

RE: THE GREATER MACARTHUR LAND RELEASE STRATEGY - WILTON

I am a resident and land owner in the Wilton Park Road locality at Wilton. My land has been included in the developable shading on the map of the release strategy area and is in an area described as Wilton 2B.

I support the plan to rezone the Wilton location to allow the creation of a major new town, employment lands and residential housing.

I believe however that the land release strategy is deficient on two elements and wish to bring the two points to the attention of the planners.

Firstly Picton Road will become the major arterial road to service the new developments and the existing Picton/Tahmoor/Thirlmere area. Picton Road will be another Narellan Road style bottleneck unless extensive use of underpasses is mandated for all new intersections along the length of Picton Road from the Nepean River to south of the Wilton township. Roundabouts and traffic lights will not suffice. The legacy of the poor planning for the growth corridor from Narellan to Campbelltown is the creation of the 10th worst road in NSW primarily due to an entirely misplaced and unsupportable hope that roundabouts will ensure traffic flow.

Secondly the creation of housing development seems focused on residential house lots. Land released for housing should include a mix of different size lots. Housing should be more than just 400 sq m allotments, there is an equal need for apartments, duplexes, town houses, retirement units, disabled housing, social housing, small lot rural residential (R5 and similar) and environmental living (E 4). The case for R 5 allotments to be included can be summarised in the following dot points:

1. Small rural residential lots (SRRL) are essential for people who have outdoor and sport orientated recreational activities. The larger lot size allows for the construction of swimming pools, tennis courts, equestrian facilities, a basketball hoop, a 'backyard' cricket pitch,
2. SRRL are essential for residents requiring space to park/store private recreational vehicles such as caravans and boats in a manner that does not interfere with the street scape and vehicle movement on public roads. Source data including the Australian Bureau of Statistics figures show approximately 4% of households in the Macarthur region own recreational vehicles such as boats, caravans, campers, trailers and the like. Extrapolated this % will require more than 600 lots in the Wilton land release area to be able to facilitate off street parking for recreational vehicles,
3. SRRL provide sufficient area for residents to provide infrastructure used for less active recreational pursuits and interests such as storage of vintage cars, live steam, crafts, pets, gardening, self sustainability, private collections and other hobbies,

4. SRRL are essential for many self employed trades/small business owners as they provide space for vehicles, trailers, stock and equipment required for the operation of their businesses. As the creation of local employment is a key element in the land release strategy the contribution of SRRL to this should not be over looked,
5. SRRL allow extended families to provide 'secondary dwellings' which are often more culturally appropriate than single or dual generation households,
6. Much of the Wilton Land Release Strategy area is ringed by extensive natural bush corridors of high conservation value. It is inappropriate to consider residential tract style urban development extending to the edge of the bush corridors without adequate buffer zones. An environmental land corridor buffer is essential to protect the Upper Nepean Gorge and such a buffer zone can be facilitated by a belt of SRRL between the bush and the 'burb'. As it will significantly reduce the number of dogs, cats and invasive plant species with direct access to the environmental corridor,
7. SRRL are a superior land use of the interface with bush fire hazards than a housing estate as they allow for asset protection zones and fire threat mitigation,
8. SRRL zonings allow for development without the need for extensive and prohibitably expensive services infrastructure (ie sewer, reticulated water and power) to be put in place. As such SRRL can be brought to the market quickly and place its part in creating the critical mass required to stimulate and support the provision of infrastructure and the take up of housing stock in the area,
9. SRRL can be designed in a manner that does not impede or adversely affect future conversion into residential allotments, and
10. To quarantine land that may in 25 - 40 years hence be needed for a housing estate is lazy town planning and will inevitably lead to the creation of a rural ghetto where no investment or maintenance occurs in the interim such as Badgerys Creek and Austral etc. A much preferred outcome would be to stage the development process from current large lot rural zonings through SRRL in a manner that will facilitate urban development if and when land economics drives the change.

Thank you for considering these points.

Colin Tyson
380 Wilton Park Road, and
105 Marcus Street
WILTON
0481 329 866