

## APPENDIX A - WILTON TOWN CENTRE REZONING SUMMARY OF SUBMISSIONS

NAME	ISSUE	SUMMARY	DPIE RESPONSE
<b>Wollondilly Shire Council</b>	<b>Discussion Paper</b>	Housing: Clarify density and scale of development in Wilton Town Centre.	The distribution of density and scale of development is reflected in the Wilton Town Centre Structure Plan and will be detailed further in the Neighbourhood Plan stages of development. The Key Sites Map provides limits on the percentage of the residential development component in mixed use areas.
		Traffic and transport infrastructure.	Wilton Town Centre is planned to be the focus of a well-connected community with key road infrastructure improvements and urban bus connectivity. Regional bus routes and frequencies will be determined by TfNSW as the centre and growth area develop. The NSW Government's Future Transport 2056 commits to investigate suburban passenger train improvements south of Macarthur, including consideration of how this might support growth in Wilton.
		Bushfire protection and mitigation.	The Department has facilitated a post exhibition consultation with RFS in regard to the wider Wilton Growth Area. A peer review of Strategic Bushfire Assessments for Wilton Growth Area has been undertaken. The Wilton Town Centre precinct has been identified as a "lower risk area" that can proceed to rezoning without further evacuation studies being undertaken.
		Biodiversity and riparian corridors.	The Department (CPCP team) have established minor changes to E2 zone boundaries from exhibited document to co-incide with the final draft <i>Cumberland Plain Conservation Plan</i> (CPCP). Minor mapping changes have been included in final zoning map.
	<b>Proposed SEPP Maps</b>	Proposed SEPP Maps.	The Key Sites Map will not extend beyond the boundary of the Wilton Town Centre Precinct. The SEPP amendment includes a Height of Buildings map.

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	<b>Draft Precinct Structure Plan</b>	<p>Interface between E2 Environmental Zone and Urban Development zone.</p> <p>E2 Environmental Conservation boundary and connectivity between the precincts.</p> <p>Management outcomes for the E2 Environmental Conservation spine.</p> <p>Employment lands to the south within the Structure Plan.</p> <p>Rail corridors and adjoining land uses.</p>	<p>A key objective of the Urban Development zone is <i>“To ensure that land adjacent to environmental conservation areas is developed in a way that enhances biodiversity outcomes for the Precinct.”</i></p> <p>Detailed design of these interfaces is a wider Wilton Growth area issue and will be controlled through the Wilton Growth Area DCP controls and implementation of the final draft CPCP.. The treatment of these interfaces is subject to the Neighbourhood Plan and DA approval process.</p> <p>Proposed E2 zoned land both within and between precincts is consistent with the findings and advice from the <i>Cumberland Plain Conservation Plan (CPCP)</i> team.</p> <p>The draft CPCP will provide for the ongoing monitoring and management of E2 land.</p> <p>An area of employment land is designated on the southern side of Picton Road adjacent to the Hume Motorway.</p> <p>The Maldon-Dombarton Freight Corridor will be maintained for future significant state infrastructure. Planning within both the North Wilton Precinct and Wilton Town Centre Precinct has been undertaken to maintain appropriate separation and buffer areas of future development from this corridor.</p>
	<b>State VPA</b>	Infrastructure/State VPA to be exhibited prior to rezoning of the land.	The SEPP amendment contains a deferred commencement clause. The-is has been included to allow time (up until 28 February 2022) for satisfactory arrangements to be put in place to provide for key State infrastructure to support the development of the Precinct.
	<b>Education and Health Facilities</b>	Education and Health Facilities.	A 6.5-hectare site for a public school has been designated in the Wilton Town Centre. Land for the school will be delivered as part of the State VPA.

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			The Ministry of Health and Local Health District have worked closely with the Department of Planning to ensure the availability of land for future health and medical services.
<b>EES (formerly OEH)</b>	<b>CPCP</b>	Mapping boundaries between conservation areas and urban development zone.	The Department's CPCP team reviewed E2 zone mapping for Wilton Town Centre and the plan remains largely unchanged from exhibited version. Minor changes to the E2 zone boundaries are addressed in the Finalisation Report.
	<b>Koala Habitat</b>	Koala Habitat Protection.	The final draft CPCP addresses retention and protection of Koala habitat in the Wilton Growth Area. Identified koala corridors and habitat have been identified in the final draft CPCP and zoned E2Z in the Precinct, and will be subject to further controls in the Wilton Growth Area DCP.
	<b>APZ and Detention Basins</b>	Asset protection zones and detention basins for future development cannot rely on the conservation area.	The Urban Development Zone has been designed to include APZs, with the peripheral road reserves acting as a buffer and interface. Detention basins will be located within the UDZ, with detailed planning at the Neighbourhood Plan and DA approvals stage.
	<b>Flooding</b>	An overland flow assessment should be undertaken to identify local overland flow characteristics for the full range of events up to the probable maximum flood (PMF).	The issue of flooding has been previously considered in the preparation of Wilton 2040 and strategic location of the town centre. The Wilton Growth Area DCP contains detailed controls applying to flood protection for future urban development.
<b>NSW Rural Fire Service</b>	<b>Growth Area Planning - Subdivisions</b>	The NSW RFS raised issues relating to bush fire protection within the Greater Macarthur Growth Area and the wider Wilton Growth Area.	The Department has facilitated a post exhibition consultation with RFS in regard to the wider Wilton Growth Area. A peer review of Bushfire Studies have undertaken for Wilton Growth Area has been undertaken. RFS has considered the report prepared by Blackash Bushfire Consulting (15 July 2021) and advised that " <i>the Wilton Town Centre precinct is considered a lower risk area and therefore appropriate to proceed without further Evacuation Studies</i> ".

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<b>Greater Sydney Commission</b>	<b>Infrastructure Delivery</b>	In order to ensure the Wilton Growth Area is delivered in the right place and time, detailed investigation and justification of the timing and types of infrastructure delivery need to be provided.	Delivering key infrastructure in the right time and place is a key component of the planning for Wilton's growth. The Wilton Growth Area Infrastructure Implementation Plan details the timing of the delivery of key State and local infrastructure, and how it will be funded through Voluntary Planning Agreements and either a Special Infrastructure Contribution or Regional Infrastructure Contribution.
	<b>Place Strategy</b>	A Place Strategy will provide the strategic framework over the next 20 years. The Strategy should give effect to the Western City District Plan.	<i>Wilton 2040 – A Plan for the Wilton Growth Area</i> is the Place Strategy for the Wilton. This document has been adopted by the NSW Government to provide the vision overarching strategic framework for Wilton. The Wilton Town Centre Precinct is consistent with the provisions of the Western City District Plan.
	<b>Commercial</b>	Town Centre should secure space for genuine commercial investment opportunities not inhibited by the location of residential accommodation.	The Key Sites Map in the SEPP will control residential development in the town centre commercial core to maintain primary commercial role of the town centre core.
	<b>Transport, Access and Business Opportunities</b>	The timing of growth for the town centre should be scheduled to align with the delivery of mass transit services particularly rapid bus services to major transport hubs.	Local and regional bus routes are being planned to connect with a new Bus Transportation Hub in the Town Centre core. Future bus networks to provide improved access to Campbelltown, Greater Macarthur and Wollongong will be implemented by TfNSW as development of the Wilton Growth Area progresses. The NSW Government's Future Transport 2056 commits to investigate suburban passenger train improvements south of Macarthur, including consideration of how this might support growth in Wilton.
	<b>Health and Education Precinct</b>	The Council's LSPS notes the opportunity for a health precinct and the new educational facilities in the Precinct.	The Urban Development Zone allows for future health and education sites to be developed within the Wilton Town Centre. An Education site has identified and will be dedicated to Schools Infrastructure NSW at an early stage of development of the Precinct. The Ministry of Health and Local Health District are

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			working closely with the Department of Planning to inform the planning of future health and medical services.
	<b>Affordable Housing</b>	Affordable housing is raised in both W5 of the Western City District Plan and forms part of Planning Priorities 4 and 5 of the Council's LSPS.	Affordable housing delivery can be addressed in the Wilton Growth Area DCP.
<b>Transport for NSW (TfNSW)</b>	<b>Land Use/ Networks &amp; Developments / Greater Sydney</b>	TfNSW previously provided a submission to DPIE on 14 August 2020 in response to the Draft Wilton Town Centre Precinct Package. The submission lists the view of TfNSW on the infrastructure priorities needed to support the anticipated growth, and funding requirements.	The Department facilitated a post exhibition consultation with TfNSW in regard to the wider Wilton Growth Area issues and implications for Wilton Town Centre Precinct. Key issues to be reviewed with TfNSW included: <ul style="list-style-type: none"> <li>• Road infrastructure and funding priorities</li> <li>• Picton Road widening to be provided in accordance with TfNSW requirements</li> <li>• Implications of Picton Bypass Options report dated December 2020</li> </ul> TfNSW issues have been considered in the Finalisation Report.
	<b>Regional Planning – Southern (Projects)</b>	Picton Road / Hume interchange project design planning requires an increase to the area zoned as SP2 in order to allow for an alternative upgrade options.	The increased area of land required for Picton – Hume Highway interchange upgrade and the widening of Picton Road west to six lanes has been incorporated into the SP2 zoned area as part of the final zoning plan.
	<b>Sydney Network Planning</b>	Wilton Growth Area to be "no additional cost to government".	The potential Regional Infrastructure Contribution (or the draft SIC) would be utilised to generate funding for State infrastructure, with delivery enhanced by a VPA.
		The allocation of costs associated with VPA and SIC funds is different to what TfNSW originally proposed. Further discussion with TfNSW and agreement is required in this regard.	The exhibited Infrastructure Schedule with associated funding mechanisms and prioritisation was developed over a period of year alongside the wider-precinct planning. The Department notes that the planning for transport infrastructure in the broader Wilton area is being revisited by TfNSW. Wilton Town Centre Precinct funding is being resolved through the DPIE Infrastructure and Place Team.

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	<b>Network Development</b>	Cycleway connections across Hume Motorway.	Wilton 2040 includes an overpass of the Hume Motorway for pedestrians, cyclists and local traffic to access the Wilton Town Centre from the east. Detailed planning for this connection will be undertaken by TfNSW and the Department.
<b>Heritage NSW</b>	<b>Heritage Item</b>	No existing Local or State listed heritage items located in the Wilton Town Centre Precinct. Potential new local heritage item, habitation rock shelter 'WJ-RS-03', which has both Aboriginal and non-Aboriginal cultural values.	Items of Aboriginal heritage significance have been identified in the Wilton Town Centre precinct, located in areas to be zoned E2Z. The Wilton Town Centre SEPP amendment will include the mandatory Heritage conservation clause ensuring the proper care, preservation and protection of Aboriginal and non-Aboriginal cultural values.
<b>Water NSW</b>	<b>WaterNSW</b>	WaterNSW's has no comment on the proposed SEPP amendment for the Wilton Town Centre Precinct.	Noted.
<b>Sydney Water</b>	<b>Water Supply</b>	Submission received from Sydney Water. Q&A Response for Webinar prepared.	The Wilton New Town Sub-Regional Plan was finalised in March 2019. Water supply infrastructure through Sydney Water will be delivered over three stages to allow for efficient and prudent delivery of infrastructure in line with expected growth. This matter is further discussed in detail in the Finalisation Report.
<b>NSW Education Schools Infrastructure</b>	<b>Future School</b>	Potential future educational site subject to future population and development trends and future educational requirements within the Wilton Town Centre Precinct.	Under the UDZ zoning of the land, educational establishments are permissible with development consent. An educational establishment by statutory definition includes all future potential educational uses (ie. schools, TAFE, universities etc.) Stage 1 of the development precinct within the Wilton Town Centre will see the transfer of a 6.5ha site for a future educational establishment to Schools Infrastructure NSW.
	<b>Shared Use of Adjoining Open Space</b>	SINSW would seek to explore and implement joint and shared-use opportunities between the school and surrounding community.	The shared use of open space with the school is a design element of the town centre and will be subject to future neighbourhood planning phase and development application for school and playing field.

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<b>Ports NSW</b>	<b>Conflict of Land Use – Future Freight Rail</b>	<p>NSW Ports supports the identification of the Maldon Dombarton Freight Rail Corridor on the draft Wilton Town Centre Precinct Structure Plan and SP2 zoning under the SEPP Amendment.</p> <p>Future development adjoining the future freight rail line must be constructed to a standard to withstand rail noise and vibration impacts of future rail corridors.</p>	<p>The Maldon-Dombarton Freight Corridor needs to be maintained for future significant state infrastructure. Planning within both the North Wilton Precinct and Wilton Town Centre Precinct has been undertaken to maintain appropriate separation and buffer areas of future development from this corridor.</p> <p>The State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP) applies to all development on land which is immediately adjacent to a railway corridor. The consent authority is required to take into consideration any comments provided by the relevant rail authority and may ask for design changes or impose conditions on any development consent granted including issues relating to rail noise and vibration.</p>
<b>Fisheries NSW</b>	<b>Fish Habitat</b>	Maintaining and mapping of key fish habitat. Controls and management of threatened species and water quality.	The Department acknowledges the importance of managing key fish habitat (KFH). The buffers of E2Z land within the Wilton Town Centre Precinct are well beyond the KFH area mapped areas. The provisions of the Wilton Growth Area DCP include threatened species setbacks and water quality requirements.
<b>NSW EPA</b>	<b>Contaminated Land</b>	Previous advice from EPA included reference to SEPP 65 issue. Interim Site Audit required.	DPIE facilitated a post exhibition consultation with the proponent and NSW EPA. The proponent is to provide interim audit advice, prepared by an accredited Site Auditor, commenting on the nature and extent of the contamination and what further works are required, at the Neighbourhood Plan stage and DA stage.
	<b>Air Quality Noise Water Quality &amp; Management Recovery Management Coal Seam Gas Infrastructure</b>	EPA refers to previous review and correspondence provides on studies and includes suggested provisions to help inform the development of the area wide Draft Development Control Plan (DCP).	NSW EPA matters have been reviewed and included in the Wilton Growth Area DCP.
<b>Subsidence Advisory NSW</b>	<b>Conflict of Land Use – Existing Mine lease</b>	Wilton Town Centre is within a declared mine subsidence district. SA NSW does not support subdivision of land or large	The Precinct landowner has reached agreement with mining company, South32, to relinquish mining leases when the area is rezoned. The SEPP amendment for the precinct includes a clause

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		scale intensive surface development where future mining is planned. Further consultation with lease holder required.	that states that development consent must not be granted to carrying out development in the Urban Development Zone unless the consent authority is satisfied that there is no mining lease (within the meaning of the Mining Act 1992) over the land.
<b>SOUTH32</b>	<b>Coal mining lease Conflict of land use</b>	A Deed of Agreement is in place between South 32 (IMC) and a Developer in relation to the Wilton Town Centre in regard to relinquishing mining rights on rezoning.	South32 (IMC) does not object to rezoning of land included under the existing Deed of Agreement(see above).
<b>HIA</b>	<b>Planning approval pathway for low density residential housing</b>	HIA concerned that the Greenfield Housing Code (GFHA) will not be available for low density residential approvals and the Low Rise Housing Diversity Code (LRHDC) will not be available for medium density residential approvals.	The Greenfield Housing Code does not apply to the Urban Development Zone. The draft <i>Wilton Housing Complying Development Code</i> (based on the Wilton Growth Area DCP provisions) will be exhibited as an amendment to the Growth Centres SEPP in Q3 2021.
<b>Bradcorp Design + Planning</b>	<b>Precinct Road networks</b>	Connectivity with the strategic Road network from the North Wilton Precinct.	The strategic road network includes a North-South arterial road connection between North Wilton and the Wilton Town Centre Precincts. The Wilton Town Centre Precinct Structure Plan provides for this North-South arterial.
		Review final road alignments.	Noted. Similar to North Wilton Structure Plan the precise road alignments in the structure plan are indicative and subject to detail design at Neighbourhood Plan stage. Any road network changes in Structure Plan with an interface with North Wilton will require corresponding and agreed road network change in North Wilton.
	<b>Riparian Corridors</b>	Remove the 'creek' identified for retention at the northern boundary of the Town Centre Precinct	The North Wilton submission included a Riparian Corridor assessment and Watercourse Assessment undertaken by J.Wyndham Prince and correspondence from WaterNSW noting the agreed removal of low significance watercourses in North Wilton Precinct. The review by the CPCP team recommended removal of this area.



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	<b>Retail Centres Policy</b>	Introduce a control that enables the out of centre retail activity to be increased as the Town Centre Retail Hub approaches GFA capacity.	There are no changes proposed to the retail floorspace configuration of centres within the Wilton Growth Area. Any change to the retail hierarchy as proposed would require an amendment to the <i>Growth Centres SEPP</i> (Appendix 15) and <i>Wilton 2040</i> . This change would need to be supported by the Department and would require exhibition of an amendment to the <i>Growth Centres SEPP</i> and the <i>Wilton GA DCP</i> .
	<b>Neighbourhood Plan timeframes</b>	Timeframes for the consideration and finalisation of Neighbourhood Plan and Urban Design Concept Plan.	Wilton Growth Area Neighbourhood plan timeframes are not part of Wilton Town Centre planning proposal consideration.
<b>Dalbar</b>	<b>Picton Road Widening</b>	Dalbar has previously provided concept design showing no need for road widening on both sides of Picton Road.	TfNSW road widening requirements along with SP2 zoning of Picton Road have been resolved to extent possible at this stage of the concept design.
	<b>E2 Zoning</b>	Environmental Considerations – a number of concerns have been raised in regard to the mapping of the E2 zone and implications on the delivery of development and the structure plan.	The CPCP mapping team has confirmed that E2 zones will remain largely unchanged from exhibited plans. Some minor mapping anomalies were agreed in principle with the CPCP to be removed in final CPCP maps. These matters are addressed in Finalisation Report.
	<b>Employment and Economic Development</b>	Draft Economic Development Strategy exhibited by Wollondouilly Council in June 2020. Wilton Town Centre supports economic development.	Noted.
	<b>Utilities and Servicing</b>	Sydney Water is investigating options for delivery of water and wastewater infrastructure to service the precinct.	Noted. This matter is further discussed in the Finalisation Report.
	<b>Amendments to Draft SEPP Clauses</b>	i) Protect the role of the town centre with local and neighbourhood centre GFA controls. Town Centre safe guarded from neighbouring land use precincts that may accommodate competing “out of centre” uses;	(i) Agreed. No intention to change limit proposed on centres outside the Wilton Town Centre Precinct.

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		ii) The detail for the delivery of residential GFA to be linked to retail / commercial GFA is not provided given the absence of detailed draft SEPP clauses in the exhibition material.	(ii) Noted. Clause drafted for inclusion on the Growth Centres SEPP amendment. .
	<b>Rezoning of Lot 200 in South East Wilton</b>	Lot 200 is intended in Government's vision to accommodate a road link to the town centre and the residual land is identified in Dalbar's preliminary planning to accommodate a water treatment plant.	This site is within the South Wilton precinct and should be rezoned as part of the rezoning of this precinct. Its current zoning under the Wollondilly LEP will allow for use for water treatment facilities.
	<b>Amendment to Growth Centre SEPP Map</b>	Various amendments to SEPP Maps requested.	The exhibited E2 mapping is based on draft CPCP. The amendments requested to SEPP maps by Dalbar have been considered by the Department. The CPCP mapping team has confirmed that E2 zones will remain largely unchanged from exhibited plans. Some minor mapping anomalies were agreed in principle with the CPCP to be removed in final maps. These matters are addressed in Finalisation Report.
	<b>Wilton DCP Part 7: Wilton Town Centre</b>	<b>Wilton DCP Part 7: Wilton Town Centre</b> Various amendments requested to DCP Part 7 to allow the form, function and characteristics of the town centre precinct to demonstrate contemporary urban design and environmental sustainability principles.	Noted. There will be a further final round of targeted consultation with Wilton GA proponents on the revised provisions of the Wilton Growth Area DCP chapters (including Part 7) before the DCP is adopted.
	<b>Wilton DCP Part 6: Employment</b>	<b>8. Wilton DCP Part 6: Employment</b> Various amendments requested to DCP Part 6 to allow the form, function and characteristics of the town centre precinct to demonstrate contemporary urban design and environmental sustainability principles.	Noted. There will be a further final round of targeted consultation with Wilton GA proponents on the revised provisions of the Wilton Growth Area DCP chapters (including Part 6) before these chapters of the DCP are adopted.
<b>LFA (Pacific)</b>	<b>Road alignment with West Wilton Precinct</b>	Alignment of the connecting roads between the West Wilton Precinct and the	Noted. The proponent's Rezoning Proposal document was exhibited as background information. The Precinct Structure Plan

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<b>West Wilton Owners Group</b>	<b>Retail in West Wilton</b>	Wilton Town Centre shown on the Structure Plan and the Rezoning Proposal prepared on behalf of the proponent.	shows the correct alignment connecting roads between West Wilton and Wilton Town Centre and will be subject to detailed planning in neighbourhood planning stage.
		Consideration for future Local Centre in the West Wilton Precinct.	Retail planning for West Wilton Precinct not under consideration as part of this planning proposal.
<b>Wilton Action Group</b>	<b>Mining – Conflict with UDZ</b>	Extinguishing mining rights now in this area applies pressure to progress mining under the Catchment Special Areas, which will cause further economic and environmental losses over the long term.	The urban development of the Wilton Town Centre is consistent with the adopted Wilton 2040 strategic plan. Mining rights will be extinguished as part of Deed of Agreement for rezoning process as outlined in Discussion Paper and confirmed by South32.
	<b>Sewerage/Wastewater management</b>	Multiple sewerage treatment package plants being constructed by several developers including the Wilton Town centre as an interim measure in the area which will increase the environmental footprint and impact across the shire.	The wastewater and sewerage treatment plant process is consistent with other precincts in Wilton. Supported by Sydney Water as part of its short and long term servicing strategy for the Wilton Growth Area.
	<b>Integrated Water Management</b>	Wollondilly Council has now adopted an Integrated Water Management Strategy, as of their 15 December 2020 Council meeting. Developers are now on notice that the expectation is that an integrated water management system is provided.	Wilton Growth Area DCP contains detailed provisions on water cycle management.
	<b>Lot 200 Rezoning</b>	Additional parcel of land included in rezoning (Exhibition discussion paper 1.5 Rezoning of Lot 200 DP1195273 within the South East Wilton precinct). It is not acceptable to add an additional parcel of land into this rezoning for the developers benefit.	Rezoning of Lot 200 not proceeding ahead of South Wilton Precinct rezoning.

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	<b>North Wilton Precinct amendments</b>	It is unknown how agreement for this will be reached, or what cost implications or legal battles may arise.	No amendments are proposed to the North Wilton Precinct SEPP.
	<b>Public Transport/Train</b>	Infrastructure identification is inadequate; there is no mention of Douglas Park railway station upgrade and new car parking station to accommodate population increase.	TforNSW is assessing future public transport for the Wilton Growth Area, and the connection to the rail network.
	<b>Contamination</b>	What is the full extent of the contamination? It is premature to rezone with unknowns such as this.	NSW EPA requirements have been considered. The rezoning is also supported by contamination studies.
	<b>Bushfire Evacuation</b>	What are the outcomes and measures incorporated into the development to address the findings ie Evacuation study results and recommendations?	Bushfire Risk has been reviewed for the Wilton Growth Area and RFS has been consulted. An evacuation study is not required for the Wilton Town Centres Precinct as it is a lower risk area.
	<b>Employment</b>	Employment outcomes will be negatively impacted if a full range of services normally available in city centres is not present.	The Wilton Town Centre core is envisaged to provide a full range of services.
	<b>School Infrastructure</b>	Land should be reserved for future public school needs / population growth of the shire, particularly public high school facilities which require more land.	Early development of the Precinct will include the transfer of a 6.5-hectare site for a public school to Schools Infrastructure NSW.
	<b>Mining</b>	How is the government going to make up for the loss in revenue from the extinguishing of compensation payments made to the Coal industry for long wall mining extraction through the relinquishment of mining underneath.	Mining rights will be extinguished as part of rezoning process as outlined in Discussion Paper and confirmed by South32.

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	<b>Infrastructure Funding</b>	The whole Wilton New Town masterplan proposal as put before WSC was "at no cost to government"?	Proponent funding of State infrastructure will be through a combination of Voluntary Planning Agreements and either a Regional Infrastructure Contribution or Special Infrastructure Contribution.
	<b>Maldon Dombarton line</b>	Sufficient space must be allowed around the Maldon-Dombarton railway line to allow for construction of the rail line, and requirements for crossings, bridges etc should it occur. This would be in addition to the easement provisions.	The Maldon-Dombarton Freight Corridor will be retained in the long-term. Planning within both the North Wilton Precinct and Wilton Town Centre Precinct has been undertaken to provide for appropriate crossings of the corridor.
	<b>Mixed Use Development</b>	The DCP amendment outlines that Mixed Use Developments are "concentrated in areas around public transport centres". Where is the Wilton train station? Where is the public transport centre that is supposed to go with this zoning?	Future local and regional bus routes will connect through a Bus Transportation Hub in the Town Centre Core.
<b>Linda Franzman</b> Wilton 2571	<b>Educational infrastructure</b>	Public High School at Wilton should be planned and delivered. \$100 M investment at Picton High was a waste and should have been spent at Wilton.	Early development precinct within the Wilton town Centre will see the transfer of a 6.5 ha site for a future educational establishment to Schools Infrastructure NSW.
	<b>Wollondilly E2 zoning</b>	NSW Planning evasive in zoning changes, very little public information distributed locally. Recent planning proposal to rezone RU1 land to E2 in Wollondilly – unreasonable impact on small landholders, theft of property rights.	E2 zoning within the Wilton Town Centre Precinct has been guided by biodiversity considerations for the CPCP Team. Wider E2 zoning provisions affecting small landholders in Wollondilly are not the subject of this rezoning.
	<b>Transport and Roads infrastructure</b>	Wilton un-serviced by school buses and public transport. Road infrastructure will not handle traffic generation. Maldon-Dombarton rail line must be completed before Wilton Town Centre.	Traffic, public transport and rail issues are further discussed in the Finalisation Report

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<b>Name Withheld</b> Tahmoor 2573	<b>Tahmoor</b>	Tahmoor located on a train line, more accessible, schools and better facilities for over 55's. Development of Tahmoor as an alternative to Wilton.	The Wilton Town Centre has been strategically planned in accordance with the adopted Wilton 2040 which provides the overarching strategic planning framework for the Wilton Growth Area. Future development of Tahmoor is a separate planning exercise and will be in accordance with Council's Local Strategic Planning Statement.
<b>Name Withheld</b> Wilton 2571	<b>Public Transport and Roads infrastructure</b>	<ul style="list-style-type: none"> <li>Traffic congestion and transport links a major issue. Imperative that Wilton Growth Area is connected via electric rail service. Only proposed public transport for 15,000 new homes is a bus link.</li> <li>Connection to Western Sydney Airport.</li> </ul>	Traffic, public transport and rail issues are further discussed in the Finalisation Report. Future connection to the Western Sydney Airport is a wider strategic infrastructure issue being addressed by TfNSW.
<b>Name Withheld</b> Picton 2571	<b>Public Hospital</b>	Closest hospital is over half an hour away. Emergency waiting times in existing hospitals are abysmal.	The Wilton Town Centre will be supported by appropriate health and medical services. The Ministry of Health and Local health District are working closely with the Department of Planning to determine the details of any future services.
<b>Name Withheld</b> Picton 2571	<b>Wollondilly E2 Zoning</b>	Object to zoning. Unfair that large developers benefit from rezoning while small rural landholdings are proposed to be rezoned to E2. My property is being made worthless from proposed E2 rezoning.	E2 zoning within the Wilton Town Centre Precinct has been guided by biodiversity considerations for the CPCP Team. Wider E2 zoning provisions affecting small landholders in Wollondilly are not the subject of this rezoning.
<b>Name Withheld</b> Wilton 2571	<b>Wollondilly E2 Zoning</b>	Penalises small landowners by rezoning our land for E2. Devalues our land making it worthless while big developers are allowed to destroy native land. Seeking compensation for my property.	E2 zoning within the Wilton Town Centre Precinct has been guided by biodiversity considerations for the CPCP Team. Wider E2 zoning provisions affecting small landholders in Wollondilly are not the subject of this rezoning.
<b>Emma Whipps</b>	<b>Overpopulation and Overcrowding</b>	Doesn't want Wilton becoming like Jordan Springs – overcrowded and overpopulated	Wilton has been strategically planned with dwelling caps implemented in accordance with the overarching adopted strategic plan Wilton 2040. Densities have been considered in light of

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Bingarra Gorge		– traffic problems already travelling between Sydney and Wilton.	planned infrastructure provision and planned local character and environment.
<b>Doug McIntyre</b> Crookwell	<b>Local Context Visuals</b>	Architectural visuals could be anywhere in Sydney, cookie cutter suburb. Local design context showing surrounding hilltops for main axis points and focal points.	Visual provided an indicative concept for future urban development. Further detail on built form context will be developed during neighbourhood planning through the Wilton Growth Area DCP.
<b>Name Withheld</b> Wilton 2571	<b>New School and Road Infrastructure</b>	Desperate need for new public high school – existing Camden and Picton at capacity. Picton bypass need to be done and Picton Road requires upgrading now.	Early development precinct within the Wilton town Centre will see the transfer of a 6.5 ha site for a future educational establishment to Schools Infrastructure NSW. Options for the Picton Bypass have been considered by TfNSW and further consultation on alignment will be undertaken.
<b>Michael Dobson</b> Wilton 2571	<b>Road Infrastructure Water Supply Medical Facility Koala Habitat</b>	More holistic view of whole of Wilton required. 80-90% of people will be employed outside of Wilton – Narellan Road and Campbelltown Road exits from Hume Highway need upgrading. Local dams were close to empty after last drought, water supply for additional housing needs to be reviewed and need to guarantee drinking water supply for additional population. Medical treatment needs to be acceptable for a new town. Hospital needs to be provided to meet the development needs. Development should be halved to be well away from environmentally significant Koala population.	TfNSW and the Department have undertaken strategic review of the whole of the Wilton Growth area within the Wollondilly context. Staged planned road and intersection upgrades will be undertaken. Water supply issues have been addressed in close consultation with Sydney Water.  While development of a public hospital is not supported by current planning projections, the town centre will be supported by appropriate health and medical services. Koala habitats have been considered by the CPCP team in mapping for the town centre.
<b>Peter Zipkis</b> Kirribilli	<b>Rail infrastructure</b>	Great location and great environment for new town. Needs a railway station to provide proper rail and speed rail connection to Canberra/Southern Highlands/Melbourne.	Future rail considerations are addressed in the Finalisation Report.

NAME	ISSUE	SUMMARY	DPIE RESPONSE
<p><b>Name</b> <b>Withheld</b> Woodbine 2560</p>	<p><b>Infrastructure</b> <b>Koala Habitat</b></p>	<p>Infrastructure for roads, schools, health services. Roads to and from Wilton are already congested. Development impacts on koala protection and flora and fauna.</p>	<p>TfNSW has undertaken strategic review of the whole of the Wilton Growth area and South Wollondilly. Staged planned road and intersection upgrades will be undertaken</p> <p>Biodiversity and environmental corridors for koala habitat have been considered by the Cumberland Plain Conservation Plan (CPCP) team in mapping for the town centre and wider environmental lands of the Wilton Growth Area.</p>
<p><b>Cita Murphy</b> Thirlmere 2572</p>	<p><b>Building Height</b> <b>Koala habitat</b> <b>Land Uses</b> <b>Road access</b> <b>Bushfire</b></p>	<p>Building height should be same as in Wollondilly. We don't want the door open to overdevelopment/ high rise. The Underbridge that goes under Picton Road near Wilton needs to be protected from development and strictly be a Koala/ Wildlife Corridor . Minimum width 450metres. Wilton needs a Cemetery that will cope with its population now and into the future. Other Towns don't have the space. Botanic Garden. This is something that would be a positive thing for Wilton. Health &amp; Emergency Services. Spend is very poor. Roads make sure that a Fire Truck, Garbage Truck, Emergency Services can travel down them easily. Must have more than one way in/ out. No dwellings in high risk fire areas.</p>	<p>Building heights will reflect to strategic role of the new town centre for the Wilton Growth Area.</p> <p>Potential Koala corridors have been considered in the mapping undertaken by the CPCP team</p> <p>Future cemetery issues are being considered as part of the wider metropolitan strategic planning for Sydney.</p> <p>A Botanic Garden is not planned for the Wilton Town Centre precinct. Regional and local open space areas are accommodated in planning for the Wilton Growth Area.</p> <p>Road designs have considered service access arrangements. Emergency bushfire access is also a matter that has been considered in consultation with the RFS.</p> <p>Dwellings will need to be designed in accordance with APZ and bushfire planning guidelines prepared by the RFS. These matters are also addressed in the wider planning controls under the Wilton Growth Area DCP.</p>