

## Feedback on Wilton development proposal

After attending one of the 'drop in' sessions below are the takes outs and feedback I'd like to put forward on the proposed development of Wilton. The presented plans and information shared by the NSW Department of Planning and Environment representative I spoke with demonstrated no learning from previous infrastructure shortcomings experienced all across our state. From what was presented the same pattern looks to be occurring with the planning for Wilton. There are words to suggest infrastructure but little that shows the actionable plan to support the proposed increased population (no action, when the proposal is to double the population of the Wollondilly shire).

The Hume Highway already has an increase in traffic which is starting to effect the flow of the road. I travel on this road every morning and am experiencing more congestion on this road prior to Narellan road which has always been a clear run. The entry onto the Hume Highway also regularly has a queue of cars and trucks to line up in just to get onto the highway (some days reaching up to a few hundred meters). When raising this at a 'drop in' session, I was advised that enhancing the Hume highway infrastructure was outside the scope of NSW Planning and Environment, and that it was RMS that is responsible for the roads. If planning such a big development that will dramatically impact on people's quality of life in an area I would hope all departments were working together to ensure we are doing the right thing by our state and the people that live in it. The immediate infrastructure projects mentioned were focused on accommodating access to and from the new proposed precinct, with little regard to impacts beyond getting to new precinct established. This gave me the impression of lack of forward planning to ensure a sustainable township is being planned and built, but rather a reactive approach with a focus on develop housing and react to infrastructure projects afterwards. Since this is a brand new project on pretty much a green field site, why wouldn't we make it a bench mark to demonstrate how well a new town can be planned and executed, rather than the standard build lots of houses and wait until people are complaining enough to build the required infrastructure. We only need to look back up the M5 over the last 10 odd years, from the Cross roads down to Narellan. The roads were blocked and gradually widened one exit at a time, and only after the population had out grown the infrastructure (Narellan road is still catching up). This exact pattern will occur again at Wilton, on the Hume Highway and Picton road based off the lack of planning shown at the drop in session.

Information presented in proposals and information from NSW Planning members at exhibitions doesn't demonstrate real life understanding of living in the Wollondilly area. The distance in between towns shouldn't be under estimated, while on a map some of the distances may appear trivial, when put in real life scenario's the only reliable way between places is by car. Taxis and Buses do exist but in no way are readily available.

No public transport – no active work is underway, or plan to add any significant effort to resolve the lack of public transport to support the proposed population of Wilton. A train line that was started to be built years before "needed" that if had been built would have given this development the appearance of a well thought out location for a development. However now, this development from a passenger public transport perspective would add little value if the population is to be as large as the proposal. Meaning, it doesn't appear to going to be linked to a main line to connect to city lines (job paragraph a bit later covers more on the expected lack of jobs within the local area).

- a. While Picton railway station and Douglas Park railway stations are technically 10mins away, these trains run infrequently and only as far as Campbelltown to catch a connecting train towards the city. The stations themselves are not equipped with parking options to manage significant increase in passengers that would need to drive to the stations and park a vehicle.
- b. Realistic scenario of using a train to travel towards the city for work: includes time to drive to the station (10mins), a few minutes to find parking and walk to the station (2 to 5 mins), time waiting for train (arriving earlier to ensure you don't miss the train as the next one is 30 mins to an hour later), time to change trains (2 to 15mins on average to a connecting train).
- c. Trip home, hope you get back to Campbelltown in time to catch connection train back to Picton or Douglas park, hope city train isn't late or cancelled as missing train means 30 min until 60 min wait for next train. Arriving at Campbelltown on time, hopefully only adds 2 to 15 mins wait time onto your trip.

In regard to the projected 15,000 houses, I would love to see this town bring back the life style that we had growing up, of houses with actual backyards, space in between houses, space to park to cars on your front yard. Putting peoples lifestyle ahead of developer greed would leave a great legacy and a place that would be sort after for years and I'd like to think would be looked back on as great decision made by those involved. Taking some other new developments into consideration Bingara Gorge (streets further down the back part), Oran Park Town, Gregory Hills for example, the close proximity of the smaller blocks really start to make the area look and feel cramped, especially when the owners can't park the cars on their property so need to leave cars on the street. This then makes the streets very narrow to mauer through. We lived in Currans Hill and made the conscious choice to move to Wilton to get away from that style of town and back to a town that was planned with space between neighbours, our street is clear as everyone can park their cars on their properties and the kids all play together out on the street, it's a fantastic community feel and great lifestyle. A less is more approach would be great to see, as opposed to seeing how many houses developers can squeeze into a space.

On the job front, the answers given again came off more as a guess then a plan. The words given for the town centre "We think shops, and maybe some office space". Planning such a big development, why can't the thinking be bigger, retail is the easy answer. Some more definitive answers are needed to understand how the 15,000 jobs figure is going to be a reality (Also, with the average household being dual incomes these days, shouldn't our plan be to accommodate this trend rather than looking to meet a bare minimum). Living in Wilton or broader Wollondilly does place challenges and takes extra effort to seek employment opportunities outside of the retail and trade sectors. I work in IT and travel to Olympic Park each day, and for my chosen line of work this is one of the closest areas of opportunity. To see some consideration to try and bring in some professional services to the new township would be a real positive to opening up new opportunities to our community and children to look beyond the stereo typed retail and trade type roles.

Final thoughts, hopefully our community feedback is taken seriously into consideration rather than the feedback option being just ticking a box in a process. We will find out in the near future.

As a side thought on still enabling growth and housing within NSW has Menangle Park been looked at? Needs on and off ramps built onto and off the Hume Highway and it would be opened up increase its population. Menagle park is also close enough to leverage the existing infrastructures of Campbelltown (trains, hospital, shops etc), Narellan and Camden especially if it had direct access to the highway. Would this place better grounds for further development rather than starting from scratch at place kind of in between nowhere and surrounded by water ways restricted land and mines? Menagle Park also comes with an opportunity to better utilise the paceway. Less effort to adapt train line into the main electric train line that starts at Macarthur etc.

Again, hopefully these inputs are considered and listened too (we do know our home).

Best Regards,

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