

## Overview of Wilton Town Centre Precinct

This Technical Background Paper was prepared to support exhibition of Wilton Town Centre Precinct Rezoning Package (IRF20/2371). It has been updated to form the strategic assessment of the proposed Wilton Town Centre Precinct rezoning (IRF21/1736).

This Paper provides further detail on key issues and related projects, including the following:

- Precinct dwelling cap and residential density bands
- Hierarchy of centres and cap on retail floorspace in the Wilton Town Centre
- Co-existence of mining and urban development
- Contaminated land
- Employment land
- Affordable housing delivery
- Voluntary Planning Agreement (VPA)
- Draft Wilton Special Infrastructure Contributions (SIC) framework
- Section 7.11 Local Contributions Plan (Section 7.11 Plan)
- Precinct servicing
- Fast Rail

## The Precinct has a dwelling cap and prescribes residential density bands

*Wilton 2040* sets out the strategic intent across the Wilton Growth Area and includes dwelling capacity limits (dwelling caps) for each of the six precincts, to ensure that infrastructure provision is aligned to development across the Growth Area. The dwelling cap identified for the Wilton Town Centre Precinct (the Precinct) is 1,600 new dwellings. The dwelling cap will be a mandatory limit applied to the Precinct in the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Growth Centres SEPP).

Specific dwelling density ranges are also proposed to be applied to residential lands within the Precinct, to ensure that dwelling numbers are balanced with transport and social infrastructure provisions.

Two density bands are proposed to be applied to residential land within the Precinct. The low density residential areas will permit 15 to 25 dwellings per hectare (minimum to maximum), with these areas primarily consisting of single detached dwellings and dual occupancies. The medium density residential areas will permit 25 to 45 dwellings per hectare (minimum to maximum) and will consist of multi-dwellings, including townhouses and low-rise apartments.

Attached housing forms will be permitted in both residential density bands. This will provide opportunities for limited small lot housing in high amenity areas, to support more compact housing forms and increase housing choice.

Flexibility exists within the Wilton Town Centre for dwellings to be delivered as supporting uses to the primarily retail and commercial core (the 'Major Town Centre' in the draft Precinct Structure Plan). Residential dwellings in the core of the Wilton Town Centre are anticipated to take the form of shop top housing and mixed use residential flat buildings (of up to approximately eight storeys). No residential density band is proposed to be applied to the Wilton Town Centre.

The approach to apply a Precinct dwelling cap and residential density ranges to low and medium density residential lands use in the Growth Centre SEPP are consistent with the provisions applied in the rezoning of the South East Wilton and North Wilton precincts.

Any increase to the 1,600 dwelling cap in the Precinct will require re-assessment of infrastructure needs and would form part of a future amendment to the Growth Centres SEPP.

## Wilton Town Centre will function as the major town centre for the Wilton Growth Area and surrounding Wollondilly

Wilton 2040 sets up the hierarchy of centres in the Wilton Growth Area. Each of the four primarily residential precincts will feature a local centre, with the Wilton Town Centre being identified as the primary centre servicing the wider growth area.

Wilton Town Centre will develop in stages. By 2046 it is anticipated to support around 50,000m<sup>2</sup> of floor space, providing a full range of retail, business and community uses. This would include:

- At least two full line supermarkets (3,000 – 4,000m<sup>2</sup>)
- A discount supermarket
- Speciality shops of around 20,000m<sup>2</sup>
- Cafes and food services
- Offices and retail services of around 9,000m<sup>2</sup>
- Education, health facilities, leisure and civic uses
- Open space

The gross retail floor area of the Wilton Major Town Centre is proposed to be capped at 50,000m<sup>2</sup>. This will align with the provision of infrastructure determined to be required to support a town centre of this size, and the urban design outcomes proposed in the draft Wilton Growth Area Development Control Plan town centre chapter.

There are also substantial areas of land in the major town centre that can be developed for commercial and other non-residential uses, that are not part of this cap.

## Co-existence of mining and urban development

Approval for underground coal mining over the next 15 to 30 years exists in some parts of the Wilton Growth Area, including within this Precinct. The Precinct is affected by potential long-wall coal mining and rezoning requires a co-existence of the mining process to be followed (mining issues in the Wilton Growth Area are addressed in Briefing Note *IRF18/3750*).

To address the co-existence of mining leases in the Precinct the proponent has reached a commercial agreement with South32 (the mining company) to relinquish its mining lease, (**Attachment Q to BN IRF21/1736**) which has been considered by the Department.

The commercial agreement will cancel the mining leases in areas to be rezoned for urban development. The rezoning of the Precinct for urban development will trigger the terms of the 'Deed of Agreement' between the proponent and South32, for the mining company to apply to cancel the mining lease over land in the Precinct.

As an added safeguard, the proposed planning controls for the Precinct (in the Growth Centres SEPP) will state that development consent must not be granted for any development within the Urban Development Zone (UDZ) unless the consent authority is satisfied that there is no mining lease over the land.

This approach is consistent with the precedent set by rezoning of the North Wilton Precinct.

## Contaminated land requirements

*State Environmental Planning Policy 55 - Remediation of Land* requires that the planning authority preparing an environmental planning instrument consider contamination and remediation of land in zoning or rezoning proposals.

The proponent commissioned a number of reports providing contamination assessments and land capability assessments for the Precinct, to inform and support the rezoning of the Precinct. This has included a specific examination of the Wilton airport site located in the precinct. This work supports the rezoning of the precinct, subject to further work to be undertaken at the Neighbourhood Plan stage or Development Application stage.

The Department has consulted with the Environment Protection Authority (EPA) on the proposed rezoning of the Precinct. The EPA has advised that the investigations provided to date on contamination issues will require the proponent to complete some additional assessment. To address this issue the EPA will require the following information at Neighbourhood Plan stage or Development Application Stage:

- interim audit advice, prepared by an accredited Site Auditor, commenting on the nature and extent of the contamination and what further works are required.
- the proponent to engage an NSW EPA-accredited Site Auditor throughout the duration of works to ensure that any work required in relation to contamination is appropriately managed.
- Before commencing use of land for the proposed use, a Site Audit Statement be prepared by an accredited Site Auditor, certifying suitability of the land. The Site Audit

Statement must be submitted to the Department, to provide the Department increased certainty on the appropriateness of the land for the proposed use.

## Approach to ‘Employment land’ in the south eastern sector of the Precinct

The proponent initially sought a residential land use in the south east of the Precinct, instead of employment-generating land uses identified by the Department, on the basis that the Core of the Wilton Town Centre will provide an estimated total of 4,670 ongoing jobs.

To address the suitability of the proponent’s initial proposal the Department commissioned Urbis to review potential impacts on job generation, the feasibility of employment-generating land uses, and the potential amenity issues associated with isolated residential use adjoining major infrastructure such as the Motorway, Picton Road and the major Wilton Motorway Interchange.

The assessment by Urbis confirmed that the south east of the Precinct is a suitable location for employment-generating land uses, including a bulky goods area (of 8 to 10 hectares). This approach is supported by Council, with the ‘Employment land’ identified in the draft Precinct Structure Plan included in the Wollondilly Employment Land Strategy, under preparation by Council.

Following the Urbis assessment, the proponent has agreed to the inclusion of employment-generating land uses in the south east of the Precinct, adjoining the Wilton Motorway Interchange.

## Affordable housing delivery

Planning for the Precinct supports housing choice and affordable housing by providing for a range of residential lot sizes and typologies across the Precinct as noted above.

The NSW Government’s District Plans propose that affordable rental housing be provided in all parts of Sydney. The Department will continue to work with Council and the proponent to identify how this will be applied in practice. It is anticipated that affordable housing will be pursued further through the Wilton Growth Area Development Control Plan as part of the neighbourhood planning process.

## Voluntary Planning Agreement (VPA)

In the absence of a finalised state or regional infrastructure contribution, the proponent will enter into a voluntary planning agreement to contribute to the provision of designated State public infrastructure required to deliver the development of the precinct.

The rezoning of the precinct will include a deferred commencement date of 31 March 2022 to allow time for a Voluntary Planning Agreement (VPA) with the proponent to be agreed, exhibited and executed.

## Draft Wilton Special Infrastructure Contributions (SIC) framework

The draft Wilton Special Infrastructure Contribution (SIC) was prepared to support the Wilton Growth Area and help fund the delivery of critical state and regional infrastructure. The plan

was exhibited from 28 September to 9 November 2018 with a contribution rate of \$59,274 per dwelling.

Up to \$771 million in developer contributions is expected to be raised through the proposed SIC to fund:

- Roads, intersections, bridges and cycleway improvements – \$655 million
- Biodiversity conservation and regional open space – \$65 million
- Education – \$31 million
- Bus infrastructure – \$5 million
- Health facilities – \$0.75 million
- Emergency services – \$0.63 million
- Planning and delivery – \$14 million

The draft SIC is being reviewed to address submissions received during exhibition and align with government's priorities, new approach to precincts and planning and infrastructure reforms.

However, under the proposed Regional Infrastructure Contribution (RIC), it is unlikely that the draft Wilton SIC will be made. The RIC and a VPA for the Precinct will provide the framework for contributions for State infrastructure offered by the proponent as part of the Wilton Junction Landowners' "no cost to government" proposal in 2015.

## Section 7.11 Local Contributions Plan (Section 7.11 Plan)

Local infrastructure will be predominantly funded through Section 7.11 contributions. The Wollondilly Shire Council recently adopted the *Wollondilly Contributions Plan - July 2020* which includes provisions for the Wilton Growth Area.

The plan authorises Council or an accredited certifier to impose conditions on Development Applications (DA) or Complying Development Certificates (CDCs) requiring Section 7.11 contributions from development in accordance with the rates in the plan. The plan was adopted at the 19 May 2020 Ordinary Council meeting and came into force on 1 July 2020. Funding from these contributions will be used for essential infrastructure such as local roads, drainage infrastructure, open space and land for community uses.

## Servicing for the Precinct

### Water and Wastewater

Sydney Water has prepared a strategic assessment for the Wilton Growth Area and has completed an options analysis for water, recycled water, stormwater and wastewater provision that includes opportunities for Integrated Water Management. The Precinct will be initially serviced by a temporary package treatment plant.

Council is the stormwater management authority for the Precinct and is developing its Integrated Water Management policy and strategy to be applied through the Wilton Growth Area DCP.

Water services will be provided through a combination of an extension to existing systems and supply from the Macarthur Water Filtration Plant. New reservoirs and trunk and distribution mains will be required.

## Recycled Water

A servicing strategy has been developed by Sydney Water for the Wilton Growth Area, including recycled water provision.

To facilitate the Sydney Water servicing strategy, the requirement for the amendment of Clause 18 (4) of the Growth Centres SEPP has been identified, to apply water recycling and conservation controls to the Wilton Growth Area. This amendment would align water recycling provisions for the Wilton Growth Area with other growth areas in the SEPP.

It is proposed that this amendment be undertaken outside the scope of this planning package to ensure the integrity of the Department's consultation process.

## Electricity

High voltage power will be provided to the Precinct from the Wilton sub-station. There is current electricity capacity across the Growth Area for an additional 4,000 lots. Upgrade works will be required by 2026 to meet housing and employment forecasts across the Growth Area.

## A preliminary investigation of fast rail routes between Sydney and Canberra is underway

The NSW Government has committed \$80 million to develop a new rail alignment between Menangle and Yerrinbool. This work will be undertaken as part of further studies into fast rail in the Southern Inland corridor, building on the work already undertaken to investigate fast rail between Sydney and Canberra. Transport for NSW (TfNSW) will engage closely with the Department and other stakeholders including Wollondilly Shire Council on these studies, including to ensure that as far as possible, they are consistent with and support local development plans.