council and the community. To ensure a transparent and fair process it is recommended that a committee be formed to facilitate in an open forum discussions and decisions about such matters. It is recommended that Council consider at a workshop the membership and roles of such a committee.

Bingara Gorge

The Bingara Gorge development is in a different situation when it comes to the road forward. This land is already zoned for urban development. Lend Lease's submission to the Potential Homesite Program seeks the increase in the number of lots/dwellings within their existing developable area already zoned for urban purposes. If Council adopts the master plan, it is likely that the response from Lend Lease will be to seek to amend the current DCP volume for Bingara Gorge, negotiate a new planning agreement for developer contributions and in kind works and lodge a new development application as a master plan for the undeveloped portions of their site. None of this requires a rezoning and work on this is able to commence if Council supports this high level master plan.

FINANCIAL IMPLICATIONS

Funding of \$500,000 has been provided by the NSW Department of Planning has been provided to assist in the review of the Growth Management Strategy as well as the review of the master plan. The resources required to undertake this review, with the exception of staff time, are able to be funded from this contribution.

CONCLUSION

The master plan has been reviewed and a number of issues identified that can be resolved as the process moves forward. The size of the future development creates a need for a vast array of infrastructure requirements. These are best co-ordinated by State Government and therefore it is appropriate for the State Government to also co-ordinate the planning process for any rezoning. In regard to the Bingara Gorge development, discussions need to be held with a view to modifying Council's DCP and the Planning Agreement for this land.

ATTACHMENTS

1. Peer Review by AQ Planning and PEEC
2. Record of Proceedings of Special Community Forum on 5 November, 2012
3. Wilton Junction Preliminary Employment Delivery Strategy
4. Matrix of required infrastructure
5. Summary of Community Submissions
6. Agency Responses (Received at time of publishing this Agenda).

RECOMMENDATION

1. That Council support in principle the proposed redevelopment of "Wilton Junction", generally as shown in the high level master plan subject to the comments made in the attached peer review and changes that happen over time through the planning process.
2. That Council request that the State Government co-ordinate the statutory planning process for rezoning the land as this will best enable the co-ordination of state infrastructure agencies and allowing urgent attention to the resolution of mining related issues.
3. That following an indication from the State Government that it supports in principle the advancement of the Wilton Junction project and advice that the co-ordination of the planning process will take place under a State Process that Council hold a workshop to discuss the following:
 - (a) Whether there should be any alterations to the boundaries of the master plan.
 - (b) To establish a suitable framework for future decision making, negotiation and dispute resolution.
 - (c) Give further consideration to issues relating to infrastructure.

- (d) Give further consideration to Council's resourcing needs.
 - (e) Give further consideration to setting up a Community Reference Panel.
4. That Council re-affirm its strong stance in regard to the provision of infrastructure (with particular attention to identifying agreed traffic arrangements and road construction requirements with Council and Transport for NSW) for the development and in regard to the need to achieve employment targets of 1 job for each lot.
 5. That Lend Lease be invited to enter into discussions with Council to alter the Development Control Plan and negotiate alterations to the planning agreement based on their future increased density of development as identified in the draft master plan subject to them providing funding to Council to enable Council to undertake the required work at no additional cost to the community.

Consultant Peer Review

Wilton Junction MASTERPLAN



Planning &
Economy



Peer Review of Wilton Junction Master Plan 2012



Planning & Economy

Disclaimer

This peer review, of the Wilton Junction Master Plan, and its associated reports, has been prepared by consultants from: AQ Planning P/L, and Planning, Environmental & Economic Consulting (PEEC).

The information, views and opinions have been provided in good faith, and have been based on available information including the Master Plan prepared by Conner Holmes and any supporting studies detailed within this review.

While every reasonable effort has been made to ensure that this document is correct at the time of printing, AQ Planning P/L, and Planning, Environmental & Economic Consulting (PEEC), disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document. The document is not intended to give rise to any rights, claims, benefits, privileges, liabilities or obligations with respect to matters the subject of the Peer Review.

Copyright ©

Copyright: Planning, Environmental and Economic Consulting and AQ Planning P/L 2012.
All rights reserved.

No part of this work may be reproduced in any way without the express and prior written permission of the authors.

Cover Photo: Wilton Junction viewing north-west of site (source PEEC & AQ)





Peer Review of Wilton Junction Master Plan 2012



Executive Summary & Key Recommendations

This Peer Review of the Wilton Junction Master Plan has been undertaken at the request of Wollondilly Council. The review has been undertaken as an independent and objective process, that will assist Council and the community in its consideration of the Master Plan, and to determine whether Council seeks to progress the project proceed to further investigation and assessment. The review has been undertaken independently and separate to any technical assessment by Council staff.

The current Master Plan dated September 2012, and as exhibited, (and supporting studies) have been prepared on behalf of four major land owners in the study area and provides an opportunity for Council to consider the potential future development of the area prior to committing to any statutory assessment and investigation that may lead to the lands being rezoned.

The Peer Review has been undertaken within a tight timeframe, and whilst consideration has been given to the technical and supporting information, this review process has not had the opportunity to verify the accuracy and technical merit of the studies, given. A number of studies were also submitted shortly before the due date for this review and the end of the public exhibition process. It is however acknowledged that experienced and reputable consultants have been engaged to prepare the Master Plan and supporting studies.

Where possible the review has highlighted issues of concern or issues that may require further investigation and assessment if the proposal progresses to a formal rezoning process.

Overall Master Plan Review:

The Peer Review has not identified any significant issues that would suggest that the Master Plan cannot be considered by Council as a high-level development concept to guide its decision on whether to proceed to more detailed investigation and planning proposal (or like process) for the Wilton Junction site.

However, it is strongly recommended that any decision to endorse or support the process should be made on the basis that the Master Plan does not have any statutory role or value, and that it provides a conceptual development option for the area only. Delineation of specific urban area, infrastructure and environmental areas will require further investigation and assessment that may identify more suitable design and development options.

Any future rezoning process should be open to other development and design options, and should be based on the further investigation and study of the site in accordance with Council, NSW Planning and other Government Agency requirements.

The issue of mine subsidence and potential risks to the timing, extent, staging and viability for any further urban development in the locality are considered significant.

The relationship between the Wilton Junction area and any potential development is of significant importance given recent written advice from both NSW Government and BHP Billiton, and given the potential impact on the project's feasibility it is seen as a key recommendation from this review.

Key Review Recommendations:

1. *That the Master Plan and supporting studies provide a suitable level of detail, analysis and merit to progress the consideration of Wilton Junction to a formal statutory investigation and assessment process should Council resolve to proceed to that stage.*
2. *Should Council seek to proceed with the proposal, it is recommended that further discussion with relevant agencies and BHP Billiton occur as matter of priority. Further analysis of the implications, options and feasibility of the Wilton Junction proposal proceeding in conjunction with the mining of the Bulli Coal Seam is considered critical and should be undertaken prior to any further detailed planning for the site.*
3. *That issues raised, and recommendations contained within this peer review, are considered in the context of any future analysis and study of the site should the project proceed to a rezoning process. A summary of the recommendations by theme are provided in the following attachment to the Executive Summary.*



Peer Review of Wilton Junction Master Plan 2012



Additional Report Recommendations

Study Area

Recommendations (Study Area, refer p.16)

Subject to Council proceeding with the project, any additional lands considered for inclusion in a rezoning proposal should be assessed having regards to the following:

- ✓ Being contiguous with the overall site Master Plan;
- ✓ Not placing unreasonable demands on infrastructure and servicing costs;
- ✓ Being able to be included without impacting on the viability and logical staging of any future development;
- ✓ Consideration of any land providing a transition interface with surrounding rural or environmental lands;
- ✓ Potential to provide alternative and/or improved layout and overall site connectivity; and
- ✓ Enabling the potential development or re-development within the existing village of Wilton to improve residential amenity, integration and compatibility with any future surrounding development.

Existing Zonings

Recommendations (Existing Zonings, refer p.18)

- ✓ Any potential rezoning, based on more detailed study of the area, would enable careful consideration of appropriate zones that may provide more effective land use management and protection of environmental areas, infrastructure and transport corridors and the like; and
- ✓ The option to provide zonings such as transitional, natural waterways, infrastructure and other zones should be investigated to provide ongoing protection of infrastructure and environment areas, in addition to potential for managing transition to surrounding rural, and the future development potential around the current study area.

Strategic Context:

Recommendations (Strategic Context, refer p.19)

- ✓ The proposal should address the key principles contained within the strategic policy documents that are relevant to the site (it may also be useful to address Sydney-Canberra Corridor Strategy given proximity and synergies); and
- ✓ It be acknowledged that a legislative requirement of any planning proposal, or like process, would necessitate the consideration of applicable State and Local strategies, and as such any proposal (even at Master Plan stage) should consider the relevant principles of those strategies to enable future inclusion and to examine the potential consequences of non-compliance with the broader strategic context, the consequences of that non-compliance and any scope for innovation and change.

Vision:

Recommendations (Vision refer p.20)

- ✓ Targeted community input be sought to further develop and define the "vision and principles".

Demographic Profile:

Recommendations (Demography, refer p.21)

- ✓ Detailed future demographic analysis should also account for any future demand pressures that may arise if Wilton Junction takes on a role as a sub-regional centre;
- ✓ Demographic analysis of the impact of ageing, and changes to socio-economic or cultural characteristics should be undertaken, particularly given implications for planning for infrastructure, services and possible demand for a range of dwelling types; and
- ✓ Projections should also address the context of broader market demand and/or growth patterns and socio-economic profiles in the region, South-west Sydney, as well as in a broader Sydney, NSW or Australian context.



Peer Review of Wilton Junction Master Plan 2012

**Topography:****Recommendations (Topography, refer p.22)**

- ✓ More detailed geotechnical analysis be undertaken, in liaison with the relevant agencies, mining companies and Council, to ensure that any identified development areas and design parameters for housing and infrastructure are appropriate to manage impacts from future mine subsidence and other geotechnical risks;
- ✓ Further analysis be undertaken on the suitability of the proposed lakes and on-site water recycling facilities, in addition to other aspects of site hydrology to ensure that water quality is managed to minimize impacts on the adjacent waterways and environment. This should also assess any issues with high-flow/storm events, and issues with management of sediment, chemical and nutrient build up during low flow (drought) periods; and
- ✓ Suitable zones be adopted that provide for appropriate levels of protection for ridges, waterways and other natural features (rather than simply applying rural or residential zones).

Environment:**Recommendations (Environmental, refer p.23)**

- ✓ Further detailed studies should be required to address the environmental attributes of the study area and the delineation of the urban footprint being established;
- ✓ The identification of "key" vegetation areas should also include potential grassland environments and their role as both habitat and foraging areas for fauna species in the area;
- ✓ Studies should be scoped in consultation with, and to meet the requirements of relevant agencies;
- ✓ Considerations of all applicable legislation and identified threatened species should be embodied in any study;
- ✓ Studies should consider in more detail the ongoing management and potential ownership and zoning of any environmental protection areas; and
- ✓ The broader landscape context and site linkages (e.g. environmental and catchment/waterway corridors) should be considered.

Site Contamination:**Recommendations (Site Contamination, refer p.25)**

- ✓ Further detailed studies should be required to address potential contamination within the study area (e.g. cattle dip sites and farm chemical storage, fuel and chemical storage at Wilton Aerodrome); and
- ✓ These studies should be scoped in consultation with, and to meet the requirements of relevant agencies.

Mine Subsidence:**Recommendations (Mine Subsidence, refer p.26)**

- ✓ As a matter of priority, discussion with relevant agencies and BHP Billiton be undertaken to identify issues and risks, as well as options to progress the Wilton Junction proposal;
- ✓ Further detailed studies should be required to provide an analysis of the implications (including cost), options and feasibility of the Wilton Junction proposal proceeding in conjunction with the mining of the Bulli Coal Seam; and
- ✓ Any studies should be scoped in consultation with, and to meet the requirements of, relevant agencies.

Cultural Heritage:**Recommendations (Cultural Heritage, refer p.27)**

- ✓ Further detailed site survey, research and studies will be required to ensure that any items or sites of cultural or heritage value are documented, researched and protected, if warranted;
- ✓ Work on the site would be required to comply with relevant legislation;
- ✓ Any studies should be scoped in consultation with, and to meet the requirements of relevant agencies; and
- ✓ Options for the future access to and management of sites should be confirmed with the relevant agencies and with relevant stakeholders.

Noise Impacts**Recommendations (Noise Impacts, refer p.28)**

- ✓ Further detailed site survey, research and studies will be required to ensure that potential noise conflicts are managed appropriately;
- ✓ Any subsequent version of the master Plan highlight potential buffer areas and design options;
- ✓ That smart design be preferred to hard engineering solutions to manage potential noise conflicts; and
- ✓ Any studies should be scoped in consultation with, and to meet the requirements of relevant agencies.



Peer Review of Wilton Junction Master Plan 2012



Gas Pipeline:

Recommendations (Gas Pipeline, refer p.29)

- ✓ Any potential zoning and landuse or design parameters be considered in the context of potential required setbacks from the pipeline and other requirements, including Australian Standards, *SEPP - Industry* requirements; and
- ✓ Relevant agencies and services providers (at present APA Group is owner operator) be formally consulted to determine any specific requirements.

Economic Analysis:

Recommendations (Economic Analysis, refer p.30)

More detailed economic analysis should address:

- ✓ Longer term market assessment - e.g. trends both regionally and broader NSW, Australian and international trends to more compact urban form and trends away from some traditional housing choices (linkages with changes in market demand from immigration and change in household characteristics);
- ✓ Development and infrastructure staging contingencies (risk management and financial sustainability) and the impact on the viability of the overall project and investment and delivery of retail, commercial and other enterprise developments (note: this may be more significant if staging and delivery is impacted on due to mine subsidence issues or other local or global market conditions).
- ✓ The impact of commercial, retail and other employment generating development on the economic viability and diversity in surrounding towns and villages, in particular Picton town;
- ✓ The potential changes in scale and catchment if Wilton Junction was to develop over time into a sub-regional market centre (particularly relevance to health, education and service sector employment base and land requirements);
- ✓ The synergies with any surrounding markets to build on any competitive or market advantages;
- ✓ The potential to improve the existing village centre at Wilton;
- ✓ Identification of any unique "character" or "locational" factors that may drive certain types of commercial or retail development investment and activity, particularly in relation to the sites unique connections between the Southern Highlands and South-west Sydney, and placement in the Sydney-Canberra-Melbourne corridor; and
- ✓ A comprehensive local economic development and implementation strategy be developed in partnership between Council, site developers, industry groups, Government and other stakeholders.

Social Infrastructure:

Recommendations (Social Infrastructure, refer p.32)

More detailed analysis should address:

- ✓ Benchmark size scale and location parameters adopted by the Master Plan, or provide a basis for this information to be adopted to ensure accountability and transparency, and appropriate service levels;
- ✓ Incorporate emerging best practice in terms of access, engagement, location and design, multi-use of facilities, joint venture and other models to ensure service levels;
- ✓ Incorporate social infrastructure and open space into Town Centre to increase sense of community, improve sustainability of Town Centre and transport linkages and healthy living (e.g. Healthy Spaces and Places Guidelines etc);
- ✓ Highlight options for provision of infrastructure under and future Planning Agreement or s94 Plan;
- ✓ Ensure that the design of the town centre includes freely accessible community social and recreational open space as a focus, aside from solely commercially based attractors and focal points; and
- ✓ Investigate the location and type of open space that can be accessed within reasonable (10 minutes or less) walking time for residents, to ensure that it includes a range of open space options not just passive open space or restricted access/ privately operated recreational opportunities.

Transport (Incl. Roads):

Recommendations (Transport, refer p.34)

- ✓ More detailed assessment be undertaken to determine if overall design and internal road layout is appropriate and functional;
- ✓ Specific issues raised in relation to transport in this peer review be considered in the any future analysis and studies;
- ✓ Viability and impact studies of the proposed two cross town/Hume Highway linkages be undertaken, including the design and life of the northern Hume overpass, and the appropriateness of reliance on Picton road as a major town link road given the need to maintain use for significant heavy vehicle use and free flow/high speed road design;



Peer Review of Wilton Junction Master Plan 2012



- ✓ Consideration of impacts and capacity of other linkages such as Appin Road, Douglas Park Drive and Wilton Road;
- ✓ The design should also seek to deliver non-commercial activities into the town centre to increase public transport viability in the centre; and
- ✓ Further consideration of the impact of transport corridors is undertaken including Hume Highway, Maldon Rail, and any potential High-speed rail corridor.

Infrastructure:

Recommendations (Infrastructure, refer p.38)

- ✓ Any further studies and modeling relating to water, sewer and stormwater be undertaken in a more integrated systems approach;
- ✓ Detailed costing be deferred until more information is available on the design and yields, as well as implications of mining subsidence;
- ✓ More careful consideration and integration of the site in terms of its place in the broader catchment and the interface with water courses needs to be had;
- ✓ Formal agency engagement is required, including Sydney Water and the Sydney catchment Authority;
- ✓ Issues relating to the on-site lake storage, including impacts on any environmental role for lakes, and issues with overflow and concentration of nutrients, chemicals etc. in low flow periods needs to be more fully investigated;
- ✓ The need to establish a transparent and accountable process for the provision and funding of infrastructure to ensure timely and adequate levels of service;
- ✓ Recognise the need to include existing residents in demand and supply of new infrastructure; and
- ✓ The need to have a robust and accountable approach to the preparation of any Voluntary Planning Agreements or Development Contribution Plans for the area.



Peer Review of Willon Junction Master Plan 2012



Table of Contents

Executive Summary & Key Recommendations	3
Additional Report Recommendations	4
Table of Contents	8
Introduction	9
Peer Review Consultant Details	11
Peer Review Scope & Considerations	12
Master Plan Review By Components	15
Study Area	16
Current Zoning	18
Strategic Context	19
Vision & Principles	20
Demographic Profile	21
Topography	22
Environment	23
Site Contamination	25
Mine Subsidence	26
Cultural Heritage	27
Noise Impacts	28
Gas Pipeline	29
Economic and Population Analysis	30
Social Infrastructure (Incl. Open Space)	32
Transport (Incl. Roads)	34
Infrastructure (Incl. Funding & Delivery)	38
Summary of Findings & Recommendations	41
Supplementary Issues	42
Consultation on Master Plan	42
Summary of Findings & Risk Assessment	43
Overall Recommendations	44
Summary of Recommendations by Theme	45



Peer Review of Wilton Junction Master Plan 2012



Introduction

The Wilton Junction Master Plan (Exhibition Version draft as of September 2012) has been prepared by consultants Connor Homes on behalf of a landholder consortium comprising four major landholders in the Wilton locality, nominated in the Master Plan as the "Wilton Landholders Rezoning Group", and comprising:

- Bradcorp P/L (Bingara West)
- Walker Corporation (lands south of Picton Road)
- Land Lease (Bingara Gorge); and
- Governors Hill (lands adjacent to and comprising the Wilton Aerodrome)

The Master Plan also covers lands outside these holdings that have been considered in the context of potential urban and associated settlement in the Wilton locality, referred to under the plan as "Wilton Junction". As part of the process a number of supporting studies have also been prepared on behalf of the "Wilton Landholders Rezoning Group".

The Master Plan that has been drafted by the consultants has been prepared as a "high-level" master plan to enable Council, the community and other stakeholders, including the NSW State Government, to determine whether or not to proceed to the detailed planning and investigations stages.

To provide a reference to the lands currently covered by the plan, and to assist in referring to issues raised in this report, the "High-level Master Plan" map (as exhibited) has been reproduced with the permission of Conner Holmes, and is included as Figure 1.

This Peer Review of the Master Plan (and associated studies) has been requested by Wollondilly Council to provide independent consideration and advice on the Plan and submissions received during the public exhibition of the Master Plan in November 2012.

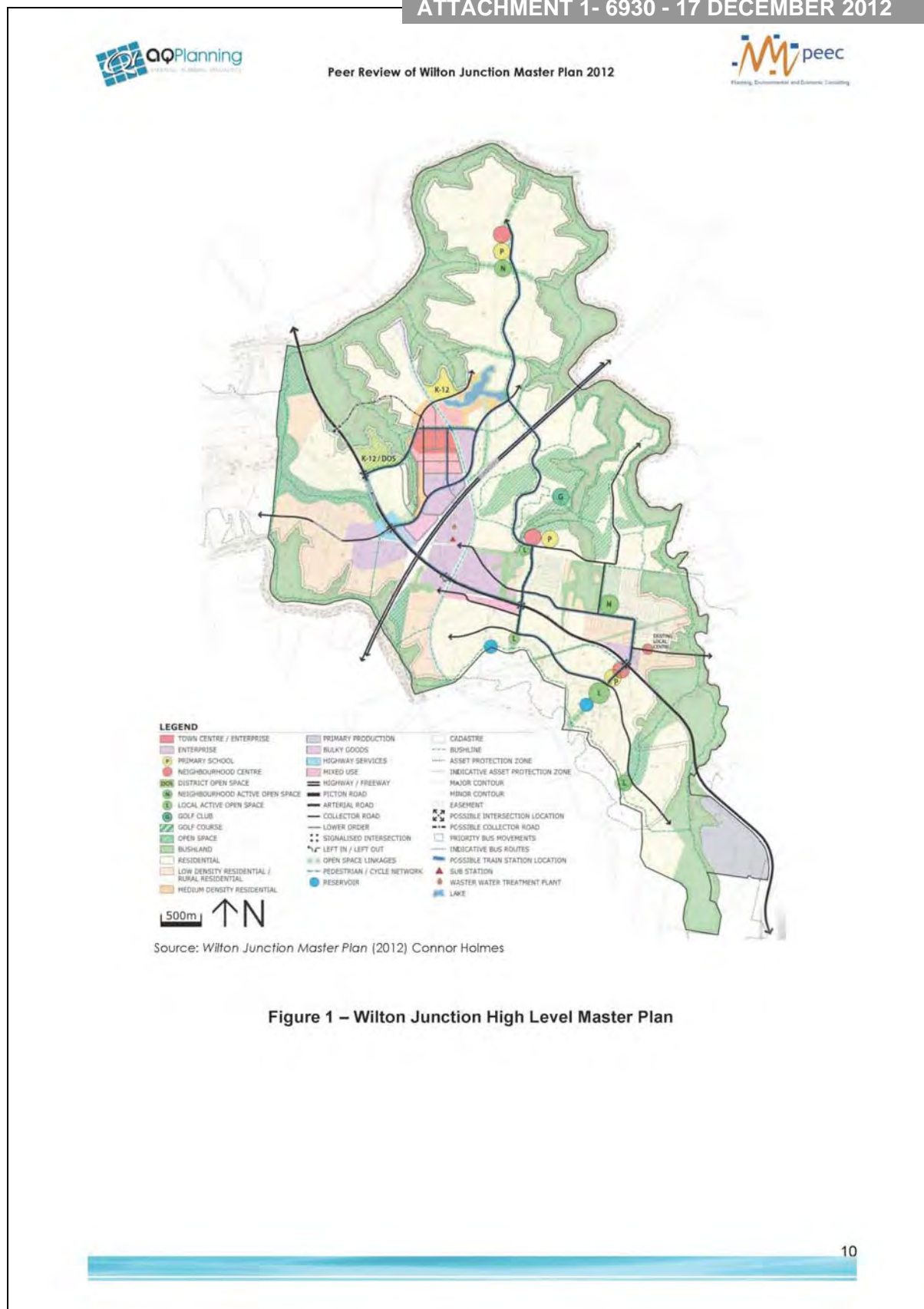
The function of the Peer review is not to "approve" the plan, but rather consider and comment on matters such as:

- the Master Plan process and content of the plan;
- whether the plan and associated background studies provide the level of information that would reasonably be expected by approval authorities to be provided at this conceptual stage in the planning process (noting where this process has moved beyond simply a Master Plan to now embodying supporting studies and more refined development detail);
- any omissions within the Master Plan, studies or key issues not addressed or requiring further information; and
- issues raised in submissions received during the public exhibition in November 2012.

As part of this process, recommendations are made to assist Wollondilly Council in its consideration of the Master Plan, background studies, and submissions, together with the future development of the project, if it proceeds.

It should also be acknowledged that whilst this review may proffer some alternative views and ideas, as well as other issues relating to the proposal, it does not necessarily indicate that the project is flawed and should not proceed if supported by both Local and State government.

It is the role of a high-level Master Plan to provide direction and sufficient background information as a basis for discussion and consideration of the merits of the project. Thus enabling a decision to be reached on whether to proceed beyond a planning concept to rezoning and subsequent development stages.



Planning & Economy



Peer Review of Willton Junction Master Plan 2012



Peer Review Consultant Details

Both AQ Planning and PEEC have extensive technical expertise in urban release area planning, master-planning, project management, and Section 94 and planning agreement negotiation and preparation. Both Directors pride themselves on their quality of service and the independence that they are able to provide to local government.

PEEC Director, Mr Matt Lawrence, has in excess of 20 years working in the local government sector providing extensive experience. This has included roles such as policy advisor with the Australian Local Government Association, and a broad range of management and senior roles in land-use, economic and corporate planning with ACT Government and metropolitan and regional Councils in NSW (Ballina, Wyong, Hornsby and Yass Valley).

Matt has a background in economics and town planning and has a strong interest and extensive experience in strategic planning and section 94 planning, including representing local government on NSW s94 legislation reviews. He also has a passion for integrated strategic planning and achieving positive outcomes through well developed and implemented planning schemes and well planned developments. He has prepared and implemented numerous studies, strategies and planning schemes across NSW and the ACT. Matt also has extensive experience in liaison and consultation with all levels of government and wide range of stakeholders and developers.

Matt has also represented local government at a State and Federal level to Ministers and other forums, such as COAG Sub-Committees, NSW Inquiries and National Panels, including the Environmental and Health Standing Committee, Joint Planning and Building Committee to Review the Building Code of Australia, and COAG Planning Officials Group.

AQ Planning Director, Glenn Allen, has over twenty years experience in town planning throughout NSW and the ACT, with extensive experience in Sydney, Central Coast, Hunter Valley, Canberra, and the Murrumbidgee. Glenn has practiced with seven local councils, State Government agencies, including the NSW Department of Housing, NSW Department of Planning, and the ACT Land Development Agency, as well as in private practice.

Glenn specialises in strategic planning, project management and policy preparation for local government including the delivery of urban release areas, local environmental studies, local environmental plans, development control plans, S94 plans, planning agreements, and residential, employment lands, commercial, retail and rural lands strategies.

He has considerable expertise in urban release area planning having been employed as a senior strategic planner or project manager for major urban release areas such as the former ADI Site St Marys, Penrith Lakes, Glenmore Park Expansion Area, Googong NewTown, and South Jerrabomberra release area.

Planning & Economy



Peer Review of Wilton Junction Master Plan 2012



Peer Review Scope & Considerations

This Peer Review has been undertaken with the underlying assumption that the publicly exhibited Master Plan is a high level conceptual document that at this preliminary stage will have no statutory or legislative role, but will amongst other things:

- Provide a basis for preliminary community and stakeholder discussion and consultation;
- Outline to both Wollondilly Council and NSW Government an indication of potential urban development capacity and suitability and impacts (including basic cost implications);
- Provide a basis for consideration of the merits for progressing the investigation and assessment process;
- Assist in solidifying options for future consideration; and
- Identify key issues, including community support and concerns, with more intensive urban settlement at Wilton;

The Master Plan generally provides a high level overview of site characteristics and potential development scenarios, along with an overview of the matters including infrastructure, social, economic, cultural and environmental and policy context that relate to the site.

The Master Plan process has now, however, developed beyond what may often be expected for such a high level concept-planning document. Whilst the draft Master Plan was prepared in September 2012, the level of detail has now been supplemented by a number of much more detailed "supporting studies" including:

- Wilton Junction Public Transport Strategy (Cardno)
- Wilton Junction Population & Employment Need (MacroPlan Dimasi)
- Wilton Junction – A New Town Water Master Plan (MWH)
- Proposed Wilton New Town Development – Environmental Impact of Wastewater Release into the Nepean River (Cardno)
- Wilton Junction – Social Infrastructure Background Investigations Report (Elton Consulting)
- Wilton New Town – Sewerage Overview (CH2MHILL)
- Traffic Review of Proposed Wilton Junction Development (Colston Budd Hunt & Kafes P/L)
- Wilton Junction – Preliminary Employment Delivery Strategy (Elton Consulting)
- **NOTE:** Additional infrastructure analysis and costing has been undertaken but not benchmarked or reviewed independently at this stage.

These supporting studies provide much more detailed assessment and information than that which is usually provided at the initial investigation stage. They do however assist in outlining the opportunities and limitations of the site, together with supporting potential development scenarios and associated infrastructure and servicing options.

There is some inherent risk that must be noted where a high level Master Plan is drafted, and subsequently more detailed supporting studies are then prepared in response to the Master Plan, rather than guiding its preparation. In this regard the authors have discussed the relationship of the high-level Master Plan and supporting studies with lead consultants and have been advised that in this case there has been a level of communication throughout the process. It is our understanding that this has occurred between the lead consultants and those sub-consultants preparing the supporting studies, in addition to the respective landholders and Council, and initial Government agency involvement.

This would indicate that the studies should adequately reflect the content and directions in the Master Plan. This Peer review seeks to confirm that this is the case, as well as identify issues and gaps where possible.

It should also be noted that whilst there has been some agency input to date, this does not reflect that which would be required under legislative process, and does not ensure that the level and extent of study detail, and assessment provided, is satisfactory or indeed relevant to agency requirements.

Where possible this review also attempts to highlight some of the matters that may need further investigation and consideration should the proposal proceed further.

This Peer Review has approached the Master Plan systematically, reviewing each section of the Master Plan as they have been presented. This will enable consideration of this report against the content of the Master Plan in a logical context. Where there has also been additional supporting studies available to review they have been included in the appropriate section with commentary.

Should the proposal proceed, it is recommended that particular consideration be given to the following sections throughout this report:

- Additional issues and data gaps identified; and
- Recommendations.

The report also provides an assessment, by section, of the adequacy of the Master Plan components, with the following table outlining the review path that has been adopted and utilised.



Peer Review of Willon Junction Master Plan 2012



Review by Master Plan Theme	
Master Plan Review Scope	Process & Considerations
Relevance to Master Plan	Does the master plan reflect study data or what may be reasonably expected for this higher level planning process.
Qualitative and Quantitative Review	Does the study & master plan adequately identify and quantify relevant issues Comment on: Quality of study/data Relationship to proposal
Additional issues and Data Gaps Identified	Through this peer review identify: Issues & data or study gaps; and Further investigation required.
Consultation Issues	Comment on relevance (if any) of any issues raised.
Broader Impact & Context	Broader Impact Assessment & Context e.g. relationship to local area, region etc.
Peer Review Outcome	Comment on whether the Master Plan is adequate or suggested amendments or information to achieve appropriate standard.
Recommendations	Subject to Council, NSW Government and Landowner decision paths recommend future process and considerations.

Planning & Economy



Peer Review of Willon Junction Master Plan 2012



Planning & Economy



Peer Review of Willon Junction Master Plan 2012



Master Plan Review By Components



Peer Review of Wilton Junction Master Plan 2012



Study Area

Master Plan Relevance

The study area, whilst perhaps not the final incarnation of all lands that may be included in a rezoning, is considered appropriate to a Master Plan of this nature. It identifies the relationships between the key landholders and the potential for a logical and contiguous development of the land around Wilton and the junction of Picton Road and the Hume Highway.

Qualitative and Quantitative Review

The identification of the study area has been driven to some extent by four of the main landholders in the area. The natural features, such as the Allens Creek Gorge and Nepean River, also provide a definitive natural boundary to part of the study area.

The suitability for development and boundary delineation of the area will however require further detailed assessment of issues including those that have been raised in the Master Plan, and exhibition process, such as the reasons for specific study boundaries, and the lack of inclusion of the entire Wilton Township.

Additional Issues and Data Gaps Identified

As will be discussed in more detail, the level of information available at this stage is such that definitive boundaries for rezoning cannot be identified, and the major driver for the identification of the study area has been land held by the four major landholders that have commissioned the preparation of the Master Plan.

Other land that may be included for consideration is primarily be located to the southern side of the study area given the topographical and geological features of the current study area boundaries.

The current status, or planning phase, of other projects such as the Maldon-Dombarton rail line, the High Speed Rail link, as well as potential for changes to road reserves for the Hume Highway and Picton Road, will also need to be considered in any future planning and site identification. Although not active at present master planning will need to ensure appropriate buffers etc. the rail line based on it being activated in the future.

The need for more detailed investigation of the study area (environmental, infrastructure, transport etc.) may require reconsideration of elements of the potential development footprint, boundaries, buffers linkages and the like. This may in turn require alternative land development patterns or densities, or

indeed additional lands to provide a sustainable yield and/or critical mass for other services and infrastructure.

Consultation Issues

Community consultation to date has highlighted the potential for other landholders wishing to either be considered as part of any rezoning proposal, or alternatively landholders who may not wish to see the project proceed (or modified from the Master Plan).

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.

Broader Impact & Context

The identification of the study area in the current Master Plan does not prevent the consideration by Council or the State Government of any alternatives. However the detailed content and direction of the supporting studies, in addition to the Master Plan do create some level of expectation and potential to "lock into" a development scenario where other alternatives may exist.

The issue of the Wilton Junction area also having some future sub-regional role, and the request for additional lands to be included in the study area, impact on the need to have a broader study area for investigation and subsequent consideration of land required for infrastructure, corridor reserves and the like.

This could also be the case if additional lands are considered and added to the study area.

Peer Review Outcome (Study Area)

At this stage the Peer review does not raise any major issues with the study area but notes that future consideration of additional lands and/or changes to the proposed development footprint may be warranted.



Peer Review of Wilton Junction Master Plan 2012



Recommendations (Study Area)

Should the Council resolve to support the project proceeding, then that support should be qualified by further examination, and any additional lands considered for inclusion in a rezoning proposal should be assessed having regards to the following:

- ✓ Being contiguous with the overall site Master Plan;
- ✓ Not placing unreasonable demands on infrastructure and servicing costs;
- ✓ Being able to be included without impacting on the viability and logical staging of any future development;
- ✓ Consideration of any land providing a transition interface with surrounding rural or environmental lands;
- ✓ Potential to provide alternative and/or improved layout and overall site connectivity; and
- ✓ Enabling the potential development or re-development within the existing village of Wilton to improve residential amenity, integration and compatibility with any future surrounding development.





Peer Review of Wilton Junction Master Plan 2012



Current Zoning

Master Plan Relevance

The current zoning has been appropriately reflected in the Master Plan.

The majority of the study area is currently typified by:

- RU2 Rural Landscape;

However there are also other zonings throughout the site including:

- RU4 Rural Small Holdings
- R2 Low Density Residential
- B4 Mixed Use
- IN2 Light Industrial
- SP2 Infrastructure
- RE1 Public Recreation
- E2 Environmental Conservation

Qualitative and Quantitative Review

No issues identified with current zoning identification.

Additional Issues and Data Gaps Identified

The key issues to be addressed would include:

- How to adequately integrate the existing R2 Low Density Residential zoned lands into the overall Master Plan and how this are may change when additional services and infrastructure are identified for Wilton;
- How to manage the future interface between adjoining rural and environmental areas if the area is developed for intensive urban purposes; and
- The Urban release area provisions of the current LEP relating to satisfactory provisions of services currently only relate to part of the proposed development area and the LEP will require amendment to any release area map at rezoning stage.

Consultation Issues

Initial community consultation issues surrounding current and potential zoning have included:

- Potential misunderstanding of the impact of any rezoning process on land use and what is currently permitted under current zoning (e.g if rezoning occurs people will be "forced" to sell their land or will not be able to undertake current land uses such as rural living and keeping animals etc.)
- Timeframe for any rezoning and lag-times to development (stages of development)
- Concerns regarding the impacts of rezoning the current rural zones for urban purposes impacts upon the surrounding area (detract from rural nature of Wollondilly).

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.

Broader Impact & Context

The current zonings are consistent with a village and surrounding rural area that is being considered for transition to urban land uses.

Peer Review Outcome (Existing Zonings)

The Master Plan is considered appropriate in respect to its consideration and detailing of existing zonings.

Recommendations (Existing Zonings)

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ Any potential rezoning, based on more detailed study of the area, would enable careful consideration of appropriate zones that may provide more effective land use management and protection of environmental areas, infrastructure and transport corridors and the like; and
- ✓ The option to provide zonings such as transitional, natural waterways, infrastructure and other zones should be investigated to provide ongoing protection of infrastructure and environment areas, in addition to potential for managing transition to surrounding rural, and the future development potential around the current study area.



Peer Review of Wilton Junction Master Plan 2012



Strategic Context

Master Plan Relevance

The Master Plan identifies a number of strategic and policy documents that are relevant to Wollondilly LGA or the South-west region of Sydney. These include:

NSW Strategic Documents

- NSW 2021 State Plan
- Metropolitan Plan for Sydney 2036
- South-west Sub-Region Draft Sub-regional Strategy
- Sydney Over the Next 20 Years – A discussion Paper (2012)

Wollondilly Strategic Documents

- Wollondilly Community Strategic Plan 2030 (2010)
- Wollondilly Growth Management Strategy (2011)
- Wollondilly Shire Local Issues Paper (March 2012)
- Wollondilly Contributions Plan (2011)
- Community Strategic 2030 (2008)

The Plan summarises these documents, however makes the point that this is only a "contextual reference" and that the strategies do not "directly apply" to any development that may apply at Wilton Junction since Wilton Junction was not a factor at the time of their preparation".

It is considered appropriate that any Master Plan should address the strategic policy context in which it is being prepared, not just reference the documents.

Qualitative and Quantitative Review

The key issue identified through this Peer Review is the assumption that the Master Plan only needs to reference the strategic policy environment in a contextual sense.

Whilst it is acknowledged that Wilton Junction as a proposal did not exist at the time these policies were drafted, it is considered a weakness of the Master Plan that it is not able to address whether or not the proposal would be consistent or otherwise with the key principles of planning for the local area, sub-region or State.

Addressing these key principles and objectives would assist in the assessment of the suitability and quality of the proposal as it now stands in the Master Plan, by providing benchmarking criteria and relevant considerations to apply in the assessment process.

Additional Issues and Data Gaps Identified

Issues identified above.

It may also be appropriate to consider the proposal in the context of the Sydney-Canberra Corridor Strategy. Whilst not directly applicable, it does provide context due to proximity, and may identify

any future role in the corridor would provide opportunities and synergies for the development of Wilton Junction.

Consultation Issues

No specific community consultation issues relating to the consideration of strategic policy, however it would be an issue to address particularly through any future agency consultation.

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.

Broader Impact & Context

The need for any proposal to address State and Local strategic policy, in particular the key principles that would guide appropriate and quality development for Wollondilly and the broader Region, is seen as imperative in the future progression of the proposal.

Whilst the Strategies do not directly refer to Wilton Junction, they do reflect planning imperatives and community and other stakeholder considerations that have been adopted by both NSW Government and Wollondilly Council.

Such strategies identify sound planning principles and community, agency and other stakeholder expectations for the future. The Master Plan should have a preliminary assessment against these principles if the project proceeds.

Peer Review Outcome (Strategic Context)

The review highlights this area of the Master Plan as being potentially insufficient as the strategies are not addressed beyond simply being referenced, however notes that any proposal should be considered in more detail if the project progresses.

Recommendations (Strategic Context)

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ The proposal should address the key principles contained within the strategic policy documents that are relevant to the site (useful to address Sydney-Canberra Corridor Strategy); and
- ✓ It be acknowledged that a legislative requirement of any planning proposal, or like process, would necessitate the consideration of applicable State and Local strategies, and as such any proposal should consider the relevant principles of those strategies to enable future inclusion and to examine the potential consequences of non-compliance with the broader strategic context, the consequences of that non-compliance and any scope for innovation and change.



Peer Review of Wilton Junction Master Plan 2012



Vision & Principles

Master Plan Relevance

The “vision and principles” for a new town that have been embodied within the Master Plan are relevant to a high level planning process, however in this case they could be then tested against the further studies that have been commissioned by the landholders, and targeted community input sought to further define the “vision and principles”.

Qualitative and Quantitative Review

Both the Vision and Principles would benefit from some connection with the higher level strategic context and principles that apply at both a State and Local context, otherwise the Master Plan runs the risk of being developed in isolation.

Additionally, the vision and principles should reflect community aspirations and some of the reasoning behind the current NSW Government process to seek identification of potential future residential sites outside the current strategic frameworks.

Additional Issues and Data Gaps Identified

Consideration needs to be given to how the Vision and Principles align (or do not align) with those at a local and State level including adopted strategies and the State Government’s Priority Homesites Program.

Consultation Issues

We are not aware of any specific community consultation issues relating to the vision or principles included in the Plan.

Broader Impact & Context (Vision & Principles)

The vision and principles should be developed to reflect a broader regional and State context, and community aspirations if the proposal proceeds.

Peer Review Outcome (Vision & Principles)

No significant issues are raised with the currently proposed vision and principles, given their high level nature, although refinement is recommended having regard to community, State and government expectations. They represent aspirations of a development of this nature, and will be further developed if the process continues.

Recommendations

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ Targeted community input be sought to further develop and define the “vision and principles”.





Peer Review of Wilton Junction Master Plan 2012



Demographic Profile

Master Plan Relevance

The demographic information provided in the Master Plan provides a sound overview of the existing population and projections and household type for a possible future population if the locality is developed as per the expected yields and housing types identified in the Plan.

Qualitative and Quantitative Review

The key issue identified with the demographic data is the lack of comparison to other new development areas in the South-west region of Sydney. This may give a more appropriate basis for estimating population structure and likely housing demand (by number and type and socio-economic character).

Additional Issues and Data Gaps Identified

The inclusion of comparative data for areas such as Camden, Campbelltown and other south-west new development areas would improve the quality and reliability of the demographic and population projection data.

Consideration of the impact of an ageing population upon the projected household type would also be warranted.

The likely cultural and socio-economic background has not been discussed in any detail (either in this or the social infrastructure section) and these characteristics may have a significant impact on social and community infrastructure, community engagement and demand for a range of housing styles.

Consultation Issues

The main issue raised during community consultation relates to the potential for social disconnect and differences in the socio-economic characteristics of the existing Wilton village and any future urban areas.

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.

Broader Impact & Context

The projections presently reflect a basic lot yield by occupancy rate approach, however they do not account for any future demand pressures that may arise if Wilton Junction takes on a role as a sub-regional centre.

The projections do not address the context of broader market demand and/or growth patterns in the region as well as in a broader Sydney, NSW or Australian context.

Peer Review Outcome (Demography)

Whilst there are significant data gaps in respect to the potential socio-economic and cultural characteristics of any future population, broader context of growth in the region, and competition with other development areas, the level of information is considered adequate for a "high-level" analysis.

Recommendations (Demography)

Subject to Council proceeding with the project Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ Detailed future demographic analysis should also account for any future demand pressures that may arise if Wilton Junction takes on a role as a sub-regional centre;
- ✓ Demographic analysis of the impact of ageing, and changes to socio-economic or cultural characteristics should be undertaken, particularly given implications for planning for infrastructure, services and possible demand for a range of dwelling types; and
- ✓ Projections should also address the context of broader market demand and/or growth patterns and socio-economic profiles in the region, South-west Sydney, as well as in a broader Sydney, NSW or Australian context.



Peer Review of Willon Junction Master Plan 2012



Topography

Master Plan Relevance

The topographical study provides a basic overview of the site characteristics, however the size and scaling of the topographical map contained in the document makes it difficult to discern variations across the site.

Qualitative and Quantitative Review

The topographical analysis is relatively basic identifying that a significant percentage of the site has slopes that are less than 10%. Whilst a geotechnical study was undertaken in 2000 over part of the site the extent of this study is not shown. The Plan only mentions this study however, and does not provide any detail on its findings or recommendations.

The discussion of fall over the site to waterways, gorges and other features raises issues with how these will be managed both during and post development. This is of particular relevance to environmental impacts such as sedimentation, water quality, weed invasion restoration and maintenance, controlled and uncontrolled public access, changes to surface and groundwater flows and storage.

Additional Issues and Data Gaps Identified

The need for a more complete and updated geotechnical study is a key issue for future development, particularly in light of the likely issues with mine subsidence (discussed further in following sections).

Consultation Issues

Mine subsidence and impact on the surrounding environment has been raised but dealt with in separate section.

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.

Broader Impact & Context

The key issues in terms of broader impacts of the development relate to the management of both:

- Development in a mine subsidence area and potential impacts on geotechnical stability; and
- Managing site hydrology and water quality given the overall natural hydrological features of the site, and the limiting the environmental impacts on the surrounding natural areas and waterways, including the Nepean River (including issues raised by SCA).

Peer Review Outcome (Topography)

The initial topographical analysis is considered adequate for a high-level Master Plan, notwithstanding the issues highlighted above.

Recommendations (Topography)

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ More detailed geotechnical analysis be undertaken, in liaison with the relevant agencies, mining companies and Council, to ensure that any identified development areas and design parameters for housing and infrastructure are appropriate to manage impacts from future mine subsidence and other geotechnical risks;
- ✓ Further analysis be undertaken on the suitability of the proposed lakes and on-site water recycling facilities, in addition to other aspects of site hydrology to ensure that water quality is managed to minimize impacts on the adjacent waterways and environment. This should also assess any issues with high-flow/storm events, and issues with management of sediment, chemical and nutrient build up during low flow (drought) periods; and
- ✓ Suitable zones be adopted that provide for appropriate levels of protection for ridges, waterways and other natural features (rather than simply applying rural or residential zones).



Peer Review of Wilton Junction Master Plan 2012



Environment

Master Plan Relevance

The bulk of the environmental assessment section within the plan details the agricultural suitability of the site, and identifies the land as relatively marginal agricultural land. This in turn is the basis for the proposed consideration of suitability of the land for other purposes such as urban development.

The Master Plan also summarises other environmental attributes such as flora, fauna and fish populations that may be impacted upon.

Bushfire and asset management is also noted as another consideration for future development.

These issues are all relevant to a Master Plan process, however in the absence of supporting studies the level of information is considered insufficient to make any detailed assumptions about the suitability of the site to determine a detailed design or layout.

Qualitative and Quantitative Review

Agriculture:

Whilst the Plan outlines the agricultural suitability of the site and provides comment that the majority of the land is Classes 3 and 4 (i.e. relatively marginal), no mapping is provided to consider the extent of each respective land class. Further, the Plan makes no real comment on the surrounding agricultural pursuits and any potential for conflict between future land uses.

It is also difficult to make any assumptions of current agricultural viability of the site where the majority of the site is likely being held for the purposes of future urban development.

Flora and Fauna:

The assessment and consideration of the flora and fauna attributes of the study area are cursory at this stage, and concerns are raised with the lack of detail available to make even a high level assessment of the site.

Whilst it is acknowledged that large parts of the site have been disturbed or subjected to farming or other land uses including the Wilton Aerodrome, the site requires a detailed flora and fauna study to ensure not only the suitability and footprint for any future development, but also how to manage the interface between development and natural areas, and impacts of any development on the environment.

A previous flora study (undertaken in 2006) over part of the site is quoted, noting that no plant species listed under the Threatened Species Conservation Act 1995 were found. The extent and level of the study is not detailed, nor is the potential for recovery

of vegetation including natural grasslands over the site detailed, or defined in mapping.

Any future study will also need to have regard to both NSW and Commonwealth legislation that applies.

It is understood the concept planning for future development appears to be based on identifying development areas that are typified by larger stands of significant trees and understory vegetation. Any future study will need to assess the role of any grassland or foraging areas, and the impact that development in these areas may have on fauna, regeneration, and also weed infestation of any flora/vegetation that is retained. The investigation should also include assessment of existing vegetation including any recovery of native grasslands and the like.

The ongoing management of both the interface between development, and environmental areas, in addition to the management and protection of identified environmental areas is of particular relevance to the site.

The Master Plan itself is based on a vision that includes "building on the exceptional environmental context of the site by integrating the surrounding gorges and bushland with an open space and pedestrian network that permeates the whole site". Whilst this vision recognises the environmental value of the locality it may create issues with unrestricted access, management and protection of these assets, including the Nepean River corridor. Increased access to some of these areas may lead to a decline in the quality and protection of the flora and fauna.

Comment has been made that these areas could be "managed" through a community title arrangement with internal assets and community education key to maintaining these environmental areas.

Fish & Aquatic Environment

Only a "preliminary assessment" is noted relating to potential impact on fish and aquatic environments. The Plan does not detail what form this assessment took nor how it was managed. This would be an area for future detailed study, particularly in relation to future management of proposed hydrology and artificial lakes, as well as the interface between the development and the Nepean River and other watercourses that are in the study area.

Additional Issues and Data Gaps Identified

Whilst the Master Plan is high level, the exact delineation of a design layout and development footprint may be premature given the lack of detail in the environmental assessment of the site for this proposal, including:



Peer Review of Willton Junction Master Plan 2012



- Flora and fauna issues not addressed in sufficient detail by either high level master plan or supporting studies at this stage;
- Indigenous, Cultural or European Heritage not addressed by supporting studies at this stage – master plan references only LEP and 1986 study; and
- Bushfire planning not addressed by high level master plan or supporting studies at this stage.

Consultation Issues

Community consultation raised issues relating to the environment, including:

- Potential conflicts between development and the rural and natural surrounds; and
- Impacts on environmental attributes, catchment and the rural and natural characteristics.

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.

Broader Impact & Context

The study area, whilst in some areas is impacted upon by past farming practices and current rural and urban development, still has potential for environmental, heritage and bushfire and asset protection areas. It also may have an important role in terms of catchment management, environmental corridors and preserving other environmental values.

Further detailed study of these potential development constraints, and protection opportunities, should be finalised before further detailed design and infrastructure planning is undertaken, including the studies now driving the future urban form and function.

The study area is also a key site in terms of connectivity and maintaining key environmental corridors around the Nepean River and Allens Creek Gorge, in addition to localised habitat areas.

Peer Review Outcome (Environment)

The consideration given to potential environmental issues and implications on the study area in the Master Plan is only very preliminary at this stage. This is particularly relevant given the context of the site with surrounding Nepean River and Allens Creek Gorge corridors.

The Master Plan conceptual layout also appears to rely on visible identification of "key" vegetation areas, and may be limited in terms of impacts on grassland environments and their role as both habitat and foraging areas for fauna species in the area.

Any reliance on "community control and management" of key river and environmental corridors through a community title based program of community trust funds, education and management may also need more detailed consideration.

This could be an issue in terms of the scale and nature of the environmental assets that are required to be managed, particularly areas adjoining the Nepean River.

This model may also ignore key partnerships and requirements of Government Agencies, as well as the potential for utilising successful existing partnerships with bodies such as Landcare and Rivercare to ensure independence and third party monitoring.

Recommendations (Environmental)

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ Further detailed studies should be required to address the environmental attributes of the study area and the delineation of the urban footprint being established;
- ✓ The identification of "key" vegetation areas should also include potential grassland environments and their role as both habitat and foraging areas for fauna species in the area;
- ✓ Studies should be scoped in consultation with, and to meet the requirements of relevant agencies;
- ✓ Considerations of all applicable legislation and identified threatened species should be embodied in any study;
- ✓ Studies should consider in more detail the ongoing management and potential ownership, access and management and zoning of any environmental protection areas; and
- ✓ The broader landscape context and site linkages (e.g. environmental and waterway corridors/catchments) should be considered.



Peer Review of Wilton Junction Master Plan 2012



Site Contamination

Master Plan Relevance

The Master Plan notes some of the previous land uses such as rural (predominantly grazing) and residential (Wilton), as well as identifying potential risks relating the previous use of part of the site for testing explosives (not identifying which area of the site is affected). The Plan discounts the risk of contamination or unexploded ordinance through previous site searches and advice from the Department of Defence.

The plan correctly identifies a process if unexploded ordinance is found.

Qualitative and Quantitative Review

The Master Plan does not go into any detail on any other potential risk of contamination that may arise over the site in relation to previous or current uses, nor does it deal with potential for site contamination with any future development of the site. This will be required at rezoning stage.

Additional Issues and Data Gaps Identified

Noted gaps in potential contamination over the site include:

- Potential for cattle dip sites or chemical storage related to previous agricultural uses on the site;
- Storage of aviation fuel or other chemicals associated with the current Wilton Aerodrome operations; and
- Any issues with the current on-site effluent disposal for Wilton township and how and development may improve this situation.

Consultation Issues

No relevant issues were raised during community consultation to date that we are aware of.

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.

Broader Impact & Context

No issues are raised at this time.

Peer Review Outcome (Site Contamination)

Whilst there are potential gaps in the assessment of site contamination at this stage, it should not impact significantly on the overall Master Plan, and such assessment will be required at further planning and rezoning stages.

Recommendations (Site Contamination)

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ Further detailed studies should be required to address potential contamination within the study area (e.g. cattle dip sites and farm chemical storage, fuel and chemical storage at Wilton Aerodrome); and
- ✓ These studies should be scoped in consultation with, and to meet the requirements of relevant agencies.



Peer Review of Wilton Junction Master Plan 2012



Mine Subsidence

Master Plan Relevance

The Master Plan notes that the study area is within the Wilton Mine Subsidence District and that coal mining is occurring in the general area. The Master Plan claims precedence for development in the locality in relation to the Bingara Gorge development that enables residential development on the basis of:

"the understanding of the mining long wall construction methods and that the long wall design and width would not change, making any subsidence more predictable and within the normal limits for dwellings".

The Plan also quotes advice from BHB Billiton (Illawarra Coal) that they will "work cooperatively with the owners of Bingara Gorge to ensure the two developments can coexist with minimal restrictions to both organisations".

Qualitative and Quantitative Review

The extrapolation of the Bingara Gorge situation to that of a development of the scale envisaged under the Wilton Junction Master Plan is a potential risk for the Master Plan process, particularly in light of the 2011 approval of the Bulli Seam Operations Project (coal extraction), and initial advice that has been received from Industry NSW and BHP Billiton (detailed below).

Additional Issues and Data Gaps Identified

Whilst the Master Plan is at a high level, the delineation of an urban footprint, subsequent supporting studies including preliminary infrastructure assessment and costings, are progressing the proposal beyond a mere concept Master Plan.

Given the scale of both the Bulli Seam approval and the proposed Wilton Junction development area, together with the production of a number of supporting studies for the project, it is considered that the issue of mining subsidence is worthy of greater consideration at this stage as it could have a significant impact on:

- The extent and nature of any urban development in the area;
- Geotechnical issues such as site stability and subsidence;
- Infrastructure and overall design and construction costs; and
- Overall viability of the project, and also in terms of construction timing and staging.

Consultation Issues

This is an area where preliminary agency advice has been made available to this Peer Review, and the advice received from BHP Billiton and NSW Government Trade & Investment – Resources & Energy raises a number of issues including:

- Viability of the project as it is envisaged in the Master Plan, scale, timeline, staging etc.; and
- Impact of the proposal on mining activities.

NOTE: Further formal Government Agency and industry consultation will be required to quantify issues, studies and options.

Broader Impact & Context

As noted above the issue of development in this mine subsidence district poses a number of risks to the Wilton Junction proposal.

Conversely, it is likely that NSW Government would also need to consider the impact of any urban development on the approved mining operations in the Bulli Seam.

Peer Review Outcome (Mine Subsidence)

The issue of mine subsidence and potential risks to the timing, extent, staging and viability for any further urban development in the locality are considered significant

Should Council seek to proceed with the proposal, it is recommended that further discussion with relevant agencies and BHP Billiton occur as matter of priority. Further analysis of the implications, options and feasibility of the Wilton Junction proposal proceeding, in conjunction with the mining of the Bulli Coal Seam, should also be undertaken prior to any further detailed site design and costings.

Recommendations (Mine Subsidence)

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ As a matter of priority, discussion with relevant agencies and BHP Billiton be undertaken to identify issues and risks, as well as options to progress the Wilton Junction proposal;
- ✓ Further detailed studies should be required to provide an analysis of the implications (including cost) options and feasibility of the Wilton Junction proposal proceeding in conjunction with the mining of the Bulli Coal Seam; and
- ✓ Any studies should be scoped in consultation with, and to meet the requirements of, relevant agencies.



Peer Review of Wilton Junction Master Plan 2012



Cultural Heritage

Master Plan Relevance

The Master Plan provides a brief overview of the cultural and heritage context of the study area.

It is acknowledged that the site has been subject to a number of previous archeological investigations and that these "have identified Aboriginal sites including art sites, deposits and camp sites within the general vicinity". The Plan also recognises the significance of the Aboriginal sites within the region, and notes previous studies in 1986 and 1990 and 1992, which outlined the type and likely occurrence of sites in the area, which has been confirmed by subsequent specific studies of the site which identified four rock shelters being part of the Wilton Art Cluster.

In terms of other sites with heritage and cultural significance the Plan has relied on the nominated sites under the Wollondilly LEP (2011), which in the absence of more detailed studies is considered appropriate.

Qualitative and Quantitative Review

The analysis of cultural and heritage importance over the site is limited. However without detailed study of the site this could be expected for a Master Plan. The Master Plan could provide a more detailed context of the importance of the area to both Indigenous and early European settlers, however this is not imperative and will be undertaken if the project proceeds.

It is also acknowledged that the identification and mapping of some heritage sites (particularly sites with Aboriginal significance) can be problematic given the need to respect the desires of traditional custodians, and to ensure ongoing protection of the sites.

Additional issues and Data Gaps Identified

Cultural, Aboriginal or European heritage has not been addressed by any detailed supporting studies undertaken at this stage, however the plan has relied on previous work in the region and some site specific survey work. As acknowledged in the Master Plan both compliance with relative legislation, and further detailed survey work will be appropriate if the project proceeds.

Consultation Issues

No specific community consultation issues relating to cultural and heritage issues have been raised, however targeted consultation of relevant stakeholders and traditional custodians has not been made evident.

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.

Broader Impact & Context

The region has played a significant role in terms of both Aboriginal and European settlement, and has already been identified as having a number of significant sites including the Wilton Art Cluster.

The history of the area has seen both peace and conflict between Indigenous people and European settlers, including a massacre in the Wilton area. The further research and sharing of knowledge on the rich heritage of the area would be important for the future character of a new town in the locality, as well as respectful to the lands past history.

Peer Review Outcome (Cultural Heritage)

Whilst relatively high-level, the consideration of culture and heritage in the Master Plan is considered appropriate for a conceptual phase, noting the need to comply with legislation and undertake further site-specific survey and research.

Recommendations (Cultural Heritage)

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ Further detailed site survey, research and studies will be required to ensure that any items or sites of cultural or heritage value are documented, researched and protected, if warranted;
- ✓ Work on the site would be required to comply with relevant legislation;
- ✓ Any studies should be scoped in consultation with, and to meet the requirements of relevant agencies; and
- ✓ Options for the future access to and management of sites should be confirmed with the relevant agencies and with relevant stakeholders.



Peer Review of Wilton Junction Master Plan 2012



Noise Impacts

Master Plan Relevance

The treatment of noise impacts in the Master Plan is limited and does not rely on any supporting studies or noise recordings. It does however identify a number of potential noise sources that will need to be considered if the proposal is advanced.

It also notes the need for acoustic studies to be undertaken to ensure appropriate abatement and attenuation is achieved.

Qualitative and Quantitative Review

The identification of noise sources without detailed study is potentially appropriate at a conceptual stage, however the options for provision of integrated landscaping, open space or other appropriate land uses to buffer against known noise sources could be considered more detail, fully even at this stage, to establish and appropriate urban footprint design and indicative landuses.

This would avoid the need to resort to more "hard" solutions such as significant mounding or screening with concrete screens or other visually intrusive options.

Accepted design options or buffer widths may have been useful to discuss in the Master Plan to provide an overview of likely design parameters, or visual impacts within the proposed development areas.

Additional Issues and Data Gaps Identified

The current high-level Master Plan design as shown in **Figure 1** has the potential to create other issues not addressed to date, including the potential for management of noise conflicts between land uses on the site such as:

- Road and potentially rail noise (and vibration) conflicts with current proximity of potential school and residential sites to roads (Picton Road and major internal roads) and the rail corridor;
- Development areas adjoining or in the vicinity of the rail corridor should be planned as if the corridor is "active"; and
- Potential noise and light conflicts between highway service centre and related activities and adjoining residential areas or mixed uses on the fringe of the enterprise zone.

Consultation Issues

Community consultation to date has not raised any significant issues in relation to noise.

Broader Impact & Context

Based on statutory requirements rail infrastructure, even unused lines may require the provision of buffer areas to any adjoining residential, educational and sensitive land uses such as medical centres and the like (to address both noise and vibration issues).

Road buffers and buffers or other attenuation or mitigation measures to other noise generating landuses, or activities within the town centre and enterprise area, would also require further consideration.

If the new Wilton Junction town develops into a sub-regional centre the potential for even greater development and intensity will arise and should be a consideration in a more detailed planning stage.

Peer Review Outcome (Noise Impacts)

The Master Plan assessment and treatment of noise issues is considered adequate for the initial conceptual planning phase, however it is noted that further detailed acoustic and noise studies and modeling, in addition to design response will be required.

Recommendations (Noise Impacts)

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ Further detailed site survey, research and studies will be required to ensure that potential noise conflicts are managed appropriately;
- ✓ Any subsequent version of the master Plan highlight potential buffer areas and design options;
- ✓ That smart design be preferred to hard engineering solutions to manage potential noise conflicts; and
- ✓ Any studies should be scoped in consultation with, and to meet the requirements of relevant agencies.

Planning & Economy



Peer Review of Willton Junction Master Plan 2012



Gas Pipeline

Master Plan Relevance

The consideration of the Sydney-Moomba pipeline in the Master Plan is important for a number of reasons, including:

- the necessity for risk assessments to be undertaken within 750 metres of the pipeline easement; and
- the potential benefits that accessing the pipeline may provide to the development area.

Qualitative and Quantitative Review

Any comparative design response or benchmarking for similar developments where major gas infrastructure has been present would assist in refining a best practice design in future.

Additional Issues and Data Gaps Identified

Should the main be accessed in the locality, issues as mentioned above would need to be addressed, together with any buffer and design requirements. Specifications should be in accordance with the owner and operator requirements and Australia Standards.

Consultation Issues

Community consultation to date has not raised any significant issues in relation to the gas pipeline. However, APA who own and operate the pipeline has now provided initial comment, an excerpt of the letter is provided below.

Broader Impact & Context

No issues identified at this stage.

Peer Review Outcome (Gas Pipeline)

The Master Plan assessment and treatment of the gas infrastructure through the site is considered adequate for the initial conceptual planning phase, however further assessment and design response will be required.

Recommendations (Gas Pipeline)

Subject to Council proceeding with the projec Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ any potential zoning and landuse or design parameters be considered in the context of potential required setbacks from the pipeline and other requirements, including Australian Standards, *SEPP - Industry* requirements; and
- ✓ relevant agencies and services providers (at present APA Group is owner operator) be formally consulted to determine any specific requirements.

Figure 2. Excerpt from APA Letter – dated 12th November 2012:

We would like to comment upon the following two points;

1. In Section 7.7, p. 25, it is stated that the "gas pipeline therefore does not preclude future urban development", and under Infrastructure on p. 46 "in close proximity to the gas main". A Risk Assessment is required in accordance with Regulation 55 of the State Environment Planning Policy (SEPP) Infrastructure in Conjunction with AS 2885 for any development within 750m of the gas pipeline easement, at which APA Group would be represented. This Risk Assessment would be undertaken at the expense of the developer and we would assess and advise the suitability and approval of any protection or mitigation deemed to be required. Any protection of mitigation measures would be passed onto the developer at their cost.
2. The gas easement is not shown on all maps within the document, where easements or other utilities are shown, p. 5, p. 11 Figure 3.1, p. 49 Figure 12.1 Master plan. It also appears to have been drawn over in Figure 11.1 by the water supply line.

Any Development Application for development surrounding the easement would also need to be at a suitable standard with detailed documentation that we are able to assess, prior to the APA Group approval.



Peer Review of Wilton Junction Master Plan 2012



Economic and Population Analysis

Master Plan Relevance

The economic analysis within the Master Plan is also supplemented by the *Wilton Junction Population & Employment Need (MacroPlan Dimasi)*, and together they provide a relevant and comprehensive investigation and overview of issues such as:

- Population demographics (including development related statistics);
- Employment, land and floorspace forecasts for retail, commercial and industrial (enterprise) uses; and
- Analysis of self-sufficiency targets; and
- Retail analysis for the potential facilities at Wilton Junction

The level of detail available is in excess of what may normally be expected at a Master Plan level, however given the scale of the development it is an important component of work to identify potential long-term feasibility and sustainability of any large-scale urban development at Wilton Junction, and particularly the commercial, retail and industrial (employment) components.

Qualitative and Quantitative Review

The time available to undertake this Peer Review has limited in-depth consideration of the quality of data and assumptions made in many cases. However the initial assessment undertaken, and quality of the studies, combined with the reputation and experience of the consultants utilised would indicate that this would not likely be an issue.

One area that is subject to current debate is the use of traditional modeling and floorspace standards, particularly in relation to the retail sector. The emerging trends and structural changes occurring in the sector mean that traditional standards should be used with care.

Changes including online retailing and greater role of transport and distribution, even for smaller scale domestic purchases, may have an impact on the extent and nature of retail shopping in the future.

Some further work has been undertaken on the employment forecasts and achievement of a 70% self-sufficiency ratio for Wilton Junction, however the preliminary review of this work would indicate that the achievement of a higher self sustainability rate will be contingent on the development, and implementation of a more detailed and localised economic strategy.

This self-sufficiency ratio makes certain assumptions including take-up a 15-20% take-up of "home-based business" opportunities.

Whilst MacroPlan Dimasi have adopted a relatively conservative 15% this rate may still be optimistic in initial development stages if there are issues with support infrastructure and services such as broadband, education and training and the appropriate financial and retail business support.

Additional Issues and Data Gaps Identified

Some of the considerations for future assessment of any options that have been identified include:

- Local and regional market analysis and impacts (as detailed further in "Broader Impact & Context" section below);
- Longer term market assessment - e.g. trends both regionally and broader NSW, Australian and international trends to more compact urban form and trends away from some traditional housing choices (linkages with changes in market demand from immigration and change in household characteristics);
- Consideration of Sydney-Canberra-Melbourne Corridor opportunities; and
- Development and infrastructure staging contingencies (risk management and financial sustainability) and the impact on the viability of the overall project and investment and delivery of retail, commercial and other enterprise developments (note: this may be more significant if staging and delivery is impacted on due to mine subsidence issues or other local or global market conditions).

Consultation Issues

No specific community consultation issues relating to economic issues have been raised to date, however targeted consultation of relevant stakeholders may need to be undertaken to achieve this.

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.

Broader Impact & Context

The studies assess the Wollondilly and surrounding area in terms of whether a sufficient catchment exists for a commercial and retail core located at Wilton Junction. This assessment should also consider:

- The impact of commercial, retail and other employment generating development on the economic viability and diversity in surrounding towns and villages, in particular Picton town;
- The potential changes in scale and catchment if Wilton Junction was to develop over time into a sub-regional market centre;
- The synergies with any surrounding markets to build on any competitive or market advantages;



Peer Review of Wilton Junction Master Plan 2012



- The potential to improve the existing village centre at Wilton; and
- Identification of any unique "character" or "locational" factors that may drive certain types of commercial or retail development investment and activity, particularly in relation to the sites unique connections between the Southern Highlands and South-west Sydney, and placement in the Sydney-Canberra-Melbourne corridor.

industry groups, Government and other stakeholders.

Peer Review Outcome (Economic Analysis)

The Master Plan assessment and analysis of economic issues is considered more than adequate for the initial conceptual planning phase, however further analysis is recommended in line with issues identified as part of this review if the project proceeds.

Recommendations (Economic Analysis)

Should the Council resolve to support the project proceeding, then that support should be qualified by more detailed economic analysis which should address:

- ✓ Longer term market assessment - e.g. trends both regionally and broader NSW, Australian and international trends to more compact urban form and trends away from some traditional housing choices (linkages with changes in market demand from immigration and change in household characteristics);
- ✓ Development and infrastructure staging contingencies (risk management and financial sustainability) and the impact on the viability of the overall project and investment and delivery of retail, commercial and other enterprise developments (note: this may be more significant if staging and delivery is impacted on due to mine subsidence issues or other local or global market conditions).
- ✓ The impact of commercial, retail and other employment generating development on the economic viability and diversity in surrounding towns and villages, in particular Picton town;
- ✓ The potential changes in scale and catchment if Wilton Junction was to develop over time into a sub-regional market centre (particularly relevance to health, education and service sector employment base and land requirements);
- ✓ The synergies with any surrounding markets to build on any competitive or market advantages;
- ✓ The potential to improve the existing village centre at Wilton;
- ✓ Identification of any unique "character" or "locational" factors that may drive certain types of commercial or retail development investment and activity, particularly in relation to the sites unique connections between the Southern Highlands and South-west Sydney, and placement in the Sydney-Canberra-Melbourne corridor; and
- ✓ A comprehensive local economic development and implementation strategy be developed in partnership between Council, site developers,



Peer Review of Wilton Junction Master Plan 2012



Social Infrastructure (Incl. Open Space)

Master Plan Relevance

Social Infrastructure consideration within the Master Plan has been supplemented by supporting analysis contained within the *Wilton Junction - Social Infrastructure Background Investigations Report* (Elton Consulting October 2012).

The Master Plan incorporates consideration of existing location and types of community infrastructure, however it does not provide detail on relative use, spare capacity or access issues that may impact on a needs assessment in the future.

The Plan also provides some high level principles for the design and location of community infrastructure, however these should be benchmarked against comparative standards of provision and use in similar size and like character communities.

The supporting study provides much greater detail and examples of standards, criteria and objectives that may be relevant to the study area, however the approach of the Master Plan is to bring these to more of a conceptual consideration with "indicative locations" and broad principles for provision.

This approach creates an expectation that some levels of provision could be agreed or "locked in," and do not necessarily reflect a full community needs assessment and the provision of equitable access and standards of provision for the future community.

It is also considered, at this high level Master Plan phase, that the proposed quantity and scale of social infrastructure, such as open space, is not required or appropriate to be determined and agreed in detail.

Qualitative and Quantitative Review

Social infrastructure and open space provision should be subject to detailed site assessment, established and agreed criteria, and benchmarked against any adopted or accepted standards of provision that are independent of desired urban development footprints or driven largely by development influence. This should occur in parallel to identification of total area budgets for competing landuses. This will provide a level of independence and community confidence in the proposed levels of provision.

Consideration of social and open space provision, within any development that may occur at Wilton Junction, will need to recognise the need to provide for relative self-sufficiency for the immediate community, inclusion of the existing Wilton community, together with a broader sub-regional focus given the location of the site within a relative rural and regional context, and limited capacity for existing infrastructure to meet both current and future needs.

Additional Issues and Data Gaps Identified

The review of the Master Plan and supporting study highlighted a number of issues or data gaps including:

- The study was based on 11900 dwellings and any additional demand from existing Wilton village was not adequately included in the proposed range of facilities;
- Strategies to ensure community cohesion and integration between existing Wilton village and future residents;
- Reliance on the existing Wilton sports ovals to meet the demands of a new Town may lead to issues such as increased access and noise at the Wilton facilities and lack of similar facilities to the west of the site;
- No firm standards of provision or benchmarking of provision - such as the proposed "three proposed multi-purpose centres to be agreed by Council" where Council does not currently have an extensive list of community facility provision standards to compare current proposed standards of provision in the Master Plan;
- Department of Education to confirm if one public high school is sufficient as potential dwelling yield is close to the threshold for a 2nd high school (noting a private high school as 2nd school is not guaranteed);
- Unresolved issues regarding proposed location of school sites from Government agencies;
- Lack of input from agencies (at this stage) dealing with health and community services;

Consultation Issues

A number of comments were made at the community forum relevant to social and open space infrastructure including:

- The proposal does potentially facilitate improved levels of service to the locality: and
- Current issues with potential exclusion of existing Wilton village residents from facilities that are managed under community title arrangements within Bingara development.

No additional issues raised to date in written submissions, however targeted consultation of relevant stakeholders may need to be undertaken to achieve this.

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.



Peer Review of Willton Junction Master Plan 2012



Broader Impact & Context

There is a lack of definition and identification of the catchments for this type of new town in respect to social and recreational services and infrastructure, with examples such as:

- Schools proposed may only cater for additional population rather than including students drawn from existing surrounds, particularly in light of the high percentage of high school students currently leaving the LGA. This should be adequately addressed by proposed school provision.

Broader LGA impacts, and the context and relationship to existing Wollondilly towns, such as Picton, and other Southern Highlands centres, need to be considered, including such issues as:

- Impact on Picton of proposals to relocate Civic Centre, Library and Council functions; and
- Sub-regional demands for open space such as sport facilities in addition to community and health facilities.

Peer Review Outcome (Social Infrastructure)

Whilst the level of information provided is considered sufficient for the purposes of a high level Master Plan, the considerations within the study need to be tested and applied. This would include contextual benchmarking of criteria and standards of provision to ensure timely, accessible and appropriate levels, and quality of social infrastructure and open space.

At present the Master Plan does not provide the level of detail or assessment to guarantee that any proposed standards of provision are fair and reasonable, and indeed comparable with what should be expected if they were benchmarked against similar towns of this size.

The issue of provision of social infrastructure and open space within any Community Title arrangement would also need to be managed appropriately to ensure equitable community access for all residents where appropriate.

Standards of provision and location of facilities would also need to be agreed by Council and possibly State agencies.

Recommendations (Social Infrastructure)

Should the Council resolve to support the project proceeding, then that support should be qualified by more detailed analysis that should address:

- ✓ Benchmark size scale and location parameters adopted by the Master Plan, or provide a basis for this information to be adopted to ensure accountability and transparency, and appropriate service levels;
- ✓ Incorporate emerging best practice in terms of access, engagement, location and design, multi-use of facilities, joint venture and other models to ensure service levels;
- ✓ Incorporate social infrastructure and open space into Town Centre to increase sense of

- community, improve sustainability of Town Centre and transport linkages and healthy living (e.g. Healthy Spaces and Places Guidelines etc);
- ✓ Highlight options for provision of infrastructure under and future Planning Agreement or s94 Plan;
- ✓ Ensure that the design of the town centre includes freely accessible community social and recreational open space as a focus, aside from solely commercially based attractors and focal points; and
- ✓ Investigate the location and type of open space that can be accessed within reasonable (10 minutes or less) walking time for residents, to ensure that it includes a range of open space options not just passive open space or restricted access/ privately operated recreational opportunities.



Peer Review of Wilton Junction Master Plan 2012



Transport (Incl. Roads)

Master Plan Relevance

Transport consideration within the Master Plan has been supplemented by supporting analysis contained within Wilton Junction Public Transport Strategy (Cardno October 2012) and the Traffic Review of Proposed Wilton Junction Development (Colston Budd Hunt & Kafes P/L November 2012).

Together the Master Plan and supporting strategy provide more detail than would normally be expected at a Master Plan stage.

Options for a movement network (including public transport network) and relationship and impacts associated with Picton Road and Hume Highway are also covered within the studies.

It is however noted that modeling has not been undertaken for any internal road network, and as such the internal road network and intersections, and functionality, will need to be further developed in consultation with Council and agencies.

Examples of current issues raised by the Peer are shown in Figure 2.

Qualitative and Quantitative Review

The level of analysis undertaken is significant for a Master Plan process, however the supporting Study states that any movement network will be designed to facilitate commuter and recreation users although the exhibited Master Plan was prepared in advance of study completion. It does, from a Peer Review perspective, raise the question of how well does the Master Plan meet the guiding principles outlined in the Study, or whether the study responded to an already developed concept design?

Unlike the other studies supporting the Master Plan, the transport study was commissioned by a single landowner only. This raises two questions, namely does the overall landowner group support the study, and has the study been driven as an extension of the existing Bingara development layout?

Overall there is an appropriate level of information for a high level Master Plan although it is unclear how established principles in the study have been met in the Plan.

The design layout has been limited by reliance (whether correctly or incorrectly) on the existing Hume crossings at Picton road and the "farm crossing" to the north of the site previously provided. It is also driven by the need to link with the existing Bingara development and Wilton village. These connections may prove to be an issue when dealing with cross-town traffic in the future, although the overall function of the proposed road network is yet to be modeled.

The reliance on Picton Road is also an issue, and whilst the supporting "Traffic Review" addresses traffic volumes based on predicted lot yields, it does not examine potential impacts from:

- Picton Road traffic types, and the need to maintain use for a significant heavy vehicle and free flow design; and
- Additional traffic movements (including heavy vehicle component) related to the potential land uses such as service centre, town centre, enterprise zone and schools (all with proximity to Picton Road).

The reliance on Picton Road also has a number of other issues relating to safety and amenity, in addition to avoiding a town reliant on a major cross-town linkage characterised by volumes, speeds and vehicle types that experience has shown most towns would wish to by-pass.

The Master Plan should also seek to deliver non-commercial activities into the town centre to increase public transport and pedestrian viability in the centre.

Additional Issues and Data Gaps Identified

A number of issues and data questions are raised, including:

- Issues with internal design and level of analysis, including the reliance on Picton Road and the existing two-lane Hume crossing to the north of the site (including whether the design capacity and construction of this crossing is suitable);
- Target of 10% mode share by 2041 is not overly ambitious compared to Sydney Metropolitan Strategy of 20%+, however greater than existing split of 5% which reflects existing rural and small township character;
- Report notes that NSW Transport Plan still under development and as such does not address recently released plan;
- Census data for 2006 used in study;
- 70% of high school students travelled outside LGA which is an important consideration for school location, additional traffic generation and transport linkages;
- Sydney's Rail Future Plan 2012 has no plans to improve services to South-west sector at this stage;
- Transport NSW has no plans to improve bus services at this stage;
- Proposed layout, particularly in the northern area with a single collector road is not generally conducive to public transport bus network and cycling



Peer Review of Wilton Junction Master Plan 2012



- Maldon line is designated for future freight only i.e. not passenger. Issues if it was passenger and Wilton Junction developed - would it provide critical mass to sustain a passenger rail service of any useful frequency;
- Electrification of the rail line south of Campbelltown is a priority and impacts on commuter numbers and self-sufficiency;
- Strategy is heavily public bus dependent – what other actions can be undertaken to promote alternatives including alternative providers or funding models such as an internalised funding model;
- Bus service frequencies will need to exceed guidelines to achieve a modest target split of 10%;
- Study sets target of 15 dwellings per ha – master plan should reflect density and design to achieve this;
- Implications for Council in S94/VPA to provide high level of bus stops and State Government to provide adequate infrastructure and services – no alternative funding or delivery models explored;
- Bus dependent strategy, however area is outside the Outer Metro Public Transport Contract Regions. This will place burden on Picton or other private bus companies without subsidy in place; and
- Estimated costs are provided per km although no viability comparisons are made for the proposed high frequency service.

Consideration of the "TRAFFIC REVIEW OF PROPOSED WILTON JUNCTION DEVELOPMENT (COLSTON BUDD HUNT & KAFES PTY LTD)" also raised these issues:

- This review does not address the technical merit or traffic modeling implications of the study findings. Council's or others will need to undertake that review;
- The level of information has been assessed as to the appropriateness or otherwise for a 'high level master plan';
- It is noted that limited time was made available to consultants to review the report due to the late submission of this report;
- Report received sometime after preparation of Master Plan, and is a review of the master plan as opposed to informing preparation of the Master Plan;
- Cardno public transport strategy prepared separately and in advance of traffic study not in unison as would be ideal, and no review of likely internal road function;
- Report is not as detailed or comprehensive as Public Transport Strategy although the level of information would enable initial determination of some items to be included in VPA or Section 94, with additional work required to determine apportionment and

overall function/level of service of road network;

- Report is focused on traffic generation and makes limited commentary or recommendations in regard to location of proposed access points and road layout proposed by Master Plan;
- Traffic study is not supporting a particular subdivision road layout or Master Plan design, but rather implications for intersection upgrading. For example report states that: *Within the site, the Master plan shows a network of distributor, collector and local roads. Where these distributor roads join Picton Road it is suggested that direct property access to these roads be denied until traffic flows are less than 6,000 to 10,000 vehicles per day (two-way).* This is considered to be an appropriate statement for a traffic study for a master plan and could be incorporated into the LEP or DCP;
- It would usually be expected that some initial internal traffic assessment would be undertaken prior to the preparation of a Master Plan;
- Proposed transport initiatives to minimise traffic impacts, such as co-location of land uses to minimise travel, are supported and represent good planning principles;
- Traffic modelling results should be illustrated by diagrams to enable results to be more easily interpreted;
- A diagram should be provided of proposed road and intersection works by required threshold; and
- A staging diagram should be provided outlining recommended works.

Overall this supporting report provides a basic overview of findings although is lacking detail on the broader design and does not assess or provide commentary in regard to the Master Plan.

Consultation Issues

No additional issues raised are to date in written submissions, however targeted consultation of relevant stakeholders may need to be undertaken to achieve this.

NOTE: Formal Government Agency consultation is required to quantify issues and extent of studies that may be required if the project proceeds.

Broader Impact & Context

Whilst the Master Plan relies on self-containment it is also reliant on development of public transport linkages to South-west Sydney, and the already existing Hume Highway connection. This will likely provide issues with promoting self-containment, particularly in early stage of the town development.

If Wilton-Junction takes on a role as a sub-regional focus, it is also likely that vehicle trips and traffic impacts will increase significantly.



Peer Review of Wilton Junction Master Plan 2012



Peer Review Outcome (Transport)

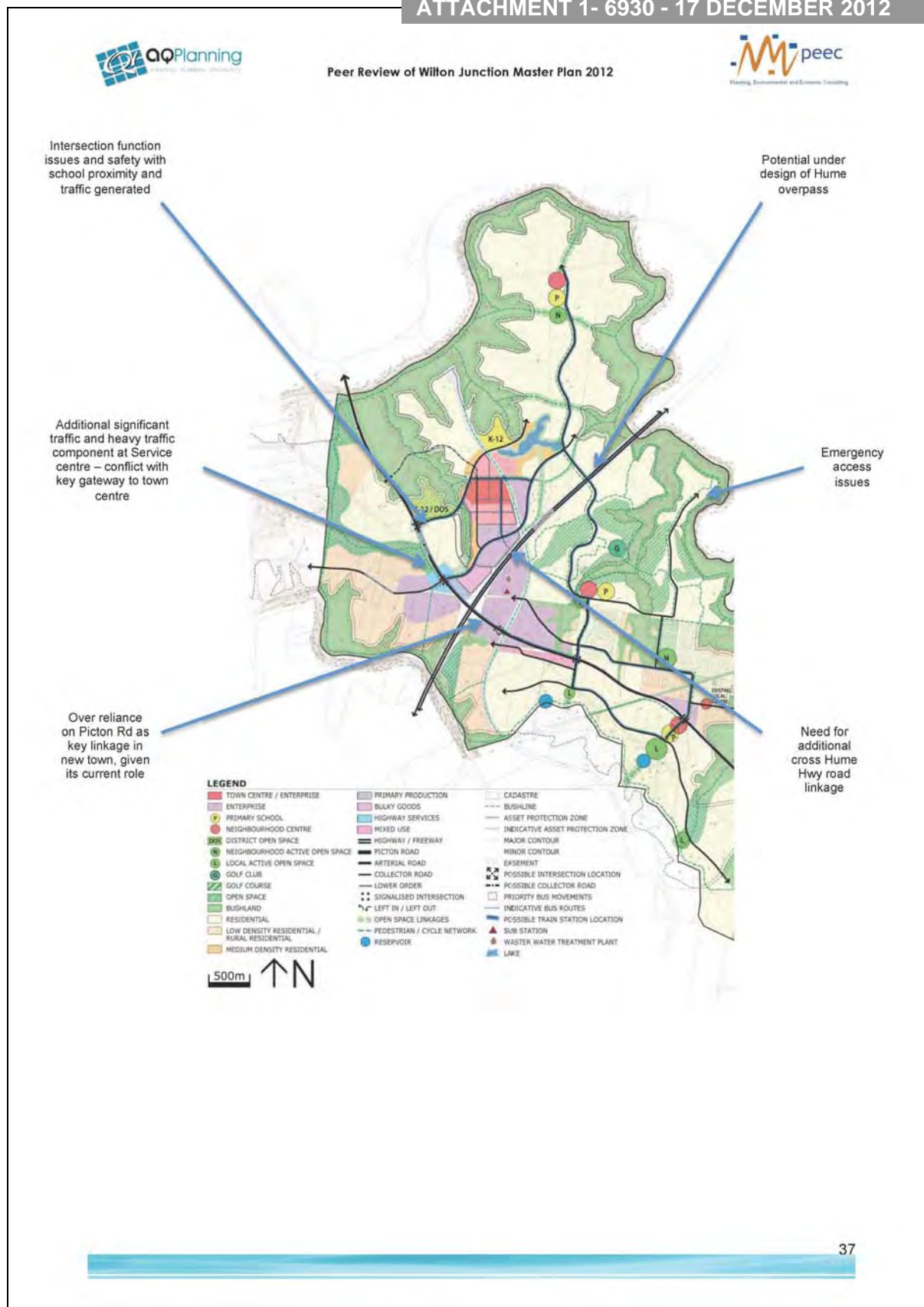
Whilst the discussion and analysis of public transport networks is considered sufficient in terms of the level of assessment and detail (although potentially limited by the design layout), the assessment of internal site linkages and alternative options is a shortcoming of the Master Plan and studies.

Recommendations (Transport)

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ More detailed assessment be undertaken to determine if overall design and internal road layout is appropriate and functional;
- ✓ Specific issues raised in relation to transport in this peer review be considered in the any future analysis and studies;
- ✓ Viability and impact studies of the proposed two cross town/Hume Highway linkages be undertaken, including the design and life of the northern Hume overpass, and the appropriateness of reliance on Picton road as a major town link road given the need to maintain use for significant heavy vehicle use and free flow/high speed road design;
- ✓ Consideration of impacts and capacity of other linkages such as Appin Road, Douglas Park Drive and Wilton Road;
- ✓ The design should also seek to deliver non-commercial activities into the town centre to increase public transport viability in the centre; and
- ✓ Further consideration of the impact of transport corridors is undertaken including Hume Highway, Maldon Rail, and any potential High-speed rail corridor.

ATTACHMENT 1- 6930 - 17 DECEMBER 2012



Planning & Economy



Peer Review of Wilton Junction Master Plan 2012



Infrastructure (Incl. Funding & Delivery)

Master Plan Relevance

Infrastructure issues and associated delivery and funding matters have been given consideration within the Master Plan, and further supplemented by supporting analysis contained within:

- Wilton Junction Public Transport Strategy (Cardno)
- Wilton Junction – A New Town Water Master Plan (MWH)
- Proposed Wilton New Town Development – Environmental Impact of Wastewater Release into the Nepean River (Cardno)
- Wilton Junction – Social Infrastructure Background Investigations Report (Elton Consulting)
- Wilton New Town – Sewerage Overview (CH2MHILL)
- Traffic Review of Proposed Wilton Junction Development (Colston Budd Hunt & Kafes P/L)
- **NOTE:** Additional infrastructure analysis and costing has been undertaken but not benchmarked or reviewed independently at this stage.

The level of detail within the Master Plan is commensurate with a conceptual planning phase, however the further supporting studies undertaken contain significantly more than would normally be expected.

Generally the information provided supports the finding that sewer, water, electricity, gas and telecommunications infrastructure would be able to be provided to a proposed urban development within Wilton Junction.

Qualitative and Quantitative Review

The issues raised with the level of assessment, and recommendations made, relate largely to many of the design and supply options being developed, prior to the necessary detailed site investigation and agency consultation that is required.

Further, the identification and design, and indeed costing of infrastructure options should only be treated as a rough guide on a set of options only, and should not be relied upon to negotiate detailed funding arrangements or apportionment of future infrastructure costs to Council, NSW Government or others.

Not only will sizing and location of infrastructure potentially be impacted if design or yields change from the initial concept, but the parameters for design will be impacted upon by agency considerations, environmental issues and staging options. All of these have the potential to change from this Master Plan.

Further, the impact of design for any mine subsidence issues will need to be considered, in terms of both hard infrastructure such as pipelines, pumping stations and the like, in addition to any retention or storage/treatment ponds, or lakes, that may be preferred. Mine subsidence has the potential to also impact on site stability, groundwater and other geotechnical and design considerations for water, sewer, and other infrastructure.

Additional Issues and Data Gaps Identified

A number of further issues and data questions are raised, including:

Sewer:

- Topography, geotechnical and stability related to mine subsidence landform is a constraint and additional cost that has not been fully recognised in studies to date;
- Re-use considered as possibility for employment area only and some open space;
- Implications of sewer network being provided by individual developers and issues with continuity and service reliability if stages are deferred etc.;
- Existing 620 dwellings of Wilton on Septic have been factored into total design capacity, however has any allowance been made for further development loads from that area? Cost implications?
- Modeling on an occupancy rate of 2.8 persons per dwelling adopted which differs to public transport adopted occupancy rate of 3.1;
- Need to quantify if an assumption of 20EP/ha for the employment land is a reasonable assumption?;
- Staging is a key consideration to be resolved early in the process, particularly having regard to capacity for Bingara, which is proceeding in advance, and potential changes to densities and layouts over the site;
- Three different options for STP location have been proposed which will affect master plan design and staging. A preferred option is provided but should be confirmed early in process;
- Site 1 for STP (preferred) is 7000m² site adjoining Bingara STP, although residential separation is only 150 metres. Need to determine early in process if separation acceptable given previous DOP guidelines of 400m. EIS to determine if buffer appropriate?;
- Site is limited in terms of overall size for proposed STP footprint;
- Sites 2 and 3 have environmental constraints and ownership issues and as such further investigation to be carried out to confirm appropriateness of Site 1;



Peer Review of Wilton Junction Master Plan 2012



- Council will need to agree early in process if MBR (Membrane reactor) is supported, as it is only option for the 7000sqm site;
- Individual developments may require individual package plants until threshold reached for STP at Site 1, continuity and back-up if changes to staging etc. particularly in light of potential impacts of mining in the area on staging;
- Report states that wet weather and overflow issues yet to be resolved;
- Flow model diagram on page 26 not readable;
- Private operator proposed. Council and Sydney Water would need to consider and advise if agreed; and
- Issue of which development company will hold licence and meeting environmental factors, and how this will be managed in perpetuity.

Water & Stormwater:

- Lack of Sydney Water data and modeling for the supporting studies (as no permission given);
- Feasibility and costs for crossing the Broughtons Pass Gorge, including issues with environmental impacts and/or heritage concerns particularly with weir;
- Assumptions on demand and usage need to be reworked, and or quantified, estimates calculated on use of rainwater tanks, however use of tanks would impact on the proposed "closed treatment" wastewater, lakes and re-use system that has been identified;
- No evidence of integrated Water Sensitive Urban Design cross-over to demand estimates apart from reference to BASIX and dual reticulation but extent of this re-use in tandem with lakes system is difficult to quantify with current data (and lack of modeling);
- On-site re-use and lake storage through drought periods has not been discussed;
- Impact and management of high-flow events is not dealt with in any detail;
- Three different consultants prepared the supporting studies for water, sewer and wastewater – given the integrated systems approach proposed this work needs to be integrated;
- Issue of reliance on lakes to store both stormwater and "treated effluent" – health issues in terms of storage, impacts on any environmental role for lakes, and issues with overflow and concentration of nutrients, chemicals etc. in low flow periods;
- Management and access to the "cascade" linkages between lakes, and impact of stormwater from roads and residential and enterprise areas;

Electricity:

No significant issues, however the Master Plan does not entertain any integrated alternative energy options which could be leading edge in terms of this infrastructure in the future.

Telecommunications:

No significant issues, however the Master Plan does not identify whether or not the cable and fibre technology has been accessed by existing residents in Bingara or Wilton. This would indicate likely issues with providing access in initial stages of any future development, and capacity for employment, work from and other opportunities that rely on this technology.

Costing & Delivery:

The costing and delivery section in the Master Plan is of a high level and does not commit any one party to provision or funding, but recognizes that this will need to be coordinated and agreed if the project proceeds.

This review did not consider any other supporting studies on this component, but notes issues such as:

- Any reliance on cost only benchmarking based on other areas will need to be refined to take into account the unique demands, standards and capacity for any infrastructure in this locality;
- This includes design costs that may arise from mining subsidence issues, regional cost variations, unique servicing requirements for a "stand-alone" town;
- Cost of major infrastructure traversing the site such as Hume Highway and Maldon-Dombarton rail link;
- Opportunities to explore alternative funding and provision through joint-venture, internalised cost-benefit models and others;
- The need to establish a transparent and accountable process for the provision and funding of infrastructure to ensure timely and adequate levels of service;
- Recognise the need to include existing residents in demand and supply of new infrastructure; and
- The need to have a robust and accountable approach to the preparation of any Voluntary Planning Agreements or Development Contribution Plans for the area.

Other Infrastructure:

- Consideration of potential existing aerodrome and its role as recreational infrastructure in the region;
- Potential for regional facilities as such as a service centre outside the metropolitan area – considering the increased demands that will be placed on Western Sydney (including Campbelltown), and the synergies with Southern Highlands communities;
- Infrastructure and service implications if there is a role for Wilton Junction to meet Southern Highlands demands and provide increased services in health, education and the like, in addition to related educational and training and support industries.



Peer Review of Willton Junction Master Plan 2012



Consultation Issues

Issues regarding impact on existing infrastructure and potential improvements were raised, in addition to changes in development potential if areas become serviced.

The Sydney catchment Authority also raised a number of issues to be considered, including:

- Part of the site traversing the "Upper Canal Water Supply – Nepean tunnel;
- Issues of impacts on the catchment (Metropolitan Special Area) and management of interface areas with catchment areas (including those under the control of SCA); and
- Wastewater discharge and related matters;
- Need to include buffers and asset protection zones in any future design.

Most of these issues have been alluded to in the environment section of this report, and will require much more detailed analysis and consideration, including ongoing Agency consultation.

Broader Impact & Context

The broader catchment impacts are noted above, and are a significant consideration even at Master Plan stage.

There is a need to design any future infrastructure so it will not become an asset burden, or costly to augment, if the area grows in the future.

Peer Review Outcome (Infrastructure)

Whilst the discussion and analysis of water, sewer, electricity, gas and telecommunications infrastructure is considered sufficient in terms of level a of Master Plan assessment.

The further studies for water, sewer and wastewater are perhaps premature given the other detailed investigation work that is required if these project proceeds. This infrastructure assessment at this high level should also be more integrated and provide for alternative options, and be within a WSUD framework.

Recommendations (Infrastructure)

Should the Council resolve to support the project proceeding, then that support should be qualified by the following:

- ✓ Any further studies and modeling relating to water, sewer and stormwater be undertaken in a more integrated systems approach;
- ✓ Detailed costing be deferred until more information is available on the design and yields, as well as implications of mining subsidence;
- ✓ More careful consideration and integration of the site in terms of its place in the broader catchment and the interface with water courses needs to be had;

- ✓ Formal agency engagement is required, including Sydney Water and the Sydney catchment Authority;
- ✓ Issues relating to the on-site lake storage, including impacts on any environmental role for lakes, and issues with overflow and concentration of nutrients, chemicals etc. in low flow periods needs to be more fully investigated;
- ✓ The need to establish a transparent and accountable process for the provision and funding of infrastructure to ensure timely and adequate levels of service;
- ✓ Recognise the need to include existing residents in demand and supply of new infrastructure; and
- ✓ The need to have a robust and accountable approach to the preparation of any Voluntary Planning Agreements or Development Contribution Plans for the area.

Planning & Economy



Peer Review of Willton Junction Master Plan 2012



Summary of Findings & Recommendations



Peer Review of Wilton Junction Master Plan 2012



Supplementary Issues

A number of other issues have been identified that will need further consideration and response if the project proceeds, including:

Design Issues

- Cross-site connectivity and cost implications to ensure effective connections across the Hume highway.
- Any additional lands that should or could be considered for inclusion.
- Key "gateway" entry of the site dominated by highway service centre (visual impacts etc.)
- There are a number of potential land use conflicts that may arise from the current design concept including noise, vibration, light spill, rural-urban interface issues, retail, commercial and enterprise proximity to residential areas.

Legislative and Policy Context

- Alternative land title and management opportunities (including community title), which would potentially provide alternative funding and infrastructure delivery models.

Development Implementation & Funding

- Identification of any issues and management options for landholders or developers outside the "major four" landholders. Implications for design, staging, infrastructure, funding etc.
- Options for funding models including s94 contributions, planning agreements and internalised cost-benefit models.

Consultation on Master Plan

As part of this Peer Review, issues raised through written submissions to Council on the draft Master Plan during the exhibition period 22 October to 17th November 2012 have been considered. Consultants undertaking the Peer review also observed the Community Forum at Wilton held on 5th of November 2012, and relevant issues raised at the forum have also been considered in the context of this review. Relevant issues are included in the body of this report in relation to each of the themes within the Master plan.

Details of the written submissions received and issues raised are provided as an Appendix to this report under separate cover. Where possible additional issues raised through consultation have also been highlighted in that report.

It should be noted that consultation on some of the supporting studies was restricted by the limited time certain documents were available. Further, any agency consultation to date was not formal consultation and results should be treated as such. It is feasible that more detailed and extensive consultation would raise additional or alternative issues.



Peer Review of Wilton Junction Master Plan 2012



Summary of Findings & Risk Assessment

It should be noted that this Peer Review is a review of a high level Master Plan process, independent and separate to any detailed technical assessment by Council staff. Whilst this review may provide qualified endorsement of the Master Plan process and the higher level conceptual planning it does not necessarily mean that the Master Plan and associated design, infrastructure, servicing and development options are the only, or best options available to progress to a more detailed assessment.

The "high level" Master Plan has been prepared as a basis for discussion, to be considered by Council to enable it to make a decision on whether the "Wilton Junction" area warrants further investigation as to its suitability for rezoning and development. The Master Plan and supporting studies have been prepared by experienced and respected consultants, and will be easily reviewed and adapted, or be readily useable to inform any future consideration of the study area in a legislative framework.

However one of the main issues raised by this Peer Review is that the process has progressed beyond this "high level" Master Plan and conceptual process due to the preparation of more detailed site investigations, and the delineation of a detailed urban footprint, and studies that are being prepared on behalf of the main landholders in the study area.

This raises a number of issues of concern including:

- Potentially limiting the scope and detail of site investigation and other studies;
- Removing or limiting the potential for consideration of alternative development scenarios, particularly having regard to an urban footprint with residential and "conservation" boundaries being delineated at this preliminary stage;
- Creating a number of detailed studies that are now considered beyond the scope of the Master Plan process into more of a "planning proposal" or "environmental studies" stage without the necessary agency and Council requirements and oversight;
- Potential issues surrounding the independence and probity for the process where there is any potential misconception that studies that are normally prepared independently are being prepared on behalf of the proponents or landholders;

As such, should Council (or indeed NSW Government) resolve to proceed with any proposal for the Wilton Junction locality it is recommended that they should proceed on the basis that:

- The Master Plan is only conceptual and has no statutory or legislative basis;
- Further detailed study and site analysis should be undertaken in accordance with NSW Planning and other relevant Agency requirements and specifications;
- The Master Plan and supporting studies should be used to inform future development options, but in conjunction with consideration of alternative development options;
- Issues raised in this peer review be considered in any future site analysis, investigation and design;
- The landowners and their consultant and sub-consultant team be commended on the proactive approach to improving the quality of the initial planning process and engagement of the community and other stakeholders in this formative process;
- Infrastructure and service provision be benchmarked and best practice design and infrastructure provision principles be adopted to ensure transparency and delivery of appropriate levels of service;
- A consideration of the longer term potential and potential need to plan and provide capacity to address potential for a sub-regional role; and
- An emphasis on the benefits to the existing Wilton settlement, broader Wollondilly and sub-region if Wilton Junction develops, through community participation, equity of access, and shared infrastructure.



Peer Review of Wilton Junction Master Plan 2012



Overall Recommendations

Overall Master Plan:

The Peer Review has not identified any significant issues that would suggest that the Master Plan cannot be considered by Council as a high-level development concept to guide its decision on whether to proceed to more detailed investigation and planning proposal (or like process) for the Wilton Junction site.

However, it is strongly recommended that any decision to endorse or support the process should be made on the basis that the Master Plan does not have any statutory role or value, and that it provides a conceptual development option for the area only. Delineation of specific urban area, infrastructure and environmental areas will require further investigation and assessment that may identify more suitable design and development options.

Any future rezoning process should be open to other development and design options, and should be based on the further investigation and study of the site in accordance with Council, NSW Planning and other Government Agency requirements.

The issue of mine subsidence and potential risks to the timing, extent, staging and viability for any further urban development in the locality are considered significant.

The relationship between the Wilton Junction area and any potential development is of significant importance given recent written advice from both NSW Government and BHP Billiton, and given the potential impact on the project's feasibility it is seen as a key recommendation from this review.

Recommendations:

1. That the Master Plan and supporting studies provide a suitable level of detail, analysis and merit to progress the consideration of Wilton Junction to a formal statutory investigation and assessment process should Council resolve to proceed to that stage.
2. Should Council seek to proceed with the proposal, it is recommended that further discussion with relevant agencies and BHP Billiton occur as matter of priority. Further analysis of the implications, options and feasibility of the Wilton Junction proposal proceeding in conjunction with the mining of the Bulli Coal Seam is considered critical and should be undertaken prior to any further detailed planning for the site.
3. That issues raised, and recommendations contained within this peer review, are considered in the context of any future analysis and study of the site should the project proceed to a rezoning process.

NOTE: A summary of further detailed findings and recommendations relating to components of the Master Plan are provided as follows.



Peer Review of Wilton Junction Master Plan 2012



Summary of Recommendations by Theme

NOTE: These recommendations are by no means a definitive list of issues, but will assist in clarifying further analysis if the project proceeds. For further detail and identification of issues and data gaps please refer to the individual sections within this report.

Study Area:

Peer Review Outcome (Study Area)

At this stage the Peer review does not raise any major issues with the study area but notes that future consideration of additional lands and/or changes to the proposed development footprint may be warranted.

Recommendations (Study Area)

Subject to Council proceeding with the project, any additional lands considered for inclusion in a rezoning proposal should be assessed having regards to the following:

- ✓ Being contiguous with the overall site Master Plan;
- ✓ Not placing unreasonable demands on infrastructure and servicing costs;
- ✓ Being able to be included without impacting on the viability and logical staging of any future development;
- ✓ Consideration of any land providing a transition interface with surrounding rural or environmental lands;
- ✓ Potential to provide alternative and/or improved layout and overall site connectivity; and
- ✓ Enabling the potential development or re-development within the existing village of Wilton to improve residential amenity, integration and compatibility with any future surrounding development.

Existing Zonings:

Peer Review Outcome (Existing Zonings)

The Master Plan is considered appropriate in respect to its consideration and detailing of existing zonings.

Recommendations (Existing Zonings)

Subject to Council proceeding with the project:

- ✓ Any potential rezoning, based on more detailed study of the area, would enable careful consideration of appropriate zones that may provide more effective land use management and protection of environmental areas, infrastructure and transport corridors and the like; and
- ✓ The option to provide zonings such as transitional, natural waterways, infrastructure and other zones should be investigated to provide ongoing protection of infrastructure and environment areas, in addition to potential for managing transition to surrounding rural, and the future development potential around the current study area.

Strategic Context:

Peer Review Outcome (Strategic Context)

The review highlights this area of the Master Plan as being potentially insufficient as the strategies are not addressed beyond simply being referenced, however notes that any proposal should be considered in more detail if the project progresses.

Recommendations (Strategic Context)

Subject to Council proceeding with the project:

- ✓ The proposal should address the key principles contained within the strategic policy documents that are relevant to the site (it may also be useful to address Sydney-Canberra Corridor Strategy given proximity and synergies); and
- ✓ It be acknowledged that a legislative requirement of any planning proposal, or like process, would necessitate the consideration of applicable State and Local strategies, and as such any proposal (even at Master Plan stage) should consider the relevant principles of those strategies to enable future inclusion and to examine the potential consequences of non-compliance with the broader strategic context, the consequences of that non-compliance and any scope for innovation and change.



Peer Review of Wilton Junction Master Plan 2012

**Vision:****Peer Review Outcome (Vision)**

No significant issues are raised with the currently proposed vision and principles, given their high level nature, although refinement is recommended having regard to community, State and government expectations. They represent aspirations of a development of this nature, and will be further developed if the process continues.

Recommendations (Vision)

Subject to Council proceeding with the project:

- ✓ Targeted community input be sought to further develop and define the "vision and principles".

Demographic Profile:**Peer Review Outcome (Demography)**

Whilst there are significant data gaps in respect to the potential socio-economic and cultural characteristics of any future population, broader context of growth in the region, and competition with other development areas, the level of information is considered adequate for a "high-level" analysis.

Recommendations (Demography)

Subject to Council proceeding with the project:

- ✓ Detailed future demographic analysis should also account for any future demand pressures that may arise if Wilton Junction takes on a role as a sub-regional centre;
- ✓ Demographic analysis of the impact of ageing, and changes to socio-economic or cultural characteristics should be undertaken, particularly given implications for planning for infrastructure, services and possible demand for a range of dwelling types; and
- ✓ Projections should also address the context of broader market demand and/or growth patterns and socio-economic profiles in the region, South-west Sydney, as well as in a broader Sydney, NSW or Australian context.

Topography:**Peer Review Outcome (Topography)**

The initial topographical analysis is considered adequate for a high-level Master Plan, notwithstanding the issues highlighted above.

Recommendations (Topography)

Subject to Council proceeding with the project:

- ✓ More detailed geotechnical analysis be undertaken, in liaison with the relevant agencies, mining companies and Council, to ensure that any identified development areas and design parameters for housing and infrastructure are appropriate to manage impacts from future mine subsidence and other geotechnical risks;
- ✓ Further analysis be undertaken on the suitability of the proposed lakes and on-site water recycling facilities, in addition to other aspects of site hydrology to ensure that water quality is managed to minimize impacts on the adjacent waterways and environment. This should also assess any issues with high-flow/storm events, and issues with management of sediment, chemical and nutrient build up during low flow (drought) periods; and
- ✓ Suitable zones be adopted that provide for appropriate levels of protection for ridges, waterways and other natural features (rather than simply applying rural or residential zones).

Environment:**Peer Review Outcome (Environment)**

The consideration given to potential environmental issues and implications on the study area in the Master Plan is only very preliminary at this stage. This is particularly relevant given the context of the site with surrounding Nepean River and Allens Creek Gorge corridors.

The Master Plan conceptual layout also appears to rely on visible identification of "key" vegetation areas, and may be limited in terms of impacts on grassland environments and their role as both habitat and foraging areas for fauna species in the area.

Any reliance on "community control and management " of key river and environmental corridors through a community title based program of community trust funds, education and management may also need more detailed consideration.



Peer Review of Wilton Junction Master Plan 2012



This could be an issue in terms of the scale and nature of the environmental assets that are required to be managed, particularly areas adjoining the Nepean River.

This model may also ignore key partnerships and requirements of Government Agencies, as well as the potential for utilising successful existing partnerships with bodies such as Landcare and Rivercare to ensure independence and third party monitoring.

Recommendations (Environmental)

Subject to Council proceeding with the project:

- ✓ Further detailed studies should be required to address the environmental attributes of the study area and the delineation of the urban footprint being established;
- ✓ The identification of "key" vegetation areas should also include potential grassland environments and their role as both habitat and foraging areas for fauna species in the area;
- ✓ Studies should be scoped in consultation with, and to meet the requirements of relevant agencies;
- ✓ Considerations of all applicable legislation and identified threatened species should be embodied in any study;
- ✓ Studies should consider in more detail the ongoing management and potential ownership and zoning of any environmental protection areas; and
- ✓ The broader landscape context and site linkages (e.g. environmental and catchment/waterway corridors) should be considered.

Site Contamination:**Peer Review Outcome (Site Contamination)**

Whilst there are potential gaps in the assessment of site contamination at this stage, it should not impact significantly on the overall Master Plan, and such assessment will be required at further planning and rezoning stages.

Recommendations (Site Contamination)

Subject to Council proceeding with the project:

- ✓ Further detailed studies should be required to address potential contamination within the study area (e.g. cattle dip sites and farm chemical storage, fuel and chemical storage at Wilton Aerodrome); and
- ✓ These studies should be scoped in consultation with, and to meet the requirements of relevant agencies.

Mine Subsidence:**Peer Review Outcome (Mine Subsidence)**

The issue of mine subsidence and potential risks to the timing, extent, staging and viability for any further urban development in the locality are considered significant

Should Council seek to proceed with the proposal, it is recommended that further discussion with relevant agencies and BHP Billiton occur as matter of priority. Further analysis of the implications, options and feasibility of the Wilton Junction proposal proceeding, in conjunction with the mining of the Bulli Coal Seam, should also be undertaken prior to any further detailed site design and costings.

Recommendations (Mine Subsidence)

Subject to Council proceeding with the project:

- ✓ As a matter of priority, discussion with relevant agencies and BHP Billiton be undertaken to identify issues and risks, as well as options to progress the Wilton Junction proposal;
- ✓ Further detailed studies should be required to provide an analysis of the implications (including cost), options and feasibility of the Wilton Junction proposal proceeding in conjunction with the mining of the Bulli Coal Seam; and
- ✓ Any studies should be scoped in consultation with, and to meet the requirements of, relevant agencies.

Cultural Heritage:**Peer Review Outcome (Cultural Heritage)**

Whilst relatively high-level, the consideration of culture and heritage in the Master Plan is considered appropriate for a conceptual phase, noting the need to comply with legislation and undertake further site-specific survey and research.



Peer Review of Wilton Junction Master Plan 2012



Recommendations (Cultural Heritage)

Subject to Council proceeding with the project:

- ✓ Further detailed site survey, research and studies will be required to ensure that any items or sites of cultural or heritage value are documented, researched and protected, if warranted;
- ✓ Work on the site would be required to comply with relevant legislation;
- ✓ Any studies should be scoped in consultation with, and to meet the requirements of relevant agencies; and
- ✓ Options for the future access to and management of sites should be confirmed with the relevant agencies and with relevant stakeholders.

Noise Impacts:

Peer Review Outcome (Noise Impacts)

The Master Plan assessment and treatment of noise issues is considered adequate for the initial conceptual planning phase, however it is noted that further detailed acoustic and noise studies in addition to design response will be required.

Recommendations (Noise Impacts)

Subject to Council proceeding with the project:

- ✓ Further detailed site survey, research and studies will be required to ensure that potential noise conflicts are managed appropriately;
- ✓ Any subsequent version of the master Plan highlight potential buffer areas and design options;
- ✓ That smart design be preferred to hard engineering solutions to manage potential noise conflicts; and
- ✓ Any studies should be scoped in consultation with, and to meet the requirements of relevant agencies.

Gas Pipeline:

Peer Review Outcome (Gas Pipeline)

The Master Plan assessment and treatment of the gas infrastructure through the site is considered adequate for the initial conceptual planning phase, however further assessment and design response will be required.

Recommendations (Gas Pipeline)

Subject to Council proceeding with the project:

- ✓ any potential zoning and landuse or design parameters be considered in the context of potential required setbacks from the pipeline and other requirements, including Australian Standards, *SEPP - Industry* requirements; and
- ✓ relevant agencies and services providers (at present APA Group is owner operator) be formally consulted to determine any specific requirements.

Economic Analysis:

Peer Review Outcome (Economic Analysis)

The Master Plan assessment and analysis of economic issues is considered more than adequate for the initial conceptual planning phase, however further analysis is recommended in line with issues identified as part of this review if the project proceeds.

Recommendations (Economic Analysis)

Subject to Council proceeding with the project, more detailed economic analysis should address:

- ✓ Longer term market assessment - e.g. trends both regionally and broader NSW, Australian and international trends to more compact urban form and trends away from some traditional housing choices (linkages with changes in market demand from immigration and change in household characteristics);
- ✓ Development and infrastructure staging contingencies (risk management and financial sustainability) and the impact on the viability of the overall project and investment and delivery of retail, commercial and other enterprise developments (note: this may be more significant if staging and delivery is impacted on due to mine subsidence issues or other local or global market conditions).
- ✓ The impact of commercial, retail and other employment generating development on the economic viability and diversity in surrounding towns and villages, in particular Picton town;
- ✓ The potential changes in scale and catchment if Wilton Junction was to develop over time into a sub-regional market centre (particularly relevance to health, education and service sector employment base and land requirements);
- ✓ The synergies with any surrounding markets to build on any competitive or market advantages;
- ✓ The potential to improve the existing village centre at Wilton;



Peer Review of Wilton Junction Master Plan 2012



- ✓ Identification of any unique "character" or "locational" factors that may drive certain types of commercial or retail development investment and activity, particularly in relation to the sites unique connections between the Southern Highlands and South-west Sydney, and placement in the Sydney-Canberra-Melbourne corridor; and
- ✓ A comprehensive local economic development and implementation strategy be developed in partnership between Council, site developers, industry groups, Government and other stakeholders.

Social Infrastructure:

Peer Review Outcome (Social Infrastructure)

Whilst the level of information provided is considered sufficient for the purposes of a high level Master Plan, the considerations within the study need to be tested and applied. This would include contextual benchmarking of criteria and standards of provision to ensure timely, accessible and appropriate levels, and quality of social infrastructure and open space.

At present the Master Plan does not provide the level of detail or assessment to guarantee that any proposed standards of provision are fair and reasonable, and indeed comparable with what should be expected if they were benchmarked against similar towns of this size.

The issue of provision of social infrastructure and open space within any Community Title arrangement would also need to be managed appropriately to ensure equitable community access for all residents where appropriate.

Standards of provision and location of facilities would also need to be agreed by Council and possibly State agencies.

Recommendations (Social Infrastructure)

Subject to Council proceeding with the project, more detailed analysis should address:

- ✓ Benchmark size scale and location parameters adopted by the Master Plan, or provide a basis for this information to be adopted to ensure accountability and transparency, and appropriate service levels;
- ✓ Incorporate emerging best practice in terms of access, engagement, location and design, multi-use of facilities, joint venture and other models to ensure service levels;
- ✓ Incorporate social infrastructure and open space into Town Centre to increase sense of community, improve sustainability of Town Centre and transport linkages and healthy living (e.g. Healthy Spaces and Places Guidelines etc);
- ✓ Highlight options for provision of infrastructure under and future Planning Agreement or s94 Plan;
- ✓ Ensure that the design of the town centre includes freely accessible community social and recreational open space as a focus, aside from solely commercially based attractors and focal points; and
- ✓ Investigate the location and type of open space that can be accessed within reasonable (10 minutes or less) walking time for residents, to ensure that it includes a range of open space options not just passive open space or restricted access/ privately operated recreational opportunities.

Transport (Incl. Roads):

Peer Review Outcome (Transport)

Whilst the discussion and analysis of public transport networks is considered sufficient in terms of the level of assessment and detail (although potentially limited by the design layout), the assessment of internal site linkages and alternative options is a shortcoming of the Master Plan and studies.

Recommendations (Transport)

Subject to Council proceeding with the project:

- ✓ More detailed assessment be undertaken to determine if overall design and internal road layout is appropriate and functional;
- ✓ Specific issues raised in relation to transport in this peer review be considered in the any future analysis and studies;
- ✓ Viability and impact studies of the proposed two cross town/Hume Highway linkages be undertaken, including the design and life of the northern Hume overpass, and the appropriateness of reliance on Picton road as a major town link road given the need to maintain use for significant heavy vehicle use and free flow/high speed road design;
- ✓ Consideration of impacts and capacity of other linkages such as Appin Road, Douglas Park Drive and Wilton Road;
- ✓ The design should also seek to deliver non-commercial activities into the town centre to increase public transport viability in the centre; and



Peer Review of Willon Junction Master Plan 2012



- ✓ Further consideration of the impact of transport corridors is undertaken including Hume Highway, Maldon Rail, and any potential High-speed rail corridor.

Infrastructure:

Peer Review Outcome (Infrastructure)

The discussion and analysis of water, sewer, electricity, gas and telecommunications infrastructure is considered sufficient in terms of level a of Master Plan assessment.

The further studies for water, sewer and wastewater are perhaps premature given the other detailed investigation work that is required if the project proceeds. This infrastructure assessment at this high level should also be more integrated and provide for alternative options, and be within a WSUD framework.

Recommendations (Infrastructure)

Subject to Council proceeding with the project:

- ✓ Any further studies and modeling relating to water, sewer and stormwater be undertaken in a more integrated systems approach;
- ✓ Detailed costing be deferred until more information is available on the design and yields, as well as implications of mining subsidence;
- ✓ More careful consideration and integration of the site in terms of its place in the broader catchment and the interface with water courses needs to be had;
- ✓ Formal agency engagement is required, including Sydney Water and the Sydney catchment Authority;
- ✓ Issues relating to the on-site lake storage, including impacts on any environmental role for lakes, and issues with overflow and concentration of nutrients, chemicals etc. in low flow periods needs to be more fully investigated;
- ✓ The need to establish a transparent and accountable process for the provision and funding of infrastructure to ensure timely and adequate levels of service;
- ✓ Recognise the need to include existing residents in demand and supply of new infrastructure; and
- ✓ The need to have a robust and accountable approach to the preparation of any Voluntary Planning Agreements or Development Contribution Plans for the area.

Planning & Economy

Special Community Forum



WOLLONDILLY
SHIRE COUNCIL

Record of Proceedings

Monday 5 November 2012

TRIM 6930#838

The Community Forum commenced at 6.35pm
and was held in the Wilton Community Centre
Broughton Street, Wilton NSW

62-64 Menangle Street Picton NSW 2571
PO Box 21 Picton DX 26052 Picton
Phone: 02 4677 1100 Fax: 02 4677 2339
Email: council@wollondilly.nsw.gov.au Web: www.wollondilly.nsw.gov.au

WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Special Community Forum held in the Wilton Community Centre, Broughton Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

OPENING BY THE CHAIRPERSON.....	3
PRESENT	3
ALSO PRESENT.....	3
APOLOGIES.....	3
DECLARATION OF INTEREST.....	3
FORMAL COMMUNITY FORUM MATTERS.....	4
1. Presentation by Connor Holmes Pty Ltd.....	4
COMMUNITY QUESTION/STATEMENT TIME	7
CONCLUSION AND INFORMAL DISCUSSIONS	12
YOUR COUNCILLORS	13

WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Special Community Forum held in the Wilton Community Centre, Broughton Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

opening by the chairperson

Deputy General Manager, Luke Johnson, introduced the Mayor, Cr Col Mitchell as Chairperson.

The Chairperson, Cr Col Mitchell opened the Community Forum at 6.35pm. The Chairperson welcomed Councillors, Mr Jai Rowell, MP, General Manager, Deputy General Managers, Managers, staff members and all those in attendance at the Special Community Forum.

The Chairperson acknowledged the Traditional Custodians of the Land:

I would like to show my respect and acknowledge the Traditional Custodians of the Land, of Elders past and Present, on which this meeting takes place.

The Chairperson stated that the electronic recording of the Community Forum and the use of electronic media during the proceedings is not permitted including such devices as laptops, mobile phones, tape recorders and video cameras. The Chairperson requested that participants switch off their mobile phones. The Chairperson asked that during Question Time members of the Community respect each other whilst speaking.

The Chairperson introduced Mr Jai Rowell, MP.

Mr Jai Rowell, MP, acknowledged the Traditional Custodians of the Land both past and present.

Mr Jai Rowell thanked the Mayor, General Manager, Deputy General Managers, Councillors here tonight and members of the community in attendance. Mr Rowell asked the community members to listen to the information being presented and to ask questions. Mr Rowell spoke about the 43 submissions submitted in response to the Governments Potential Housing sites. Of those 43 submissions about a quarter were from within the Wollondilly Electorate.

PRESENT

Mayor Councillor Mitchell, Deputy Mayor, Ben Banasik, Councillors Judy Hannan, Simon Landow, Hilton Gibbs, Lou Amato, Michael Banasik, Kate Terry, Ray Law,

ALSO PRESENT

Mr Jai Rowell, MP, General Manager - Les McMahon, Deputy General Manager - Luke Johnson, Deputy General Manager - Ally Dench, Manager Development Assessment & Strategic Planning - David Smith, Manager Community Services - Peter Wright, Manager Financial Services - Ashley Christie, Manager Facilities & Recreation - Adam Gray, Manager Infrastructure Planning - Dick Webb

Connor Holmes Pty Ltd - Stephen Holmes, Helen Dyer.

APOLOGIES

There were no apologies.

DECLARATION OF INTEREST

There were no declarations of interest.



WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Special Community Forum held in the Wilton Community Centre, Brought Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

Formal Community Forum Matters

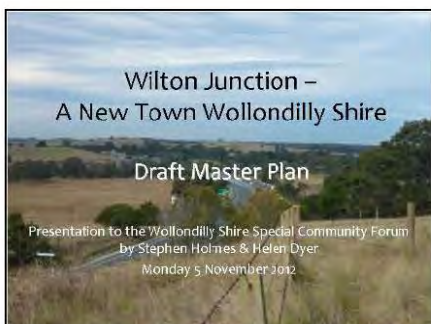
FORMAL COMMUNITY FORUM MATTERS

1. Presentation by Connor Holmes Pty Ltd

Deputy General Manager, Luke Johnson, presented some background on the Wilton Junction Master Plan and explained that this was a high level Master Plan. Four landowners have prepared this Masterplan. The State Government has provided funding to assist with this project and also the Growth Management Strategy, together with assigning a senior officer of the Department of Planning. Council resolved to seek public comment prior to deciding its position on the Master Plan and have engaged independent advisors to assess the Master Plan. Their findings together with feedback received from the community will be reported back to Council in December 2012.

Deputy General Manager, Luke Johnson, then introduced Stephen Holmes and Helen Dyer of Connor Holmes Pty Ltd to speak and give a presentation. Website for Wilton Junction www.talkwiltonjunction.com.au.

Presentation outline below:




Formal Community Forum Matters

Planning & Economy

WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Special Community Forum held in the Wilton Community Centre, Brought Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

Formal Community Forum Matters

<p>Subject Site</p> 	<p>Vision</p> <p>Creation of a high quality township that delivers housing diversity and choice and a high level of employment and service self-sufficiency.</p> <p>Wilton Junction has the potential to become the regional focus for Wollondilly Shire and surrounding areas, attracting a new generation of employment opportunities and ensuring the preservation of the existing village like qualities and lifestyle of existing townships within the Shire as a new town centre and urban growth is consolidated at Wilton Junction.</p>
<p>Principles</p> <ul style="list-style-type: none"> * Sense of place * Quality and timely delivery of community facilities * Protection and integration of natural environment * High levels of employment self sufficiency * Vibrant activity centres as a focus of community life * High levels of connectivity for private and public transport, cycling and walking 	<p>The New Town</p> <ul style="list-style-type: none"> * Projected new dwelling yield – approx 11,000-15,000 dwellings * Projected population – approx 30,000-35,000 * Projected employment – approx 15,000 jobs * Family couples with children expected to be the dominant household type * A good proportion of retiree and pre-retiree households are projected
<p>Community Facilities</p> <ul style="list-style-type: none"> * Community centres x 3 * Child Care facilities x 4 * Public primary school x 4 (Incl. existing) * Private primary / secondary school x 1 * Public secondary school x 1 * Community Resource Centre / library x 1, Civic Centre * Community health / integrated Primary and Community Care 	<p>Recreation and Open Space</p> <ul style="list-style-type: none"> * Leisure Centre / Indoor Recreation Centre * District sports field x 1 (3 playing fields, netball and tennis) * Local / sub district sports fields x 2 (2 x playing fields, 1 x cricket) * Local parks * Walking trails * Environmental protection areas * Asset protection areas

Formal Community Forum Matters

Planning & Economy

WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Special Community Forum held in the Wilton Community Centre, Brought Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

Formal Community Forum Matters

 <p>Town Centre and Employment</p> <ul style="list-style-type: none"> * Land for employment * Business Park * Types of jobs <ul style="list-style-type: none"> o Office / commercial o Medical/ health o Education o Service activities o Retail o Leisure and recreation o Civic / administration o Community services o Light industry / logistics 	 <p>Master Plan</p>
 <p>Proposed Staging</p>	 <p>Further Information</p> <p>Talk Wilton Junction</p>

Formal Community Forum Matters

Planning & Economy

WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Special Community Forum held in the Wilton Community Centre, Brought Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

Community Question/Statement Time

COMMUNITY QUESTION/STATEMENT TIME

Deputy General Manager announced the next part of the Special Community Forum is Community Question/Statement Time.

TRIM 6930

Ques 1 With regard to the Master Plan where do the landowners own the land?

Stephen Holmes explained where the 4 main landowners (Bradcorp, Lend Lease, Walker Corporation, Governors Hill) sites are located on the map.

Ques 2 Andrew Duncan Interested in rezoning and affect that will have on zoning in the area and adjacent areas. Owns land on edge of Master Plan.

At present there is no formal proposal to rezone land. Can make a submission to include your land in the area. Write to Council requesting this. (16 November deadline).

Ques 3 Betty Stephenson Could you be more clear as to what Enterprise is? This may increase or decrease the value of our property.

Stephen Holmes advised that firstly nothing is fixed at this point in time. We have identified the flattest land for Enterprise activities such as employment, commercial, businesses, services, or higher education institutions. These are subject to preferences, in this area there may be a desire to increase or decrease these activities. Area has been identified for larger scale development, which is one reason we suggested rural residential with potential opportunity for some re-subdivision to slightly smaller properties.

Ques 4 We have animals on rural properties in the centre of this plan. Will we have to sell up? What sort of policing will take place to ensure people will not come on to our land.

No property is going to be acquired as part of this development. There are regulations in terms of what people can do on their property. If the area changes from rural then property use may change but that is the property owners decision to do what they what with their land.

Ques 5 Robyn Hayter Lives on Wilton Park Road. Has been told that Enterprises were going to be trucking stations, warehouses. Aesthetically it is going to change the properties. Currently rural bushland.

Stephen Holmes - we envisage the sorts of land uses mentioned earlier. Areas will be landscaped and buffers zones in place between Enterprise and other zones. The rezoning process will identify zones between land in the future.

Community Question/Statement Time

Planning & Economy



WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Special Community Forum held in the Wilton Community Centre, Brought Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

Community Question/Statement Time

Ques 6 We have been through the process for Bingara Gorge. Things have changed at Bingara since the original proposal was approved. Also have been told Council has been given money for development of this land, also have been told a new application has been submitted by Bingara for 500 lots. What guarantees are we going to have in relation to what is said here and what is eventually delivered? We need guarantees that the development delivers what it says.

Bingara, as part of the master plan potential housing, are looking at an increase of 500 lots.

Jai Rowell, MP, advised this is why we have called for consultation meetings so that we can get the facts out to the community and have concerns raised in the mix. Talk between Council and the Community.

Ques 7 Rebecca Ferguson
Are you going to integrate anything into the Master Plan to support equestrian life in the community?

We haven't looked at any specific equestrian facilities. This is a good suggestion and if the strength of the market is there for equestrian facilities then this could happen. We have previously been involved in developments with horse riding trails etc.

Ques 8 I live down Wilton Park Road. 12 Years ago Rural Living was Council's logo. We have just had an election and I have only just heard about this Master Plan in the last two weeks. This is a fundamental change for Wollondilly Shire. Concerned no-one dealt with this at the election. No publicity brought this to my attention.

Mayor, Cr Col Mitchell, advised that this Master Plan was number one on his flyer during the election period. This is a high level master plan and a consultation process was in place.

Ques 9 Ms Trent
Concern regarding infrastructure for transport. This needs to be considered ahead of time. Infrastructure needs to be safe and available. Council and the Government needs to look at this seriously, including a rail link to Wollongong.

Cr Hannan - Council has been fighting to have the Maldon Dombarton rail link in place prior to this Master Plan. At this point we are still fighting to have this happen sooner. Council would be happy to receive letters of support for this.

Manager Infrastructure Planning - Dick Webb - advised we are strongly lobbying for the Maldon Dombarton rail link as part of our submission on NSW Long Term Transport Master Plan. Port Kembla is also strongly supporting this issue. On our website we have a Draft Public Transport Plan for Wilton Township, comments are welcome on this.

Stephen Holmes - Wilton Junction is the best opportunity to have these services provided.

Community
Question/Statement
Time

Planning &
Economy



WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Special Community Forum held in the Wilton Community Centre, Brought Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

Community Question/Statement Time

Ques 10 Can we have a show of hands on who supports this and who doesn't?

General Manager, Les McMahon - Declined this request. This is the start of the consultation period. A chance to hear from the proponents and then write submissions which will be reported to Council. A process is in place to reflect on what is proposed and then submit concerns.

Ques 11 Elise
Wilton Park Road. Farm on boundary of this proposed area. What will happen to our rates? How can a pensioner afford to pay an increase of rates. Lives on 40 acres. What will happen to our rates?

Manager Financial Services, Ashley Christie – The amount of rates levied on a particular property is dependant upon two main factors – the value of the land and the rate category. If the property is rezoned this can have an effect on the rates because the rezoning may effect the value of the land. The Valuer General (VG) normally re-values land every 3 years, however if there is a rezoning, the VG will invariably revalue the land once the rezoning is finalised. The VG values the land based on the unimproved value of its "highest and best use". That is, when valuing the land the VG makes the assumption that the land is vacant and unimproved and then values it based on the permitted use of the land (to determine its highest and best use). It is possible that as a result of the rezoning that the land increases in value even though its actual use hasn't changed, because the land is now permitted to be used for another purpose (eg: sub-divided, commercial/industrial, etc). If a ratepayer experiences genuine hardship from increased rates as a result of the revaluation, they can apply to the VG (or apply to Council who will then apply to the VG on their behalf) to "postpone" the amount their rates have increased by. If their application is approved, the VG will conduct another valuation of the property based upon its current actual use. The rates amount based on the "highest & best use" less the rates amount based on the "current actual use" can be postponed (ie: deferred) until such time that the actual use of the land is varied. A maximum of five years worth of postponed rates can be accumulated (ie: in the sixth year, the amount relating to the first year is written off, etc). The entitlement to postponement ceases if the land usage changes and at that point the outstanding amount of postponed rates becomes due and payable.

Ques 12 **Maldon had a railway station when I was a boy. Is there any chance of building a station at Maldon with plenty of parking? Could also run from Maldon to Bargo.**

This line is owned by ARTC, to put another station on that line would be difficult as it is a freight line.

Ques 13 **Nathan**
Concerned about the Enterprise zone. In particular the east side of the Hume Highway. You cut through Picton road, through residential area.

Stephen Holmes - We also have Enterprise land around the town centre as well. The RMS has required the closure of the slip road at Pembroke Parade. We need to go two allotments deep. A road reserve has been provided. Not the most desirable but we have identified a left in left out of Picton Road.

Community
 Question/Statement
 Time

Planning &
 Economy



WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Special Community Forum held in the Wilton Community Centre, Brought Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

Community Question/Statement Time

Ques 14 Enterprise area - 4 properties affected. If we said we don't want to sell but others do sell does this mean we have service stations around us and perhaps are forced to sell? How do you work out what your land value entitlement is? If land is classified as Enterprise then we really have no choice.

Stephen Holmes - Firstly we are suggesting it will be 3 years until the first house is built. If everyone developed commercially around your land and you don't it will be your choice. If land zoned Enterprise area then they have the ability to develop that. Will be your choice. In terms of value that would be determined through a sales process. Please write to Council on this concern.

Ques 15 Peter Chapman
I am negative about the whole proposal and the enterprise area. Has any thought been given to another access to Picton Road?

Stephen Holmes - The answer to that will be in the detail which hasn't been developed yet. Have identified a 4 way intersection north west of current Wilton Park Road intersection. Whether this would connect through has not been determined.

Ques 16 C Tyson
Wilton Park road, what happens to the rest of Wilton if this is a 30 year plan? Will everything else be put on hold within the proposed Master Plan area (development wise)?

If the land is rezoned and if it requires further infrastructure it may be a problem.

Ques 17 Wayne Meani
How will the employment/services affect Picton, Tahmoor, Thirlmere? What percentage of 30,000 will be social housing?

Stephen Holmes - We believe the critical mass will demand a whole new set of services and facilities. The Hume Highway and Picton Road intersection has a lot of potential to capture trade. We believe we will be capturing more services within the area and a bigger pull in trade. Rezoning within the townships will continue to service the growth.

With regard to social housing we haven't contemplated any social housing within this site at this point in time. There should be a range of housing within the site.

Ques 18 Heidi
What sized lots re residential etc? I have been told my area is rural scenic?

Stephen Holmes - The High Level Master Plan residential precinct envisages 250 to 1500 square metre lots as being the range. Medium Density, Low Rise apartment buildings, rural residential envisaged as 1 hectare. There is no current zoning 'rural scenic'.

Community
Question/Statement
Time

Planning &
Economy



WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Special Community Forum held in the Wilton Community Centre, Brought Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

Community Question/Statement Time

Quest 19 **Renzo Dal-Pozzo**
A lot of people here and I have only heard of 3 primary schools being built. Picton only has 1 high school?

Stephen Holmes - We propose 4 primary schools and 2 high schools.

Ques 20 **Mark Davies**
Concerned at 30 years of work around this town considering I have been told children are having respiratory problems at Bingara Gorge Primary School, has anyone heard this?

General Manager, Les McMahon - No, we have not heard of any problems about Bingara Gorge and will contact the School and the Manager of Bingara Gorge.

Ques 21 **With the interest generated here tonight could we have some community representatives included in this process?**

General Manger, Les McMahon - I will talk to the Councillors about forming a group of interested people. This will be brought up with Council.

Community
Question/Statement
Time

Planning &
Economy

WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Community Forum held in the Wilton Community Centre, Brought Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

Conclusion and Informal Discussions

CONCLUSION AND INFORMAL DISCUSSIONS

The Chairperson thanked those present for participating in the Special Community Forum, for the feedback provided and for the interest shown in the matters discussed and invited everyone to partake in tea and coffee and to speak openly to Councillors about any matter they wish to raise.

The Community Forum closed at 8.00pm.

About 70 people present.

Conclusion and Informal Discussions

WOLLONDILLY SHIRE COUNCIL

Record of Proceedings of the Community Forum held in the Wilton Community Centre, Brought Street, Wilton, on Monday 5 November 2012, commencing at 6.35pm

Your Councillors

YOUR COUNCILLORS

North Ward

Cr J A (Judith) Hannan

Mobile 0414 557 799

Email: judith.hannan@wollondilly.nsw.gov.au

Cr S (Simon) Landow

Mobile 0415 406 719

Email: simon.landow@wollondilly.nsw.gov.au

Cr H (Hilton) Gibbs

Mobile: 0438 572 212

Email: hilton.gibbs@wollondilly.nsw.gov.au

Central Ward

Cr M W (Michael) Banasik

Mobile 0425 798 068

Email: michael.banasik@wollondilly.nsw.gov.au

Cr C A C (Col) Mitchell
Mayor

Mobile 0447 619 004

Email: mayor@wollondilly.nsw.gov.au

Cr L (Lou) Amato Mobile:

0437 898 275

Email: lou.amato@wollondilly.nsw.gov.au

East Ward

Cr B (Benn) Banasik
Deputy Mayor

Mobile: 0434 832 636

Email: benn.banasik@wollondilly.nsw.gov.au

Cr K (Kate) Terry

Mobile: 0435 037 068

Email: kate.terry@wollondilly.nsw.gov.au

Cr R (Ray) Law

Mobile: 0427 901 275

Email: ray.law@wollondilly.nsw.gov.au



Client

Wilton Junction Landowners Rezoning Consortium

Project

Wilton Junction - Preliminary Employment Delivery Strategy

Date

15 November 2012

Contact

Brian Elton
9387 2600
Brian@elton.com.au



Planning & Economy

Sydney
t (02) 9387 2600
PO Box 1488
Level 6, 332-342 Oxford St
Bondi Junction NSW 1355
f (02) 9387 2557
consulting@elton.com.au
www.elton.com.au
ABN 56 003 853 101

Prepared by	Catherine Ryland
Reviewed by	Jenny Rudolph/Brian Elton
Date	15 November 2012
Job number	12/3072
Document name	Document3
Version	Final

This document is
printed on paper produced
using sustainable forestry
practices and chlorine
free pulp

Contents

Executive Summary	1
1 Purpose	2
1.1 Overview	2
1.2 Objective of this Paper	2
2 Introduction	3
2.1 Principles	3
2.2 The High Level Master Plan and Employment	3
2.3 Methodology	4
3 The Economic and Employment Framework	5
3.1 State Characteristics	5
3.2 Local Characteristics	5
3.3 Employment Land Need	6
4 Preliminary Employment Delivery Strategy	8
4.1 Employment Development	8
4.2 Economic Development Strategy	11
4.3 Construction Jobs	14
4.4 Staging of Employment Delivery	15
4.5 Action Plan	16
5 Case Study Examples	17
5.1 Mawson Lakes	17
5.2 St Marys Development	18
5.3 Googong	19
6 Conclusions and recommendations	21
6.1 Conclusions	21
6.2 Recommendations	21

Executive Summary

The draft Wilton Junction master plan proposes a total of 202ha of the total developable area for employment generating land uses, including retail, commercial, community uses and enterprise precincts. In addition to employment land, the 11,000 – 12,000 dwellings to be development over approximately 30 years will create jobs for residents who choose to establish a business at home – ‘work from home’ jobs. Wilton Junction will also provide for 1,700 constructions jobs per annum for the next 30 years. The employment opportunity job target is therefore approximately 11,700 jobs (whether work from home, service jobs or in the enterprise precinct) across Wilton Junction area over the next 30 years.

A preliminary Employment Delivery Strategy has been developed that demonstrates the extent of the employment opportunities, and further outlines strategies and four key actions as a basis to attract and deliver job creation. As the development of Wilton Junction progresses, it is recognised that the Economic Strategy will develop further details and strategies, and will evolve in conjunction with the relevant partners, including Council, State Government and the land owners.

Reflecting on State and local policy, demographics and economic characteristics, a high level employment framework is established within which to develop the preliminary Employment Delivery Strategy. The framework identifies good opportunities within the service sector, particularly in retail, commercial, health and social assistance sectors. Due to the natural assets and strategic location of Wilton, enterprise precinct activities and tourism can be provided for the medium and longer term. There are also longer term opportunities in transport and logistics.

A number of economic development strategies have been developed in order to attract the anticipated employment opportunities. Key elements of the Strategy are:

- **Skills and training**, through partnerships with key stakeholders and business support initiatives
- **Marketing key assets of Wilton Junction**, such as excellent transport links and natural amenity
- **Maximising start-up incentives**, such as National Broadband Network
- **Ensuring timely land release** within periods of economic growth
- **Targeting the health and ageing and service sectors** as growing industries
- **Attracting longer term investment opportunities**, such as specialist industry, freight and logistics and tourism

A full economic development and employment strategy (EDS) will be developed as part of the rezoning process. The full EDS will be developed collaboratively between land owners and key stakeholders.

1 Purpose

1.1 Overview

The draft high level master plan for Wilton Junction identifies a range of land uses that will generate employment for both future residents of Wilton Junction, residents of Wollondilly and the sub-region more broadly.

The draft Wilton Junction master plan proposes a total of 202ha of the total developable area for employment generating land uses, including retail, commercial, community uses and enterprise precincts.

In addition to employment land, the 11,000 – 12,000 dwellings to be development over approximately 30 years will create jobs for residents who choose to establish a business at home – 'work from home' jobs.

1.2 Objective of this Paper

Elton Consulting, in conjunction with Connor Holmes, have been commissioned by the Wilton Land Owner Consortium to prepare a preliminary strategy for delivery of employment within the future Wilton Junction new town.

The creation, generation and continued development of employment opportunities at Wilton Junction requires the land owners, developers, Wollondilly Council and the NSW State Government to work together to create employment opportunities. A partnership approach is needed by all stakeholders to ensure the successful delivery of jobs to sustain the new Wilton Junction town.

Employment opportunities at Wilton Junction can be provided in the town centre, community and social facilities, the enterprise and bulky good areas as well as work from home opportunities. Council wishes to understand the quantum and opportunities for jobs, and thus this report outlining the initial employment strategy considerations.

The objectives of this paper are:-

- to communicate the employment opportunities that will be created at Wilton Junction over a 30 year period;
- outline and define what employment would be readily generated by the development; and
- identify specific initiatives that will be needed to be taken by all stakeholders to maximise jobs at Wilton Junction.

2 Introduction

2.1 Principles

To achieve the Wilton Junction Master Plan objectives, the following employment principles have been developed:

- Make the best use of the sites' prominent location and accessibility
- Maximise the employment and jobs catchment to maximise employment
- Ensure high amenity outcome to attract footloose businesses
- Wilton Junction is a catalyst and platform to capture escape expenditure and reverse the under-represented south west commercial/office market.

2.2 The High Level Master Plan and Employment

MacroPlan Dimasi was commissioned by the Wilton Land Owner Group to undertake a detailed economic and land use assessment for the proposed Masterplan and new town at Wilton Junction. The report was prepared on the basis that Wilton Junction is intended to be developed as a 'self-sustaining' town, i.e. providing enough jobs for at least 70% of the towns' future resident worker population. For employment self-sufficiency to be achieved, Macro Plan provided a comprehensive understanding of prevailing employment and market forces within the site confines, surrounding LGAs and the broader region.

The prospective employment provision for the Wilton Junction development has been set out in the MacroPlan Dimasi report as 11,769 jobs to service the anticipated resident population of 34,955 and resultant working population of 16,813 people. Based on the MacroPlan Dimasi report, the 11,769 jobs can be broken down as follows:

- 2,522 of the 11,769 will be 'work from home' jobs.
- Construction jobs are considered to be short term employment and are not included in the calculations. However, it is estimated that approximately 1,700 equivalent full-time construction jobs will be created at any one time over the 30 year construction period.
- Full time equivalent jobs in commercial/retail uses to be provided by the Wilton Junction development is **9,247** jobs.

MacroPlan's report states that providing the optimal employment mix, the Wilton Junction Master Plan will encourage business and investment take-up, which will support housing and mixed use development, and associated targets. MacroPlan, in providing for optimal employment, develops a likely employment profile for the proposed Wilton Junction population, in order to inform the quantum of employment land required for the site to be 'self-sustainable'.

2.3 Methodology

This report provides, using Macro Plan's report as a basis, a more detailed breakdown of how the Wilton Junction development will provide the 9,247 jobs. To do this, the methodology or approach included:-

- breaking down the number of jobs (into the different categories) which are likely to be provided within the Wilton Junction development, including the number of jobs which will be required within the proposed Enterprise Precincts.
- On understanding the likely employment requirements, identifying the mechanisms to attract investment and jobs to be located within the future Enterprise Precincts, which will facilitate the delivery of the employment targets.
- Finally, providing comparative employment strategy examples of similar employment provision in new areas.

The report is structured as follows:

Chapter 3: Sets out the economic and employment framework, identifying broader National, State and local characteristics and setting out employment land need for Wilton Junction.

Chapter 4: Maps out a delivery strategy for provision of the required 9247 jobs.

Chapter 5: Provides case study examples of similar investment programs to attract employment to new towns.

Chapter 6: Provides conclusions to the report

3 The Economic and Employment Framework

Existing economic and employment strategies provide a framework for employment opportunities and direction in Wollondilly, specifically Wilton Junction. The following documents have been reviewed and provide a policy framework for the future direction in Wilton Junction:

- NSW 2021 A Plan to Make NSW Number One
- NSW Department of Planning Employment Lands Development Program (2010)
- Employment Prospects for Sydney (Hill PDA for MACROC, 2008)
- Jobs in Western Sydney – redressing the balance (Urbis for Urban Taskforce, 2012)
- Wollondilly Economic Development (Strategic Economics, 2007)
- Urban Development Institute of Australia, 2010

This section of the report thus provides a few key state and local issues that have provided the basis for the preliminary employment delivery strategy at Wilton Junction.

3.1 State Characteristics

The first priority for the State Plan NSW 2021 is to restore economic growth and establish NSW as the first place in Australia to do business. The NSW 2021 Plan recognises that a growing economy delivers jobs, opportunities and increased prosperity. It also delivers the tax revenue governments need to fund world class services and infrastructure. In order to do this, the State Plan sets the following targets to deliver change:

- Targeting 100,000 new jobs, including 40,000 in regional NSW
- New infrastructure
- More land available for housing and jobs
- Grow critical industries and investment
- 20% red tape reduction
- Improving public sector efficiency
- Boosting skills and qualifications

The Wilton Junction Master Plan seeks to address these issues by providing a sizeable area of land for new housing with associated new infrastructure and significant employment and training opportunities. The Wilton Junction Master Plan can facilitate the provision of critical jobs and investment to provide jobs for the state.

3.2 Local Characteristics

The broad South Western Sydney picture is that employment in the South West continues to grow, whilst Wollondilly LGA is experiencing decline. The South West Sub-region Employment Lands Development Program (ELDP) 2010 states that "*whilst all other LGAs in the subregion experienced increases, Wollondilly experienced a decline of about 100 jobs in its employment lands*".

The Wollondilly Economic Development Strategy (EDS) (Strategic Economics, 2007) acknowledges that retail is an important activity in Wollondilly Shire. However, many residents travel out of the Shire for retail shopping to Penrith, Campbelltown and Narellan.

Currently, Wollondilly has just 30% of its workers employed in the Shire, giving an indication of the extent to which the Shire supplies population servicing industries. Employment self-containment is a significant issue in south west Sydney, and Wollondilly in particular, as a high proportion of workers travel out of the area for employment. The MACROC report 'Employment Prospects for South West Sydney' (Hill PDA) states that 56% of the resident workforce leave the South West to find work. In Wollondilly, the problem is more pronounced with around 70% of the workforce leaving the area for work (Wollondilly EDS, 2007).

According to the EDS, the economy of Wollondilly has a small concentration of knowledge based workers and a high concentration of residents employed in primary industries and trades. The South West ELDP states that the subregion is under represented in 'Managerial' and 'Professional' jobs.

The EDS advocates that Council should seek to attract investment in these industries in order to achieve and maintain growth. One of the key principles of the EDS is to attract job opportunities that match local skills.

The 2008 MACROC report, titled 'Employment Prospects for South West Sydney' (Hill PDA), also states that there is a need to create an environment suitable for the attraction of higher skilled key workers to the South West. In order to diversify its skills base, Urban Taskforce suggest that Western Sydney needs to develop mechanisms to attract 'new economy' jobs within the fast growing service-based economy.

The Urban Taskforce Report calls for urgent action to set in place strategies that will get at least 300,000 extra new jobs into western Sydney above the 250,000 currently planned for over the next 20 years.

With these policy directions in mind, the following section considers the most appropriate mix of employment for Wilton Junction.

3.3 Employment Land Need

The MacroPlan Dimasi report seeks to deliver a land use mix that is supportive of a target of 70% employment self-sufficiency – which would correspond to a total of **9,247** non-home-based jobs in and around Wilton Junction.

The provision of the 9,247 jobs can be broken down as follows:

- Employment provided to service the development through retail, commercial, health, school, community and service industries, for example, and
- Employment provided in the enterprise precincts.

These types of employment uses can meet the objectives of skills raised in the EDS, but provide opportunities for employment as outlined in the ELDP

MacroPlan Dimasi has modelled the mix of the 9,247 non home-based jobs and apportions these across industries in a pattern which replicates the current industry mix of employed residents of the Shire. The model then estimates the land required to provide accommodation for the total number of workers at Wilton Junction as follows:

Table 1: Employment Land Need, Wilton Junction

	Employment Land	
	NFA (ha)	Gross (ha)
Commercial (excluding health & retail)	21	26
Retail trade	17	20
Health & social assistance	6	7
Total commercial	44	54
Industry & enterprise	96	116
Total	140	170

Source: MacroPlan Dimasi

The Wilton Junction Master Plan identifies and proposes 202 ha of land for town centre and enterprise lands. The 202ha is more than the required land to meet the MacroPlan Dimasi identified need of 170ha gross, in which to accommodate the 9,247 non-home-based workers.

4 Preliminary Employment Delivery Strategy

Wilton Junction as a major new town will need to provide approximately 11,700 jobs, with approximately 2,500 people working from home and approximately 9,200 jobs within the retail, commercial and employment lands. Employment can be created through a mix of the various uses as well as additional jobs created by the construction on site. Employment opportunities however, will need a partnership approach between the landowners, Council and State Government.

This section of the report outlines how Wilton Junction can directly provide a significant portion of the jobs through its development, and then outline initial strategies to generate and attract employment on the site.

4.1 Employment Development

4.1.1 Work from home opportunities

Houses within Wilton Junction will be designed to accommodate 'work from home' opportunities. The Government plan is for every home, school and workplace in the country to have access to the National Broadband Network (NBN) within 10 years. It is the government's goal that by 2020, at least 12% of Australian employees will report having a teleworking arrangement with their employers.

The government has established NBN Co Limited (NBN Co), to design, build and operate the NBN. NBN Co is a wholly Commonwealth-owned company. Developers can connect new settlements to the NBN at the time of construction of the development.

NBN Co is offering a free standard connection to the network once the NBN is rolled out in a suburb. This includes the standard installation of a network termination device. The Digital Enterprise is a free program that will assist small-to-medium enterprises and not-for-profit organisations (including local cultural organisations) to better understand how they can take advantage of the National Broadband Network (NBN) and online opportunities more generally.

A 'Digital Hub' is a community-based computer training and internet access point containing a number of internet ready computers. Each Digital Hub will be run by staff that will provide training and assistance to explain the benefits of participating online, to drive greater digital literacy skills and to demonstrate the possibilities of using the National Broadband Network (NBN).

The NBN will make working from home easier and the number of 'work from home' jobs is likely to increase. It will also assist businesses in start-up or re-location opportunities. The opportunities from installation of NBN are significant and this is therefore expected to be a significant part of the employment strategy for Wilton Junction.

The Employment Development Strategy for the St Mary's Development (discussed in Chapter 5 of this report) estimated that 15% of the incoming population would be 'work from home' industries. The actual percentage of people working from home at St Mary's now that the development is

operational is 18-20%. A large proportion of this is due to the optic fibre opportunities which were installed at construction stage.

In Wilton Junction it is anticipated, that with NBN, approximately 2,522 work from home jobs can be generated. NBN is therefore a critical component of the Wilton Junction project.

4.1.2 Employment to service Wilton Junction

The employment mix proposed for Wilton Junction includes jobs in what might be considered 'population servicing businesses' – those that meet the needs of the resident population as it grows. These businesses are a mix of retail (such as supermarkets, tyre sellers, pharmacies etc) and services (accounting, gyms and personal trainers, for example).

The number of these businesses and the jobs they create will grow in proportion with the growing resident population. The growth and scale of these jobs depends very much on how much of the local spend on these goods and services Wilton Junction is able to capture itself – i.e. reducing the leakage of spending into neighbouring districts, and preferably performing at a high standard to attract spending from neighbouring areas. Clearly, the core driver to achieve the employment self-sufficiency target is to ensure the availability of suitably serviced land as the development progresses.

MacroPlan Dimasi constructed a likely employment profile based on historical trends and current new business observations, and then projecting ahead the employment profile to accommodate the needs of Wilton Junction residents. Elements of this employment profile which would be provided as a direct need to service the development and their relative percentage of the total employment profile are provided in the table below. The calculation of employment numbers provided below has been based upon the expected retail floorspace provision and the expected social, community and recreation infrastructure included within the Wilton Junction Masterplan.

Table 2: Anticipated job numbers per industry

Industry	EL Jobs	Comment	% of total master plan employment provision
Retail Trade	1,480		16%
Health Care and Social Assistance	1,110		12%
Other Services	647		7%
Transport, Postal and Warehousing	324	Although MacroPlan suggest 647 total employment in these sectors, it is assumed that only half of these are attributable to the servicing of the Wilton Junction population.	7%
Wholesale Trade	324	Although MacroPlan suggest 647 total employment in these sectors, it is assumed that only half of these are attributable to the servicing of the Wilton Junction population.	7%
Education and Training	647		7%
Public Administration and Safety	647		7%
Administrative and Support Services	462		5%

Electricity, Gas, Water and Waste Service	185	2%
Arts and Recreation Services	185	2%
Total	6011	65%

Source: MacroPlan Dimasi

The table above shows that approximately **6,011** jobs are likely to be provided on site to service the population of Wilton Junction. This figure has been derived through a consideration of the likely type and quantity of jobs required to meet the required self-sufficiency target and the density at which these workers will occupy premises. The retail, commercial, community and service facilities required to service the resident population of Wilton Junction will therefore provide a significant proportion (65%) of the required 9,247 jobs.

The land area to be delivered as retail floorspace by the Wilton Junction Master Plan is likely to be up to 70,000sqm (7ha) of retail floorspace. Broken down into Retail and Bulky Goods Retail, the table (Table 3) below outlines the potential retail jobs created in Wilton Junction, based on utilising industry benchmark employment densities.

Table 3: Estimated number of works in retail areas

Land Use	Area	Employment density	Number of workers
Retail	40,000	25sqm per worker (source: MacroPlan Dimasi)	1,600
Bulky Goods	30,000	1 worker per 50sqm (source: Connor Holmes)	600
Total			2,200

Based upon this total, the likely number of retail jobs, could be up to 2,200 jobs. The employment generation of the master plan could therefore be much higher than the anticipated need, in other words, the number of retail jobs could be 2,200 workers compared to in a traditional sense, 1478 jobs as shown in Table 2. This is particularly significant given the need to reverse current spending patterns and retain retail expenditure within the LGA.

4.1.3 Enterprise Precincts

Approximately **3,236** jobs (made up of 9,247 jobs minus 6,011 jobs provided to service the development) need to be provided in land identified in the high level masterplan within enterprise precincts in order to achieve the remaining proportion of the 9,247 jobs.

In order to ensure that these 3,200 (rounded) jobs can be provided on site, the Wilton Junction Consortium have developed some core principles, as well as initial economic development strategies to work towards achieving self sufficient employment.

The Master Plan outlines key 'principles' associated with employment and commercial drivers to guide urban growth and development including:

- Utilise central, prominent and visible locations for employment and town centre related uses and activities to ensure strong exposure and access;

- Maximise the catchment and capture of passing trade from the Hume Highway to maximise employment opportunities and capture escape expenditure;
- Integrate and co-locate employment activities within the town centre;
- Create a high amenity outcome to attract and retain footloose businesses;
- Utilise Wilton Junction and an enhanced critical population mass to act as a catalyst and platform to capture employment opportunities and reverse the under-represented south west commercial/office market; and
- Establish a balanced employment base for the region which attracts investment and expenditure for the benefit of the whole Shire.

These principles have formed the basis for the development of the initial economic development strategy. The proposed economic development strategy requires a partnership between the NSW Government, Council and the Wilton Junction land owners. The Wilton Junction Consortium is committed to employment generation and will develop a more detailed economic strategy as part of the rezoning process. The next section of this report outlines the initial employment strategy and action plan.

4.2 Economic Development Strategy

4.2.1 Strategies to ensure appropriate employment mix

The economic employment strategy for Wilton Junction will support the current Wollondilly Economic Development Strategy (EDS) and further develop strategies to take advantage of its accessible and strategic location.

The Wollondilly EDS identifies the existing primary employment sectors in Wollondilly as:

- Manufacturing
- Logistics
- Retail
- Local trades
- Tourism
- Recreation
- Community services

Wilton Junction can provide a mix of these employment opportunities on the site.

It is recognised that Sydney as a whole has a high concentration of service sector businesses in the CBD and North Sydney, and specialist developments like NorWest Business Park and Macquarie Business Park. It has proven difficult to induce these types of businesses to locate in other areas. The Urban Taskforce report '*Jobs in Western Sydney – redressing the balance (Urbis)*' suggests that a new high-tech cluster should be established within Western Sydney and that small and medium enterprises should be nurtured across the region.

Manufacturing has been a mainstay of employment in Western Sydney, and successful manufacturing businesses are spread throughout the region. The South West ELDP states that manufacturing is the main industry located within the South West subregion's employment lands,

accounting for 37% of all jobs. The Wollondilly EDS highlights Wollondilly's strategic location on the M5 motorway in close proximity to Sydney. The excellent transport links in Wollondilly enforce the strong manufacturing sector. To attract more manufacturing businesses, Wilton Junction would need some particular attractors such as a strong cluster base, excellent transport links or low development costs.

The transport and logistics industry is also well suited to Wilton Junction. The attractive and well-connected location of Wilton Junction will be used as a major driver to attract investment in this competitive market.

A good opportunity for Wilton Junction lies in distributed service sector jobs – for example in health care, aged care and personal and recreational services. The Urban Taskforce report states that future trends in employment indicate that the Health and Social Assistance sectors will grow strongly. National forecasts have consistently shown that the four largest growth sectors (in employment numbers) account for more than half of new jobs and current estimates are that they will account for 57% of anticipated new jobs through to 2015-16.

The other category of businesses are those that service clients and customers in other areas – ie branch offices of financial services businesses, manufacturers with customers elsewhere in Sydney, NSW or overseas. There is intense competition across Western Sydney to attract these types of businesses, as many districts see them as crucial to the aim of reducing out-commuting.

The Wollondilly EDS identifies tourism as an industry which can be further strengthened. The area boasts natural amenity and a close proximity to Sydney, yet Wingecarribee has four times more people employed in tourist related activities compared to Wollondilly.

A market-sensitive employment land release and development strategy and timetable are crucial in realising the growth of new businesses in Wilton Junction. Availability needs to match the needs of growing population – both residents and local businesses. In addition, the completed developments need to demonstrate pathways to enable business growth – eg low cost start-up and establishment and the ability to move up the accommodation chain as the business grows without having to leave the area.

The Wilton Junction Economic Development Strategy will include a major marketing and investment strategy to attract a mix of jobs and investment. The Wilton Junction Consortium can work alongside with Wollondilly Council to attract a mix of jobs and investment.

4.2.2 Initial Economic Development Strategies for Wilton Junction

The proposed initial Economic Development Strategy to ensure investment and job creation in Wilton Junction comprises of four key strategies. These strategies, together with additional future detailed strategies are to be developed with Council, State Government and private sector enterprises to attract the 3,236 jobs. The following strategies are proposed as the initial strategies for employment development:-

Job creation

1. Containing retail and service 'escape expenditure' will increase retail viabilities and create local jobs. Retail development will anchor to increasing populations but may not be ready to occupy until early stages of residential development are up and ready.

2. Work with local communities to encourage local job creation, using the successful St Mary's Skilling and Employment Centre as a positive example. Prioritise capacity building and skill development.
3. Bringing civic and public sector services to Wilton – relocating civic and administrative buildings or other services may help trigger awareness that Wilton Junction is a leading centre in the LGA and may help bring forward retail investment.
4. Early implementation of NBN can provide significant job opportunities or enable Wilton Junction to be connected to the broader community, resulting in broader indirect economic benefits.

Marketing and attracting investment

1. Marketing to the business and employment sector the benefits of investing and location at Wilton Junction due to its strategic location, accessibility, business mix and infrastructure investment and readiness.
2. Ensure affordable land opportunities translate to affordable business accommodation and that services and landscaping are attractive.
3. Maximise marketing of the National Broadband Network opportunities in business start-up and teleworking jobs.
4. Consider incentives for new businesses to start up / relocate to Wilton Junction such as funding for premises for house businesses graduating from incubators, industrial development support programs in partnership with, for example, Council and Business Chambers, support for businesses providing opportunities for locals to develop skills, sponsorship for ITT companies and community employment development projects. Many of these initiatives have been successfully utilised in the St Mary's Development.
5. Ensure employment land release timetable is market-friendly. Maximise potential investment by releasing land in periods of greatest demand. Availability should match the needs of a growing population. A robust marketing strategy is also key to timely land release.
6. In order to tap into key manufacturing opportunities, key attracting factors should be marketed such as locational advantage, good transport links, a strong cluster base or low development costs.

Mix of employment opportunities

1. Design around growth in health and ageing sectors and pursue active recruitment of businesses in these fields. The Urban Taskforce report indicates the Health and Social Assistance sectors will grow strongly.
2. Attract key services that support businesses eg. conference facility, hotel accommodation, and ensure early delivery of key facilities to support businesses, eg. retailing, restaurants, cafes, entertainment, recreation options.

3. Support the creation of employment opportunities on the rural residential land, including rural industry activities and appropriate permissible uses on the land.

Longer term initiatives

Longer term initiatives also need to be part of the Wilton Junction initial employment strategy mix. The longer term initiatives will integrate well into the State Government's plans for Western Sydney, and Council's own Economic Development Strategy:

1. Explore potential to grow specialist industry clusters, and perhaps a dedicated business incubator or other business support facility. These types of industries can lead to specialist training/education opportunities, cross-industry relationship generation and potential for knock-on investment.
2. Undertake research into niche market opportunities eg. local food production, packaging and distribution.
3. Further development of the role of tourism. Wollondilly Shire Council identify tourism as a key industry which can be strengthened due to the strategic location and natural assets of the LGA.
4. Expanding freight and logistics capability. Wilton is well-placed to serve the broader region but Council cannot make these decisions on its own. The Outer Sydney Orbital (M9) is critical going forward and a strategic case needs to be built. Given that the interstate (NSW-VIC) freight line is planned for upgrade, and then link into the Moorebank IMT (post 2025) it is likely that this outcome will reduce the reliance on road freight, and could thereby impact on a potential freight hub in Wilton.
5. Education capacity would be enhanced through expansion of education opportunities. The Wilton Junction Master Plan makes provision for 4 public primary schools, one private primary/high school and one public high school. In addition to these education facilities, investment in specialist skilling and education for employment will bring further employment opportunities in education.

Further developing these employment strategies, the Wilton Junction Consortium are committed to work with Council to achieve the job creation of approximately **3,236** jobs in the enterprise precincts.

4.3 Construction Jobs

In addition to the aforementioned permanent employment workforce, there will be a construction workforce on the Wilton Junction site for some thirty years. Given the length of this development period, it is reasonable to assume this workforce is effectively permanent.

Research undertaken on behalf of the Urban Development Institute of Australia in 2010 by Property Insites predicted the construction workforce, contribution to Gross State Product, wages and taxation payable for every one million dollars invested in development projects were as follows:

Direct Impacts:

- 8.5 full time equivalent jobs
- State and Federal taxes of \$91,581
- Wages and salaries of \$327,220
- 6.9% of Gross State Product (c. \$25B in 2010)

Total (Direct and Indirect) Impacts:

- 15.5 full time equivalent jobs
- State and Federal taxes of \$198,009
- Wages and salaries of \$748,806
- 13.7% of Gross State Product (c. \$49B in 2010)

Based upon a typical year in which some 400 allotments and 400 dwellings are constructed, employment generated by Wilton Junction development could be expected to be some 1,700 direct jobs and a total of 3,100 direct and indirect jobs at any one period of time during the construction period.

Wilton Junction can also position itself to deliver a large number of construction industry jobs, primarily because the long time scale and large scale building activity will stimulate formation and growth of many trades and professional services related to construction. Examples include design, energy efficiency, landscaping as well as traditional construction trades. Further growth can be encouraged through mechanisms to get local construction related businesses 'contract ready' so that lead contractors will engage and thus catalyse more local business activity. This will in turn increase incomes in the area and support more local servicing businesses.

4.4 Staging of Employment Delivery

Employment provision at Wilton Junction is likely to be staged according to the timing of the delivery of dwellings. An anticipated Wilton Junction Build Out Rate schedule has been prepared by Connor Holmes which outlines the likely staging of development to 2041.

The number of work from home jobs generated by each stage of the development is likely to be directly proportional to the dwelling production at any one stage of the project. The number of service jobs is likely to be slightly delayed as services will be provided as the population increases. It is anticipated that the Enterprise Precincts will begin to become established after the first five years of development in Wilton Junction.

The following breakdown gives an estimated picture of the number of jobs provided at each five year stage of the development of Wilton Junction.

Table 4: Staging of employment delivery

	Dwelling Production	Workers	Work from Home	Service Jobs	Enterprise Precincts	TOTAL
2012 - 2016	640	633	136	162	-	298
2017 - 2021	1,850	1830	392	629	174	1195
2022 - 2026	2,600	2571	551	1124	503	2178
2027 - 2031	2,690	2660	570	1336	707	2613
2032 - 2036	2,550	2522	540	1323	731	2594
2037 - 2041	1,570	1553	333	1041	694	2068
2042 - 2046	-	-	-	396	427	823
Total	11,900	11,769	2,522	6,011	3,236	11,769

4.5 Action Plan

Wilton Junction Consortium land owners are committed to work with Government to ensure employment opportunities on the site. The commitment is shown by providing 202ha of employment land, the possible timing of the creation of jobs, as well as significant construction jobs throughout the development of Wilton Junction.

Further the Wilton Junction Consortium proposes to develop a detailed economic development plan during the rezoning process. The early development of an economic strategy is supported by a four point action plan, namely:

- Develop an EDS and include early employment opportunities in Wilton Junction
- Achieve early implementation of NBN to support work from home opportunities as well as business and commercial opportunities in the town centre.
- Undertake early marketing and investment plan to attract business and infrastructure investment
- Monitoring report on the job creation through the project development.

5 Case Study Examples

This section of the report is intended to give some examples of local economic and employment strategies which have been written for developments of a similar scale to Wilton Junction. The examples of projects given have been approved and are in the first stages of construction.

5.1 Mawson Lakes

Mawson Lakes will be home to 11,000 residents, 4,000 homes, 7,000 workers and 7,500 students situated over a 600 ha site.

The Mawson Lakes Economic Development Strategy was underpinned by a partnership between the South Australian State Government, Salisbury City Council and Delfin Lend Lease. This joint public and private initiative used a highly integrated combination of resources to grow the regional economy.

Central to the strategy's success was the ability to:

- Create employment growth
- Attract a variety of businesses
- Attract public sector support
- Create an urban environment which meets the needs of new nationals and international businesses

The combined efforts of Lend Lease, SA State Government, Local Government, social and education providers, ICT specialists, general business and the community is helping to ensure this innovative economic development strategy succeeds.

The nine year review of the employment strategy provides an analysis of the employment opportunities which have actually been achieved against the original Year 9 benchmark target. The table below shows that the employment provision has exceeded the targets which were set for Year 9 of the project.

Table 5: Mawson Lakes Y9 Employment Review

Objectives	Y9 Target	Achieved?
Create 4,500 full time jobs in technology related industry	4,000	Yes
	New investments in technology related industries	>\$140m
	World leading project	Yes
Attract more than \$200million of new investments on site in technology related industries	Attract public/private sector support	Yes
	Incubator/Commercialisation of IP	100 jobs
	Effective Biz Support Centre (inc VC & services offices)	10 companies
	Town Centre	Delivered
	Mawson Connector	Delivered
	Mawson Centre	Delivered
Create an urban environment which meets the need of new national and international businesses	Transport Interchange	Delivered
	Construction Activity - Commercial	\$140m
	Sales – Commercial	5.5 hectares
	Commercial floor space	50,616sqm
	Construction jobs created	338
		3487

5.2 St Marys Development

An Employment Development Strategy was prepared by SGS Economics & Planning in July 2003 for the St Mary's Development (more recently known as Ropes Crossing and Jordan Springs).

The Employment Development Strategy was prepared to identify actions and initiatives to be implemented to meet the employment and business development performance objectives set out in the site's rezoning framework.

Through an extensive analysis of the site; its surrounding labour force; its development and economic context; and past and future employment trends, the EDS identified actions and initiatives that would generate a sufficient number of jobs, both on site and in the Western Sydney region, to meet and possibly exceed the employment objectives set out in the St Marys development rezoning framework. The analysis identified an overall target of 5,300 ongoing jobs.

The development has so far met the employment targets set out through a number of training and employment initiatives and an increase in the number of 'work from home' jobs realised with the provision of broadband prior to the introduction of the National Broadband Network.

The initiatives outlined in the EDS were geared to fostering an environment that provided a community for:

- Learning;
- Incubated Enterprise;
- Sustainable Enterprise;
- Lifestyle Enterprise; and
- 21st Century Production Enterprise.

In addition to identifying direct employment initiatives, which helped to improve the level of employment self-containment in the region, the EDS also proposed a range of capacity building initiatives which provide opportunities for education and training that serviced to build a platform for long-term skill development and knowledge generation within the new and established communities. A Skilling and Employment Centre was established in April 2005 and this has been a huge success, helping 2,854 people into permanent employment. A further 469 training outcomes have been facilitated by SEC since April 2005 and 184 job training outcomes have been realised from the on-site Ropes Crossing Community Hub (since 2011).

The EDS also recognised the need for a flexible and dynamic approach to the management and monitoring of the strategy, and proposed an Action Plan for its successful implementation over the project life and beyond. Additional information can be found at: www.skillingandemployment.com.au.

5.3 Googong

Googong will be a self-contained new town on the outskirts of Queanbeyan in New South Wales, construction for the new settlement has begun and the first land releases have emerged for sale. The development will accommodate approximately 5,550 dwellings, accommodating a population of approximately 15,700 people as well as provide for businesses opportunities, significant open space and community facilities.

The Employment and Economic Development Strategy for Googong (Elton Consulting 2009) outlines the first phase of a coherent and structured strategy to stimulate business and employment growth in Googong. The development has synergies with the Wilton Junction development as Googong will be a new town and therefore requires sufficient employment opportunity to service the development and create knock-on job opportunities. It is important that the settlement provides a high proportion of local employment opportunities. CIC set a target of retaining 3,336 jobs, or 51% of the expected employed labour force, within the local area.

The target was based on recognition that:

- Residents in the early stages will be looking for businesses to provide 'daily needs' from the earliest stages of the development.
- A carefully planning business mix at Googong will minimise any potential for negative impact on the Queanbeyan CBD, while at the same time advancing Queanbeyans' overall economic development goals
- A high number of local jobs will mean better quality of life for residents employed close to home

- A diverse Googong business mix give residents a vibrant retail and service offer to draw from
- A smaller number of outbound commuters will reduce the need for capital works on regional roads and reduce commuting times
- A structured approach to economic development can ensure that there are no gaps in the business growth pathway, enabling Googong to offer diversity of business experience, and the opportunity to start, grow and prosper while staying in Googong.

To achieve the target of 3,336 jobs, Googong will need to attract, retain and grow a wide variety of businesses and associated employment opportunities. The employment lands forecasting grouped the balance of jobs into three categories:

1. Business-to-business jobs – ie. businesses selling goods and services to meet the needs of the public and private organisations providing the services outlined above (266 jobs)
2. Home-based business jobs – on the expectation that Googong will be designed to host a higher than average number of businesses based at residents' homes (1650 jobs)
3. Jobs in town centre commercial (office-based, not retail) operations (450).

6 Conclusions and recommendations

6.1 Conclusions

The Wilton Junction development will ultimately accommodate between 30,000 and 35,000 residents. In order to retain 70% of the working population in Wilton Junction, MacroPlan Dimasi proposed that 11,769 jobs will need to be provided. Taking into account that 2,522 'work at home' jobs will be provided, 9,247 service and enterprise precinct jobs will be provided at Wilton Junction.

The report analyses the likely origin of these 9,247 jobs and confirms that, based upon the MacroPlan Dimasi report, approximately 6,011 jobs are likely to be provided directly by the development. These jobs will be in retail, commercial, community and recreation services, education services and other services.

In order to provide the remaining 3,236 jobs, a number of short and longer term initiatives for attracting investment have been identified and outlined in an Economic Development Strategy and action plan. Employment strategies will be developed to target industries such as tourism, freight and logistics, health and ageing sectors and education to facilitate achieving the identified job targets.

Wilton Junction can therefore provide for a sustainable community for work and housing opportunities.

6.2 Recommendations

This report forms the initial employment development strategy for Wilton Junction and demonstrates that more than 65% of the jobs can be created by services in the town as the population grows.

During the rezoning process it is proposed to develop a detailed Economic Development Strategy (EDS) and work on implementing the action plan as a component thereof. The EDS should be completed as part of the rezoning and implemented as part of the development process.

It is therefore recommended that Council support:

- The initial economic development strategy principles and direction.
- Further well researched, well considered and purposeful local economic development and employment strategy be developed as part of the rezoning strategies, with local knowledge and input from Council
- Local economic development strategy be developed in collaboration between the Wilton Junction consortium, State government, MACROC, Wollondilly Shire Council, private sector organisations and local business representatives such as Chamber of Commerce.



Wilton Junction

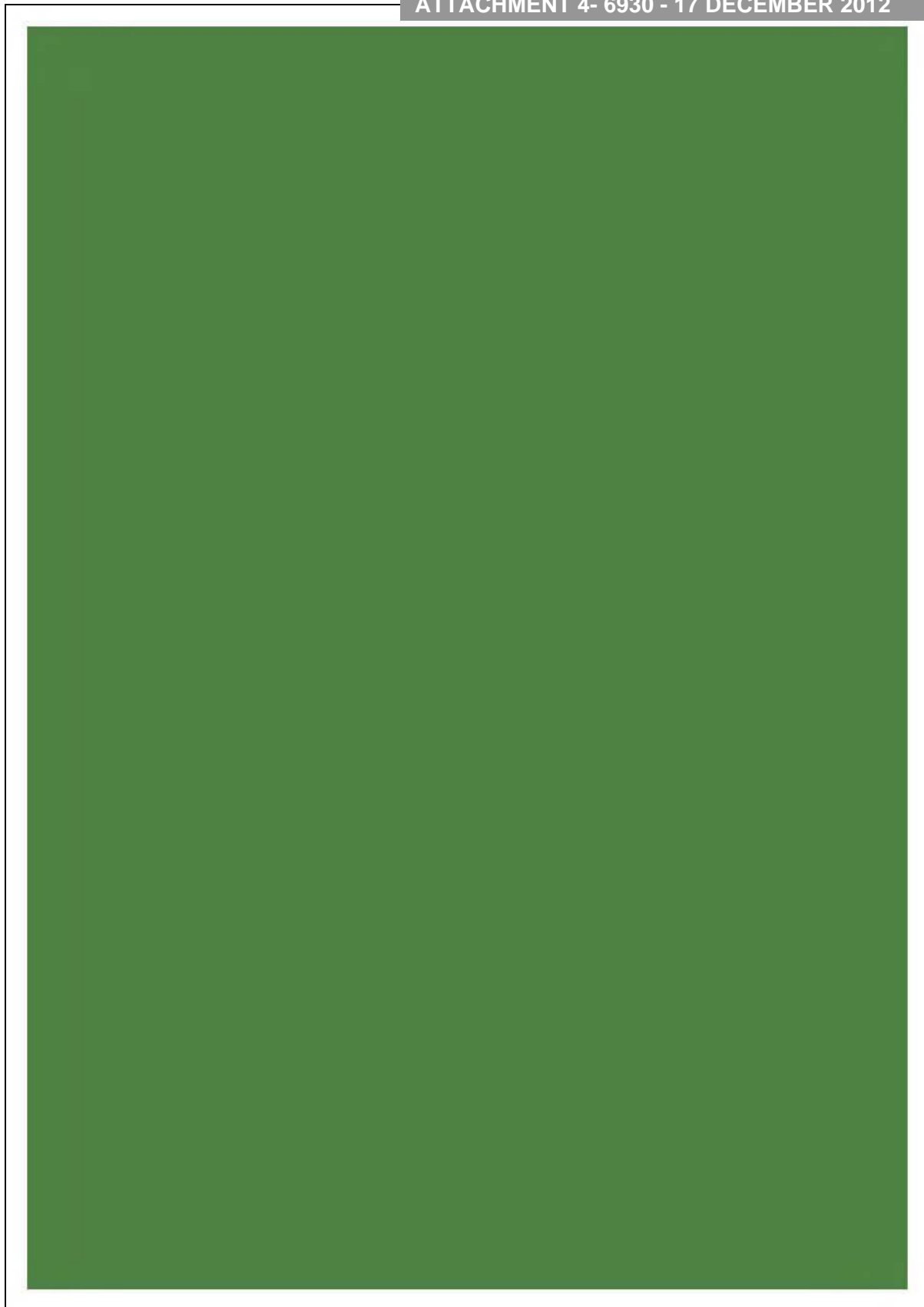
Infrastructure Preliminary Requirements

Prepared for
WILTON JUNCTION LANDOWNERS CONSORTIUM

Prepared by
Elton Consulting

November 2012

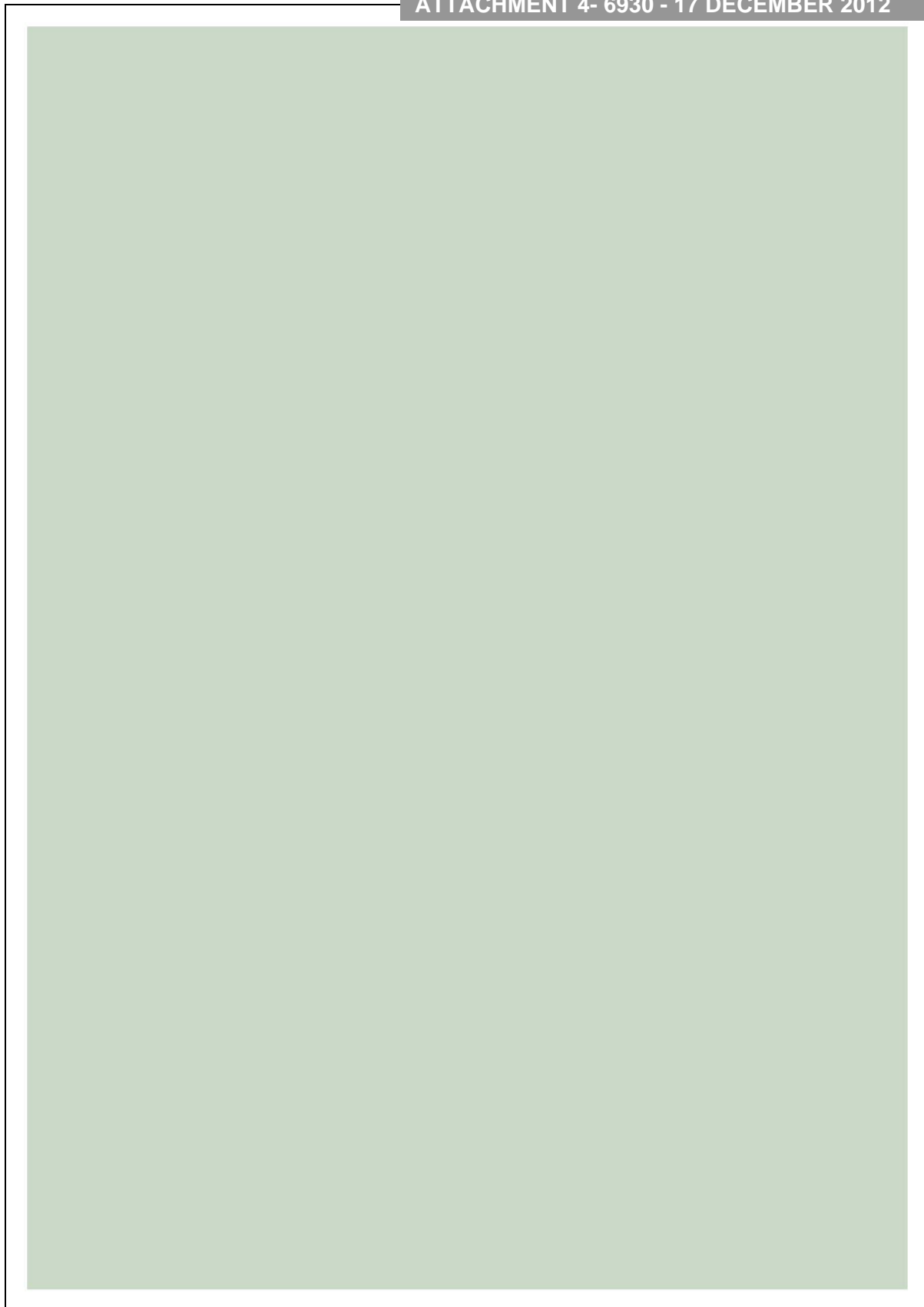
Planning & Economy



Planning & Economy

Contents

EXECUTIVE SUMMARY	1
INTRODUCTION	3
2.1 Overview	3
2.2 Purpose and Objective of this Paper	4
2.3 Disclaimer	5
POLICY FRAMEWORK FOR INFRASTRUCTURE PROVISION	6
3.1 Green Paper	6
3.2 Current State Infrastructure Levy Framework	6
3.3 No Additional Cost to Government	10
3.4 Local Infrastructure levy framework	10
4.1 Introduction	13
4.2 Our Approach	13
4.3 Initial Infrastructure Plan for Wilton Junction	14
PROPOSED INFRASTRUCTURE PLAN AT WILTON JUNCTION	13
CONCLUSIONS AND RECOMMENDATIONS	17
5.1 Conclusion	17
5.2 Recommendation	18
APPENDIX 1	19



Planning & Economy

Executive Summary

This report has been prepared for the purposes of Wollondilly Shire Council, as a result of council's resolution on the 15th October 2012 - "That an Infrastructure Plan be provided to council as soon as possible detailing the infrastructure required and its funding."

The Wilton Junction high level draft master plan proposes a new town at Wilton that will deliver high quality new housing, jobs close to home, supporting infrastructure and services, and a range of complementary land uses. This would include a range of community, recreation, commercial, retail, health and education services, civic and cultural facilities.

To deliver the new town, local and state infrastructure provision will need to be provided in a manner that is consistent with the NSW government policy, and Wollondilly Local Contributions Plan. The Wilton Junction Consortium land owners will work, and have discussions, with Wollondilly Council as well as the NSW Government to fund infrastructure, such as:-

- » \$27m worth of community infrastructure, including community facilities and library,
- » \$109.5m investment in new and current state roads
- » \$171.5m of recreation and open space
- » \$54.6m of land for schools, health and emergency services
- » \$ 101m credit for conservation lands

The provision of infrastructure at Wilton Junction is likely to cost in the order of \$374,500,000 for local infrastructure, which is approximately \$31200 - \$32560 /dwelling based on 11,500-12,000 dwellings across the site.

The portion of infrastructure costs attributable to the town centre and enterprise lands has yet to be determined, however once applied it is expected to reduce the levy per residential lot to below \$30,000.

The additional costs to the state government at this early stage appears to be negligible, however, the government's general policy is that it recognises the need to fund infrastructure associated with population growth. In this respect, the issue of state infrastructure costs and how they are apportioned will need to be addressed through further investigation and discussions in order to determine and understand the more detailed costs. This could be progressed during the rezoning stage.

These anticipated costs, which include notional land values, are based on the high level master plan, are indicative and will be further refined in the next stage of the rezoning of the land.

The consortium of land owners recognise that a financial contribution will need to be made to support infrastructure delivery over the next 30 years. Wilton Junction, however, can with minimum cost provide the enabling infrastructure as much of the infrastructure is in place.

The enabling infrastructure, namely the infrastructure that is needed to initiate Wilton Junction, can be undertaken at a negligible additional cost to government. The enabling infrastructure requires:-

- » Two intersection upgrades to access Governor's Hill and Walker Corporation's land
- » Pedestrian bridge over F5 to access Bradcorp's land

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

- » Utilisation of the 2ML reservoir currently planned to be constructed by Sydney Water for the Bingara Gorge development
- » The provision of a new/extended package treatment facility to be provided on the lands adjacent to the existing sewerage treatment plant area, and
- » Utilisation of current electricity supply that has been constructed to Bingara Gorge.
- » Access to a gas break-in into the Sydney to Moomba gas pipe line
- » Access to trunk fibre-optic cables, which pass through Bingara Gorge.

In addition, the new community in the early stages will be supported by the extension of the existing community and private bus system, utilisation of the Bingara Gorge golf course and facilities, the primary school and child care centre at Bingara Gorge. The new community will also be supported by the development of a shopping centre and community facilities as soon as Wilton Junction achieves a key threshold population to support those facilities.

Development of community, recreation facilities and open space provision will keep pace with subdivision activity and population growth in the area.

Other services such as Police, RFS, SES, Ambulance, Medical, Hospital, TAFE and Universities are available in nearby Picton, Wilton, Campbelltown and Wollongong.

Introduction

2.1 Overview

In November 2011, the State Government invited landowners with large properties in suitable locations to nominate sites which might be able to deliver additional housing to address Sydney's housing supply shortfall.

A number of major landholders in the Wilton area responded to the NSW Government's invitation and nominated land adjoining the Hume Highway and Picton Road intersection for consideration as part of the Potential Home Sites Program. This area has subsequently become known as Wilton Junction.

Following a Council resolution, four major landowners have signed an agreement to work cooperatively with Council to prepare a high level master plan for Wilton Junction. This process is separate to any investigation of the Wilton sites as part of the Potential Home Sites Program.

Wilton Junction involves preparation of a high level draft master plan for a new town at Wilton that would deliver high quality new housing, jobs close to home, supporting infrastructure and services, and a range of complementary land uses. This would include a range of community, recreation, commercial, retail, health and education services, civic and cultural facilities.

The draft high level master plan was prepared by Connor Holmes and was considered by Wollondilly Council on 15th October 2012. Council resolved:

- "1. That Council engage with the community and stakeholders to seek their opinions on the draft high level master plan for Wilton Junction that has been presented to Council.*
- 2. That Council engage consultants to undertake a peer review of the draft master plan.*
- 3. That a further report to Council be provided which details the peer review and explains the feedback from infrastructure agencies, human services agencies, the community, other stake holders and adjoining Councils at the conclusion of the engagement process.*
- 4. That an Infrastructure Plan be provided to Council as soon as possible detailing the infrastructure required and its funding."**

Resolution 4 requires that an Infrastructure Plan be provided to Council as soon as possible detailing infrastructure requirements and funding.

This report has been prepared for the purposes of Wollondilly Shire Council and provides an overview of the initial Infrastructure Plan based on the high level master plan. This report, and an infrastructure strategy, will be further detailed as the project progresses into the rezoning stage.

2.2 Purpose and Objective of this Paper

Elton Consulting, in conjunction with Connor Holmes, have been commissioned by the Wilton Landowners Consortium to provide an initial Infrastructure Plan to Wollondilly Council in response to the Council resolution of 15th October 2012, including preliminary hard and soft infrastructure requirements, estimated costs of such infrastructure and the anticipated timing. This initial plan makes a number of assumptions due to:-

- » the high level nature of the master plan to date, and
- » the full scope of the proposed works, costs and details cannot be accurately determined at this high level.

A broad based estimate has been made to enable Council and State government agencies to identify broadly essential infrastructure items that may be included and their likely cost. This initial Infrastructure Plan at this stage should **not be considered as an offer** but a base on which a more detailed strategy will be developed.

During the rezoning stage, a more detailed infrastructure strategy will be developed with Council and State government; of which this document can form the building block. The Infrastructure Plan can then cover all issues as outlined by the Director General, as well as any agreement for delivery, cost, scope as well as infrastructure contributions.

This initial Infrastructure Plan examines:-

- » The range of local, state and federal infrastructure required at Wilton Junction, including social infrastructure.
- » The range of infrastructure requirements to achieve the policy framework related to local and state infrastructure levies
- » The anticipated cost of delivering that infrastructure to Wilton Junction.
- » Comparative infrastructure costs with other Growth Centres location, so to achieve general alignment with government policy and demonstrate that there will be negligible additional cost to government.
- » The consideration of the possible state infrastructure cost and local levy per lot in Wilton Junction and demonstrating that enabling infrastructure can be provided to support urban development without unreasonable costs, and particularly development over the first stages where limited augmentation of infrastructure services will be needed.

The initial Infrastructure Plan has included the following aspects in its consideration, based on current state infrastructure policy items and Wollondilly Council Section 94 Plan elements:-

State infrastructure:

- » Roads
- » Public transport
- » Education
- » Health and emergency services
- » Regional open space
- » Conservation
- » Water, sewer, gas and power

Local infrastructure:

- » Drainage
- » Transport and traffic management
- » Open space, sporting and recreation
- » Library, information and community
- » Bushfire protection
- » Plan of Management

The indicative range and potential costs of infrastructure items for Wilton Junction are based on the high level master plan and will be refined as the project progresses, and any Director General requirements are identified.

2.3 Disclaimer

Elton Consulting and Connor Holmes have compiled this report based on the high level master plan for Wilton Junction and associated technical reports. Elton Consulting has relied on expert advice given in terms of per meter costs, notional land values, comparisons with other growth centres and broad range costs that could be outlined at this high level master plan level. Costs are therefore estimated at a high level and can only be considered to be order of magnitude costs at this stage.

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

Policy framework for Infrastructure Provision

Wilton Junction is a proposed new town in the Wollondilly Council area. The provision of necessary infrastructure is essential to provide in a manner that is feasible for the long term sustainability of the community, the development and also for local and state government.

When considering future infrastructure provision and costs, cognisance has therefore been taken of the state governments as well as Wollondilly Council's planning frameworks, infrastructure guidelines and the broader policy context.

This section of the report outlines the context in which Wilton Junction infrastructure provision is to be delivered, reflecting on current practises at state and local level as well as the possible future infrastructure framework with the NSW planning reforms. It should however be noted that Bingara Gorge has an appropriate zoning and also currently has existing state and local voluntary planning agreements in place. This framework is not outlined in the section of the report.

3.1 Green Paper

The Green Paper outlines a new planning system framework that supports the government drive for economic growth and sustainable growth of our cities as great places to live. The principle of the Green Paper is that strategic planning is to become the cornerstone of planning decisions with a hierarchy of plans, including Regional Growth Plan, Subregional Delivery Plans, and Local Land Use Plans. Subregional Delivery Plans are proposed to include sectoral strategies linked to Growth Infrastructure Plan, which are likely to align land use and infrastructure with the programming and funding of infrastructure to support growth within the subregion.

The Green Paper outlines principles for reforming infrastructure funding and delivery, and particularly mentions different approaches to infrastructure provision in growth precincts (pg 67). The Green Paper also outlines new proposed principles for infrastructure levies (pg 73), and in particular provides a framework for items that are likely to be considered, including:-

- » local Infrastructure Plans (such as local roads, local drainage works and land for community facilities – not open space),
- » Regional open space - a possible fixed levy for infill and greenfield site to contribute to open space and drainage at a local and regional level, and
- » Growth Infrastructure Plans – levy for new and upgraded roads, land for health, emergency and educational facilities

The Wilton Junction land owners note that infrastructure levies are likely to be retained in the planning reform system, and therefore have taken consideration of the Green Paper principles and framework when developing this initial Infrastructure Plan.

3.2 Current State Infrastructure Levy Framework

CURRENT GROWTH CENTRE FRAMEWORK - GROWTH (NORTH WEST AND SOUTH WEST SYDNEY) CENTRES

The special infrastructure contribution has been in place in Sydney's Growth Centres (North West and South West Sydney) since January 2007.

The special infrastructure contribution is designed to co-ordinate strategic land use planning with the provision of infrastructure.

The special infrastructure contribution provides certainty and consistency for the development industry in Western Sydney.

The special infrastructure contribution was to partly fund state or regional roads and land required for conservation, social infrastructure and facilities such as schools, health care facilities, emergency and justice purposes. The contribution also funds some of the costs associated with planning and delivery of new precincts and costs associated with maintaining the biodiversity certification of State Environmental Planning Policy (Sydney Region Growth Centres) 2006.

A review of State infrastructure contributions was undertaken in 2008 and led to the removal of rail infrastructure and bus levies from the State levy framework. The review also resulted in the State's contribution towards infrastructure being increased for a two year period from 25% of the cost to 50%.

In June 2012, the State government announced that it will continue with the Government funding 50 per cent of the cost of necessary infrastructure through the State Infrastructure Contribution (SIC). Based on the Green paper, the SIC is likely to remain in place as the government develops a new planning system for NSW.

The Contribution rates as 1 July 2012 are:-

CLASS OF DEVELOPMENT	CONTRIBUTION RATE
1. Development on residential land that is within a Western Sydney growth centre precinct subject to a precinct plan (as referred to in clause 5 (10) (a) of the Determination)	\$188,519* per hectare of net developable area
2. Development on residential land within Balmoral Road Area, Elderslie Area or Spring Farm Area (as referred to in clause 5 (1) (b) of the Determination)	\$149,605* per hectare of net developable area
3. Development on industrial land that is within a Western Sydney growth centre precinct subject to a precinct plan (as referred to in clause 5 (1) (c) of the Determination)	\$81,727* per hectare of net developable area
4. Development on any land that is not within a Western Sydney growth centre precinct subject to a precinct plan (as referred to in clause 5 (1) (d) of the Determination)	\$188,519* per hectare of net developable area

* The SIC rate is indexed annually on 1 July as outlined in the Environmental Planning Assessment (Special Infrastructure Contribution – Western Sydney Growth Areas) Determination.

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

OTHER LAND RELEASE AND MAJOR PROJECT AREAS

Outside of the Growth Areas, the NSW Department of Planning and Infrastructure developed a draft plan to streamline the contributions process for regional infrastructure in the Lower Hunter and the Illawarra region in March 2011. The Government's policy on contributions for State infrastructure was one of the implementation actions in the respective Regional Strategies. The Plan proposed a contribution be made for those non-urban lands that are rezoned to residential and industrial purposes, and included items to fund a wide range of road, education, emergency services, health and regional open space infrastructure. The SIC introduced a uniform special infrastructure contribution scheme to reduce costs and delays, and promote long-term Infrastructure Planning.

The NSW Department of Planning and Infrastructure releasing the draft *Environmental Planning and Assessment (Special Infrastructure Contribution – Illawarra (West Lake Illawarra)) Determination 2011.*, indicated that the special infrastructure contribution does not require provision for levies to be made for development for the purpose of any of the following:

- (a) government school (within the meaning of the *Education Act 1990*),
- (b) TAFE establishment,
- (c) emergency services facility,
- (d) health services facility owned or operated by a public authority,
- (e) golf course (but not including any associated building such as a club house),
- (f) neighbourhood shop,
- (g) passenger transport facility,
- (h) public utility undertaking,

- (i) bus depot, whether or not owned or operated by a public authority,
- (j) recreation area,
- (k) shop top housing,
- (l) roads, or other public amenities or public services, in connection with which development contributions have been imposed under section 94 or section 94A of the Act or may be imposed in accordance with a contributions plan approved under section 94EA of the Act,
- (m) roads or other infrastructure in connection with which special infrastructure contributions have been, or may be, imposed in accordance with this Determination.

The proposed SIC for the Lower Hunter area identified specified aspects to be included based on a local analysis and cost. The Lower Hunter SIC proposed as part of the residential development a levy of \$105,340 per net developable hectare or about \$8,780 per averaged sized lot. Contributions were discounted until 30 June 2011 to \$5,850 per lot, in line with practice in Sydney's Growth Centres. A SIC of \$73,219 per net developable hectare or about \$6,180 per averaged sized lot is proposed for residential development in West Lake Illawarra, discounted to \$4,120 per lot until 30 June 2011.

Contributions on employment land development will be 40 per cent of the residential levy in each region (ie, \$42,134 and \$29,180 per net developable hectare, respectively) (*Source: NSW Department of Planning website*).

COMPARISON OF SICS FOR RESIDENTIAL LAND IN THE GROWTH CENTRES

The table below provide a summary of the SIC (as per current information on NSW Department of Planning website). The SIC in each of the regions are not the same as it is dependant on the location and infrastructure needs:-

	WESTERN SYDNEY	DRAFT LOWER HUNTER	DRAFT ILLAWARRA
NDHa	13,067 ha	6,865 ha	2,236 ha
Infrastructure Item			
Roads	\$3,118,770m	\$861,506m	\$201,083m
Bus			
Education	\$387,779m	\$87,645m	\$26, 971m
Health	\$18,620m	\$6,765m	
Emergency	\$6,903	\$2,399m	
Open Space and Conservation	\$596,274m	\$5,894m	
Planning and Delivery	\$373,475m		
Total	\$4,697,984m	\$964,209m	\$228,054m
Contribution per ha of NDA (75%)	\$188,519	\$105,340	\$73,219

PRIORITY NOMINATED SITES

The government has commenced a review of potential housing opportunities on sites nominated by landowners. This follows the Minister's general invitation to landowners to submit expressions of interest if they are interested in developing their land for housing.

In considering the approach to infrastructure provision the Wilton Junction landowners have taken a view that, while not all major sites in Wilton Junction have been nominated for review under the Government Review of Potential Housing Sites, it was critical to address the objectives and evaluation criteria.

The key "infrastructure criteria" within the priority nominated sites programme was to:-

- » "To provide infrastructure and services for new communities in a timely and efficient manner at no additional cost to Government.
- Matters for consideration in responding to the criteria, included:*
- » willingness and capacity of the landowner to finance the planning and infrastructure associated with delivery of the housing
 - » availability of enabling infrastructure, capacity of regional transport networks and accessibility of human services
 - » capital and recurrent costs to state and local government of providing infrastructure and services
 - » impact on existing government infrastructure investment and commitments to other areas".

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

The Wilton Junction high level master plan addressed these criteria (page 41) and therefore is not repeated in this document. The assessment demonstrates the provision of infrastructure within the policy framework, and that infrastructure can be provided at Wilton Junction with no additional cost to Government.

3.3 No Additional Cost to Government

The additional costs to the state government at this early stage appears to be negligible, however, the government's general policy is that it recognises the need to fund infrastructure associated with population growth. In this respect, the issue of state infrastructure costs and how they are apportioned will need to be addressed through further investigation and discussions in order to determine and understand the more detailed costs. This could be progressed during the rezoning stage.

3.4 Local Infrastructure levy framework

Development contributions help provide new and growing communities across NSW with appropriate infrastructure. These contributions are levied under the Environmental Planning and Assessment Act, 1979 (the EP&A Act). Under the provisions of section 94 of the EP&A Act, councils are able to obtain development contributions as a means of funding local infrastructure required as a result of new development.

The contribution should be towards "public amenities or services" (s 94 of the EP&A Act), which however do not include water supply or sewerage services (s 93C of the EP&A Act).

Generally, contributions can only be sought for:

- » Capital costs, including land acquisition costs
- » Public facilities that a council reasonably has to provide
- » Public facilities that are needed as a consequence or to facilitate new development

On 4 June 2010, the NSW Government announced a revised approach for setting local development contributions and local council rates, including a \$20,000 per residential lot or per dwelling limit on local development contributions allowing councils to apply for special rate variations for legitimate council costs arising from development.

Further the currently policy is that the cap will be \$30,000 per dwelling or per residential lot in new release (greenfield) areas to recognize the higher costs of creating well-planned communities in these areas.

In September 2010, the State Government issued a direction that Local Councils could only apply for essential works above the cap when they are seeking priority infrastructure funding or a special rate variation. In this respect, the following "essential" items are to be included within the local levies contribution:

- » Land for open space
- » Land for community services
- » Land and transport facilities such as roads, cycle and pedestrian ways and traffic management
- » Land and associated facilities for stormwater management.

This policy framework is applicable to Wilton Junction, unless Council and the individual, or collective land owners enter into a Voluntary Planning Agreement as defined under the Act.

WOLLONDILLY CONTRIBUTION PLAN 2011

The current Wollondilly Development Contributions Plan came into effect in November 2011 and enables the Council to require a contribution towards the provision, extension or augmentation of public amenities and public services that will, or are likely to be, required as a consequence of development in the Wollondilly Local Government Area.

The Plan sets out Facility Delivery Priorities under the following categories:-

FACILITY CATEGORY	FACILITY DELIVERY PRIORITIES
Transport and Traffic Management	<ul style="list-style-type: none"> » Intersection upgrades » Road widening » Traffic management facilities » Shared cycle ways » Car Parking
Open Space, Sporting and Recreation	<ul style="list-style-type: none"> » Park embellishments » Sportsgrounds and sports facilities » Skate parks » Multi-purpose indoor sports facilities » Aquatic recreation facilities » Acquisition of and embellishment of local » Parkland
Library, Information and Community	<ul style="list-style-type: none"> » Multi-purpose community facilities » Libraries
Bushfire Protection	<ul style="list-style-type: none"> » Fire stations and control facilities
Plan Management	<ul style="list-style-type: none"> » Management of development contributions » Review of planning for future needs

Contribution Rates for Detached Dwelling House Development and Subdivision (per Dwelling or Lot) are levied for each Facility on a Shire wide and individual Precinct basis. There are four (4) Precincts and the Wilton Junction lands are located within Precinct 4.

The total contribution (at current rates and CPI index) required per dwelling or Lot in Precinct 4 is currently \$19,137.

For Wilton Junction it is considered prudent to assess the local levies based the facility categories and delivery priorities as outlined in the current S94 Plan. The proposed cost and levies are outlined in Section 4 of this report.

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

COMPARISON WITH NEIGHBOURING LOCAL GOVERNMENT AREAS

As in the case of the state infrastructure provision, it was considered necessary to reflect on adjoining Council's local levies, as each of the growth areas can be slightly different.

As new growth areas are occurring in the Camden area as well as in Shoalhaven Council area, the following information in relation to local levies was considered:-

	WOLLONDILLY	CAMDEN (ORAN PARK AND TURNER ROAD)	SHELLHARBOUR (EXCLUDES CALDERWOOD)
Transport and Traffic management	\$4,493/dw	\$11,434 - \$104571 per net developable (nd) ha	
Open Space, Sporting and Recreation	\$11,011/dw	\$16,500/lot approx.	
Library, Information and Community	\$2,693/dw	\$1,530/lot approx.	
Bushfire Protection	\$29/dw		
Plan management	\$911/dw		
Drainage	\$0/dw	\$69,916 - \$101,000 per nd ha	
		\$25,000 approx. (Turner Road)	
Total	\$19,137 per dwelling	\$30,000 approx. (Oran Park)	\$6,103.71 to \$7,850.36

A review of the table above indicates that local levies in growth areas are generally below \$30,000 per dwelling, unless otherwise agreed within a Voluntary Planning Agreement.

Proposed Infrastructure Plan at Wilton Junction

4.1 Introduction

A review of infrastructure capacity and augmentation to support future urban growth at Wilton Junction has been based on the high level Wilton Junction master plan. As the master plan is at a high level, the proposed full scope of works, costs and details have been estimated at a broad level and are not detailed.

This initial Infrastructure Plan outlines the proposed approach in determining the extent of the infrastructure required, anticipated costs per infrastructure item associated with a state, local or possibly federal item, and at this early stage reflects a possible infrastructure levy supported by accessible enabling infrastructure.

4.2 Our Approach

The approach to delivering this initial Infrastructure Plan is based on the current policy of government, and also taking into account the future planning reforms. The approach has also considered federal, state and local infrastructure issues, however in some cases, the percentage breakdown or split across items is difficult as further discussions with government are required.

FEDERAL

The Hume Highway is a federal road and thus the approach to any works or costs associated with the Hume Highway or on/off ramps is likely to be a cost negotiated with the Commonwealth Government. The interchange is currently inadequate and is to be reconstructed irrespective of Wilton Junction.

STATE

The approach for state infrastructure provision is to outline the proposed infrastructure, namely roads, public transport, land for education, land for health and emergency

services, land for regional open space and conservation. Water, sewer, gas and power have been included into the initial Infrastructure Plan, although not strictly a SIC item, in order to demonstrate that the services will be available, and in particular that Wilton Junction, can with minimal cost provide the enabling infrastructure as much infrastructure is in place.

The state infrastructure items were costed based on a broad scope and per linear metre or per hectare, whichever is applicable. Assumption for the scope and values are included in the Table in **Annexure A**. All possible infrastructure total costs were combined and divided by net developable area to arrive at a possible contribution rate. Land value has been assumed on the basis of recent market insight for residential zoned land.

LOCAL

In relation to local levies, the approach to the initial Infrastructure Plan for Wilton Junction is based on the items outlined in the current Wollondilly Section 94 delivery requirements. A broad cost achieved from similar facilities or industry costs per square metre assist providing a possible indicative cost for each of the items. A second consideration is also included that includes the approach to only providing "essential local infrastructure items" in order to ascertain the additional benefits that Wilton Junction can provide to Council and the community. The cost of all local items are combined and divided by between 11,500 – 12,000 proposed dwellings across the four land areas in Wilton Junction. Assumption for the scope and values are included in the Table in **Annexure A**.

The Wilton Junction landowners understand that the provision of community facilities require further discussion with Council, to

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

discuss essential elements versus provision of facilities required for the sustainable new town. The landowners will discuss with Council the funding and delivery of infrastructure over the next 30 years, and timing of delivery with Council.

4.3 Initial Infrastructure Plan for Wilton Junction

The Wilton Junction high level master plan provides an overview of the proposed provision of infrastructure for the site, and for this reason the details of the type and capacity of infrastructure is not repeated in this plan.

The Table in **Annexure A** outlines the proposed requirements at Wilton Junction, with a brief overview of the proposed scope, the anticipated unit cost and the anticipated total cost per item. The table also provides an estimated time of when the infrastructure may be delivered.

STATE

Based on the high level Wilton Junction Master Plan, the total estimated cost of the provision of state infrastructure is outlined below in the summary table. The infrastructure item and proposed cost demonstrates that there would be negligible additional cost to government for the development of Wilton Junction, and in some cases there are additional benefits due to the current location and development of Bingara Gorge as part of the new town, or the land owners' provision of privately owned infrastructure.

In summary it is proposed that the following are identified as state infrastructure items:-

- » Roads
 - > Augment Picton Road west bound between Hume Highway and western site access furthest from Hume Highway (1.234km)
 - > Provision of 2 overtaking lanes (each 1 km in length in each direction) on Picton Road east of Pembroke Parade intersection
 - > F5 Pedestrian Bridge - Addition of pedestrian path to existing bridge or new bridge with associated services
 - > One new intersection and three upgraded intersections on Picton Road
- » Public transport
 - > 1 x Interchange and associated at grade car park
 - > Land for Interchange and car park
- » Land for Primary Schools (3 sites, each of 3ha)
- » Land for High School (1 site of 6ha)
- » Land for Community Health Facility
- » Land for Fire and Rescue facility
- » 7ha provided for District/Sub regional sports facility (partial sharing of space with High School)
- » Provision of lands for bio banking for biodiversity certification

A summary of the cost is outlined in the table below:

INFRASTRUCTURE ITEM	ESTIMATED COST *
Roads**	\$19.78m
Public Transport	\$11.25m
Education***	\$52.5m
Health	\$1.4m
Emergency	\$0.7m
Regional open space	\$24.5
Conservation****	(\$102.87)
	credit
Sewer**	\$64m
Water**	\$47m
Electricity **	\$0
Anticipated indicative cost (excl **)	\$7.26m

* - Please refer to the table in Annexure A for a more detailed breakdown in the items, scope and cost per unit.

** - Please note that these items can be provided by the developer, with discussions and negotiation with the Government over the delivery and programme.

*** - Land value is a notional value based on other similar projects and has not been confirmed by valuation.

**** - The conservation land has been identified as priority land for offsets in the growth centres, and therefore has been shown as a credit.

The enabling infrastructure, namely the infrastructure that is needed to initiate Wilton Junction, can be undertaken at minimal additional cost to government. The enabling infrastructure requires:-

- » Two intersection upgrades to access Governor's Hill and Walker Corporation land
- » Pedestrian bridge over F5 to access Bradcorp's land
- » Utilisation of the 2ML reservoir currently planned to be constructed by Sydney Water for the Bingara Gorge development
- » The provision of a new/extended private package treatment facility to be provided on the lands adjacent to the existing sewerage treatment plant area, and
- » Utilisation of current electricity supply that has been constructed to Bingara Gorge.
- » Access to a gas break-in into the Sydney to Moomba gas pipe line
- » Access to trunk fibre-optic cables, which pass through Bingara Gorge

LOCAL

Provision of local infrastructure as linked to the Wollondilly Section 94 Plan is outlined below, and includes the following:-

- » Roads, road widening
 - > Access Denied Roads – Eastern access road to Town Centre 2.361km (2 lanes each way)
 - > Western Access to Town 2.655km (2 lanes each way)
 - > Wilton West/Bingara Gorge connection .962km (2 lanes each way for .5km)
 - > Access Denied Roads - Upgraded Wilton Park Road
 - > Access Denied Roads South West Link roads .994 km (1 lane each way)

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

- > Access Denied Roads - North East Link Road 1.37km (1 lane each way) -
- » Traffic Management
 - > 2 x sets of traffic lights and 2 x roundabouts – town centre.
 - > Bus Route Infrastructure (stops and shelters every 800m)
- » Cycle and pedestrian ways
 - > Shared pedestrian/cycle way (excluding Bingara Gorge) -approx. 46kms)
- » Open space, sporting and recreation
 - > Park embellishment has not been included at this stage as design is not known.
 - > District/Sub regional level sports facility with two football fields, cricket, sports courts (netball /tennis) and athletics, amenities building with change rooms, storage and meeting/club rooms and to include circuit path, playground, BBQs and picnic facilities. This facility may be co-located with a Leisure Centre/high school and would require a total area of about 10ha.
 - > Indoor Sports and Recreation Facility and land included in District sports facility, including if a 25m pool/beach with a pool was included.
 - > District and local open space and local parks (2.83ha/1000 people - 96,22 ha) .
 - > All new public domain/streetscape works including public art to be incorporated in the development at Developer's cost
- » Library, information and Community
 - > 3 x Multi-purpose community centres each with floor space 550-650m² incl. site area of 2500m².
 - > District Community Facility to include; District level community resource centre (1500m²), Central library/arts and cultural facility (3,00m²)

- » Water management
 - > Trunk drainage lines and retention basins

The proposed cost and likely infrastructure levy is outlined in the table below.

INFRASTRUCTURE ITEM	ESTIMATED COST*
Transport and traffic management	\$89,724m
Open space, sports and recreation	\$146.55m
Library, information and community	\$27m
Public domain/art/streetscape works	\$.54
Bushfire	\$0
Plan management	\$0
Stormwater	\$110.7m
Proposed total cost	\$374.514m
Proposed local levy per dwelling (based on 11,500 dw)	\$32,560/dw
Proposed local levy per dwelling (based on 12,000dw)	\$31,200

It should be noted that the local infrastructure costs have at this stage not been able to be divided into the proportion for employment lands versus the residential lands. The portion of infrastructure costs attributable to the town centre and enterprise lands could be expected to be in the range of approx. 8% to 17% and once applied would reduce the levy per residential lot to below \$30,000.

It is emphasised that this does not represent an offer to deliver these services and facilities at this stage. However, the Wilton Junction Consortium of landowners would welcome the opportunity to discuss the local infrastructure provision with Wollondilly Council.

Conclusions and Recommendations

5.1 Conclusion

To deliver the new town, local and state infrastructure provision will need to be provided in a manner that is consistent with the NSW government policy, and Wollondilly Local Contributions Plan. The Wilton Junction Consortium land owners will work with, and have discussions, with Wollondilly Council as well as the NSW Government in relation to the funding of infrastructure and consider an equitable contribution to infrastructure funding, such as:-

- » \$27m worth of community infrastructure, including community facilities and library,
- » \$109.5m investment in new and current roads
- » \$171.5m of recreation and open space
- » \$54.6m of land for schools, health and emergency services
- » \$101m² credit for conservation lands

The provision of infrastructure at Wilton Junction is likely to cost in the order of \$374.5m for local infrastructure, which is approximately \$31,200 - \$32,560 /dwelling based on 11,500-12,000 dwellings across the site and would reduce to below \$30,000 when the amount to be proportioned to the town centre and enterprise lands is taken into account.

The indicative state infrastructure costs are \$7.26 m. These anticipated costs are based on the high level master plan, are indicative and will be further refined and apportioned in the next stage of the rezoning of the land.

The Wilton Junction landowners will work with Council to discuss the possibility of providing additional facilities over and above the required local infrastructure requirements, in order to provide an attractive and self sufficient

town which can also be used by the broader Wollondilly Community.

The enabling infrastructure, namely the infrastructure that is needed to initiate Wilton Junction, can be undertaken at no additional cost to government. The enabling infrastructure requires:-

- » Two intersection upgrades to access Governor's Hill and Walker Corporation land
- » Pedestrian bridge over F5 to access Bradcorp's land
- » Utilisation of the 2ML reservoir currently planned to be constructed by Sydney Water for the Bingara Gorge development
- » The provision of a new/extended private package treatment facility to be provided on the lands adjacent to the existing sewerage treatment plant area, and
- » Utilisation of current electricity supply that has been constructed to Bingara Gorge.
- » Access to a gas break-in into the Sydney to Moomba gas pipe line
- » Access to trunk fibre-optic cables, which pass through Bingara Gorge

In addition, the new community in the early stages will be supported by the extension of the existing community and private bus system, utilisation of the Bingara Gorge golf course and facilities, the primary school and child care centre at Bingara Gorge as well as the development of a shopping centre and community facilities as soon as Wilton Junction achieves a key threshold population to support these facilities.

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

5.2 Recommendation

This initial Wilton Junction Infrastructure plan is prepared in response to the Council resolution of 15 October 2012. The Plan includes indicative infrastructure requirements, estimated costs of such infrastructure and the anticipated timing. This initial Plan makes a number of assumptions due to the high level nature of the master plan to date.

It is therefore recommended that:-

- » Council acknowledges the importance of the provision of enabling infrastructure that can support the initial stages of Wilton Junction, at negligible additional cost to government.
- » During the rezoning stage, a more detailed infrastructure strategy and contributions be developed, and discussed, with Council and the NSW government.

Annexure A

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

Wilton Junction - Infrastructure Preliminary Requirements, Estimated Costs and Timing.

INFRASTRUCTURE ITEM	WILTON JUNCTION REQUIREMENTS	COMMENTS	ESTIMATED COSTS (\$M)	UNIT COST	TIMING
FEDERAL INFRASTRUCTURE					
Hume Highway Intersection	Upgrade F5/Picton Road interchange to traffic signal control. Realignment of the ramps and widening of bridge to provide a full diamond interchange with two through lanes in each direction and separate turning lanes is recommended in the CBHK report.	Upgrade is a Federal and State expense as the work is required now. Cost share between the Federal and State governments.	\$30m.		Upgrade needed now not triggered by Wilton Junction requirements.
STATE INFRASTRUCTURE					
1. Roads					
	Augment Picton Road west bound between Hume Highway and the western access (Wilton Park road)	1 additional lane for 0.494km	\$988k	\$2m per lane per km, (excluding land acquisition, design, lighting and service relocations but including a contingency)	Estimated to be completed on or before 2021
	Augment Picton Road west bound between western access (Wilton Park Road) and western site access furthest from Hume Highway.	1 additional lane for 0.740km	\$1.48m		Estimated to be completed on or before 2021
	Provision of additional overtaking lanes (1 km in length in each direction) on Picton Road east of Pembroke Parade intersection	2 overtaking lanes (contribution 33% of \$4m)	\$1.32m		Estimated to be completed on or before 2021
	1.02. Widening existing Bridge over Nepean to accommodate 2 lanes of traffic each way	Nepean River (two lane bridge) – With Wilton Junction traffic added to base 2036 traffic flows, this section would operate at LOS D ₁ the same as without development. On this basis duplicating the bridge is not justified as part of the proposed Wilton Junction Development. (CBHK report)			
	1.03. F5 Pedestrian Bridge <i>Addition of pedestrian path to existing bridge or new bridge with associated services</i>		\$2m.		Estimated to be completed on or before 2021

ATTACHMENT 4- 6930 - 17 DECEMBER 2012

WILTON JUNCTION

INFRASTRUCTURE ITEM	WILTON JUNCTION REQUIREMENTS	COMMENTS	ESTIMATED COSTS (\$M)	UNIT COST	TIMING
	1.04. Four intersections on Picton Road - 1 x Western access closest to Hume Highway (Upgrade)	Approx. cost without intersection designs (includes medians and signals and widening approach and departure lanes)	\$4m		Estimated to be completed on or before 2021 (Intersections with Pembroke Pde, Almond St and Wilton Park Road)
	1 x Almond Street (Upgrade)		\$4m		
	1 x Pembroke parade (Upgrade)		\$2m		
	1 x Western access furthest from Hume highway (New)		\$4m		Estimated to be completed on or before 2036 (western access road furthest from Hume Highway)
2. Public Transport	2.01. 1 x Interchange and associated at grade car park. (500 cars x \$7,000 plus \$2.5m for interchange construction)	Bus services provided by commercial bus operator out of Picton with existing Depot? Consider provision of interchange with at grade car park?	\$6m. (construction)		To be determined.
	2.02. Land for interchange and car park (1.5ha)		\$5.25m. (land)	Land cost \$3.5m per ha (assumed)	To be determined.
3. Education	3.01. land for Primary Schools (3 sites, each of 3ha)	State Government to confirm status as to requirement	\$31.5m. (\$10.5 m each)	Land cost \$3.5m per ha (assumed)	To be provided in stages in accordance with the requirements (including population thresholds) of the Department of Education and Communities.
	3.02 land for High School (1 Site of 6ha)		\$21m.		To be determined when agreed population thresholds are reached.
4. Health	4.01. Land for Community Health Facility (one community health /primary and community care centre)	4000m ²	\$1.4m	Land cost \$3.5m per ha (assumed)	To be determined when agreed population thresholds are reached.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 17 December 2012

ATTACHMENT 4- 6930 - 17 DECEMBER 2012

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

INFRASTRUCTURE ITEM	WILTON JUNCTION REQUIREMENTS	COMMENTS	ESTIMATED COSTS (\$M)	UNIT COST	TIMING
5. Emergency Services - Police 4000m ² Court house 15000m ² Ambulance 2,000m ² Fire & Rescue 2,000m ²	5.01. Land for Facility allow 2000m ² for Fire and Rescue facility	There are existing Emergency Services facilities nearby at Picton. The provision of ES facilities has been included on the list of discretionary item if it is considered that they should be relocated to Wilton Junction. If relocation is required, the existing sites could be sold to offset the cost of the facilities.	\$700k (only if Fire and Rescue facility required)	Land cost \$3.5m per ha (assumed)	To be provided in accordance with the requirements (including population thresholds) of NSW Fire and Rescue
6. Regional Open Space	7ha provided for District/Sub regional sports facility		\$24.5m	Land cost \$3.5m per ha (assumed)	To be provided in stages in conjunction with the District/ Sub regional sports facility.
7. Conservation	7.01. Provision of lands for bio banking for(biodiversity certification) 605.121ha	Agreement that conservation land will included in a Trust or each landowner deals with offsets on their own land. The conservation land has been identified as priority land for offsets in the growth centres, and therefore has been shown as a credit here.	(\$102.87m)	\$170k per ha	
8. Planning and Delivery	8.01 Planning Costs	For studies and peer reviews. However no longer a SIC item. State Government to confirm status as to requirement	\$0		

ATTACHMENT 4- 6930 - 17 DECEMBER 2012

WILTON JUNCTION

INFRASTRUCTURE ITEM	WILTON JUNCTION REQUIREMENTS	COMMENTS	ESTIMATED COSTS (\$M)	UNIT COST	TIMING
9. Sewerage System (not a SIC item)	9.01. Sewerage System Treatment Facility - All up plant costs excl. land costs and any downstream works for water storage and recycling works (\$32,000,000)	Check costs. Also downstream storage and reuse.	\$44m.		Initially serviced by Bingara Gorge packaged treatment plant augmented with additional temporary packaged plants as population growth demands.
	Key Transfer Elements - Assuming a gravity system and excluding the actual reticulation systems within the subject area, and allowing only for the key trunk sewers, pump stations and rising main (\$12, 000,000)				
10. Water System (not a SIC item)	9.02. Disposal	Lake and aquatic facility total cost of \$20m. (\$10m included here and \$10m as a Local Infrastructure Item)	\$10m.		Stage 1 of the recommended major treatment plant estimated to be completed 2019 and stage 2 to be completed 2028.
	10.01. Water System (including all plant and downstream works for water storage, excl. Land)		\$47m.		Staged to suit Wilton Junction as the development occurs in accordance with Sydney Water requirements. Additional 2 x 9ML reservoirs and associated pipework will be ultimately required. The 2ML reservoir proposed for Bingara Gorge will have the capacity to service the first 2000 lots at Wilton Junction.

ATTACHMENT 4- 6930 - 17 DECEMBER 2012

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

INFRASTRUCTURE ITEM	WILTON JUNCTION REQUIREMENTS	COMMENTS	ESTIMATED COSTS (\$M)	UNIT COST	TIMING
11. Electricity (not a SIC item)		An electricity feeder station at Bingara Gorge and a 66V feeder line through Wilton West have been constructed to serve the Bingara Gorge development. Endeavour Energy confirm that the new substation will secure electricity supplies to Wilton, Maldon and Douglas Park and can be expected to require future augmentation to service the ultimate Wilton Junction new Town by way of a second substation, but is expected to be adequate for substantial growth of Wilton Junction.			The electricity feeder station will be adequate for substantial growth of Wilton Junction. Further augmentation is expected to be required by 2036
12. Gas (not a SIC item)		The Moomba-Sydney gas pipeline traverses the study area. Altna energy has connected the Moomba-Sydney pipeline and accordingly, gas will be available to service the Wilton Junction New Town.			Will be available to service the development
LOCAL INFRASTRUCTURE (CATEGORIES AS RELATED TO WOLLONDILLY DEVELOPMENT CONTRIBUTIONS PLAN 2011)					
Water Cycle Management also included as a local infrastructure item.					
Transport and Traffic Management					
Intersection upgrades	Four intersections on Picton Road	Included as State infrastructure item			Progressively as development occurs
Road widening (including new roads))	Access Denied Roads – Eastern access road to Town Centre 2.361km (2 lanes each way) Western Access to Town 2.655km (2 lanes each way) Wilton West/Bingara Gorge connection 0.962km (2 lanes each way for .5km)		\$19.9m \$21.3m \$4m	\$2m per lane per km. (excluding land acquisition, design, lighting and service relocations but including a contingency)	

ATTACHMENT 4- 6930 - 17 DECEMBER 2012

WILTON JUNCTION

INFRASTRUCTURE ITEM	WILTON JUNCTION REQUIREMENTS	COMMENTS	ESTIMATED COSTS (\$M)	UNIT COST	TIMING
	Access Denied Roads - Upgraded Wilton Park Road	If no upgrade required, otherwise rebuild road, 2 lanes for 0.5 km	Nil If rebuilt \$2m.	\$2m per lane per km. (excluding land acquisition, design, lighting and service relocations but including a contingency)	
	Access Denied Roads South West Link roads 0.984 km (1 lane each way) <i>Links to Picton Road via Walker Corp land</i>		\$3.976m	\$2m per lane per km. (excluding land acquisition, design, lighting and service relocations but including a contingency)	
	Access Denied Roads - North East Link Road 1.37km (1 lane each way) <i>Link to industrial area.</i>		\$5.48m	\$2m per lane per km. (excluding land acquisition, design, lighting and service relocations but including a contingency)	
	Land cost for roads	Land cost assumed value of \$730k per ha based on similar land value for Oran Park (Oran park and Turner Road Precincts Section 94 Contributions Plan).	\$16.6m	Land cost \$780k (assumed)	
Traffic management facilities	2 x 2 sets of traffic lights and 2 x roundabouts – town centre	Land value assumes location on land other than for residential purposes, in whole or in part.	\$2m		To be provided when capacity of intersections reach the AUSTRROADS guidelines.
Shared cycle ways	Shared pedestrian/cycle way (excluding BINGARA Gorge and other sections of the network that is not in the ownership of the consortium) -approx. 46.371kms.	2.5m paved (subject to detailed design including need to determine the amount of path that will be constructed of compacted gravel only) say 60% paved, 40% gravel	\$14.718m	\$190 linear per meter (2.5m wide paved) \$55 per linear meter (1.5m wide gravel)	To be completed in stages as development occurs.

ATTACHMENT 4- 6930 - 17 DECEMBER 2012

INFRASTRUCTURE PRELIMINARY REQUIREMENTS					
INFRASTRUCTURE ITEM	WILTON JUNCTION REQUIREMENTS	COMMENTS	ESTIMATED COSTS (\$M)	UNIT COST	TIMING
Car parking	All required off street parking will be provided by the Developers in accordance with Councils DCP	One bus stop and shelter provided every 800m on each side of public transport route (20kms (50 shelters)	\$750k	\$15k per shelter	To be provided progressively as development occurs
Bus Route Infrastructure	Bus stops and shelters every 800m				
Open Space, Sporting and Recreation	Not included, as detailed planning has not been done in relation to local open space.				
Park embellishments	District/sub regional level sports facility with two football fields, cricket, sports courts (netball/tennis) and athletics, amenities building with change rooms, storage and meeting/club rooms and to include circuit path, playground, BBQs and picnic facilities. This facility may be co-located with a Leisure Centre and would require a total area of about 10ha.	Allow 3 ha as local open space and 7ha as regional open space (7ha included as a state infrastructure item)	Land cost - \$2.34m Construction cost - \$10m	Land cost \$780k per ha (assumed) Construction cost \$75/m ² plus \$2.5m for amenities building.	To be provided progressively as agreed population thresholds are reached
Sportsgrounds and sports facilities	Two local/subdistrict sports facilities with two football fields, cricket pitch and amenities building each with an area of 5 ha Three additional local/subdistrict sports facilities two football fields, cricket pitch and amenities building each with an area of 5 ha	Land value assumes location on land other than for residential purposes, in whole or in part.	Land cost - \$7.8m. Construction cost - \$7m Land cost - \$11.7m	Land cost \$780k per ha (assumed) Construction cost \$50/m ² plus \$1m for amenities building.	To be provided progressively as agreed population thresholds are reached
Multi-purpose indoor sports facilities	Indoor Sports and Recreation Facility (. 2x indoor sports courts, gym etc.) (Land included in District sports facility)	If a 25m pool was included, add \$8m.	Construction cost - \$10.5m \$5m.		To be provided when an agreed population threshold is reached
Aquatic recreation facilities	Beach including 25m pool	Included as part of the lake/aquatic facility	\$10m		To be determined

ATTACHMENT 4- 6930 - 17 DECEMBER 2012

WILTON JUNCTION

INFRASTRUCTURE ITEM	WILTON JUNCTION REQUIREMENTS	COMMENTS	ESTIMATED COSTS (\$M)	UNIT COST	TIMING
Acquisition of and embellishment of local parkland	Public Open Space (2.83 h per 1000) 96.22 ha. comprising: District/Sub regional open space – 7ha Local/Sub district open space – 10 ha Optional Local/Sub district open space – 15ha (each of the above have been costed under sportsgrounds and facilities) Local parks 64.22ha Total open space – 96.22ha	Land cost assumed value of \$750k per ha based on similar land value for Oran Park (Oran park and Turner Road Precincts Section 94 Contributions Plan) Land value assumes location on land other than for residential purposes, in whole or in part.	\$50.1m (land) \$32.11m (construction)	Land cost \$780k per ha (assumed) Construction cost \$50m ² .	To be provided progressively as agreed population thresholds are reached
Public domain/Art/ Streetscape works	Open space costed here – 64.22ha All new public domain/streetscape works including public art to be incorporated in the development at Developer's cost.		\$540k		As new road works are carried out
+ Library, Information and Community Multi-purpose community facilities	3 x Multi-purpose community centres each with floor space 550-650 sq. m incl. site area of 2500m ² .)		\$6.75m to \$7.5m (Construction costs - \$4.125m and land costs - \$2.625m)	\$2500/m ² for community centre \$3.5m/ha for land	The baseline facilities being provided at Bingara Gorge will be available to meet residents' needs in the early stages of development.
Libraries	District Community Facility to include: District level community resource centre (1500m ²) Central library/arts and cultural facility (3,00m ²) (incl. land 1.5 ha		\$19,500,000. (Construction costs - \$14.25m and land costs \$5.25m)	\$2500/m ² for community centre component and \$3500/m ² for library and cultural facility component. \$3.5m/ha for land	Additional facilities will be provided when agreed population thresholds are reached.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 17 December 2012

ATTACHMENT 4- 6930 - 17 DECEMBER 2012

INFRASTRUCTURE PRELIMINARY REQUIREMENTS

INFRASTRUCTURE ITEM	WILTON JUNCTION REQUIREMENTS	COMMENTS	ESTIMATED COSTS (\$M)	UNIT COST	TIMING
Plan Management Management of development contributions Review of planning for future needs		Council's plan requires 5% of total contribution for an individual development. Contribution subject to future negotiation and no provision has been made at this stage.			
	Trunk drainage lines and retention basins etc subject to future design.	The cost of drainage cannot be accurately determined at this high level stage of investigations and estimate only provided	\$110.7m	\$88k per nda (urban lands) based on the average cost in Oran park and Turner Road Precincts.	To be provided progressively as development occurs.
Water Cycle Management					

**DRAFT
WILTON JUNCTION MASTERPLAN
2012**

SUMMARY OF SUBMISSIONS RECEIVED

***22 October -16 November 2012
(late submissions received up to 23 November
2012 included)***

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

Reference Number	Submission Details	Comment & Recommendations
1	<p>General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on Round Hill Road for Rural Residential purposes Requires no additional infrastructure burden on developers</p>	<p>Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations Not agreed. Will require possible augmentation of STP and transport infrastructure. On-site disposal may not be appropriate depending on minimum lot sizes</p>
2	<p>Entire Wilton area should be included in draft plan Future subdivision in Wilton be considered Masterplan should include Wilton township and a subsequent detailed master plan be prepared for Wilton township</p>	<p>Agreed.</p>
3	<p>General support for strategy for growth Implications of future airport development What development potential is proposed for Wilton landholdings excluded from investigation area Minimum lot sizes proposed in master plan What benefits will be provided to Wilton residents from proposed development Reasons for exclusion of entire Wilton township area from Masterplan</p>	<p>Noted. To be considered by Commonwealth Government Masterplan should include Wilton and a subsequent detailed master plan be prepared for Wilton township determine potential To be determined Proposed range of community facilities outlined in supporting studies such as schools etc. Implications upon existing Wilton township neighbourhood shops and residents requires further assessment Area subject to developer interests only at this stage included. Masterplan should include Wilton and a subsequent detailed master plan be prepared for Wilton township</p>

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

4	<p>General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on Round Hill Road for Rural Residential purposes</p> <p>Requires no additional infrastructure burden on developers</p> <p>Noted</p> <p>To be considered by Council and NSW Government as part of rezoning and future planning investigations</p>	<p>Not agreed. To be determined. Will require possible augmentation of STP and transport infrastructure. On-site disposal may not be appropriate depending on minimum lot sizes</p>
5	<p>General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on Sheil Road for Rural Residential purposes</p> <p>Requires no additional infrastructure burden on developers</p>	<p>Noted</p> <p>To be considered by Council and NSW Government as part of rezoning and future planning investigations</p> <p>Not agreed. To be determined. Will require possible augmentation of STP and transport infrastructure. On-site disposal may not be appropriate depending on minimum lot sizes</p>
6	<p>General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on West Wilton Park Road area for rural residential/mixed use purposes with environmental reserves</p>	<p>Noted</p> <p>To be considered by Council and NSW Government as part of rezoning and future planning investigations</p>
7	<p>General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on Round Hill Road for Rural Residential purposes</p> <p>Requires no additional infrastructure burden on</p>	<p>Noted</p> <p>To be considered by Council and NSW Government as part of rezoning and future planning investigations</p> <p>Not agreed. To be determined. Will require possible augmentation of STP and transport infrastructure. On-site disposal may not be appropriate depending on minimum lot sizes</p>

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

	developers	
8	General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on West Wilton Park Road area for rural residential/mixed use purposes with environmental reserves	Noted To be considered by Council and NSW Government as part of rezoning and future planning investigations
9	General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on West Wilton Park Road area for rural residential/mixed use purposes with environmental reserves.	Noted To be considered by Council and NSW Government as part of rezoning and future planning investigations
10	New substation at Condell Park will be able to service substantial part of new development with new transmission line to Douglas Park Lead in services to be provided by individual developers Detailed planning unable to be undertaken without staging plan or lot release timetable Proposed development in south east unable to be serviced by existing substation and new substation site to be identified and agreed.	Noted. Infrastructure studies, preliminary costings, and master plan to be amended to incorporate agency comments. Copy of staging plan and lot release timetable to be provided to agency at appropriate stage in rezoning process.
11	General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on West Wilton Park Road area for rural residential/mixed use purposes with environmental	Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations.

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

	reserves.	
12	General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on West Wilton Park Road area for rural residential/mixed use purposes with environmental reserves	Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations
13.	Macedonian Orthodox Community site within close proximity of study area and request inclusion Site is not directly adjoining study area although within close proximity.	To be considered by Council and NSW Government as part of rezoning and future planning investigations
14	Impact upon rural residential living and request to be advised regarding future rezoning process Request waiving of additional rates should land be rezoned	Noted. Council to prepare future consultation database and include landowner details To be considered by Council within scope of legislation
15	General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on West Wilton Park Road area for rural residential/mixed use purposes with environmental reserves.	Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations
16	General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on West Wilton Park Road area for rural residential/mixed use purposes with environmental	Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

	reserves.	
17	General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on West Wilton Park Road area for rural residential/mixed use purposes with environmental reserves	Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations
18	General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on West Wilton Park Road area for rural residential/mixed use purposes with environmental reserves Adopted boundary for study area is arbitrary and not based on ridgeline Limited impact upon infrastructure	Noted To be considered by Council and NSW Government as part of rezoning and future planning investigations Agreed. Boundary requires further assessment and clarification. Not agreed. To be determined. Will require possible augmentation of STP and transport infrastructure. On-site disposal may not be appropriate depending on minimum lot sizes
19	General support for master plan Request investigation area to be extended to include adjoining rural properties elsewhere within Wilton Road for smaller rural residential subdivision.	Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations
20	General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property on West Wilton Park Road area for rural residential/mixed use purposes with environmental reserves	Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

21	<p>Objection to proposed master plan/development due to impact on rural character, increased traffic, lighting, visual impact, crime, and wildlife.</p> <p>Disappointed proposal not outlined in election material.</p> <p>Clarify compensation measures for existing residents and acquisition cost.</p>	<p>Noted and issues to be considered in future master plan amendments and DCP controls</p> <p>For consideration of Councillors</p> <p>To be determined and for council consideration.</p>
22	<p>Covers area with high quality unmined coking coal and shale resource adjoining proposed area</p> <p>BHP Billiton Coal Seam approval until 2041 which underlies Wilton West and Bingara Gorge</p> <p>'Area 8' underlies proposed town centre and medium density areas and large footprint residential is incompatible with long wall extraction</p> <p>Ongoing difficulties with Bingara Gorge applications</p> <p>Mineral resources does not support the master plan or proposed rezoning and underground mining to precede urban development</p>	<p>Noted. Peer review highlights this as key issue and recommends that as a matter of priority, discussion with relevant agencies and BHP Billiton be undertaken to identify issues and risks, as well as options to progress the Wilton Junction proposal; further detailed studies be required to provide an analysis of the implications (including cost), options and feasibility of the Wilton Junction proposal proceeding in conjunction with the mining of the Bulli Coal Seam; and any studies should be scoped in consultation with, and to meet the requirements of, relevant agencies.</p>
23	<p>Owens and operates Sydney to Moomba gas Pipeline</p> <p>Concerned with statements in study that existing infrastructure does not preclude urban development as Risk Assessment required under SEPP 55</p> <p>Gas easement not indicated on all maps</p> <p>Request to be notified of rezoning proposal</p>	<p>a-d Noted. Infrastructure studies, preliminary costings, and master plan to be amended to incorporate agency comments and risk assessment to be undertaken during future planning and rezoning process. Amended master plan outlining gas easement to be provided to agency at appropriate stage in process.</p>
24	<p>Land in area successfully used</p>	<p>a-c Noted. Studies to incorporate</p>

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

	<p>for grazing and cropping Suggests effluent disposal system that harvests irrigated crop Location highly suitable for continued extensive agricultural activities</p>	<p>agency comments. Council and NSW State Government decision required on whether to proceed or not as retention of existing agricultural activities generally inconsistent with urban development.</p>
25	<p>Appropriate buffer widths to be maintained adjacent to Nepean River and other watercourses WSD and effluent re-use supported Map of sensitive water features provided to assist in master planning Requires reticulation of water and sewer to all land parcels</p>	<p>Agreed. Agency comments to be referred to consultants and considered in master plan and rezoning proposal Noted Noted. Agency comments to be referred to consultants and considered in master plan and rezoning proposal Agreed.</p>
26	<p>Strategic approach to bushfire protection by suitable zones Grasslands now included as hazardous vegetation category Ensure access and water supply to proposed lots Agency comments to be referred to consultants and considered in master plan and rezoning proposal</p>	<p>Noted and to be considered in master plan design Noted and to be considered in master plan and subdivision design</p>
27	<p>Not all studies publicly available during exhibition Request 95 and 115 Condell Park Road be zoned for residential and not employment as proposed to minimise land use conflicts, bushland for visual buffer inadequate due to required road reservations, other lands suitable with similar topography, and access through residential areas undesirable Employment land take</p>	<p>Noted. Concerns outlined to study consultants by Council and consultants undertaking peer review during exhibition process Agreed that land requires further identification in regard to preferred land use as part of rezoning and master plan refinement Noted. Submission to be provided to Economic consultants for consideration and response</p>

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

	<p>requirement disputed (based on recalculation and no consideration of Maldon employment rezoning upon Wilton Junction) leading to oversupply of enterprise land</p>	
28	<p>Not support in current timeframe due to existing approval Bulli Seam Project (930 year lifespan) and possible land use conflict which may limit extraction</p> <p>Map attached indicating potential conflict areas</p> <p>At this stage unable to identify possible location of surface infrastructure and access arrangements without further exploration</p> <p>Supports development where mining has already taken place such as Appin</p>	<p>a-d Noted. Peer review highlights this as key issue and recommends that as a matter of priority, discussion with relevant agencies and BHP Billiton be undertaken to identify issues and risks, as well as options to progress the Wilton Junction proposal; further detailed studies be required to provide an analysis of the implications (including cost), options and feasibility of the Wilton Junction proposal proceeding in conjunction with the mining of the Bulli Coal Seam; and any studies should be scoped in consultation with, and to meet the requirements of, relevant agencies.</p>
29	<p>General support for master plan although boundary is arbitrary and master plan provides no justification</p> <p>Request investigation area to be extended to include adjoining rural properties including landowners property within the West Wilton Park Road area including Jakes Way, Sheils Road, Marcus Street, Round Hill Road for rural residential purposes</p> <p>Area would become isolated and used for different purpose to other areas within master plan, create urban/rural interface conflict, bushfire and emergency issues, and access of rural residential through residential area</p> <p>Area should be included in infrastructure and traffic considerations</p>	<p>Noted.</p> <p>To be considered by Council and NSW Government as part of rezoning and future planning investigations</p> <p>Agreed. Boundary requires further assessment and clarification.</p> <p>Subject to determination of study area by Council and NSW Government.</p> <p>Should area be included agree that all studies will be required to include any additional areas.</p>

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

	<p>30 Area outside Sydney Drinking Water catchment although borders Metropolitan Special Area to the south Public prohibited with Metropolitan Special Area which has a substantial border to the Walker lands Masterplan includes lots with special Area or owned by OEHL to be removed from master plan Special Area to be protected by fencing, no provision of infrastructure, residences not immediately adjoin area, no wastewater or stormwater to enter area, bushfire asset protection area between area and residences, limit weed and pest intrusion No development impacts upon, and access be provided to Nepean tunnel.</p>	<p>a-e Noted. Infrastructure studies, preliminary costings, and master plan to be amended to incorporate agency comments. Future LEP and DCP (if proposal proceeds) to include measures to protect Special Area as outlined in submission</p>
31	<p>General support for master plan Request area north of Wilton Park Road be zoned for higher density residential.</p>	<p>Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations</p>
32	<p>General support for master plan Request area north of Wilton Park Road be zoned for higher density residential.</p>	<p>Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations</p>
33	<p>General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property in Wilton Park Road area for development purposes.</p>	<p>Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations</p>
34	<p>Objection to proposed master</p>	<p>Agreed. The Peer Review report</p>

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

	<p>plan/development due to impact on rural character and benefits do not overcome the negatives</p> <p>Proposed development inconsistent with Growth Strategy</p> <p>Development infrastructure and servicing should not be burden on existing and future community</p> <p>Disappointed in timing of consultation as it is considered to follow a decision by Council to support proposal, and proposal not outlined in election platforms</p> <p>Adverse impacts on existing residents during construction</p> <p>Airport proposal not discussed in Masterplan</p> <p>Lack of mitigation strategies to limit adverse impacts on existing residents</p> <p>Other issues not adequately considered include impact on hospitals, bushfire, Nepean river ecosystem, use of recycled water, lack of data in regard to self-sufficiency targets and worst case scenario.</p> <p>Council to note objection</p>	<p>recommends that the proposal should address the key principles contained within the strategic policy documents that are relevant to the site (it may also be useful to address Sydney-Canberra Corridor Strategy given proximity and synergies)</p> <p>Agreed and review of S94 and VPA proposals to adopt this principle</p> <p>Council to consider and comment</p> <p>Noted. Should development proceed future planning and consents to impose appropriate controls and guidelines</p> <p>Agreed. Airport proposal should be discussed within planning proposal and master plan</p> <p>See e above</p> <p>Submission to be provided to consultants to ensure studies adequately respond to issues raised</p>
35	<p>General support for master plan</p> <p>Request investigation area to be extended to include adjoining rural properties including landowners property within the West Wilton Park Road area including Jakes Way, Marcus Street, Round Hill Road for rural residential/mixed use purposes with environmental reserves</p>	<p>Noted.</p> <p>To be considered by Council and NSW Government as part of rezoning and future planning investigations</p>

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

36	General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property within the West Wilton Park Road area including Jakes Way, Marcus Street, Round Hill Road for rural residential/mixed use purposes with environmental reserves	Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations
37	Impact upon rural residential living and request to be advised regarding future rezoning process Request waiving of additional rates should land be rezoned	Noted. Council to prepare future consultation database and include landowner details To be considered by Council within scope of legislation
38	Strong objection to proposed master plan/development due to impact on rural character Proposed development will adversely impact on Picton Town Centre Proposed industrial area lacking detail on future uses Jobs targets unable to be achieved Other issues not adequately considered include impact on Nepean river ecosystem, use of recycled water, mining, and airport Council to note objection Agreed. The Peer Review report recommends that the proposal should address the impact on Picton Town Centre	Agreed. Further investigation required regarding proposed future land uses and compatibility with adjoining land uses. Submission to be provided to consultants to ensure studies adequately respond to issues raised
39	Request investigation area to be extended to include adjoining rural properties including landowners property within the West Wilton Park Road area including Jakes Way, Marcus Street, Shields Hill road for small lot rural residential	To be considered by Council and NSW Government as part of rezoning and future planning investigations

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

<p>40</p>	<p>General support for master plan Request investigation area to be extended to include adjoining rural properties including landowners property within the West Wilton Park Road area including Jakes Way, Marcus Street, Round Hill Road for rural residential/mixed use purposes with environmental reserves</p>	<p>Noted. To be considered by Council and NSW Government as part of rezoning and future planning investigations</p>
<p>41</p>	<p>Review of master plan only as studies not received Masterplan fails to map priority conservation lands overlaid with proposed land uses Omits Cumberland Koala linkage in Master Plan Lack of current analysis of threatened species and EEC's (refers to 2006 study) Public database indicates threatened flora in or near investigation area, high conservation value remnant vegetation, and threatened fauna Unable to assess master plan principles without detail of how applied Omits identification of Aboriginal Cultural Heritage features to inform master plan Nepean State Conservation Area to be considered a-e Noted and agreed. Peer review report notes that the consideration given to potential environmental issues and implications on the study area in the Master Plan is only very preliminary at this stage. This is particularly relevant given the context of the site with surrounding Nepean River and</p>	<p>Peer review recommends: <i>Further detailed studies should be required to address the environmental attributes of the study area and the delineation of the urban footprint being established;</i> <i>The identification of "key" vegetation areas should also include potential grassland environments and their role as both habitat and foraging areas for fauna species in the area;</i> <i>Studies should be scoped in consultation with, and to meet the requirements of relevant agencies;</i> <i>Considerations of all applicable legislation and identified threatened species should be embodied in any study;</i> <i>Studies should consider in more detail the ongoing management and potential ownership and zoning of any environmental protection areas; and</i> <i>The broader landscape context and site linkages (e.g. environmental and catchment/waterway corridors) should be considered.</i></p>

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

	<p>Allens Creek Gorge corridors.</p> <p>The Master Plan conceptual layout also appears to rely on visible identification of "key" vegetation areas, and may be limited in terms of impacts on grassland environments and their role as both habitat and foraging areas for fauna species in the area. Submission to be provided to consultants to ensure studies adequately respond to issues raised.</p>	
<p>42</p>	<p>Located at vital part of State Road network Importance of Picton Road as key freight connection to Port Kembla and critical heavy vehicle route Picton Road also primary commuter route between Illawarra and south-western Sydney Objects to proposal due to introduction of significant road safety concerns and compromise the operation of a vital part of road network Scale of infrastructure upgrades required is extensive Proposal should only be considered if grade separated crossings for all local movement; must demonstrate ongoing operation/capacity of Picton Road and Hume Highway not adversely compromised; additional modelling to be undertaken (some results rejected); and address road traffic noise without noise walls or structures a-f To be assessed/considered by Council technical staff. Peer review identifies transport and</p>	<p>Further to the agency issues raised the Peer Review makes the following recommendations in regard to transport:</p> <p><i>More detailed assessment be undertaken to determine if overall design and internal road layout is appropriate and functional;</i> <i>Specific issues raised in relation to transport in this peer review be considered in the any future analysis and studies;</i> <i>Viability and impact studies of the proposed two cross town/Hume Highway linkages be undertaken, including the design and life of the northern Hume overpass, and the appropriateness of reliance on Picton road as a major town link road given the need to maintain use for significant heavy vehicle use and free flow/high speed road design;</i> <i>The design should also seek to deliver non-commercial activities into the town centre to increase public transport viability in the centre; and</i> <i>Further consideration of the impact of transport corridors is undertaken including Hume Highway, Maldon Rail, and any potential High-speed rail corridor.</i></p>

Planning & Economy

ATTACHMENT 5- 6930 - 17 DECEMBER 2012

	<p>traffic as key issue. Infrastructure studies, modelling preliminary costings, and master plan to be amended to incorporate agency comments.</p>	
43	<p>Does not have sewerage assets near Wilton Junction and water capacity is limited Has not endorsed MWH strategy at this stage Privately operated STP and water scheme as recommended by studies may be most appropriate approach No current plans to service Wilton Junction</p>	<p>a-d Noted. Infrastructure studies, preliminary costings, and master plan to be amended to incorporate agency comments.</p>

Planning & Economy

Our Ref: STH12/00085
 Contact: Chris Millet 4221 2570
 Your Ref:



Tim Dewey
 Transport for NSW
 PO Box K659
 Haymarket NSW 1240

WOLLONDILLY SHIRE COUNCIL – DRAFT MASTER PLAN FOR WILTON JUNCTION

Dear Tim

Reference is made to Wollondilly Shire Council's letter dated 23 October 2012 regarding the subject Master Plan for Wilton Junction and your subsequent email dated 23 October 2012 regarding a combined Transport response.

RMS has reviewed the Draft Master Plan and provides the following comments to Transport for NSW for consideration in your preparation of a combined Transport response.

Background

This proposal is located at a vital part of the State Road Network, where the Hume Highway intersects with Picton Road via a grade separate interchange. The Draft Master Plan proposes development within the four quadrants of land surrounding the interchange.

Picton Road provides a direct east-west link between the Sydney to Melbourne Corridor (the Hume Highway) and the Sydney to Wollongong Corridor (the Princes Highway). These corridors are included in the National Land Transport Network and are considered critical in their function of supporting economic growth and development.

The importance of Picton Rd as the key freight connection to Port Kembla has been identified in the Draft NSW Long Term Transport Master Plan. It is a critical heavy vehicle route for one of the State's major import/export shipping ports at Port Kembla and for other industry within the Illawarra. For example, the current capacity of the Port Kembla car import terminal is estimated at around 847,000 vehicles per annum and is estimated to approach 1.3 million by 2036. All these vehicles are transported by road and Picton Rd is the main connection between the Port and the Hume Highway.

Picton Road is a primary commuter route between the Illawarra and the south-western Sydney employment areas of Campbelltown and Liverpool as well as the Southern Highlands.

RMS has developed the Picton Road Corridor Strategy to protect and enhance the corridor. A copy of the strategy can be obtained via the following link:

http://www.rta.nsw.gov.au/roadprojects/projects/south_eastern_region/picton/corridor_strategy.html

Roads & Maritime Services

Level 4, Southern Regional Office, 90 Crown Street, Wollongong NSW 2500 | PO Box 477 Wollongong East NSW 2520
 T 02 4221 2460 | F 02 4221 2777 | www.rmservices.nsw.gov.au |

Planning & Economy

Comments on the proposal

RMS recommends that Transport for NSW object to the subject proposal. The proposal, in its current form, will introduce significant road safety concerns and compromise the operation of a vital part of the State Road Network.

More significantly, RMS has real concerns that the scale of infrastructure upgrades required to accommodate this development, without creating serious safety issues or compromising the operation of the State Road Network, would make this development cost prohibitive. In this regard, from RMS' perspective, this development should only be considered if the following issues are addressed:

1. Grade separated crossings

Local movement of vehicles, pedestrians and cyclists between the four quadrants of the proposed development would need to be facilitated by grade separated crossings. That is, no local movements of vehicles, pedestrians or cyclists across at-grade crossing (signalised or otherwise) on either Picton Road or the Hume Highway. The crossing of pedestrians and cyclists at grade either Picton Road or the Hume Highway, which are both multi-lane high volume roads would be introducing an unnecessary high road safety risk to the community.

The development, as proposed, would result in a high proportion of local trips using Picton Road and the interchange with the Hume Highway, thereby unnecessarily compromise the operation of the Picton Road and at the interchange with the Hume Highway. This is unacceptable.

Page 46 of the Master Plan states "Signalised intersections and an urban road environment are preferred over grade separated interchanges and a high speed rural road for the safety and amenity of the existing and incoming population." Notwithstanding the fact that there is no significant current demand for vehicle, pedestrian or cyclists crossings of these roads given that the vast majority of development (existing and approved) is contained within the north eastern quadrant that is Wilton and Bingara Gorge, RMS rejects the statement that signalised intersections and an urban environment provide a safer road environment than grade separated crossings. By design, grade separated crossings remove conflicts between local trips and through movements on Picton Road, where as signalised intersections would create conflicts. On this basis, as a general principle, provided pedestrian and cyclist desire lines are adequately catered for, grade separated intersections provide a much safer environment than signalised at grade intersections. That aside, whether or not pedestrian desire lines can be practically catered for at this location by signalised intersections or grade separated interchanges is a serious concern. The fact that the Draft Master Plan proposes extensive development on all four quadrants of the interchange of two major roads means there will be an inherit demand for pedestrian movements across Picton Road and the Hume Highway. Simply placing one or two pedestrian underpasses, overpasses or intersections is unlikely to be sufficient to ensure that a proportion of these vulnerable road users do not attempt to cross Picton Road or Hume Highway at uncontrolled locations.

2. Ongoing operation of Picton Road and Hume Highway

RMS cannot support the proposal until it is demonstrated that the capacity and ongoing operation of both Picton Road and the Hume Highway would not be adversely compromised.

Section 8.3 of the Draft Master Plan suggests that the development, with 2000 dwellings by 2021, would need "no major additional upgrades other than the upgraded accesses to Picton Road", with "only limited additional upgrading to the base case" required for a full development scenario by 2036. RMS questions these statements and the modelling approach used to support them. In this regard, RMS is concerned that the Wollondilly TRACKS model used for the analysis does not adequately represent the strong traffic movement relationship between

this development and the wider Sydney Metropolitan Region. The development would produce a significant amount of home to work trips with destinations throughout Sydney and attract a significant amount of home to work and work to work trips from origins within Sydney, yet the Wollondilly TRACKS model has limited nodes within the Sydney Region which reduces its effectiveness to assess the impact of this relationship.

Given the scale of this development and its strong relationship to Sydney, RMS considers that the Bureau of Transport Statistics Multi Modal Strategic Transport Model should be used initially to understand the likely productions and attractions associated with this development and subsequently, the likely origin and destinations of trips. In terms of process, the traffic analysis of this proposal should not proceed beyond strategic modelling until Transport for NSW and RMS are satisfied that the outputs of the modelling are realistic.

Once Transport for NSW and RMS are satisfied with the outputs of this high level strategic modelling, the outputs should be used in a "road/highway" assignment" model, such as the Wollondilly TRACKS model, and submitted to RMS for review and acceptance. Following this, a micro simulation modelling, such as PARAMICS, should be used to analyse the precinct in detail.

It is important to highlight that the traffic volumes for Picton stated in Section 8.3.1.1 of the Draft Master Plan are significantly less than RMS records show. The May 2012 Community Update for Picton Road (link below), clearly indicates that the hourly volumes on Picton Road are significantly greater than those listed in Section 8.3 of the Draft Master Plan. Specifically, the Draft Master Plan suggests that "in 2011 traffic volumes were some 600 to 900 vehicles per hour (two way) in the morning and afternoon peak hour", whilst the graph on page 3 of this RMS document confirms that the weekday peak hour volumes in 2010 approached 1,200 vehicles in the morning peak and exceeded 1,200 vehicles in the afternoon peak. The graph also demonstrates a significant weekend midday peak hour of just under 1,200 vehicles. The outputs of the Strategic Transport Modelling process must be appropriately calibrated to reflect known existing traffic volumes prior to any more detailed modelling.

http://www.rta.nsw.gov.au/roadprojects/projects/south_eastern_region/picton/documents/picton_road_cu_may_2012.pdf

RMS notes and rejects the traffic generation assumptions listed in Section 8.3.1.2 of the Master Plan. These rates need to be determined by the strategic transport modelling process. Furthermore, whilst RMS strongly supports reducing private vehicle movements through public transport, RMS considers that the isolated nature of this site (with respect to lack of existing public transport services) can only lead to a car dominated community.

The traffic analysis would need to demonstrate that the ongoing operation of Picton Road and Hume Highway would not be adversely compromised and demonstrate that local trips are only using local roads. RMS expects that the analysis will confirm that significant additional infrastructure upgrades will be required to accommodate this proposal and that this may well include additional travel lanes on Picton Road and the Hume Highway, substantial changes to the form of the Picton Road/Hume Highway interchange and numerous grade separated crossings to separate local trips from the State Road Network.

Noting the above, it is important to highlight that RMS has not yet considered road geometry related safety issues that may be generated by significant infrastructure upgrades, such as weave movements and lengths.

3. Noise

Road traffic noise would need to be considered and addressed by the proponent to ensure that any future development complied with the NSW Government's *Development Near Rail Corridors and Busy Roads – Interim Guideline, 2008*. RMS' preference would be that noise is

attenuated through physical separation and natural features such as vegetated earth mounds located outside of the road reserve. It would need to be demonstrated that such features did not compromise the operation and ability to maintain either the Hume Highway or Picton Road.

RMS would not accept any noise walls or other structures within the Hume Highway or Picton Road road reserves or walls that required maintenance activities to be carried from within these road reserves.

If you have any questions please contact me on 4221 2570.

Yours faithfully



Chris Millet
Manager, Land Use Development
Southern Region

05 NOV 2012

Trim Ref: SWD12/10600
Trim File: SWF11/647
Related to: SWD12/10599



Health
South Western Sydney
Local Health District

Ms Sophie Perry
Team Leader, Strategic Planning
Wollondilly Shire Council
PO Box 21
PICTON NSW 2571

WOLLONDILLY SHIRE COUNCIL	
TRIM No.	6930-1
PROF File	
26 NOV 2012	
AUTH No.	
ASSIGNED TO.	Tania

Dear Ms Perry

Wilton Junction Draft Master Plan

Thank you for the opportunity to provide comment on the Wilton Junction Master Plan draft September 2012, prepared by Connor Holmes on behalf of the Wilton Landowners Rezoning Group. South Western Sydney Local Health District (SWSLHD) appreciated the opportunity to participate in the technical briefing for Human Services agencies on the Master Plan hosted by the Department of Planning and Infrastructure and looks forward to continuing input as more detailed planning proceeds on this proposed development.

An overarching aim of SWSLHD is to protect and promote the health of the local population, recognizing that many local and global factors affect health and illness. A core strategic direction is to work with planning agencies to develop healthy urban environments and influence healthy urban design. Together with the NSW Ministry of Health, we have developed the NSW Healthy Urban Development Checklist as a guide for health services when commenting on development policies, plans and proposals. A copy of the Checklist can be found at http://www.health.nsw.gov.au/pubs/2010/hud_checklist.html and on-line version at <http://www.sswahs.nsw.gov.au/populationhealth/HUD/>

The Wilton Junction Master Plan is comprehensive and provides a broad framework for future development of this region, addressing many of the issues and features critical to the establishment of a health promoting environment and a healthy community. The principles guiding the master plan and potential future developments have been positively articulated from a health perspective, addressing key issues through a strong focus on:

- development of a range of employment opportunities at a local level
- provision of a range of housing choices and affordable housing
- development of neighbourhoods and strong social connectivity through accessible community facilities and activities
- physical connectivity through development of comprehensive transport infrastructure, including connections within this development and to other population centres
- development of active transport options including pedestrian and cycling infrastructure
- equitable access to services and facilities.

General Correspondence
Email: swslhd_esu@swahs.nsw.gov.au
Website: www.health.nsw.gov.au/swslhd/

South Western Sydney Local Health District
ABN 46 738 965 845
Liverpool Hospital Eastern Campus
Locked Bag 7279 Liverpool BC 1871
Tel 612 9828 6000 Fax 612 9828 6001

Planning & Economy

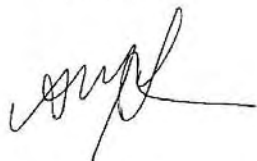
Specific consideration of detailed planning for infrastructure and rollout to meet needs as the population grows is supported. In particular, transport connections to surrounding areas and larger centres such as Campbelltown should occur in a timely fashion. It is also noted that the plan recognizes the need to address issues arising from vehicular access to the new development area being from the busy freeway, and careful consideration of related safety issues in this planning detail is encouraged.

As Wilton Junction will over time evolve as the major town centre and urban conurbation in Wollondilly, SWSLHD agrees that it would be appropriate to develop a Community Health / Integrated Primary and Community Care Centre at a prominent town centre location, close to other community / civic uses (p.6 & p.32). However, the 10,000 m² floorspace identified for this facility (Table 8.9 p. 32) is considered to be excessive for the services that would likely be provided from this site to meet health needs of Wilton Junction residents and a broader Wollondilly catchment population. It is suggested that 4,000m² floorspace would be sufficient to meet these needs and that infrastructure development would be staged, aligned to population growth. The potential for collaborative development with other community / civic facilities could be explored.

It is also noted that at page 50 a range of health services are specified as part of a wide variety of uses identified for Wilton Junction Town Centre. This includes general practice, variously described as "GP Plus, GP Clinic, General practitioners", specialist clinics and allied health professional services. It is presumed that this reference is to private providers who pursue market opportunities. The previously identified Integrated Primary and Community Care Centre should be separately mentioned here as it would operate under a model of care emphasizing integration across public and private healthcare provision.

The opportunity to comment at this early stage of master planning is appreciated, and we are keen to assist by continuing to provide input as more detailed planning occurs. If you would like to discuss any of these comments further, please contact Peter Sainsbury, Director Population Health on 9828 5718 regarding healthy urban design or David Lawrence, Manager Planning on 9828 5798 regarding health facility proposals.

Yours sincerely



Amanda Larkin
Chief Executive

Date: 20/11/12



**Trade &
Investment**
Resources & Energy

Our Ref: OUT12/29325
Your Ref: TRIM 6930 SP:TM

Sophie Perry
Team Leader - Strategic Planning
Wollondilly Shire Council
PO Box 21
Picton NSW 2571

Dear Sophie

Wilton Junction Draft Master Plan

The following comments are provided by Mineral Resources, Industry and Investment NSW (I&I NSW) in response to the above master plan.

The Draft Master Plan covers an area which is underlain by unmined high-quality coking coal in the Bulli Seam and is wholly within the Wilton Mine Subsidence District. The northern half of the area is covered by the consolidated coal lease CCL767 (Appin Colliery), held by Endeavour Coal Pty Limited (a subsidiary of BHP Billiton). The southern portion of the area not covered by a current coal title also overlies known resources of mineable, high-quality coking coal.

Mining at Appin Colliery is part of the BHP Billiton 'Bulli Seam Operations Project' approved by NSW Planning and Infrastructure in 2011. This project has mining approval until 2041. The project's 'Appin Area 8' underlies the Wilton West and Bingara Gorge areas and mining in Area 8 is probably 10-12 years from commencing as work has now commenced to mine Area 9 to the north.

The mining approved in Appin Area 8 is beneath the proposed Wilton Junction town centre, associated medium density housing and much of the employment areas. The Master Plan briefly addresses issues of mine subsidence and is correct that damage to buildings can be repaired and in some cases must be demolished and re-built. Recent experience of longwall mining beneath Tahmoor however has shown that large footprint residential development is incompatible with longwall extraction of underground coal resources. Approximately 25% of buildings undermined in Tahmoor have been damaged with some needing to be demolished and re-built.

The Master Plan also notes that Bingara Gorge was rezoned with the knowledge that longwall mining will occur beneath the site. However, this was a 'concession' on the part of Mineral Resources and the Mine Subsidence Board to allow for 'greenfield' site development east of the F6 Freeway near Wilton. There have however been ongoing difficulties with applications for development at Bingara Gorge including structures exceeding guidelines and not being built to the appropriate standard.

Based on the Tahmoor experience significant levels of damage are likely if the Wilton Junction development precedes mining. The timing of development proposed for Wilton Junction will potentially result in upwards of 4000 buildings, including the town centre and associated infrastructure constructed prior to any longwall mining commencing beneath the site. The longwall mining when it commences in Area 8 will take in the order of a decade to complete. Such levels of damage will likely have significant impacts on

Coal Advice, PO Box 344, HRMC NSW 2310
Tel: 1300 736 122 Fax: 02 4931 6788
ABN 72 189 919 072
www.industry.nsw.gov.au

the community based on the probable number of dwellings that would be undermined and the relatively high number that would experience some level of damage.

Mineral Resources does not support the rezoning and development of the Wilton Junction site. It is the Department's strong view that underground coal mining in this location should precede urban development and that urban development should be staged so that any development will not be subject to mining induced ground subsidence.

In addition to the coal resources there is a shale resource associated with the Maldon Shale Quarry (currently not operating) less than 1 km north of the subject area off Picton Road. Residential development in the north western portion of the master plan area top corner will be situated approximately 800 metres from the mapped shale resource.

Yours sincerely,


Kevin Ruming
A/Manager, Coal Advice

12 November 2012



Department of Primary Industries

OUT12/28527

Sophie Perry
Team Leader, Strategic Planning
Wollondilly Shire Council
<mailto:tania.makaroff@wollondilly.nsw.gov.au>

Wilton Junction – Draft Master Plan

Dear Ms Perry

Thankyou for your correspondence of the 22 October 2012, Agriculture NSW has reviewed the attached email document and provides the following advice.

The proposal provides one option for the location, for completeness land use alternatives should be discussed in line with the strategic directions of Sydney Metropolitan Planning and Wollondilly's plans for rural lands.

7.2 Environment

The discussion on agricultural land suitability does not detract from the fact that the land in the locality has been successfully used for grazing enterprises and cropping in the past and is still being used for cattle and horse establishments. The reference to Morris 2000 is noted however no attachment or full reference is provided to enable a peer review of Morris's conclusions.

The Sydney agricultural suitability maps have proven to be a good guide to past and present agricultural potential and they are based on comprehensive soil mapping for which the Agricultural Land Class 3 map correlates well with the Luddenham Soil Landscape map. Luddenham soils are capable of being grazed and regularly cultivated (Wollondilly Agricultural Lands Study 1993).

The current development of Bingara Gorge would provide further information about the soils and depth to rock particularly in regard to development of the golf course i.e. the soil amendments and pasture improvements undertaken to prepare to a golf turf standard.

8.4.2.3 Effluent Disposal

Current and proposed reuse of effluent on golf course, parks and gardens is possible however maintaining optimum nutrient balance could be better managed through a system that harvests the irrigated crop. A reuse option of fodder cropping similar to that being used at Appin may provide a longer term solution.

To conclude the large lots, suitable soils, good average rainfall, close access to Camden Livestock Selling Complex and the long history of the area used for grazing enterprises indicates that the location is highly suitable for continued extensive agricultural development.

Thank you for providing the opportunity to comment on the Master Pan for the Wilton location.

Yours sincerely

Andrew Docking
A/Leader Regional Services – Land Use
NSW Department of Primary Industries
Agriculture NSW
9 November 2012

<mailto:landuse.enquiries@dpi.nsw.gov.au>

Locked Bag 4, Richmond NSW 2753
Building M14, Castle Road, University of Western Sydney (Hawkesbury)
Tel: 02 4588 2100 Fax: 02 4588 2159
ABN 72 189 919 072
www.dpi.nsw.gov.au



Department of
Primary Industries

OUT12/28527

Sophie Perry
Team Leader, Strategic Planning
Wollondilly Shire Council
<mailto:tania.makaroff@wollondilly.nsw.gov.au>

Wilton Junction – Draft Master Plan

Dear Ms Perry

Thankyou for your correspondence of the 22 October 2012, Agriculture NSW, Fisheries NSW and the NSW Office of Water has reviewed the Council's attached email document and provides the following advice.

Agriculture NSW

The proposal provides one option for the location, for completeness land use alternatives should be discussed in line with the strategic directions of Sydney Metropolitan Planning and Wollondilly's plans for rural lands.

7.2 Environment

The discussion on agricultural land suitability does not detract from the fact that the land in the locality has been successfully used for grazing enterprises and cropping in the past and is still being used for cattle and horse establishments. The reference to Morris 2000 is noted however no attachment or full reference is provided to enable a peer review of Morris's conclusions.

The Sydney agricultural suitability maps have proven to be a good guide to past and present agricultural potential and they are based on comprehensive soil mapping for which the Agricultural Land Class 3 map correlates well with the Luddenham Soil Landscape map. Luddenham soils are capable of being grazed and regularly cultivated (Wollondilly Agricultural Lands Study 1993).

The current development of Bingara Gorge would provide further information about the soils and depth to rock particularly in regard to development of the golf course i.e. the soil amendments and pasture improvements undertaken to prepare to a golf turf standard.

8.4.2.3 Effluent Disposal

Current and proposed reuse of effluent on golf course, parks and gardens is possible however maintaining optimum nutrient balance could be better managed through a system that harvests the irrigated crop. A reuse option of

Locked Bag 4, Richmond NSW 2753
Building M14, Castle Road, University of Western Sydney (Hawkesbury)
Tel: 02 4588 2100 Fax: 02 4588 2159
ABN 72 189 919 072
www.dpi.nsw.gov.au

fodder cropping similar to that being used at Appin may provide a longer term solution.

To conclude the large lots, suitable soils, good average rainfall, close access to Camden Livestock Selling Complex and the long history of the area used for grazing enterprises indicates that the location is highly suitable for continued extensive agricultural development.

For further information contact: Andrew Docking, 45882128.

Fisheries NSW

Fisheries NSW recommend that appropriate riparian buffer widths are maintained adjacent to the Nepean River and other key watercourses. The proposed use of water sensitive urban design and effluent re-use is commended. Fisheries NSW requests the opportunity to comment on future detailed planning of stormwater and sewage treatment and re-use. It is important that the key fish habitat of the Nepean River is not significantly impacted by effluent discharge from this development.

For further information contact: Carla Ganassin, 4254 5527.

NSW Office of Water

[Ref: ER22104]

The NSW Office of Water has reviewed the documentation related to the Wilton Junction Draft Master Plan and provides the following comments for consideration in finalising the strategic planning for the project. The comments include:

- A map of the proposed site depicting sensitive water features including watercourses, groundwater vulnerability, groundwater bores and licensed surface water extraction points is provided in **Attachment A**. This is aimed to assist Council and the proponents in understanding the existing sensitive features at the site and ensure strategic planning can minimise future impacts due to the upzoning proposal.
- It is recognised there are a number of watercourses within the site which are generally proposed in the draft plan to be incorporated within retained bushland. A key concern for the Office of Water is the adoption of appropriate buffers to watercourses and the potential impacts of adjacent development. It is recommended further detailed planning for this proposal address the requirements of the "Guidelines for Riparian Corridors on Waterfront Land (NSW Office of Water July 2012)" which can be accessed at the following link: <http://www.water.nsw.gov.au/Water-Licensing/Approvals/Controlled-activities/default.aspx>
- Moderately high groundwater vulnerability is generally restricted to the area adjacent to key watercourses as depicted in **Attachment A**. These areas are at most risk where the proposed development includes surface disposal and/or storage of contaminants or there is a demand to be placed on groundwater. Based on the information in the

draft Plan these do not appear to be proposed, however it is recommended these issues be considered in future detailed planning.

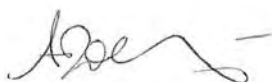
- A key issue for Office of Water in upzoning proposals is the management of water demand and sewage disposal in rural-residential zoned land. The draft Plan has not delineated varying levels of servicing between residential and rural-residential land therefore, it is assumed reticulated water and sewer is to be provided to all land parcels. The Office of Water supports this concept as it addresses concerns in terms of impacts to water quality and quantity to local groundwater and surface water systems.

For further information contact:

Tim Baker, Senior Planning and Assessment Coordinator (Dubbo)
t: (02) 6841 7403
e: Tim.Baker@water.nsw.gov.au

Thank you for providing the opportunity to comment on the Master Pan for the Wilton location.

Yours sincerely



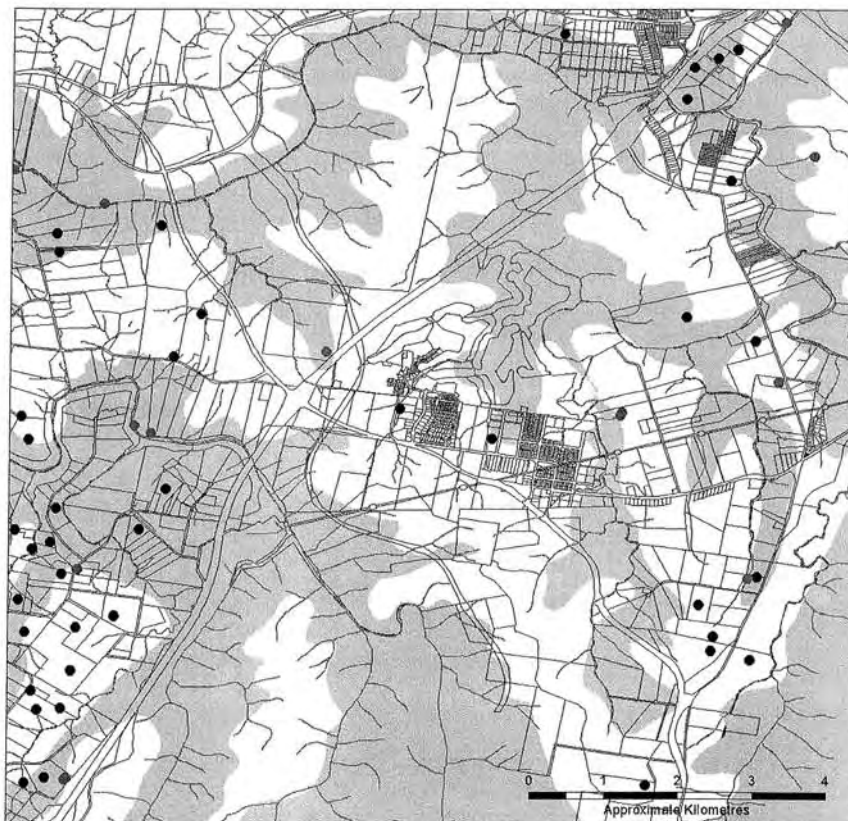
Andrew Docking
A/Leader Regional Services – Land Use
NSW Department of Primary Industries
Agriculture NSW
13 November 2012

<mailto:landuse.enquiries@dpi.nsw.gov.au>



Department of Primary Industries
Office of Water

Attachment A



Wilton Junction Master Plan Site

Environmentally Sensitive Areas
- Sensitive Water Resources

- Legend**
- Cadastral Parcels
 - Moderately High Groundwater Vulnerability. Developments with the potential for significant contamination of groundwater sources.
 - High Groundwater Vulnerability. Developments with the potential for significant contamination of groundwater sources.
 - Riparian Waterways
 - Groundwater Bore
 - Surface Water Licence

This land use decision making tool is based on information produced by the NSW Office of Water and does not represent other NSW Government agency information.

This information should be used as a guide only and scale must be taken into consideration when used with cadastral information.

DISCLAIMER
The NSW Office of Water and/or contributors accept no responsibility for the result of action taken or decisions made on the basis of the information contained herein or for errors, omissions or inaccuracies presented here. While all care is taken to ensure a high degree of accuracy, users are invited to notify of any discrepancies.

Planning & Economy

WOLLONDILLY SHIRE COUNCIL

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 17 December 2012

ATTACHMENT 6- 6930 - 17 DECEMBER 2012

All communications to be addressed to:

Headquarters
15 Carter Street
Lidcombe NSW 2141

Headquarters
Locked Bag 17
Granville NSW 2142

Telephone: 1300 NSW RFS
Email: csc@rfs.nsw.gov.au



The General Manager
Wollondilly Shire Council
PO Box 21
Picton NSW 2142

Your Ref: TRIM 6930 SP:TM

Our Ref: L11/0003

Attention: Tania Makaroff

WOLLONDILLY SHIRE COUNCIL	
TRIM No	6930-1
PROPOSED	
22 NOV 2012	
AUTH	
ASSIGNED TO:	Tania

19 November 2012

Dear Sir/Madam,

Re: Wilton Junction Master Plan

I refer to your email dated 22 October 2012 seeking advice for the above Planning Instrument.

The NSW Rural Fire Service notes parts of Wilton Junction fall within bush fire prone areas as identified on the Wollondilly Bush Fire Prone Land Map. As such future development will be subject to the requirements of Section 79BA of the *Environmental Planning and Assessment Act 1979* and Section 100B of the *Rural Fires Act 1997*.

In general, Council should take a strategic approach to bushfire protection by considering zoning of the land to reflect the risk posed to the proposed land use.

With this in mind Council should note that the introduction of Amendment II of the Australian Standard AS 3959-2009 *Construction of buildings in bushfire-prone areas* on 1 May 2011 now includes grasslands as a hazardous vegetation category. Any future development will need to consider this at the design and construction stage.

Consideration should also be given to ensuring appropriate access and water supply to the proposed Lots. Where an increase in density or a special fire protection purpose development could be proposed, roads should provide a satisfactory level of service for evacuation of occupants in the event of an emergency.

For any enquiries regarding this correspondence please contact Matthew Apps on 1300 NSW RFS.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Michelle Streaeter'.

Michelle Streaeter
Acting Team Leader, Development Assessment

Planning & Economy

99 Burrangong Road Phone: 61 2 6382 8222
 Young NSW 2594 Fax: 61 2 6382 4263
 Private Bag 4 www.pipelinetrust.com.au
 Young NSW 2594

APA Group

Australian Pipeline Ltd
 ACN 091 344 704

Australian Pipeline Trust
 ARSN 091 678 778

APT Investment Trust
 ARSN 115 585 441

12th November 2012

File No: 2.1 WDLY Council

General Manager
 Wollondilly Shire Council
 Po Box 21 Picton NSW 2571

WOLLONDILLY SHIRE COUNCIL	
TRIM No.	6930-1
PROP No.	
15 NOV 2012	
AUTH. No.	
ASSIGNED TO:	Tania

Dear Sir/Madam

Re: Wilton Junction Draft Master Plan TRIM 6930

Thank you for including us in the consultation of the Wilton Junction Draft Master Plan and allowing us the opportunity to review and comment on the plan.

APA Group owns and operates the Moomba to Sydney high pressure Natural Gas Pipeline and also maintains and operates the Ethane pipeline on behalf of Gorodok. The Natural gas pipeline transports gas from Moomba in South Australia to Wilton at a high pressure at about 7,000 kPa. The Ethane pipeline maintains a maximum pressure of 14,000 kPa and travels from Moomba to Botany. Both pipelines are buried with in a 24.385 m easement approximately 750 mm below the ground, and range in size from 168 mm to 864 mm in diameter. The pipelines are marked at fence lines, bends, river and road crossings by means of painted posts and visible warning signs.

We would like to comment upon the following two points;

1. In Section 7.7, p. 25, it is stated that the "gas pipeline therefore does not preclude future urban development", and under Infrastructure on p. 46 "in close proximity to the gas main". A Risk Assessment is required in accordance with Regulation 55 of the State Environment Planning Policy (SEPP) Infrastructure in Conjunction with AS 2885 for any development within 750m of the gas pipeline easement, at which APA Group would be represented. This Risk Assessment would be undertaken at the expense of the developer and we would assess and advise the suitability and approval of any protection or mitigation deemed to be required. Any protection of mitigation measures would be passed onto the developer at their cost.
2. The gas easement is not shown on all maps within the document, where easements or other utilities are shown, p. 5, p. 11 Figure 3.1, p. 49 Figure 12.1 Master plan. It also appears to have been drawn over in Figure 11.1 by the water supply line.

Any Development Application for development surrounding the easement would also need to be at a suitable standard with detailed documentation that we are able to assess, prior to the APA Group approval.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 17 December 2012

ATTACHMENT 6- 6930 - 17 DECEMBER 2012

99 Burrangong Road Phone: 61 2 6382 8222
Young NSW 2594 Fax: 61 2 6382 4263
Private Bag 4 www.pipeline-trust.com.au
Young NSW 2594

APA Group



Australian Pipeline Ltd
ACN 091 344 704

Australian Pipeline Trust
ARSN 091 678 778

APT Investment Trust
ARSN 115 585 441

We would also request that we be notified when rezoning rural land to residential around our easement as certain building restrictions, easement access and safety mitigation measures will need to be considered.

Should you have any queries in relation to these comments please do not hesitate to contact me 6382 8208.

Yours faithfully

Mandy McLeod
Lands Coordinator
APA Group
Lands Department

Office: 02 6382 8208
Email: mandy.mcleod@apa.com.au



23 November 2012

Sophie Perry
PO Box 21
Picton NSW 2571

Reference: TRIM 6930 SP:TM

Wilton Junction Draft Master Plan

Dear Sophie

Thank you for your letter of 23 October regarding the Wilton Junction Draft Master Plan.

Sydney Water does not have sewerage assets near Wilton Junction and water capacity is limited in the area.

The water report prepared by MWH recommends three new reservoirs, water pumping station and trunk main connecting to the Macarthur Water Filtration Plant. Sydney Water has not endorsed this strategy.

The Sewerage Overview report prepared by CH2M Hill recommends a privately operated recycled water scheme and sewage treatment facility under the Water Industry Competition Act 2006 licence, similar to that operating in Bingara Gorge. Due to the significant costs of servicing this area, Sydney Water suggests that this may be the most appropriate way of servicing the site.

Sydney Water currently has no plans to service Wilton Junction. Sydney Water prioritises servicing based on the status of development on the NSW Government's Metropolitan Development Program. Following government release of the land for development, Sydney Water would add the site to our Growth Servicing Plan and investigate infrastructure required to connect the development to our systems.

If you require further information, please contact David Demer of the Urban Growth branch on 8849 5241 or email david.demer@sydneywater.com.au.

Yours sincerely

Adrian Miller
Manager, Growth Strategy

6 November 2012

The General Manager
Wollondilly Shire Council
PO Box 1124
PICTON NSW 2571

WOLLONDILLY SHIRE COUNCIL	
TRIM No.	6930
PROP No.	
13 NOV 2012	
AUTH. No.	
ASSIGNED TO:	SPerry



Attention: Ms Sophie Perry, Team Leader Strategic Planning

Dear Sir

Subject: Wilton Junction Draft Master Plan (Your Ref TRIM 6930 SP:TM)

In response to your letter of 23 October 2012, Endeavour Energy welcomes the opportunity to comment on the Wilton Junction Draft Master Plan.

Based on the indicative increases in residential yield highlighted in the Draft Master Plan, Endeavour Energy has carried out a high level assessment of the existing electricity capacity in the immediate area and makes the following specific comments.

1. As you are aware, a new substation in Condell Park Rd together with its associated line infrastructure is nearing completion. This substation was planned to have the capacity to service the Bingara Gorge precinct and the existing Wilton village and surrounds.
2. This substation will be able to take up a substantial part of the demand of the proposed new development. However, it is expected that a new transmission line will need to be installed from Endeavour Energy's source substation at Springs Farm in Elderslie to the existing Endeavour Energy switching station at Douglas Park to meet the supply security requirements for the increase in demand in the southern load catchment, comprising the Picton, Tahmoor and Bargo areas to the south and the Appin area to the east, as well as the significant mining load in the area. The timing for this work will be dictated by the pace of lot release and development in the area.
3. Lead-in service works from the substation will need to be carried out by prospective developers to bring electricity capacity into each precinct.
4. In the Draft Master Plan, there is a projected lot release timetable, but the location and volume of the lot releases in each of the specific areas does not appear to be detailed. As a result, no detailed planning of how the electricity reticulation may need to be configured can be developed at this stage.
5. It is also expected that the prospective development in the south east of the precinct will not be able to be serviced from the substation in Condell Park Rd, and an additional substation will be required to service this precinct. A site for the substation will need to be identified and agreed with the prospective developer as part of the detailed planning process for the precinct, as well as the identification of a suitable line route(s) for the supply to the substation. Endeavour Energy has an existing easement that traverses this precinct and arrangements in relation to the use of this easement can be incorporated into these discussions.

It is trusted that the above comments are sufficient for you to progress your planning process.

In closing, in relation to the future electricity infrastructure needs to service the Wilton Junction, it would be helpful on an ongoing basis if any updates on proposed lot releases in terms of location, timing and staging for the various precincts could be provided as soon as this information becomes available.

Endeavour Energy would be pleased to liaise with Council, developers and designers where appropriate in the development of electricity infrastructure so that the needs of the Wilton Junction area can be met. Should you wish to discuss the matter further please call me on 9853 6573.

Yours faithfully



Charles Howat
Strategic Network Planning Manager
Engineering

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 17 December 2012

ATTACHMENT 6- 6930 - 17 DECEMBER 2012



Office of
Environment
& Heritage

Our reference: ED12/636
Our contact: Susan Harrison 9995 6864

Ms Sophie Perry
Team Leader, Strategic Planning
Wollondilly Shire Council
PO Box 21
PICTON NSW 2571

Attention: Ms Tania Makaroff

Dear Ms Perry,

I refer to your letter dated 23 October 2012 inviting comment from the Office of Environment and Heritage on the Wilton Junction Draft Master Plan. The Chief Executive, Ms Sally Barnes, has asked me to respond on her behalf.

This review is limited to the Wilton Junction Draft Master Plan (September 2012). OEH has not reviewed any of the high level specialist studies. This due to the fact that OEH received a damaged disk and the replacement disk provided by Council was blank. Mindful of the 21 day timeframe for providing comments, OEH provides the attached advice on biodiversity, threatened species and Aboriginal cultural heritage.

If you have any queries please contact Susan Harrison on 9995 6864.

Yours sincerely

A handwritten signature in black ink that reads 'Lou Ewins' followed by the date '22/12/12'.

LOU EWINS
Manager Planning & Aboriginal Heritage
Regional Operations Group, Metropolitan
Office of Environment and Heritage

PO Box 668 Parramatta NSW 2124
Level 7, 79 George St Parramatta NSW 2150
Tel: (02) 9995 5000 Fax: (02) 9995 6900
ABN 30 841 387 271
www.environment.nsw.gov.au

Planning &
Economy

ATTACHMENT

WILTON JUNCTION MASTER PLAN (DRAFT SEPTEMBER 2012) – COMMENTS FROM THE OFFICE OF ENVIRONMENT AND HERITAGE**Biodiversity**

The *Cumberland Plain Recovery Plan* (DECCW January 2011) was prepared to provide high level strategic guidance and is intended to inform land-use planning decisions and to maximise conservation outcomes for threatened species, populations and ecological communities. The Recovery Plan identifies priority conservation lands (PCLs) which are the lands that represent the best remaining opportunities in the region to secure long-term biodiversity benefits for the lowest possible cost, including the least likelihood of restricting land supply.

While the Wilton Master Plan acknowledges the existence of PCLs in the subject area it fails to map the PCLs and overlay with proposed land uses. OEH considers these lands to be the highest priority for future efforts to conserve the threatened biodiversity of the region and land use planning process should provide these lands with the greatest protection possible. Information on the PCLs and other publicly available flora and fauna data, was provided by OEH to the consultant Connor Holmes on 3 September 2012. This included data on the Cumberland Koala Linkage. This Linkage consists of remnant vegetation around the edge of the Cumberland Plain, providing a connection of suitable habitat between the four Koala colonies at Wedderburn, Avon/Nepean, South Nattai and Glenbrook. There is no mention of the Cumberland Koala Linkage in the Master Plan.

The document states (7.2.2 Flora) that using a report dated 2006, there are no plant species listed under the *Threatened Species Conservation Act 1995* in the area. Given that the major landowners are looking for Council to endorse the Master Plan, it would not be unreasonable to expect that the Master Plan would present a current analysis of the conservation values of the subject land, including the threatened species and endangered ecological communities (EECs) that have been found there.

A search of a publicly available database has identified the following threatened flora species in or near the Investigation Area: *Pomaderris brunnea*; *Melaleuca deanei*; *Grevillea parviflora subsp. parviflora*; *Persoonia bargoensis*; and *Epacris purpurascens var. purpurascens*. Shale Sandstone Transition Forest (SSTF), also found in the Investigation Area is a listed EEC under the *Threatened Species Conservation Act 1995* and *Environment Protection and Biodiversity Conservation Act 1999*. Beside STTF the Investigation Area also includes large areas of high conservation value remanent vegetation comprising Upper Georges River Sandstone Woodland and Western Sandstone Gully Forests and some smaller remnants of Cumberland Plain Woodland Critically EEC. Threatened fauna species include, but are not limited to: Barking Owl, Koala, Swift Parrot, Scarlet Robin, Glossy Black Cockatoo, Regent Honeyeater, Black-chinned Honeyeater, Little Lorikeet, Diamond Firetail, Cumberland Plain Land snail, and Large-eared Pied Bat.

The document states in several places that key environmental principles are:

- Preservation and protection of existing vegetation with conservation value;
- Preserve and integrate into urban areas significant vegetation outside vegetation protection areas; and
- Build on existing habitat corridors for connectivity.

OEH is unable to provide comment on these principles without the evidence and detail of how they would be applied. For example: the method use to determine "conservation value"; the mechanisms to secure protection of vegetation; the configuration and location of habitat corridors; the long-term viability of significant vegetation in urban areas give the size of patches, connectivity and compatibility of other allowable land uses such as active recreation; and the application of asset protection zones and other buffers outside existing vegetated areas.

Aboriginal Cultural Heritage

Wilton Junction is located within the curve of the Nattai River and includes a mixture of geological contexts, providing a complex of very rich, permanent resources that would have been used by Aboriginal people. Such places were the focus of Aboriginal habitation over many thousands of years and the archaeological record is likely to be extensive. Large numbers of sites have been recorded in every location where large scale surveys have been undertaken. The Investigation Area includes a wide variety of expressions of Aboriginal use across the landscape, with the most common being art sites, grinding grooves, campsites with other sites being burials, ceremonial, modified trees and quarries.

While the Master Plan provides a brief overview of previous studies it states, "All relevant legislative requirements will be abided and further detailed survey work may be required as part of later planning stages". The Master Plan has not identified where those features might be or how they can be protected and managed as part of the development of Wilton Junction.

The risk with this approach is that it does not inform the development of the Master Plan and is not strategic. It is recommended that the Aboriginal cultural heritage values of the subject area are identified and mapped, through archaeological survey and assessment and in consultation with the Aboriginal community, so as to inform the development of the Master Plan. This approach will result in better Aboriginal cultural heritage outcomes and a more streamlined development assessment process into the future.

Nepean State Conservation Area

The Investigation Area adjoins Nepean State Conservation Area to the south which is land of high conservation value. Any future development will need to closely consider impacts upon the nature reserve.

Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 17 December 2012

ATTACHMENT 6- 6930 - 17 DECEMBER 2012

From: Susan Harrison [Susan.Harrison@environment.nsw.gov.au]
Sent: Friday, 23 November 2012 1:39 PM
To: Tania Makaroff
Subject: Wilton Junction Master Plan - additional information from OEH

Attachments: wilton junction masterplan and upper nepean SCA.jpg
Hello Tania,

In addition to the letter sent to you today with regard to the Wilton Junction Master Plan, it has come to OEH's attention that the Master Plan also includes land (Lot 2 DP 203231) reserved under the *National Parks and Wildlife Act 1974* and is part of the Upper Nepean State Conservation Area. Please find attached a map showing the location of that lot.

Regards
Susan

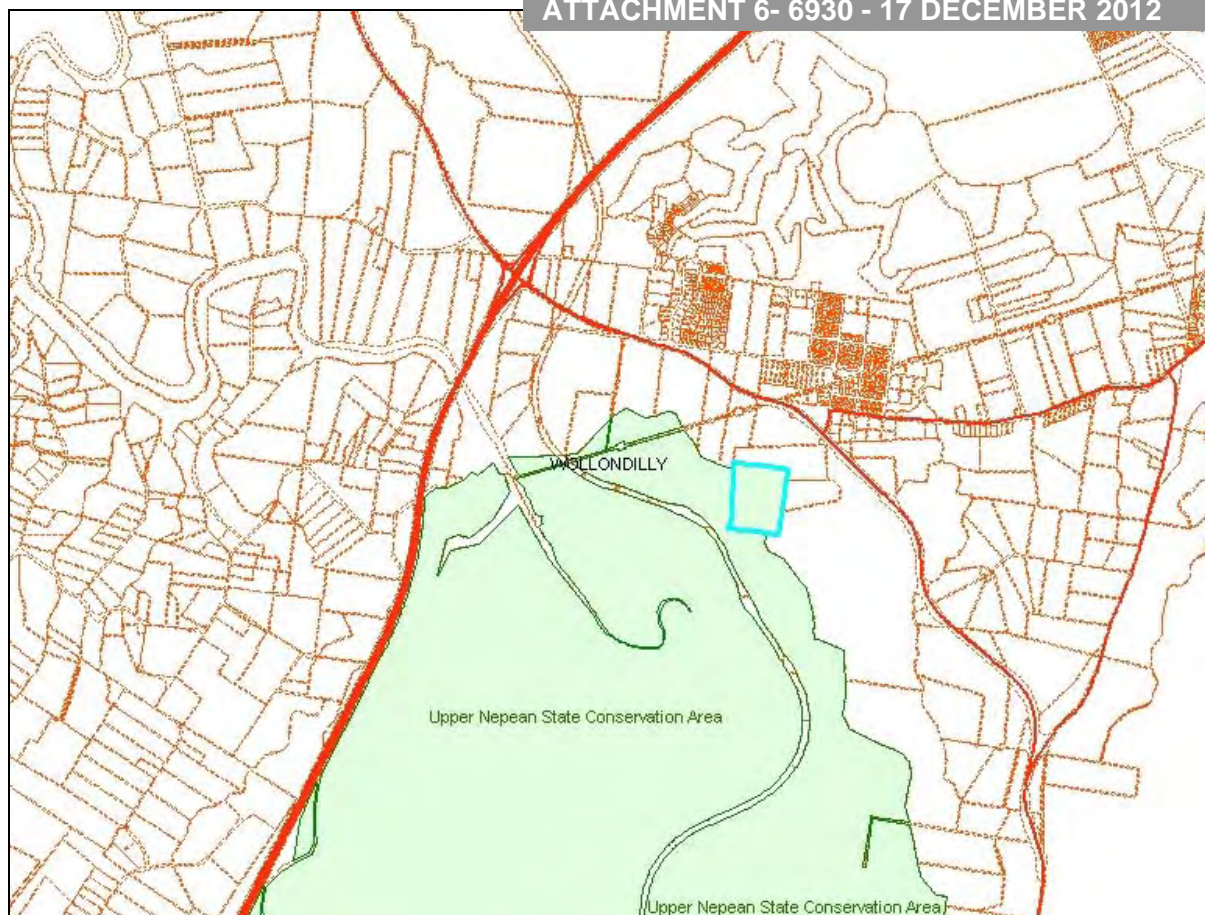
Susan Harrison
Manager Planning Unit
Regional Operations Group
Office of Environment and Heritage
NSW Department of Premier and Cabinet
PO Box 668
Parramatta NSW 2124
T: 9995 6864
W: www.environment.nsw.gov.au

This email is intended for the addressee(s) named and may contain confidential and/or privileged information. If you are not the intended recipient, please notify the sender and then delete it immediately. Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the Office of Environment and Heritage, NSW Department of Premier and Cabinet.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

file:///ptprad01/...0Wilton%20Junction/Wilton%20Junction%20Master%20Plan%20-%20additional%20information%20from%20OEH.htm[23/11/2012 2:24:05 PM]

ATTACHMENT 6- 6930 - 17 DECEMBER 2012



Planning & Economy

**PLEASE NOTE THAT PAGES 425 TO 430
WERE REMOVED AS THEY WERE
INCLUDED IN ERROR.**



PO Box 323 Penrith NSW 2750
 Level 4, 2-6 Station Street
 Penrith NSW 2750
 Tel 1300 722 468 Fax 02 4725 2599
 Email info@sca.nsw.gov.au
 Website www.sca.nsw.gov.au

Ref: D2012/106908
 Your ref: TRIM 6930

The General Manager
 Wollondilly Shire Council
 PO Box 21
 Picton NSW 2571

WOLLONDILLY SHIRE COUNCIL	
TRIM No.	6930-1
PROP. No.	
19 NOV 2012	
AUTH. No.	
ASSIGNED TO:	Tania

Dear Sir

Wilton Junction Draft Master Plan

Thank you for your letter dated 23 October 2012, inviting the Sydney Catchment Authority (SCA) to provide feedback to the draft Wilton Junction Master Plan.

The Wilton Junction site is outside the Sydney drinking water catchment and therefore not subject to the State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011 and local planning section 117 direction 5.2 (Sydney Drinking Water Catchment). However to its south the Wilton Junction site borders the Metropolitan Special Area, which is drinking water catchment land categorised as Schedule 1 under the *Sydney Water Catchment Management Act 1998* (SWCM Act). The southern part of Wilton Junction also lies over the Nepean Tunnel which is part of the SCA's Upper Canal water supply infrastructure. The attached map shows the location of the Metropolitan Special Area and the Upper Canal in context with the proposed Wilton Junction site.

The SCA has reviewed the draft Master Plan and associated documents and provides the following comment.

Metropolitan Special Area

Lands categorised as "Special Areas" under the SWCM Act provide a critical natural barrier in a multi-barrier approach to the protection of water quality in the Sydney drinking water catchment. Schedule 1 special area lands, such as the Metropolitan Special Area, form the primary buffer between the drinking water storages and surrounding land uses. Special Areas are guided by the *Special Areas Strategic Plan of Management*, the key goals of which are the protection and optimisation of water quality entering storages and the conservation of the ecological, natural and cultural values of Special Areas. The public are prohibited from entering Schedule 1 Special Areas.

Part of the Metropolitan Special Area shares a substantial border with the Walker Corporation site in Wilton Junction. This part is also within the Upper Nepean State Conservation Area which is owned by the Office of Environment and Heritage (OEH) but jointly managed by the SCA and OEH. Another part of the Metropolitan Special Area adjoins part of the south east border of Wilton Junction and is land solely owned by the SCA.

Planning & Economy

Land tenure - boundaries of the Wilton Junction Masterplan

The draft Masterplan appears to include within its boundaries part of a lot that is owned by the SCA within the Metropolitan Special Area. The lot is **Lot 59 DP814316**. This part should be removed from the Masterplan.

The draft Masterplan also appears to include within its boundaries one lot (**Lot 2 DP203231**) that is within the Metropolitan Special Area and OEH-owned Upper Nepean State Conservation Area and part of another lot (**Lot 12 DP1095183**) that is within the Upper Nepean State Conservation Area.

The attached map shows the location of the above lots and the proposed boundary of the draft Wilton Junction Masterplan as shown in the Council map entitled "Investigation Area".

The SCA requests that Council check the boundaries of the Wilton Junction site, and remove any land that is owned by the SCA or OEH. It is suggested that Council contact OEH to confirm the boundaries of the Upper Nepean State Conservation Area in this regard.

Development adjacent to the Metropolitan Special Area

The high level Wilton Junction master plan identifies most of the land immediately bordering the Metropolitan Special Area for residential development, with the 360 ha Walker Corporation site alone expected to produce approximately 2,500 to 3,000 dwellings.

The Metropolitan Special Area currently borders rural-zoned lands and the impacts on the special area from adjoining rural land uses are minimal. The SCA's key concern with the proposed transformation of the Wilton Junction site into urban uses is the potential impact on the Special Area. The SCA requests the following requirements be taken into account in any future planning or design of the site in this regard.

- The subject site should be planned to ensure that individual residences do not form an immediate boundary with the special area. A substantial peripheral road or other linear public space should be incorporated into the site to serve as a buffer between residential development and the special area. This buffer could also be part of any asset protection zone placed between residences and bushland.
- No component of the proposed development site, including asset protection zones or any form of infrastructure or services should be located within the Metropolitan Special Area.
- Fencing, gates and other barriers, to prevent the public from entering the special area on foot or by trail bike or other vehicle will have to be in place where residential development is identified, prior to development occurring on the site. The fencing will need to be of a type that will keep people and their pets out of the special area. Consideration will need to be given to how broader wildlife corridors can be retained and connected to the special area without enabling public access.
- In order to prevent weed incursion, pollution, erosion and sedimentation, all stormwater generated by future development during construction and operational phase should be directed away from the special area to council systems or to systems within the development site. Any stormwater that does enter the Special Area should be of the same quality and quantity as the natural levels prior to development. No stormwater assets or infrastructure should be located in the special area.

- No wastewater management systems should be located in the Special Area and no wastewater should be discharged into the special area. The SCA has no objections to the preferred site for a treatment facility (at Bingara Gorge) and the indicative collection system as proposed in the "Sewerage Overview" by CH2MHILL.
- Consideration should be given as to how future properties and residents in the Wilton Junction site will be protected from bushfire. Fire management in the special area is carried out by the SCA and OEH to protect life and property but also to maximise protection of water quality and ecosystem integrity. The Wilton Junction site should incorporate adequate asset protection zones between residential development and the Special Area, within the development site, to minimise any fire hazard from the Special Area. There should be no expectation that existing fire management regimes in the Special Area are altered to suit the development site.
- The risk of incursion into SCA lands by pests, weeds and invasive garden plant species, is likely to increase with the development of the Wilton Junction site. Consideration should be given to minimising such impacts by methods such as using only non invasive native species in public landscaping and recreational sites.

Upper Canal water supply corridor

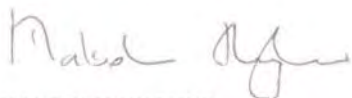
The draft Masterplan is located over the SCA-owned Nepean Tunnel which transfers water between Pheasants Nest Weir and Boughtons Pass Weir. The Nepean Tunnel is part of the Upper Canal water supply system which transfers water from the Upper Nepean Dams in the Metropolitan Special Area to the Prospect water filtration plant. The SCA owns a narrow section of land above the Nepean Tunnel.

It is important that the SCA is not prevented from gaining access to this land, and that development does not occur within this land. Any use of this land for linear infrastructure along or across the land will require an agreement with the SCA.

The attached guidelines provide further information on SCA requirements for development adjacent to the Upper Canal. The requirements should be taken into account in future design and planning for the Wilton Junction site.

If you have any queries on any of the matters above, please contact Senior Land Use Planner, Fran Kelly on 4724 2223.

Yours sincerely,



MALCOLM HUGHES
Manager, Planning and Assessments

16/11/12

