

Greater Macarthur Land Release Investigation

Submission to Department of Planning
and Environment on the Preliminary
Strategy and Action Plan

Client:
Wilton Junction Landowners Group

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1 Executive Summary

The Department of Planning and Environment has placed the following documents on public exhibition:

- » Greater Macarthur Land Release Investigation – Preliminary Strategy and Action Plan.
- » Greater Macarthur Land Release Investigation – Land Use and Infrastructure Analysis.
- » Draft Amendment to State Environment Planning Policy (Sydney Region Growth Centres).

This submission from the Wilton Junction Landowners Group (WJLO); Bradcorp, Walker Corporation and Governors Hill, focusses on a response to the Greater Macarthur Land Release Investigation – Preliminary Strategy and Action Plan and the Draft Amendment to State Environmental Planning Policy (Sydney Region Growth Centres).

The WJLO may wish to comment at a later date on the Land Use and Infrastructure Analysis and the related technical reports.

The WJLO welcome the release of these documents which nominate the Greater Macarthur area as a potential new growth centre for Sydney. This endorses long standing strategic planning for managing Sydney's growth in the south west (*County of Cumberland Plan 1948, Sydney Region Outline Plan 1968*) and more recently, *A Plan for Growing Sydney 2015*.

The WJLO commend the NSW Government for its support of the WJLO and Wollondilly Shire Council's vision for a sustainable "Garden City" new town at Wilton Junction.

This in turn will support the Government's vision to make Sydney a polycentric city.

Draft Amendment to State Environment Planning Policy (Sydney Region Growth Centres)

The WJLO support the proposed amendments to the Growth Centres SEPP.

Greater Macarthur Land Release Investigation – Preliminary Strategy and Action Plan

In summary, the WJLO strongly supports:

- » Identification of Greater Macarthur as a new Growth Area.
- » The vision for Greater Macarthur's role in the south west in providing homes, jobs, infrastructure and services for Sydney's growing population.
- » Nomination of Wilton as a Priority Growth Area by including it in the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (the Growth Centres SEPP)*.
- » Continuation of the existing State-led SEPP rezoning process for Wilton Junction Precinct.
- » Bringing forward a proponent-led sustainable new town at Wilton to cater for the growing population of Wollondilly Shire; a Council that has been declared by the NSW Government to be "Fit for the Future".
- » Declaring Wilton as a Special Infrastructure Contribution Area, or WJLO and the Minister for Planning entering into a suite of Voluntary Planning Agreements to coordinate the funding and delivery of infrastructure that is necessary to support growth.
- » Continuation of the collaborative process between the WJLO, Wollondilly Shire Council, and across NSW Government agencies to expedite the State-led the rezoning process and facilitate outcomes

that deliver new communities with homes, jobs, infrastructure and services while protecting the environment and natural resources.

- » Continuation of both the WJLO initiated and Government led community and stakeholder engagement through the rezoning and delivery processes in order to gain further community input to the development of Wilton Junction New Town.
- » A whole of Government process to urgently resolve complex planning, issues such mining.

For a sustainable new town based on 21st century “Garden City” principles to be realised and early delivery of infrastructure and services to occur, the whole of Wilton Junction Precinct needs to proceed together. This should occur by way of the current State-led SEPP zoning process progressing to public exhibition as soon as possible.

Wilton Priority Precinct

In relation to the Wilton Priority Precinct there are a number of key matters on which the WJLO wish to make comment.

Draft Vision Structure and Wilton Structure (Figure 4)

The exhibited Wilton Structure (Figure 4) and Draft Vision Structure differs to the WJLO Master Plan for Wilton Junction in a number of major respects, including the omission of two village centres, employment lands to the east of the Hume Highway adjacent to the Maldon Dombarton Preserved Freight Rail corridor and residential land adjacent to the Wilton Major Centre. The Wilton Junction Master Plan has been through a rigorous four year development process with Council, State agencies, key stakeholders and the local community, and is based on best practice urban design principles for a 21st century “Garden City”.

The WJLO request the Wilton Structure and Draft Vision Structure be amended to reflect the Wilton Junction Master Plan.

It is proposed to include land along Wilton Park Road to the west of the WJLO holdings (approximately 350 ha) in the Wilton Priority Precinct. The Wilton Structure identifies an approximate dwelling yield of 16,600 dwellings to 2036. The Wilton Junction Master Plan assumes a total yield of approximately 12,000 dwellings (including Bingara Gorge).

The WJLO support in principle the inclusion of the Wilton Park Road provided planning for this area, which has not been the subject of detailed studies, does not delay the public exhibition of the Wilton Junction New Town rezoning.

Rezoning Pathway

The rezoning process for Wilton Junction has been on a State Government endorsed State Environmental Planning Policy (SEPP) rezoning pathway for three years. The WJLO have addressed all Director General’s Requirements (now Secretary’s Study Requirements) and lodged all studies together with a draft SEPP amending Council’s Local Environmental Plan, in July 2014. In addition, the WJLO have made an enhanced “no additional cost” to Government Infrastructure Funding Offer to Government in June 2015 and have offered to enter into Voluntary Planning Agreements (VPAs) for both Planning Costs and Infrastructure Funding with the Minister for Planning.

The WJLO believe that they have met all necessary Rezoning Process and Rezoning Pathway steps identified by the Department of Planning and Environment.

The WJLO request that the Wilton Junction New Town Precinct rezoning be placed on public exhibition as soon as possible. A proposal for the preferred rezoning pathway is included within this submission at section 4.2.

Pathway Step – Coal Mining

A large portion of Wilton Junction New Town lands have been identified as 'encumbered' by potential coal mining operations. The Pathway Steps identify processes that have to be undertaken where urban development is proposed on land encumbered by coal mining.

The WJLO have provided to the Department of Planning and Environment (as part of the rezoning package) extensive evidence in expert reports that comprehensively address the four elements in the coal mining pathway steps to rezoning.

The only step that remains is for the relevant agencies to consider and endorse the documentation in order that the land can be re-categorised as 'unencumbered'.

It is noted that the technical report '*Resource/Mining Framework and its Application to the Greater Macarthur Land Release Investigation* (AgEconPlus) provides a methodology (6.3 pages 31-32) for achieving a balance between urban development and coal mining. The report concludes that*"the need for a framework for open and meaningful discussion between government, developers and the relevant mining companies would seem essential if an optimum balance is to be achieved for the community as a whole"*.

The WJLO have always been prepared to be part of such a process and would welcome it.

Pathway Step - Biodiversity

The proposed planning pathway step outlines six matters to be addressed as part of the rezoning process. This submission (Table 3) details how each of these issues have been addressed and demonstrates how the WJLO have satisfied the process.

Pathway Step - Waterways

The proposed planning pathway step outlines two matters to be addressed as part of the rezoning process. This submission (Table 4) details how these matters have been addressed and demonstrates how the WJLO have satisfied the process.

Pathway Step - Regional Open Space Opportunities

This submission (Table 5) demonstrates how the WJLO have provided local and regional open space opportunities.

Pathway Step - Infrastructure funding mechanism

WJLO have submitted an Infrastructure Offer to the State Government. The Offer outlines the state and regional-level infrastructure required to support the Wilton New Town. The Offer proposes that the cost of infrastructure would be recouped by way of a State Infrastructure Contribution, which is similar to areas within the north-west and south west growth centres. Importantly, it outlines that approximately 12,000 dwellings can be delivered at Wilton Junction Precinct at no cost to Government.

The WJLO have offered to enter into Voluntary Planning Agreements with the Minister for Planning in relation to Planning Costs and Infrastructure Funding.

It is requested that the full Planning Cost Voluntary Planning Agreement be placed on public exhibition with the rezoning of the Wilton Junction Precinct together with a Heads of Agreement and works schedule in respect to Infrastructure Funding, as agreed between the landowners. This would be a precursor to finalising the Infrastructure VPAs which should reflect the State Special Infrastructure Contribution.

Conclusion and recommendations

For a sustainable new town based on 21st century "Garden City" principles to be realised and early delivery of infrastructure and services occur, the whole of Wilton Junction precinct needs to proceed together. This should occur by way of the current State-led SEPP zoning process progressing to public exhibition as soon as possible.

WJLO request the Government to implement the following recommendations:

- » The WJLO request the Wilton Structure and Draft Vision Structure be amended to reflect the Wilton Junction Master Plan.
- » Wilton Junction New Town Precinct has addressed the planning pathway criteria and Wilton Junction Priority Precinct can be placed on public exhibition.
- » That Department of Planning and Environment implement the policy approach and mechanism as per the technical report, as well as the expert studies undertaken by WJLO, for dealing with coexistence and mining, and support urban development occurring prior to mining, as mining of Area 8 is post 15 years in the future.
- » The WJLO work with Government to ensure the encumbered land be reclassified as unencumbered and Wilton Junction New Town Precinct can be placed on public exhibition.
- » That the approach to managing and protecting biodiversity assets should enable flexibility during the detailed staging of future development, as outlined in the Biodiversity technical background paper should be implemented.
- » That the implementation of a broader offsetting strategy can occur at a strategic level across the Wilton Junction Priority Precinct level, with either biocertification or a comparable alternative (such as a species impact statement) in accordance with the relevant legislation.
- » Suitable flood and water ways planning has been undertake for a rezoning and thus the Wilton Junction Priority Precinct should proceed to exhibition.
- » Wilton Junction New Town Precinct has addressed the planning pathway criteria in relation to regional open space and therefore Wilton Junction Priority Precinct can be placed on public exhibition.
- » That the full Planning Cost Voluntary Planning Agreement, as agreed between the WJLO, be placed on public exhibition with the rezoning of the Wilton Junction Precinct together with a Heads of Agreement and works schedule in respect to Infrastructure Funding, as a precursor to finalising the Infrastructure VPAs which should reflect the State Special Infrastructure Contribution.

2 Introduction

The Wilton Junction Landowners Group (WJLO), Bradcorp, Walker Corporation and Governor's Hill, are the three largest landowners within the area identified as the proposed Wilton Priority Growth Area under the Greater Macarthur Land Release Investigation - Preliminary Strategy and Action Plan (GMLRS). The WJLO have been working with Wollondilly Shire Council and State Agencies since April 2012, to develop collaboratively a master planned sustainable new town, based on contemporary "Garden City" design principles that, as described by Council will become a "Shire Shaper".

Wilton Junction is much more than housing and job supply. It is about creating a new town and a place where people will want to establish businesses, work and live. It is about a new town that is designed to include social, cultural, and recreational facilities, as well as high order retail facilities. It is about creating a truly sustainable new town.

The vision for Wilton Junction New Town:

Wilton Junction is a new community cradled in a unique landscape characterised by bushland, rivers, creeks, lakes and ridges set against the backdrop of the Razorback Range. By design, the place and the lives of its people are intertwined with the bush.

The community respects the location's rich bushland setting, engages with surrounding water features and embraces sustainability.

Inclusive and welcoming of diversity, it's a place to nurture relationships, grow a family - to put down roots.

Founded on a 21st century interpretation of timeless "Garden City" principles, Wilton Junction combines the best features of our most loved country towns with the facilities, services and technologies found in Australia's most successful, edgy and vibrant town centres.

A safe place to visit – a healthy place to live – a great place to learn - a rewarding place to work – the local community takes pride in the strength of its cultural and civic life and the role of their town in the Wollondilly Shire LGA and the region.

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3 Wilton Junction New Town - Background

Planning for growth in the south-west was identified in Sydney's first strategy plan, the *1948 County of Cumberland Plan*. The *County of Cumberland Plan* identified Campbelltown as a 'satellite town'.

The *Sydney Region Outline Plan* (1968) (the SROP), was subsequently commissioned as a result of rapid population growth during the post-war period. The SROP identified a series of urban corridors along an existing and proposed railway line. Campbelltown was a focal point for south-west Sydney and was termed a 'sub-regional centre', along with Parramatta.

More recent metropolitan strategies, including the *2005 Sydney City of Cities* and the *Plan for Growing Sydney 2015*, identified the establishment of the South West Growth Centre, the identification of Sydney's second airport at Badgerys Creek and the identification of the Macarthur South Investigation Area for a future growth centre.

Specifically, more detailed development of a new town at Wilton has been underway since 2011, when the State Government called for expressions of interest from landowners to nominate sites for the Potential Housing Programme. This in turn, led to the Government's confirmation that the Wilton Junction rezoning is to be considered under a State Environmental Planning Policy (SEPP). The Director General of Department of Planning and Infrastructure in May 2013 then provided Study Requirements (now called Secretary's Study Requirements) for the Wilton Junction New Town.

Since 2013, the WJLO have worked closely with the State Government and Wollondilly Shire Council to comply with the Director General's requirements to establish a 'planning pathway' for the delivery of the new town. To date, the work undertaken has included:

- » Development and refinement of a Wilton Junction Master Plan (**Annexure A**) previously approved by Wollondilly Shire Council in 2012. The Master Plan was developed (by nationally recognised master planners) in association with an infrastructure strategy, accounts for the findings and considerations of 21 specialists studies and proposed measures to mitigate any potentially adverse impacts.
- » Extensive consultation with Wollondilly Shire Council, over 160 meetings with State Government Agencies and various community engagement events.
- » Preparation of a planning report and rezoning application proposal in July 2014, in accord with the Director General's Requirements, seeking the NSW Minister for Planning and Environment to exhibit a State Environmental Planning Policy (SEPP) for the proposed new town, with a view to incorporating the planning provisions into the Wollondilly Shire Local Environmental Plan 2011 (the Wollondilly Shire LEP) at an appropriate time.
- » Submission of the zoning proposal and specialist reports to Government Agencies for subsequent sign off as to their adequacy to address the Director General's Requirements.
- » Provision of a draft Section 94 proposal to Wollondilly Shire Council including offer of funding.
- » Provision of an infrastructure offer to the State Government demonstrating that the delivery of the Wilton Junction New Town and the development of state and local-level infrastructure would be delivered 'at no additional cost to Government'. This was submitted to the State Government in May 2014, with a revised offer in June 2015. The funding offer includes works beyond the demand created by Wilton Junction.

- » The funding offer includes the first stage upgrade of the existing Picton Rd/Hume Highway interchange, a new interchange servicing the new town independent of Picton Road, upgrade of Picton Road to 4 lanes, fly over bridges linking communities north and South of Picton Road on the eastern part of Picton Road.

Accordingly, WJLO have undertaken all planning pathway steps identified in the GMLRS and can proceed to exhibition.

4 Submission on the GMIA Preliminary Strategy and Action Plan

4.1 Wilton Structure and Draft Vision Structure and the Wilton Junction Master Plan

The 'Preliminary Strategy and Action Plan' of the GMLRS proposes a 'Wilton Structure' in Figure 4 of the GMLRS, which provides a structure plan for the development of the Wilton Priority Growth Area.

The Wilton Structure allows for the following:

- » A proposed major centre in close proximity to the intersection of the Hume Highway and Picton Road.
- » A number of 'proposed village centres' to the north and west of the proposed major centre, and two village centres east of the Hume Highway.
- » Provides for light industrial uses adjacent to Maldon, east of Menangle Road.
- » Land identified as 'developable', 'employment land' and 'service industry/large format retail' land.

It is also noted that the area covered by the Wilton Structure extends further west than the boundaries of the Wilton Junction Master Plan prepared by the WJLO. The area appears to stretch to the banks of the Nepean River and includes additional land presently zoned for rural and environmental purposes. It also extends west of the Nepean River to Maldon with employment lands.

Whilst there are some synergies between the Wilton Structure and the Wilton Junction Master Plan in terms of urban development, the WJLO note the following differences:

- » **Dwelling yield** - The Wilton Structure identifies an approximate dwelling yield of 16,600 dwellings to 2036. The Wilton Junction Master Plan assumes a total dwelling yield of 12,000 new dwellings (including dwellings at Bingara Gorge). The increased yield appears to come from deletion of 120 ha of employment land and the addition of residential land along Wilton Park Road.
- » **Town centre** – The 'proposed major centre' in the Wilton Structure would contain approximately 100,000 to 150,000m² of retail and employment gross floor area (GFA). The Wilton Junction Master Plan identifies approximately 60 ha of commercial/retail lands including bulky goods and other services.
- » **'Proposed village centres'** – The Wilton Structure identifies four 'village centres', in addition to the major town centre. The Wilton Junction Master Plan identifies three neighbourhood centres: one located in Bingara Gorge, one located towards the eastern side of the Hume Highway and adjacent to Picton Road, as well as a neighbourhood centre in the north west of the Master Plan (located on land owned by Bradcorp).

- » **Employment lands-** Additional employment lands at Maldon between the Nepean River and the railway and Menangle road are proposed. Employment lands, located to the east of the Hume Highway adjacent to the preserved Maldon to Dombarton Freight Rail Corridor, proposed in the Wilton Junction Master Plan, have been omitted.

The Wilton Junction Master Plan has been the subject of a rigorous planning process over the past three years and has been developed in close consultation with Wollondilly Shire Council, State Government Agencies and the community. It has been informed by 21 specialist studies including traffic, environmental, services, social infrastructure, flooding, economics, coexistence with mining and several others.

4.1.1 Amending the Wilton Structure to reflect Wilton Junction Master Plan

The Wilton Junction Master Plan was developed taking into account the following urban design principles. WJLO are of the view that these principles are sound and that the Wilton Junction Master Plan should be reflected in the Wilton Structure and Draft Vision Structure:

Table 1 Wilton Junction New Town Design Principles

Location	Key Principles
Town Centre	<ul style="list-style-type: none"> » Central to study area. » Design for co-existence of urban development and mining, including locating the Town Centre to have minimal impact on future mining operations » Visible and accessible to and from Hume Highway. » Accommodates a range of uses and facilities, facilitate multi-purpose uses including residential accommodation, civic core, commercial and office functions, community and health facilities, leisure and entertainment functions and a bus interchange. » Offer a commercially viable mix of uses anchored around a vibrant 'main street'. » Be highly accessible from internal road network, through patronage of public transport and pathways. » Early delivery to support local services and jobs.
Employment	<ul style="list-style-type: none"> » Visible and accessible to and from Hume Highway, Picton Road and internal road network. » Integrates with the town centre. » Employment sites in commercially viable locations attractive to investment and a wide range of businesses and other employment activities. » Act as a buffer to light industry zone near to the town centre.
Light Industry	<ul style="list-style-type: none"> » Adjoin existing light industry (IN2) zone at Bingara Gorge. » Locate between the eastern side of the Hume Highway and the Maldon-Dombarton Rail Line for easy access to existing transport and freight links. » Offer light industrial uses adjoining the employment uses within the south-western quadrant of the study area as an

Location	Key Principles
	alternative employment generating use.
Neighbourhood Centres	<ul style="list-style-type: none"> » One neighbourhood centre will be located to service the needs of the north residential catchment. » One neighbourhood centre will be located to service the needs of the south-eastern residential catchment. » Each integrates with a primary school, community facilities and local open space. » Each is accessible from major internal road and via pathway network. » Each accommodates a local supermarket, plus specialty stores, services and facilities.
Mixed Use	<ul style="list-style-type: none"> » Transition between town centre and employment lands and residential uses. » Locate lakeside and employment areas.
Residential	<ul style="list-style-type: none"> » Provide for a wide range of housing types and densities. » Facilitate provision of affordable housing options and retirement living and villages. » Retain larger residential or rural residential housing on constrained land due to topography, natural bush or on edges towards south-west and east to create a transition between existing larger lot residential properties. » Locate higher densities adjacent to town centre, neighbourhood centres and recreation areas.
Open Space	<ul style="list-style-type: none"> » District level open space. » Clustered with town centre and school. » Accessible to and from town centre, and private car and public transport routes. » Link with passive recreation opportunities in conservation area. » Adjacent to public K-12 school. » Be of sufficient size to accommodate 2 x full size cricket/AFL ovals, 4 x rugby/hockey/ soccer pitches, 9 x netball/tennis courts and 4 x practice cricket nets. » Aquatic facilities. » Locate aquatic facilities adjoining the multi-functional lake or adjacent to other social facilities or open space. » Local level open space. » All residential properties to be within 400m of local level open space. » Includes active and passive spaces and uses. » Recognise location of district level open space. » Neighbourhood active open spaces to be between 3-5ha, comprising a total of 4 x AFL/cricket ovals, 10 x rugby/soccer/hockey ovals, 4-6 x tennis/netball courts, 2-4 x practice cricket nets, playground picnic area and change

Location	Key Principles
	<p>rooms.</p> <ul style="list-style-type: none"> » Local active open spaces to be between 0.5-1.0ha each, informal 'kick around' area of about 2,000sqm and playground. » Passive open spaces totalling about 33ha.
Schools	<ul style="list-style-type: none"> » Central to the population they serve – primary schools in each neighbourhoods and a K-12/high schools central to the study area. » Locate away from main roads. » Not directly adjacent to rail line. » Near to town centre. » Link public K-12 school to the district open space.
Highway Services	<ul style="list-style-type: none"> » Highly accessible locations with high traffic volumes and visual exposure.
Road Interface	<ul style="list-style-type: none"> » Locate non-residential uses along major road alignments where possible. » Use setbacks, vegetated screenings. Mounds, barriers and increased depth to residential allotments to reduce impact of noise, vibrations and pollutants.
Maldon-Dombarton Rail Line	<ul style="list-style-type: none"> » Introduce setbacks and acoustic treatment between future buildings, particularly residential, to mitigate noise and vibration impacts.
Road Network	<ul style="list-style-type: none"> » Separate State road traffic (Picton Road and Hume Highway) and from local (internal) traffic. » Reduce travel distances by designing a permeable network. » Slow traffic through town and neighbourhood centres to improve amenity and pedestrian safety. » Match road capacity and standard to anticipated traffic volume. » Facilitate access for trucks to employment lands without travelling through residential areas. » Enable bus services to move through the internal network. » Use minor local streets for short trips only. » Address predicted traffic volumes and traffic desire lines. » New intersections must deliver separation from existing intersections and provide suitable horizontal/vertical alignments. » Avoid non-essential crossings of MDRL.
Public Transport	<ul style="list-style-type: none"> » Accessible, efficient and self-sufficient. » Integrated with other transport nodes. » Land use arrangements that support effective public transport delivery.
Non-Vehicular Network	<ul style="list-style-type: none"> » Provide connectivity within and between neighbourhoods via

Location	Key Principles
	<p>pedestrian/cycle pathways and a bus network.</p> <ul style="list-style-type: none"> » Provide connectivity to town centre and employment lands. » Provide safe movement network focussing on local/neighbourhood shopping, community services, primary schools and recreation areas.
Detention Basin	<ul style="list-style-type: none"> » Highest location available to facilitate gravity feed. » Screen from view either by its positioning or vegetation screening.
Influence of Existing Development	<ul style="list-style-type: none"> » Manage the interface with existing development by providing a transition between existing uses and proposed more urban uses and development types.
Aboriginal Archaeology and European Heritage	<ul style="list-style-type: none"> » Protect sites of archaeological significance. » Locate them in conservation areas, riparian corridors or parks. » Record sites with lesser significance where agreed not to retain. » Protect heritage listed sites. » Design development around these sites.
Spatial Requirements of Infrastructure (e.g. lake, raingardens, waste water, treatment, sub-station, easements)	<ul style="list-style-type: none"> » Reserve areas required for infrastructure provision. » Recognise key infrastructure corridors and acknowledge use of current and future road reserves for many infrastructure connections. » Efficient provision of service infrastructure. » Use existing supply opportunities in the first instance. » Use opportunities for stormwater and waste treatment and reuse. » Treat and detain stormwater to facilitate neutral of beneficial water quality impacts and appropriate quantity release to natural watercourse system.
Bushfire Risk	<ul style="list-style-type: none"> » Create safe environment for residents, workers and visitors. » Buffers between high fire risk environments and urban development. » Promote access for emergency vehicles to the urban and forest interface.
Environmentally Sensitive Areas	<ul style="list-style-type: none"> » Protect areas of consolidated undisturbed natural vegetation. » Protect areas of threatened or endangered flora and fauna species and their habitat. » Maintain fauna movement corridors. » Maintain significant topographic features.
Mining	<ul style="list-style-type: none"> » Design for co-existence of urban development and mining, including locating the Town Centre to have minimal impact on future mining operations. » Use building controls to ensure suitable structural integrity for

Location	Key Principles
	<p>buildings and structures.</p> <p>» Make provision for surface infrastructure.</p>

With the extensive studies and field work undertaken, the WJLO propose that the final Wilton Structure should be amended to reflect the Wilton Junction Master Plan including:

- » Two additional village centres, one on the north west on Bradcorp land, and one of the eastern side, south of Picton Road on Walker Corporation land. These are necessary in order to develop village hubs to support the community. This would adopt the location of the proposed centres in the Wilton Junction Master Plan (supported by SGS in their specialist report (pages 47/8).
- » Re-instate the highway service centre land uses west of the Hume/Picton interchange and south of Picton Road, to ensure convenience to workers, residents and visitors.
- » Re-instate the residential land adjacent to the town centre. This is necessary to ensure that residential housing can be close to, and support, the major town centre.
- » Re-instate the employment and mixed use lands shown in the Master Plan.
- » Adopts the location of the proposed centres shown in the Master Plan.

The WJLO have amended the Government's Wilton Structure which appears in the GMLRS and propose an Amended Wilton Structure Plan (**Annexure B**). The Amended Wilton Structure Plan closely aligns the 'Wilton Structure' in the GMLRS with the Wilton Junction Master Plan and its established vision.

The re-alignment of the Wilton Junction Master Plan and the Department's Wilton Structure is critical, especially given the Wilton Junction Master Plan has been developed in accordance with the Secretary's Study Requirements for the Wilton Junction State Environmental Planning Policy and is based on detailed investigations.

Conclusion and recommendation

The WJLO request the Wilton Structure and Draft Vision Structure be amended to reflect the Wilton Junction Master Plan.

4.2 Rezoning Process

The WJLO understand that the State Government is proposing two new priority growth centres (Wilton and Menangle Park/Mount Gilead) by amending the Growth Centres SEPP. The proposed amendments to the Growth Centres SEPP, would not rezone the land, but will provide a statutory and strategic direction for land to be rezoned by way of the current Planning Proposal process as outlined in the *Environmental Planning and Assessment Act 1979* (the EP&A Act).

This planning pathway is not appropriate for Wilton Junction Priority Precinct as Wilton Junction have been on an independent SEPP rezoning process at Government direction for the last three years.

In July 2014, the WJLO submitted all studies in compliance with the Director General Requirements for the Wilton Junction SEPP rezoning process. These technical studies satisfy the technical studies envisaged in the Rezoning Process identified as part of the delivery pathway (page 8).

To assist in navigating the planning pathway for Wilton Junction Priority Precinct, we propose a simultaneous planning process with a number of key steps to progress the delivery of a new town at Wilton. It is the WJLO position that this is the most efficient way to achieve the intended outcomes for the GMLRS, whilst considering the findings of a significant amount of investigations done to date. The proposed planning pathway steps include:

- » Following Exhibition of the draft MGIA, the Minister amends the Growth Centre SEPP to include Wilton as a Growth Centre.
- » Simultaneously, the Minister releases Wilton Junction (excluding the village of Wilton and Bingara Gorge) for Precinct Planning (under Clause 276 of EP&A Regulations) and the Secretary confirm the adoption of the Director General's requirements issued for Wilton Junction.
- » In parallel, the Department, in consultation with Wollondilly Shire Council, finalises the draft planning instrument. The Wilton Junction proponents update the environmental report to reflect changes to Threatened Species listings.
- » The Minister instructs the Wilton Junction Precinct Planning documentation together with the Wilton Junction proponent's offer of commitment for the provision of infrastructure to be exhibited as soon as possible.
- » The infrastructure mechanisms (VPA) for Wilton Junction is prepared, exhibited and then finalised.
- » The Minister approves the amendment to the Growth Centre SEPP and amends Wollondilly Shire Council's LEP.
- » Growth Centre SEPP Gazetted and Wilton Junction Precinct is zoned for urban purposes.

4.3 Analysis of key issues

4.3.1 Mining

Mining operations and urban development is an important issue in Wilton Priority Growth Area and the Greater Macarthur Region.

The GMLRS Land Use and Infrastructure Analysis identifies Mining as a 'key land use constraint' and states that "for development to occur in this area, it would need to occur after mining operations have ceased or proposals will need to demonstrate that they comply with the relevant rezoning pathway steps".

It is known that BHP Billiton Illawarra Coal (BHP) (now South 32) obtained development approval for the Bulli Seam Operation in 2011. It is noted that the boundaries of the Wilton Junction Investigation Area are only 6 per cent of the boundaries of the approved mining area. Under the project description of the environmental assessment, it is suggested that South 32 intend to develop Appin Area 8 in the 15 to 30 year time frame. International Mining Consultants report that mining will not commence for 25 to 35 years and will take 10 years to complete.

In addition, it is understood that mining in the area will not commence until after the mining lease expires in 2029 and will extend well beyond the expiration of the Part 3A approval. The prospectus for South 32 stated that they will be mining for at least 41 years on measured coal plus an additional 25 years of reserves. The coal under Wilton Junction will be the last to be mined. (See the Prospectus for South 32 (page 54 and 103).

Wilton Junction will provide around \$7 billion of investment in property development and infrastructure over 20 years.

As part of the key study requirements, which the WJLO have addressed through extensive expert reports as part of the rezoning for a new town at Wilton, a preliminary assessment of surface infrastructure and gas drainage considerations for Appin Area 8 was undertaken (IMC Mining Consultants). The report found the following:

- » The continued development and application of in-seam gas pre-drainage by underground methods and goaf gas drainage through surface based methods is likely to provide sufficient gas extraction capacity to support safe and efficient mine operations.
- » Through the use of developing directional drilling technology it is likely and more cost effective to undertake much of the required drilling activities from outside of the Wilton Junction study area.
- » There are technically feasible alternative methods to carry-out necessary gas drainage in Appin Area 8 that could permit the co-existence of the Wilton Junction new town development and underground longwall mining that demonstrate no surface facilities are required within Wilton Junction. The result is that no easements or covenants are required for access for miners in Wilton Junction excepting consent for exploration. This has been already granted by Bradcorp over its landholding. MSEC has already provided a detailed report on design and principles that strengthen the compliance regime that has been provided to the Department.
- » The Mine Subsidence Board has also issued the subsidence parameters that are to apply at Wilton Junction following detailed reports by MSEC.
- » There is no staging plan required as urban development can precede mining.
- » A communication strategy has been included in the planning report for Wilton Junction.

Additionally, in 2013, an independent review conducted by the NSW Government found that co-existence of mining and urban development is possible in Wilton. The outcomes and authorised process to progress Wilton Junction resulting from the independent review have not been formally relayed to the WJLO. However, the WJLO understand that five measures are required to be investigated in order that urban development can proceed ahead of mining:

- » Exploration
- » Surface infrastructure and access
- » Communication and engagement
- » Enhanced regulatory framework
- » Risk sharing.

These issues have been comprehensively addressed in the submissions, reports and files provided to the DP&E.

The proposed planning pathway step (page 8) of GMLRS outlines four issues to be addressed as part of the rezoning process. The table below outlines the four steps, and the WJLO response to each of the steps. The table demonstrates that the WJLO have satisfied the process, and subject to agreement by Minister for Planning, the Wilton Junction Priority Growth Precinct, should be placed on exhibition.

Table 2 Mining - GMRLS steps and WJLO response

GMRLS	WJLO Response
<p>Planning for exploration and resource extraction:</p> <ul style="list-style-type: none"> » Proposed covenants and easements » Future agreements in place. 	<p>The Wilton Junction Landowners asked IMC Mining Group to prepare an independent report looking into what further exploration would be required at WJLO site and the impact this might have on future surface development.</p> <p>The report (which DP&E have a copy thereof) identified that the impact of exploration could be reduced by undertaking exploration activities early, before surface development occurs.</p> <p>It found that with appropriate planning, sufficient gas drainage and surface infrastructure points could be established off-site once urban development has been started to support safe and efficient mining.</p> <p>The surface infrastructure can also be designed to accommodate any future mine layout.</p>
<p>Provide building design standard and compliance regimes:</p> <ul style="list-style-type: none"> » Mine subsidence design guidelines » Compliance regime strengthened. 	<p>As part of the planning study documentation, the Wilton Junction Landowners has proposed planning provisions the Wollondilly Shire LEP that would apply to urban development within the Wilton Growth Area. There would also be provisions in the Wilton Priority Growth DCP. This included consideration of potential subsidence issues prior to, and during the assessment of future development applications.</p> <p>The proposed planning provisions will make it mandatory for future residents and developers to comply with the proposed planning framework when they build in identified mine subsidence areas at Wilton Junction.</p> <p>The WJLO also addressed proposed planning provisions relating to urban development and mining subsidence in the rezoning submission to the NSW Department of Planning and Environment (DP&E).</p> <p>Further Mine Subsidence Board annual report of 2012-2013, indicates that the Mine Subsidence Board approved 335 subdivision applications and 4,619 building applications for properties that are, or will be, affected by mines underneath. This means this is not a new phenomenon within the region and WJLO can comply with the regime.</p> <p>Mine Subsidence Engineering Consultants have indicated that they are not aware of any changes to the current policy or legislative system which would affect the way applications are assessed. Mine Subsidence Engineering Consultant's acknowledges the recently adopted Graduated Guidelines for Residential</p>

GMLRS	WJLO Response
	Construction.
Long term urban release sequencing plan: » Prepare plan for urban development and resource extraction.	Existing policy and the substantial technical work that has been undertaken by WJLO indicate revised sequencing is unnecessary to effectively manage subsidence risk and, importantly, may compromise the economic and social sustainability of the proposed new town. WJLO have prepared and submitted a staging plan which sees development occurring in small sub-development precincts over a 20-30 year period, with the associated local and state infrastructure schedule over the life of the project.
Communication strategy: » Develop communication strategy to inform landowners.	The WJLO has prepared a comprehensive communications and engagement strategy for prospective and future residents. This strategy will ensure that all potential purchasers of land, residential dwellings or retail and commercial buildings at Wilton Junction are informed, prior to purchasing land, that: » Mining will occur, » they understand all related obligations and implications, and » they know where to find more information. See Annexure C for a summary.

The WJLO have also noted that the GMLRS background technical report on resources and mining (prepared by Ag Econ Plus Consulting, June 2015) which states that there is a policy approach and mechanism for dealing with coexistence and mining. The WJLO support the approach defined in the report, namely:

- » 0-7 years – mining should occur ahead of urban development
- » 7-15 years – a cost benefit analysis should be undertaken to determine the mining or urban development benefits, and community and state benefit
- » 15+ year - urban development is to occur prior to mining due to significant benefits to the community.

In the case of the Wilton Priority Precinct, the WJLO have undertaken a cost benefit analysis which is summarised in **Annexure D** (a report undertaken by HILLPDA peer reviewed by KPMG), which demonstrates the benefit to the community and the state for the provision of housing and jobs. The WJLO therefore propose that urban development in the Wilton Priority Precinct occurs prior to mining.

It is noted in the GMLRS, that DP&E will undertake a consultation process on the mining and urban development matter. The WJLO look forward to meeting with DP&E to discuss this matter.

The WJLO are committed to addressing the outcomes of the State Government and ensuring that urban development does not compromise the ability of long-term mining in the Macarthur South Region. This will include ensuring the whole community has all the information readily available now and into the future.

The WJLO would be pleased to work with the State Government to develop a solution that would prioritise urban development in the immediate future, without compromising the ability to undertake mining.

Conclusion and recommendation

Wilton Junction Priority Precinct has addressed the planning pathway criteria. The WJLO work with Government to ensure the encumbered land be reclassified as unencumbered and Wilton Junction New Town can be placed on public exhibition.

4.3.2 Environmental (biodiversity)

The Wilton Junction study area has extensive areas of native open forest and woodland areas, located predominantly within and along the gorges of the Nepean River and Allens Creek, as well as along the incised drainage lines and watercourses which discharge into these major streams.

To date, a significant amount of field work has been done on the ecological assets of Wilton Junction Precinct. Work continues to be done in close association with Wollondilly Shire Council. This work includes additional field studies to map the new definition of Shale Sandstone Transition Forest (SSTF) and update the grasslands study.

The Greater Macarthur Investigation Area Biodiversity Assessment Report, prepared by Ecological Australia (September 2015) accompanies the GMLRS. This study has relied on desk top basis, while Wilton Junction has done extensive field work, investigation and reporting.

With regard to biodiversity strategy, the assessment states that this could be undertaken at two potential scales (at least). These include:

- » Whole of the Greater Macarthur Investigation Area.
- » Precinct Scale (i.e. the Wilton Precinct, the Menangle Park and Mt Gilead Precinct etc).

The proposed planning pathway step (page 10) of GMLRS outlines six issues to be addressed as part of the rezoning process. The table below outlines the 6 steps, and the WJLO response to each of the items. The table demonstrates that the WJLO have satisfied the process, and subject to agreement by Minister for Planning, the Wilton Junction Priority Growth Precinct, should be placed on exhibition

Table 3 Biodiversity - GMLRS and Wilton Junction Response

GMLRS Biodiversity	Wilton Junction Response
Prepare detailed biodiversity assessment.	An Ecological Assessment and Environmental Offsets Strategy 2014 have been prepared by SLR Consulting and supplementary work undertaken by Cumberland Ecology. The study identified that the overwhelming majority of the proposed developable area will be located within the cleared and modified grassland and pasture areas within the study area. The siting of the developable area in the Wilton Junction Master Plan considers the protection and conservation of 614.5 ha of the surrounding natural bushland. A Biodiversity and Environmental Offsets Strategy is proposed as the mechanism to

GMLRS Biodiversity	Wilton Junction Response
<p>Consider whether critical habitat or threatened species may be adversely affected by the rezoning.</p>	<p>protect and conserve the natural bushland.</p> <p>Comprehensive and detailed field investigations of flora and fauna has undertaken as part of the Assessment. These investigations identify:</p> <ul style="list-style-type: none"> » Three (3) threatened flora species all of which are located in vegetation which will be retained as part of a dedicated conservation area. » Eleven (11) threatened fauna species, most of which are reliant or dependent on open forest and woodland vegetation for their habitat requirements, which will also be included in land dedicated in the conservation area. <p>The Assessment concludes that given the extent of habitats and resources to be retained in open forest and woodland within the Wilton Junction Conservation Area (and managed in perpetuity for biodiversity conservation purposes), and the extent of suitable other habitat and resources in the locality and region, it is not likely that significant adverse impacts (or a 'significant effect') would be imposed upon any of the relevant threatened species.</p>
<p>Prepare ILU to:</p> <ul style="list-style-type: none"> » Identify conservation areas » Avoid areas of high value » Where possible avoid infrastructure services on high value » Located APZ outside high conservation land. 	<p>The Wilton Junction Master Plan reflects the conservation areas, and areas of high value have been retained as conservation area.</p> <p>A bushfire assessment was undertaken by Whelans InSites (2014) who identified the extent of the bushfire hazard within the study area and calculated and mapped the extent of the Asset Protection Zone in accordance with the NSW Rural Fire Services Planning for Bushfire Protection 2006.</p> <p>The asset protection zones (APZs) are used to determine appropriate setbacks for future residential development from the managed vegetation to ensure a suitable level of bushfire protection in the precinct.</p>
<p>Prepare VMP.</p>	<p>Wilton Junction Priority Precinct is 2,400ha with approximately 614ha to be retained for environmental outcomes over 30 years period. A VMP can therefore be developed in stages as development progresses.</p>

GMLRS Biodiversity	Wilton Junction Response
Conservation outcomes have in perpetuity funding.	<p>The Wilton Junction Environmental Offsets Strategy takes an integrated and holistic approach to the provision of offsets and balanced development.</p> <p>In order to compensate for the removal of those areas of (predominantly modified and disturbed) vegetation from the study area, the Environmental Offsets Strategy has incorporated a broad array of biodiversity offsets and other compensatory measures.</p> <p>The provision of biodiversity offsets by way of funding via a SIC or private market related system is proposed.</p>
Consider Long term management and maintenance.	<p>Management and maintenance of the conservation areas is being discussed with Government, however likely to be included in a Trust (whether public or private) to secure in perpetuity arrangements.</p>

Conclusion and recommendation

- » Wilton Junction Priority Precinct has addressed the planning pathway criteria and therefore Wilton Junction New Town can be placed on public exhibition
- » That the approach to managing and protecting biodiversity assets should enable flexibility during the detailed staging of future development, as outlined in the Biodiversity technical background paper should be implemented.
- » That the implementation of a broader offsetting strategy can occur at a strategic level across the Wilton Junction Priority Precinct level, with either biocertification or a comparable alternative (such as a species impact statement) in accordance with the relevant legislation.

4.3.3 Waterways

The Wilton Junction study area has along its northern edge the Nepean River and to the east Allens Creek. There are also incised drainage lines and watercourses which discharge into these major streams. A detailed report has been undertaken by JWP Consulting Engineers for the WJLO.

The proposed planning pathway step (page 12) of GMLRS outlines two issues to be addressed as part of the rezoning process. The table below demonstrates that the WJLO have satisfied the process, and subject to agreement by Minister for Planning, the Wilton Junction Priority Growth Precinct, should be placed on exhibition.

Table 4 Waterways

GMRLS	WJLO Response
<p>Flood studies to demonstrate no impact on adjoining lands.</p>	<p>J. Wyndham Prince prepared a report which identifies:</p> <ul style="list-style-type: none"> » The stormwater, recycled water and flood management can be delivered and managed in the future development of Wilton Junction. » There are no flood risks and proposes appropriate solutions to control of the quantity and quality of stormwater leaving the site. » Assesses all watercourses and ascertains there is limited impact on site from urban development. » The implementation of the recommended stormwater management options. <p>The Water Cycle Management Strategy proposed for the Wilton Junction Priority Precinct consists of a treatment train including on lot treatment, street level treatment and subdivision/development treatment measures. The structural elements proposed for the development consist of:</p> <ul style="list-style-type: none"> » Proprietary Gross Pollutant Traps units at each stormwater discharge point. » 76 proposed bio-retention raingardens of total area 149,260sqm. » Gravel soakaway/level spreaders to distribute flows to the bushland perimeter. » One proposed regional detention basin on-line within Allens Creek (approximate volume 35,000 cubic metres. Agreed by EPA).
<p>Managing development in third order streams.</p>	<p>J. Wyndham Prince mapped and categorised the watercourses and riparian lands within the study area. A visual stream assessment has confirmed that all of the minor watercourses within the site likely to be directly affected by the planning proposal are not “rivers” as defined under the WM Act and could be removed or replaced by urban drainage infrastructure.</p>

Conclusion and recommendation:

Suitable flood and water ways planning has been undertaken for a rezoning and thus the Wilton Junction Priority Precinct should proceed to exhibition.

4.3.4 Regional Open Space Opportunities and Social Infrastructure

The GMLRS Social Infrastructure develops a 'framework' to guide the future planning of social infrastructure. The framework develops a normative standard population based benchmarks or thresholds that will help determine the quantum of each facility needed.

The WJLO undertook detailed investigations in relation to state and local infrastructure required based on population, but also recent trends, community needs, location, and capacity of facilities. The facility requirements also come from consultation with the state agencies. This approach provides a superior framework for Wilton.

The WJLO support the provision of social infrastructure, especially those to be developed in the Wilton Priority Growth Area. Wollondilly Shire Council has its own policy approaches, which should be considered in the provision of social facilities in the Wilton Priority Growth Area.

The Delivery Pathway outlines that regional open space opportunities are to be addressed as part of the rezoning process. The table demonstrates that the WJLO have satisfied the process, and subject to agreement by Minister for Planning, the Wilton Junction Priority Growth Precinct, should be placed on exhibition.

Table 5 Regional Open Space opportunities

GMLRS	WJLO Response
Potential for new or enhanced open space to be investigated.	<p>Wilton Junction proposes to incorporate 89ha of local and district open space catering for active and passive recreation needs of the future community. District or regional open space within these spaces will include AFL/cricket ovals, rugby/soccer/hockey ovals, tennis/netball courts, practice cricket nets as well as BBQs and walking trails.</p> <p>Some of the open spaces will be connected to the conservation area, which will be located around the periphery of the site in the north and north-west, and will form a green space network.</p>

Conclusion and recommendation

Wilton Junction Priority Precinct has addressed the planning pathway criteria in relation to regional open space and therefore Wilton Junction New Town can be placed on public exhibition.

4.3.5 Infrastructure funding mechanism

The GMLRS identifies a number of long-term infrastructure requirements that would be delivered through an appropriate mechanism (which could include a State Special Infrastructure Contribution). These infrastructure requirements include state and regional traffic upgrades, water and sewer, education, health, emergency services.

The key issue is to ensure that Sydney Water is able to provide water and waste water services to the Wilton Priority Growth area. This will enable the WJLO to enter into commercial agreements with Sydney Water. This approach also then supports the broader Wilton Priority Growth Area, and the smaller landowners.

WJLO have submitted an infrastructure offer to the State Government. The offer outlines the state and regional-level infrastructure required to support the Wilton New Town. The offer proposes that the cost of infrastructure would be recouped by way of a State Infrastructure Contribution, which is similar to areas within the north-west and south west growth centres. Importantly, it outlines that approximately 12,000 dwellings can be delivered at Wilton Junction Precinct at no additional cost to Government.

The WJLO have offered to enter into Voluntary Planning Agreements with the Minister for Planning in relation to Planning Costs and Infrastructure Funding.

Conclusion and recommendation

That the full Planning Cost Voluntary Planning Agreement, as agreed between the WJLO, be placed on public exhibition with the rezoning of the Wilton Junction Precinct together with a Heads of Agreement and works schedule in respect to Infrastructure Funding, as a precursor to finalising the Infrastructure VPAs which should reflect the State Special Infrastructure Contribution.

5 Conclusion and Recommendations

Since 2013, the WJLO have worked closely with the State Government and Wollondilly Shire Council to comply with the Director General's Requirements to establish a planning pathway for the rezoning and delivery of the Wilton Junction New Town. The WJLO believe that all pathway steps have been address and that the whole of Wilton Junction New Town precinct can proceed to public exhibition. A preferred planning pathway for this has been identified in this submission in Section 4.2.

The Department of Planning and Environment has placed the following documents on public exhibition:

- » Greater Macarthur Land Release Investigation – Preliminary Strategy and Action Plan.
- » Greater Macarthur Land Release Investigation – Land Use and Infrastructure Analysis.
- » Draft Amendment to State Environment Planning Policy (Sydney Region Growth Centres).

Draft Amendment to State Environment Planning Policy (Sydney Region Growth Centres)

The WJLO support the proposed amendments to the Growth Centres SEPP.

Greater Macarthur Land Release Investigation – Preliminary Strategy and Action Plan

In summary, the WJLOs strongly support:

- » Identification of Greater Macarthur as a new Growth Area.
- » The vision for Greater Macarthur's role in the south west in providing homes, jobs, infrastructure and services for Sydney's growing population.
- » Nomination of Wilton as a Priority Growth Area by including it in the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (the Growth Centres SEPP)*.
- » Continuation of the existing State-led SEPP rezoning process for Wilton Junction precinct.
- » Bringing forward a proponent-led sustainable new town at Wilton to cater for the growing population of Wollondilly Shire - a Council that has been declared by the NSW Government to be "Fit for the Future".
- » Declaring Wilton as a Special Infrastructure Contribution Area, or WJLO and the Minister for Planning entering into a suite of Voluntary Planning Agreements to coordinate the funding and delivery of infrastructure that is necessary to support growth.
- » Continuation of the collaborative process between the WJLO, Wollondilly Shire Council, and across NSW Government agencies to expedite the State-led the rezoning process and facilitate outcomes that deliver new communities with homes, jobs, infrastructure and services while protecting the environment and natural resources.
- » Continuation of WJLO initiated and Government led community and stakeholder engagement through the rezoning and delivery processes in order to gain further community input to the development of Wilton Junction New Town.
- » A whole of Government process to urgently resolve complex planning issues such as mining.

For a sustainable new town based on 21st century “Garden City” principles to be realised and early delivery of infrastructure and services occur, the whole of Wilton Junction precinct needs to proceed together. This should occur by way of the current State-led SEPP zoning process progressing to public exhibition as soon as possible.

WJLO request the Government to implement the following recommendations:

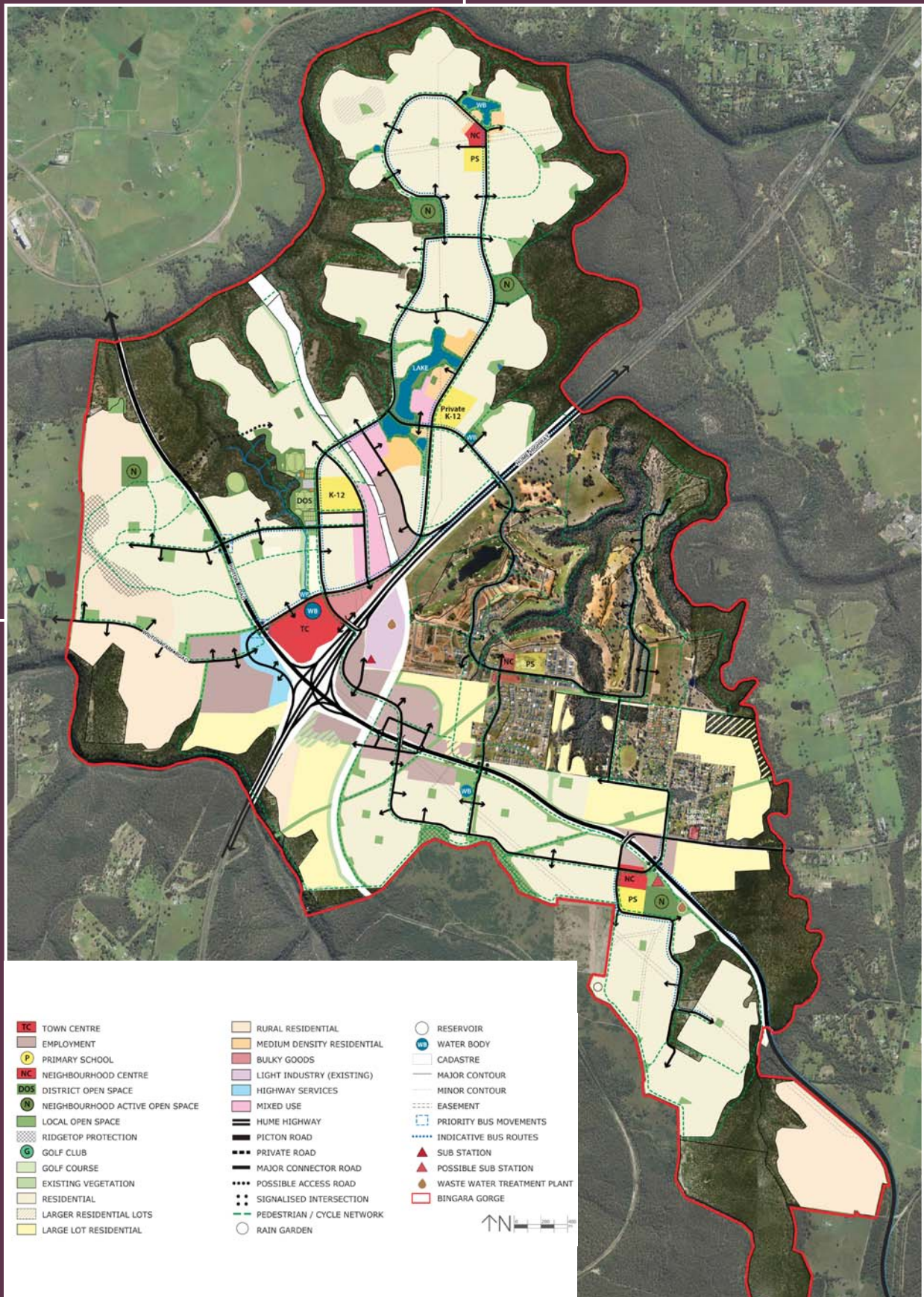
- » The WJLO request the Wilton Structure and Draft Vision Structure be amended to reflect the Wilton Junction Master Plan.
- » Wilton Junction New Town Precinct has addressed the planning pathway criteria and Wilton Junction New Town can be placed on public exhibition.
- » That Department of Planning and Environment implement the policy approach and mechanism as per the technical report, as well as the expert studies undertaken by WJLO, for dealing with coexistence and mining, and support urban development occurring prior to mining, as mining of Area 8 is post 15 years in the future.
- » The WJLO work with Government to ensure the encumbered land be reclassified as unencumbered and Wilton Junction New Town can be placed on public exhibition.
- » That the approach to managing and protecting biodiversity assets should enable flexibility during the detailed staging of future development, as outlined in the Biodiversity technical background paper should be implemented.
- » That the implementation of a broader offsetting strategy can occur at a strategic level across the Wilton Junction Priority Precinct level, with either biocertification or a comparable alternative (such as a species impact statement) in accordance with the relevant legislation.
- » Suitable flood and water ways planning has been undertake for a rezoning and thus the Wilton Junction Priority Precinct should proceed to exhibition.
- » Wilton Junction New Town Precinct has addressed the planning pathway criteria in relation to regional open space and therefore Wilton Junction New Town can be placed on public exhibition.
- » That the full Planning Cost Voluntary Planning Agreement, as agreed between the WJLO landowners be placed on public exhibition with the rezoning of the Wilton Junction Precinct together with a Heads of Agreement and works schedule in respect to Infrastructure Funding, as a precursor to finalising the Infrastructure VPAs which should reflect the State Special Infrastructure Contribution.

Appendices

- A Wilton Junction Master Plan
- B Amended GMRLS Structure Plan
- C Draft Summary Mining Communications Strategy
- D Cost benefit Analysis report

A Wilton Junction Master Plan

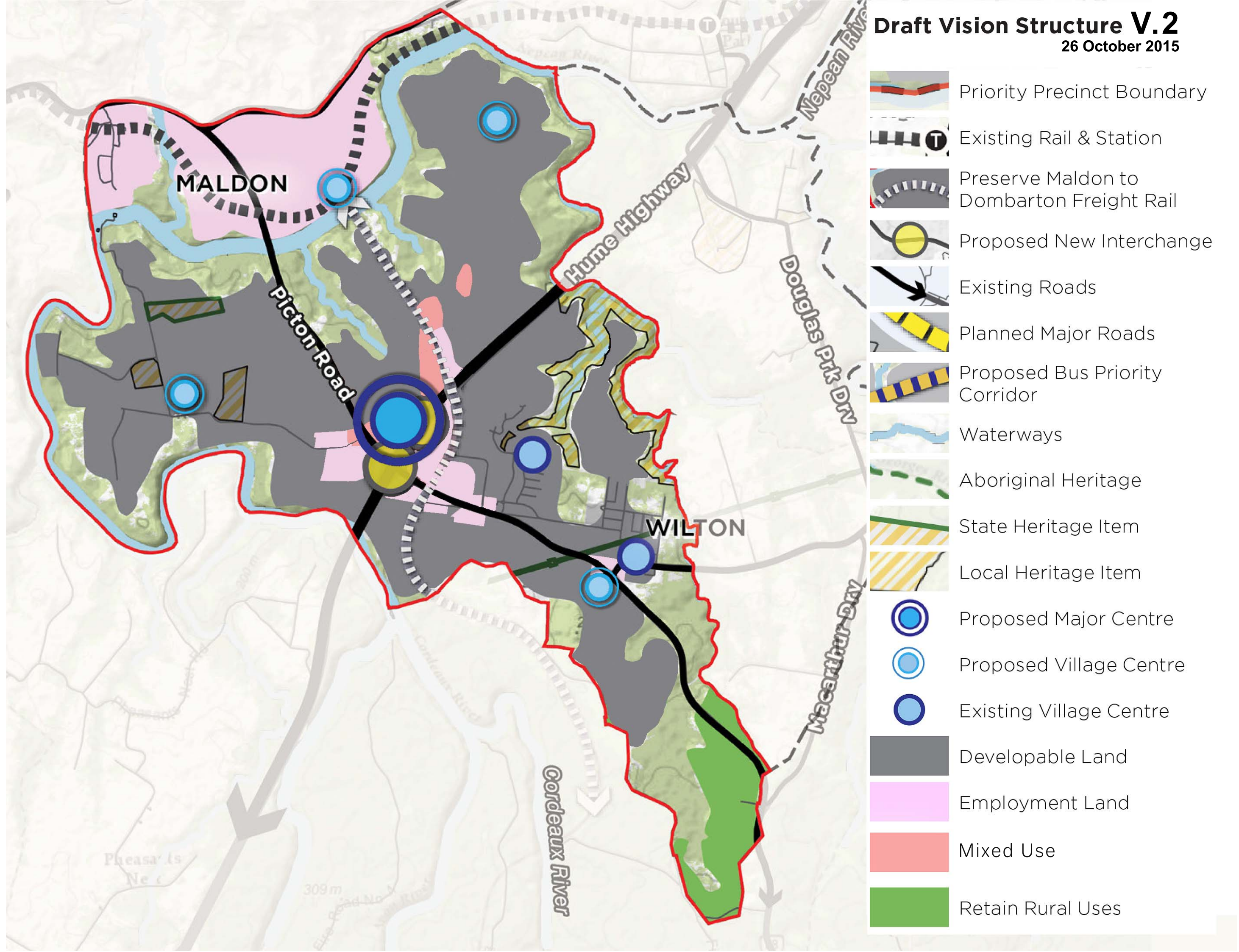
Master plan



B Amended GMRLS Structure Plan

Draft Vision Structure V.2

26 October 2015



C Draft Summary Mining Communications Strategy

Summary: Communications Strategy for Mining Subsidence

Introduction

Wilton Junction is located in a mine subsidence district. BHP Billiton (Illawarra Coal) has an approved Part 3A application for long-wall coal mining. The coexistence of urban development in the near term and possible mining in the longer term is being examined.

The NSW Department of Planning & Infrastructure issued Director General's Requirements (DGRs) in May 2013 for the rezoning of the Wilton Junction investigation area. The DGRs required the proponents to:

"Develop a communications strategy to ensure all potential landowners, prior to purchasing land, are informed that mining will occur, implications with respect to building constraints, subsequent repairs and timelines. Develop appropriate policies/procedures for certifying authorities to ensure key aspects of building design/construction within a mine subsidence district are undertaken."

The Communications Strategy for Mine Subsidence meets the requirements of the DGRs by setting out actions to inform all potential purchasers of residential, commercial and retail buildings of future mining in the area and what this means for them.

It goes beyond the requirements of the DGRs by including broader community awareness actions and targeted communications to inform tenants, professional bodies and infrastructure providers about mine subsidence. In this respect, the Strategy provides a resource to government and the private sector on what constitutes best practice communication in mine subsidence areas.

Objective

To ensure all potential purchasers of land, residential dwellings or retail and commercial buildings at Wilton Junction are informed, prior to purchasing land, that mining will occur; that they understand all related obligations and implications; and that they know where to find information, including independent advice from sources such as the Mine Subsidence Board.

Specific communication objectives are:

1. Inform the broader local community about mining subsidence at an early stage, even before Wilton Junction receives a planning determination
2. Inform potential purchasers in a targeted way, once the proposal is determined, before they commit to purchasing land at Wilton Junction
3. Reach out to all stakeholders in the sale and leasing process, including real estate agents, builders, architects, conveyancers and solicitors, to ensure they can inform potential purchasers and tenants accurately
4. Ensure potential purchasers and tenants are aware that surface infrastructure related to mining operations will be installed and visible at Wilton Junction
5. Work in partnership with Council and the MSB to ensure re-purchasers and tenants of land and buildings at Wilton Junction are aware of mining subsidence and what this means for them
6. Provide accurate, easy to understand information about the implications and obligations of owning land in a mine subsidence district
7. Make accessing information easy and convenient by using technology such as smartphones and the internet

8. Ensure information is accessible to everyone, including those without smart phones and internet access
9. Direct stakeholders to seek advice from independent sources, such as the Mine Subsidence Board.

Key messages

Key messages have been developed to make sure stakeholders receive consistent and clear information about mining subsidence, regardless of who is putting out the communication.

Key messages can be added to over time. They will be reviewed at key points throughout the project, in particular once a determination is made on the Wilton Junction proposal.

Current key messages for the planning process are:

1. The proponents at Wilton Junction are open about mining issues and are committed to making sure the whole community has all the information readily available now and into the future.
2. Illawarra Coal (BHP Billiton) has approval to conduct mining operations over the next 30 years on land within which part of the Wilton Junction investigation area is located.
3. Mining operations and urban development can coexist effectively.
4. Information about living with mining in is and will continue to be readily available to anyone interested in buying or leasing land or buildings at Wilton Junction.

Stakeholders

Primary stakeholders targeted in the strategy are purchasers and tenants of land or residential, commercial and retail buildings at Wilton Junction. This extends to potential purchasers, first purchasers and tenants and subsequent purchasers and tenants down the track.

Intermediary stakeholders such as real estate agents, construction companies, private certifiers, solicitors and conveyancers will also be critical conduits for providing information to purchasers about mine subsidence.

It is recognised that there is a very high level of knowledge in the construction and certification industry, particularly in the Wollondilly Shire, about mining subsidence and the requirements of the MSB. The Strategy will reinforce this knowledge by providing specific information about Wilton Junction at key milestones.

The media is included as an intermediary stakeholder as it is the major source of information for many people in the community. In recognition of its importance in reaching the broader community, a media strategy has also been prepared.

Phasing

The communications strategy for mining subsidence will be rolled out over four distinct phases:

- i. Planning process
- ii. Sales and marketing – which will be rolled across all phases following
- iii. Development applications and construction
- iv. Ongoing.

Implementation tools

Communications tools that will be used to implement this strategy include:

- Community Reference Group
- One-on-one meetings with landowners
- Community information and feedback sessions
- Website: talkwiltonjunction.com.au
- Community newsletters
- Marketing materials relevant to sales - through a Wilton Junction sales and marketing office
- 'Living with mining' app – to be developed for future landowners
- 'Living with mining' website – to be developed for future landowners
- A series of fact sheets produced for real estate agents, lawyers and builders
- An information booklet
- A series of FAQ – available in hard copy at Wilton Junction sales office
- A 1800 line and dedicated email to address concerns during the DA phase
- Media briefings and releases to accompany key pieces of information/milestones
- Advertising
- Set-up and ongoing use of social media.



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