

Feedback on Interim Land Use and Infrastructure Implementation

The Interim Land Use and Infrastructure Implementation Feedback:

Proper disclosure of actual proposed population size is important to enable adequate planning of infrastructure. Local developers are notorious for going back a few years later to get smaller lots and higher densities. This should not be allowed. Up front disclosure of actual intent should be insisted upon, and then not changed.

We need a free flow overpass for Wollongong to Sydney traffic entering the Hume highway from Wollongong. Delays at this point are currently unacceptable and the intersection is dangerous. The school bus has come to a skidding stop several times when travelling from Picton to Wilton and return. This intersection is currently inadequate, even though it already has signals. The traffic and infrastructure reports are so out of date in this proposal they don't even list this as having been done. Complete traffic remodelling is required.

Consideration of impact on roads outside of development and adequately upgrading them to meet the needs. Broughton Pass is a bottleneck, and a vital link to the northern areas of Wollongong such as Bulli, the southern areas of Sydney such as Engadine and Sutherland, Helensburgh, and the southern areas of Campbelltown, as well as Appin. We consistently find that non-locals and planning types assume that this road is not used, that everyone uses the highway. This is not the case, many people actively avoid the highway, so there are many cars on this road that are going to other areas. It is not just a road between Wilton and Appin. Its importance and status should be upgraded, particularly as it becomes a very important detour when accidents occur on the highway, Picton or Appin roads, at which time it takes all the traffic. It is in need of a significant upgrade now, and no further development should occur in the area until this is secured. Douglas Park Drive is also in a similar situation, as it forms a vital link to the western areas of Campbelltown, Smeaton Grange, Camden and Narellan. Again, the assumption is that people use the highway, but a significant number use this road instead, which also needs a significant upgrade to cope with the amount of traffic it already has. The use of these roads has increased since the introduction of traffic lights at the Hume highway Picton road intersection, and also with the increasing congestion on Narellan road (the highway dumps you right in the middle of this Narellan road congestion if you use that route, hence many avoid it). I expect that the use of both these regional roads will increase further as more traffic lights are added for the new development, so significant upgrades are required to these roads prior to any re-zoning.

Do not ever allow only one entry and exit point from any stage of any development for reasons of **bushfire safety**. We do not want to live in a community where others die because of inadequate planning.

Water study hopelessly out of date There is a lot of development, both proposed and commenced, in the area that is fed by the Appin pump station - it is not only this "Wilton Junction / Wilton South East development" (proposed), but also the development around the western side of the Appin Township (commenced, and additional subdivisions proposed). This study is dated 2014, and since then there has been some push by the developer for higher densities (possibly even up to 20 storeys in the latter stages in the area where the current skydiving centre is

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located) <http://www.macarthuradvertiser.com.au/story/4733222/skyscrapers-could-be-built-in-wilton-new-town/>. The assumptions that every house will have a water tank may also not be possible as they are now talking of no minimum lot size, so not sure there will be space for water tanks. See map 3 for cross hatched area of no minimum lot size proposed <http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Wilton/~media/E3D364955A5A4D67AF4257C5BCADCFE.ashx>

It appears that if the developers get their way, there will be significantly more housing built than originally proposed when the water study was written in 2014. The booster pump station has also been completed since this study was done (located on the corner of Macarthur Drive and Wilton Rd), although I am not aware if it is in operation. This study is inadequate, poorly researched, and out of date. Water provisions are inadequate for the overall growth within the supply zone of the Appin Pump Station. Actual scoping of the pump station upgrade has not considered provision and costing of power supply, or possibly even a building to house the pumps. Did you actually go and see the existing pumps? I suspect you did not. This study is grossly inadequate. The water strategy must incorporate all development within the supply zone to ensure adequate pressure and sizing of mains, pumps etc. Also consideration of the increased water age and possible need to add a longer lasting disinfectant, as the system is currently chlorinated, but should possibly be changed to a chloraminated system with the addition of ammonia to ensure adequate disinfection is maintained.

Provision of schools. Currently Wilton primary school and Picton high school are full. The planned expansion of Picton high school will be taken up by development in the Bargo / Tahmoor / Thirlmere area. Primary and high school development are required now. Do not delay or stage this, build it now!

Provision of sporting facilities. Please note that multi purpose courts are always a compromise, and a significant disadvantage for sports such as tennis, which have different lighting and surface requirements, as well as fencing. It is preferred that tennis courts remain tennis only, as set up and tensioning nets is difficult, time consuming, and beyond the capability of older players strengths (tennis is played locally with some players now in their seventies). The ball bounce off other sport line markings also significantly affects the playing experience. It is a significant barrier to any tennis being played on such multi purpose courts, so please keep tennis courts as tennis only. There is a tennis playing community that currently exists in Wilton, but it has been decimated by putting courts at Bingara Gorge, where Wilton players cannot attend. This has resulted in the competition tennis that was running prior to these courts being built folding, and now only weekly casual games are sustained. The courts were originally planned to be placed beside the Wilton courts. Had this been delivered, the tennis competition would still be running. Consideration of the population required to sustain some sports should be considered when placing sporting facilities to ensure such segmentation and decimation of local clubs does not occur. More upgrade of existing facilities in the town of Wilton itself should be considered to bring the new and old community together in one spot. This can be achieved by avoiding the multi purpose courts and having specialist courts that the whole community come together to use. If you put specialist courts in different areas we can then host regional competitions. Some of these courts can be in the new area, but some should also be in the old area. It is worth noting that the promised

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upgrades to the Wilton sports ground have not eventuates despite promises of doing so as part of the Bingara Gorge development. Hopefully by putting specialist courts in different areas (notably not duplicating what we already have, unless you place it int the same location), we can gather together as one community and repair some of the damage done by the exclusive Bingara facility.

Additional individual sport facilities. There is a need for facilities for teenagers. BMX tracks, skate parks and mountain bike trails should be added to the development to encourage movement in our teens, and provide something that the whole family can do together. There is no better way of appreciating the bush than going for a mountain bike ride through it on a sweet little bit of single track. I think that this can be compatible with ecological protection if maintained effectively, and will give the bush areas more value to those not so ecologically inclined. Please ensure your ecological areas include an approved mountain bike track. We have one on our existing block, and the Wombats and Wallabies use it as their walking trail, a clear indication that the uses are compatible.

Public transport. It is essential that the new community is adequately connected by public transport as this is an absolute failure in the existing development and town. Public transport links need to be as direct as possible and in the direction that most people need to go. I would suggest that prioritising a public transport link directly to Wollongong would be essential, as none currently exist. Then there needs to be a link directly to the closest electrified train line, which would be Macarthur station. These services need to run at a time to get people to work and university, and home again. Innovation in demand driven services could be explored with smart apps and different sized transport options to meet the demand. The problem for the local bus service is that all its buses at that time are doing school runs, so additional buses will be required. The current bus service in Wilton is a joke. It goes mid morning and mid afternoon to Picton. Who would need to go to Picton at that time of day, or be ready to come home then? This is a service that nobody uses, but allows government to say that public transport is provided. We don't need a useless 'tick the box' service such as this! Make public transport a priority and make sure it goes directly to the larger commercial centres of Wollongong and Macarthur. Survey existing residents and see what time schedule would fit their current needs, as it is likely that new residents will have similar needs. Challenge people to travel by bus at least once a week. This needs to be set up now, before people move in, so that they can make the decision to be a one car family. Without the services being in place, that choice cannot be made, transport habits are formed, and life behind the wheel of a car is set in stone.

Ecologically Sustainable Design. More focus is required on the importance of passive solar heating of homes. This requires maximising the living spaces of the home that can face due north, and including thermal mass in these rooms to absorb this heat. Properly sized eaves are also essential. To achieve this, block sizes, shapes and orientation are very important, including effectively communicating why the blocks are facing this way, and the best way of utilising this orientation when building. Also privacy considerations are important as the home will need the curtains left open during the day in order for the sun to shine in and passively heat the thermal mass. A series of passive solar spec homes (of a new design), developed in a line, with solar access and privacy preserved would be a great idea.

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You have an ideal location with a north facing hill in the development. We currently live in a passive solar house in Wilton, and do not use any supplementary heating or cooling other than ceiling fans – proof that it can be done (house features high thermal mass, high levels of insulation and double glazing, as well as all living spaces facing true north). If all houses did this in the estate imagine the positive reduction of greenhouse gas emissions that could be achieved!

Wildlife protection. Consider restricting cats to indoors or outdoor cages (not ever roaming free) throughout the development to protect the small mammals and reptiles that currently exist in the bush areas. This may not be popular on the sales brochures, but it is an effective way of protecting and preserving wildlife.

I thank you for the opportunity to provide this feedback, and hope that a cohesive, innovative, progressive community with significant environmental credentials and a world class public transport network can be created, through proper planning, and further community consultation and engagement.