

To Whom it may concern,

I have been a resident of Wollondilly Shire for around 35 years, including the last 20 years living in Wilton. Being a resident of what has been regarded as a remote village has meant an acceptance that we are not serviced very well by any level of Government. The primary school was built 10 years too late and is already at capacity. The local high school is 30 minutes away by bus, is severely overcrowded and the recent funding was also 10 years too late. Town Sewage was provided only 3 years ago and was provided by private developers. There was no GP in Wilton up until around 12 months ago. The number of GPs in Wollondilly shire is the lowest per capita in NSW. The local telephone exchange is the only one in NSW without ADSL2. We only obtained access to broadband in our street around 7 years ago, and provision of the NBN in this area is at the very end of the queue. Picton road was a death trap for 10 years before upgrades that were 10 years too late. Useful Public transport is non-existent unless you want to catch a single bus at 8am. The only time Wilton is mentioned in the media is when some level of Government wants to build either an Airport or Gaol in this area. Frankly we would be better serviced if we were living west of Dubbo, not an hour from the Sydney CBD.

In the background documents it is fairly clear that any effort to understand the challenges of living in Wilton were of a token nature only and it doesn't look like many long term locals were consulted. If any of the study team drove Picton Road / Hume highway at peak times I would be extremely surprised. Now the Government wants to put another 40,000 people in this area and fund most infrastructures by Developer contributions. If past performance is an indicator of the future then this will inevitably mean that infrastructure will come too late and too high a cost. The developers will try to shirk their infrastructure responsibilities and reduce the average block size to improve their profitability. For what it is worth, below are what I consider to be the serious shortcomings in the future plans for Wilton. At retirement age in 15 years I am fully intending to move out of this area as despite all the good intentions, I do not believe it will be a pleasant place to live.

There are several issues I have with the proposed Infrastructure Schedule in regard to Transport.

Table 6: Infrastructure Schedule

| Measure | Delivery | Timing | Assumptions |
|---|---------------------------|---|---|
| Regional/State road network | | | |
| Upgrade Picton Road | RMS | Timing to be determined | Funded by SIC |
| Upgrade Hume Highway | RMS | Trigger for widening to be modelled | |
| Upgrade Wilton Park Road | Wollondilly Shire Council | Staged upgrade linked development of West Wilton | Funded by SIC and Section 94 contributions |
| Upgrade Pembroke Road and Picton Road intersection | Developer/RMS | Required prior to registration of first lot with middle sub-precinct of Wilton South East and Bingara Gorge | Funded by SIC or works in kind including contribution from Bingara Gorge |
| Western bridge over Picton Road | Developer/RMS | Required at 1500 lots for western stage of Wilton South East | Funded by SIC delivered as works in kind |
| Collector road linking north and south east precincts | Developer | Staged release and development of northern precinct | Funded by SIC delivered as works in kind |
| Upgrade Almond Street and Picton Road intersection | Developer/RMS | Required with 901st lot for eastern stage of Wilton South East | Funded by SIC delivered as works in kind with potential contribution from Bingara Gorge |
| Upgrade Picton Road/ Hume Motorway intersection | RMS | Required in stages, interim work from 300 lots | Funded by SIC and NSW Government delivered by RMS |

The biggest issue I have is the omission of any discussion regarding any upgrade of heavy rail infrastructure. The current situation of country services at Picton and Douglas Park is fairly poor even with today's population levels. The current frequency and duration of these services mean they are not suitable for regular commuting to Sydney. Most commuters need to drive to

Campbelltown, meaning a 30 minute drive including Narellan road, then a 75 minute train journey. If Lithgow can be serviced by electric trains, then surely a future development of up to 40,000 people can have an adequate rail service. It is commendable to have a goal of local jobs, however the reality will be that the vast majority of workers will be travelling out of the area. This will put immense pressure on the intersection of the Hume Highway and Picton Road.

A plan should be put in place to ensure that the new community is adequately serviced by heavy rail, including:

- Completion of the rail bridge across the Nepean river
- A rail spur terminating in the Northern precinct town centre
- Station facilities in Northern precinct
- Electrification of the rail corridor from Macarthur to Picton and Wilton

If there is no provision of heavy rail then it is clear that the Government has not learnt its lessons from developing the Hills area in Sydney. Heavy rail is expensive when trying to fit into an existing urban environment like the North West rail link. The cost would be considerably less when installing rail on a greenfield site. The current obsession with payback periods would probably mean this plan is too expensive. The Government needs to be looking at a longer time frame than is currently the case, and the future wellbeing of its taxpayers rather than dollars and cents.

There are other issues that I have with the proposed transport infrastructure :

- The upgrade of Almond St / Picton Road – after 901 lots in Wilton South East – this is about 901 lots too late. This intersection is currently dangerous, especially turning right out of Almond St into traffic travelling at 100km/h. The extra traffic travelling between Wilton South East and the Hume Highway will make this even more difficult. Many people in Wilton already ‘rat run’ through Bingara to turn right at the safer intersection at Pembroke Road. This upgrade needs to happen before the first lot is registered at Wilton South East.
- The upgrade of the Picton / Hume Highway needs to happen now. The north bound turning traffic is regularly banked back to the Bingara intersection at around 8am each morning. This traffic includes many car carriers that affect congestion. There are many near misses with heavy vehicles most days in travelling through this intersection. Spend one morning here between 7:30 am and 8:30am, or between 4:30 and 5:30pm and you will see what I mean.

There are also issues with education infrastructure.

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|------------------------|---|---|
| One public high school | Developers/ Department of Education | Timing of new High School in Wilton town centre will be planned for before new Picton High School exceeds capacity, and when road and other infrastructure is in place to provide access to students. |
|------------------------|---|---|

I attended Picton high school in the 1980's when its student population was around 1100. This was not exactly a pleasant experience. The current population is closer to 1500, and even with the additional funding I am guessing the "new" capacity is higher than 2000 students. On the current site, even with upgrades, I cannot imagine the overcrowding that this will mean.

The planning for a high school at Wilton needs to start now. There are many busloads of students that leave Wilton every morning going to schools other than Picton High. This alone is not an acceptable situation at current population levels. If all of these students suddenly chose to attend Picton High, it would exceed the 'new' capacity now. As the capacity of the primary school is currently heading towards 500, it can be easily be seen that a high school will have at least this many students in the short term. The building of the new high school should not start when it would have an initial size of 1000 students – it should start at 500 and be staged to expand as numbers increase.

Upgrades to health facilities need to be considered properly.

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| Health facilities | Developer, NSW Health | Requirement and timing to be determined. | Land provided through SIC and capital cost and recurrent funding by NSW Government. |
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The current community health facilities at Tahmoor are of little use to Wilton residents. Driving to Campbelltown or Tahmoor is much the same. A local hub that included community based services would be a good facility to have in the area. A hospital for the Wollondilly area should also be considered as Campbelltown hospital is at least 45 minutes away for people at the southern end of Wollondilly.

One final comment – this paragraph was also of interest:

Home wood heaters are a significant air emission source, with each wood heater generating the equivalent particle emissions of three and half trucks each year. While changes to existing environmental legislation aim to promote the use of low emission wood heaters in homes, new homes should not be designed to include wood heaters, especially as alternative heating options are available.

The air quality is extremely poor in the current Wilton township during winter due to the common usage of wood heaters. Consideration should be given to reducing the use of these heaters in existing homes by both the Council and NSW Government.