



SOUTH WILTON PRECINCT

**CELL 1:
EMPLOYMENT SUB-PRECINCT**

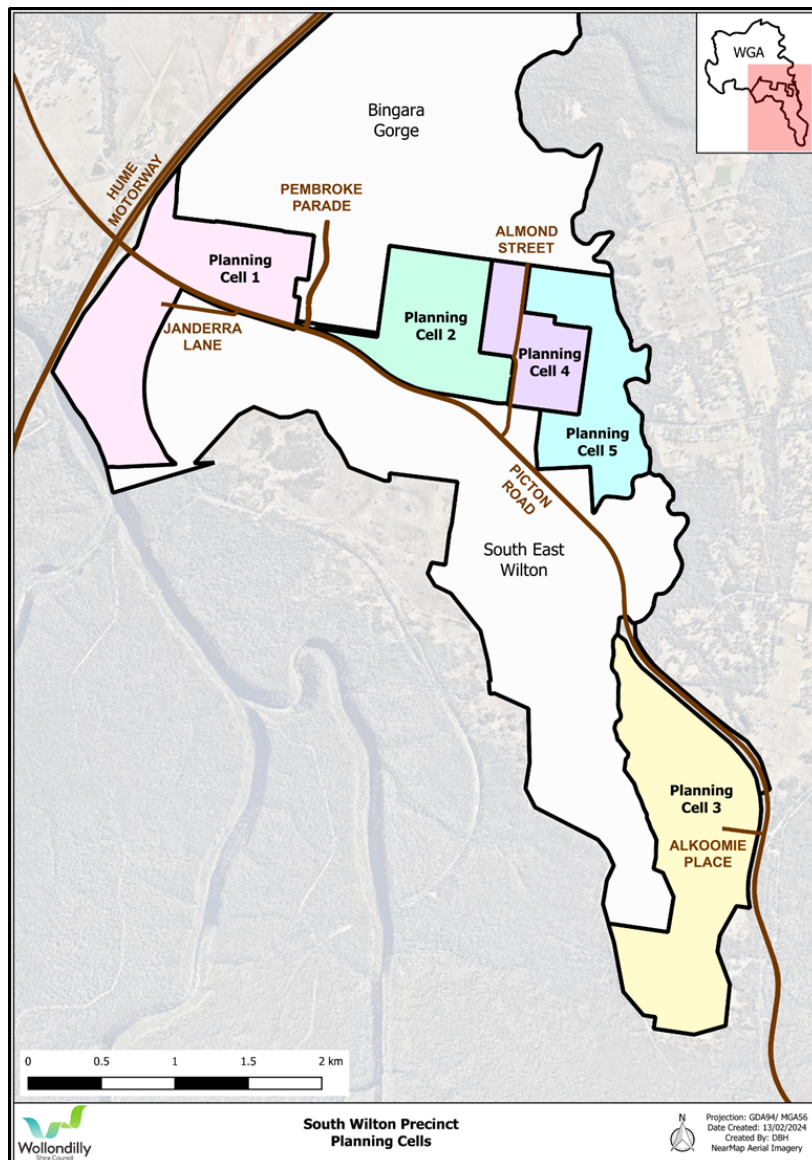
1 INTRODUCTION

Council has prepared an indicative land use plan for the South Wilton (SW) precinct. The area has been divided into five Planning Cells. This document provides guidance for any future development proposals including possible land uses, opportunities, challenges and issues that need resolution before land can transition to new urban zones and development.

South Wilton is one of the precincts in the Wilton Growth Area (WGA). It contains approximately 430 ha of land to the east of Hume Motorway/Picton Road interchange, excluding Bingara Gorge and South East Wilton Precincts.

The Hume Motorway and Picton Road interchange is the entry for the SW Precinct. Picton Road is the spine road with access points from Pembroke Parade, Almond Street, Janderra Lane, and Alkoomie Place.

This document prepared for Planning Cell 1 which is identified exclusively for employment uses.

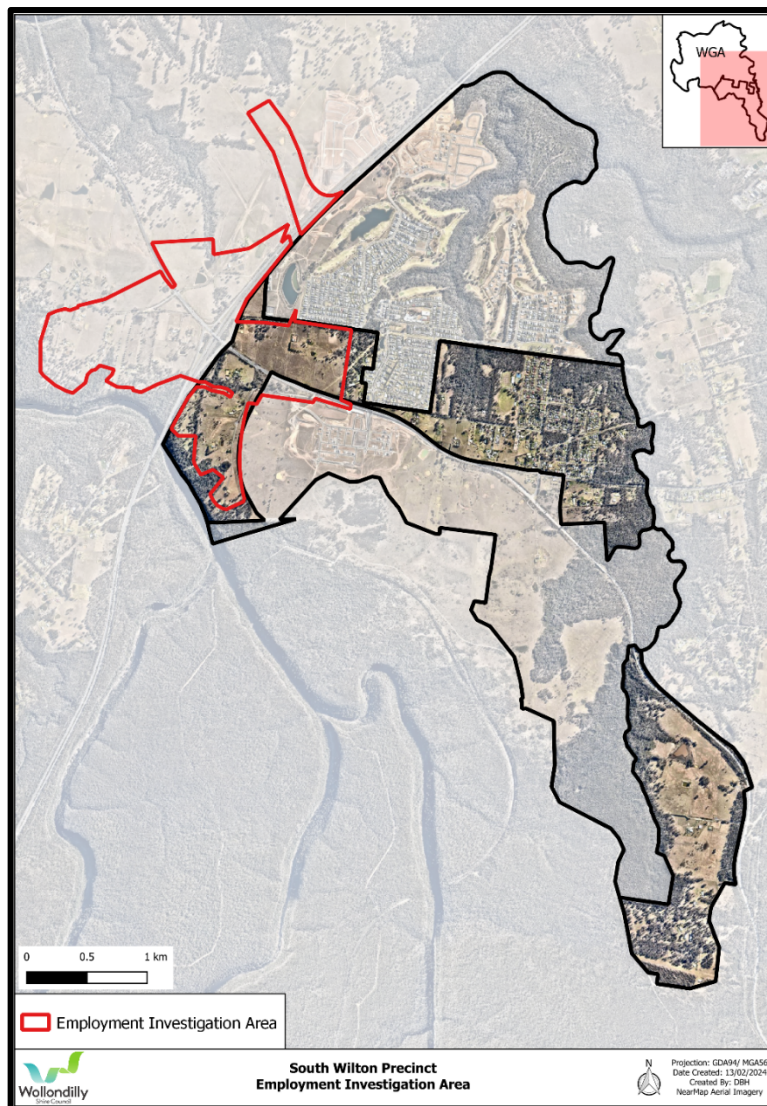


2 KEY CONSIDERATIONS

Both State and Council adopted planning documents were considered when preparing the overall Site Plan for South Wilton.

Wilton 2040 recognises the areas potential to provide jobs in industries such as freight, logistics and manufacturing. A large area around Hume Motorway/Picton Road interchange has been earmarked for future employment opportunities. (**Map** below). Approximately 100 hectares of land currently zoned as Rural, to the east of Hume Motorway is in the SW Precinct.

The image below illustrates the employment area overlaid with SW Precinct.



Wollondilly 2040, commonly known as the Local Strategic Planning Statement (LSPS) contains planning priorities that guide land use for Wollondilly. Planning Priority 4 aims to create “vibrant, healthy and sustainable communities (in our new town) in Wilton” through a holistic master planned approach. Such development will aim to achieve outstanding

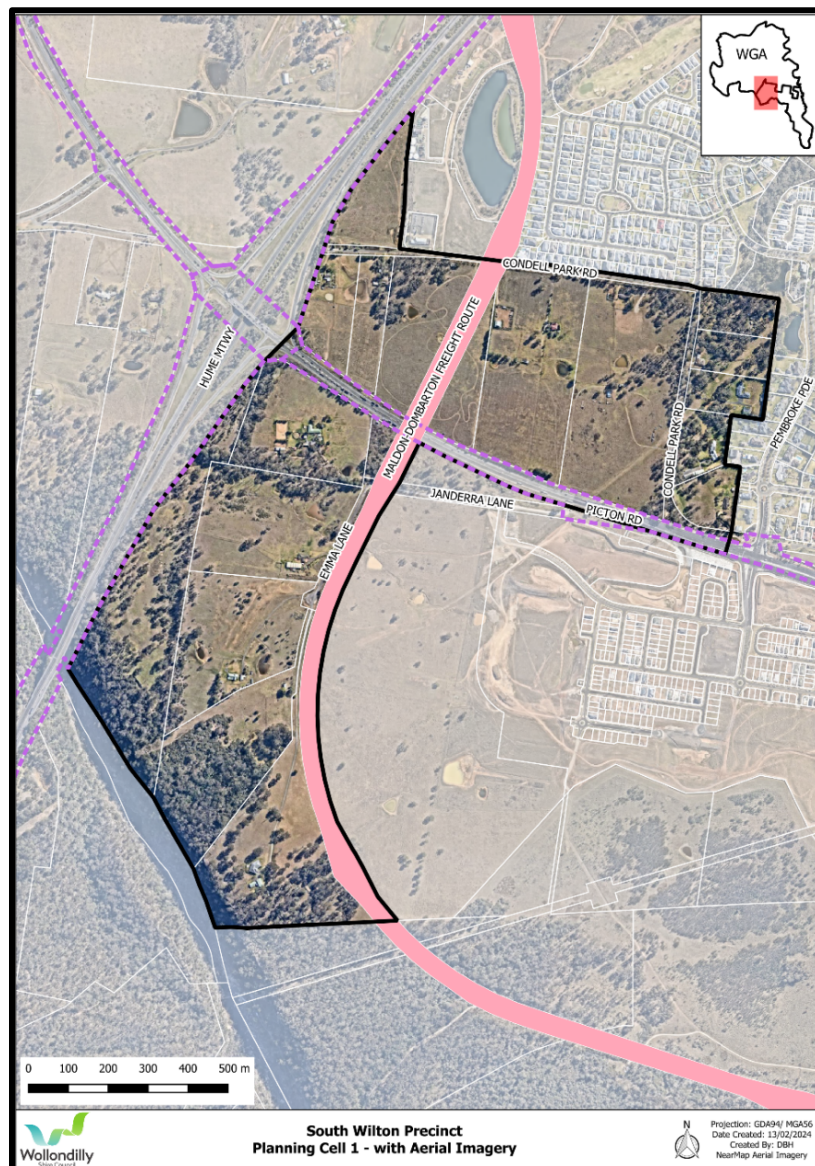
environmental outcomes while establishing with appropriate and well-timed infrastructure, facilities and services locally.

Wollondilly Employment Lands Strategy 2021 has identified that Wollondilly has a 170 to 240 hectares shortfall of employment land supply to meet the current and future job needs of Wollondilly residents.

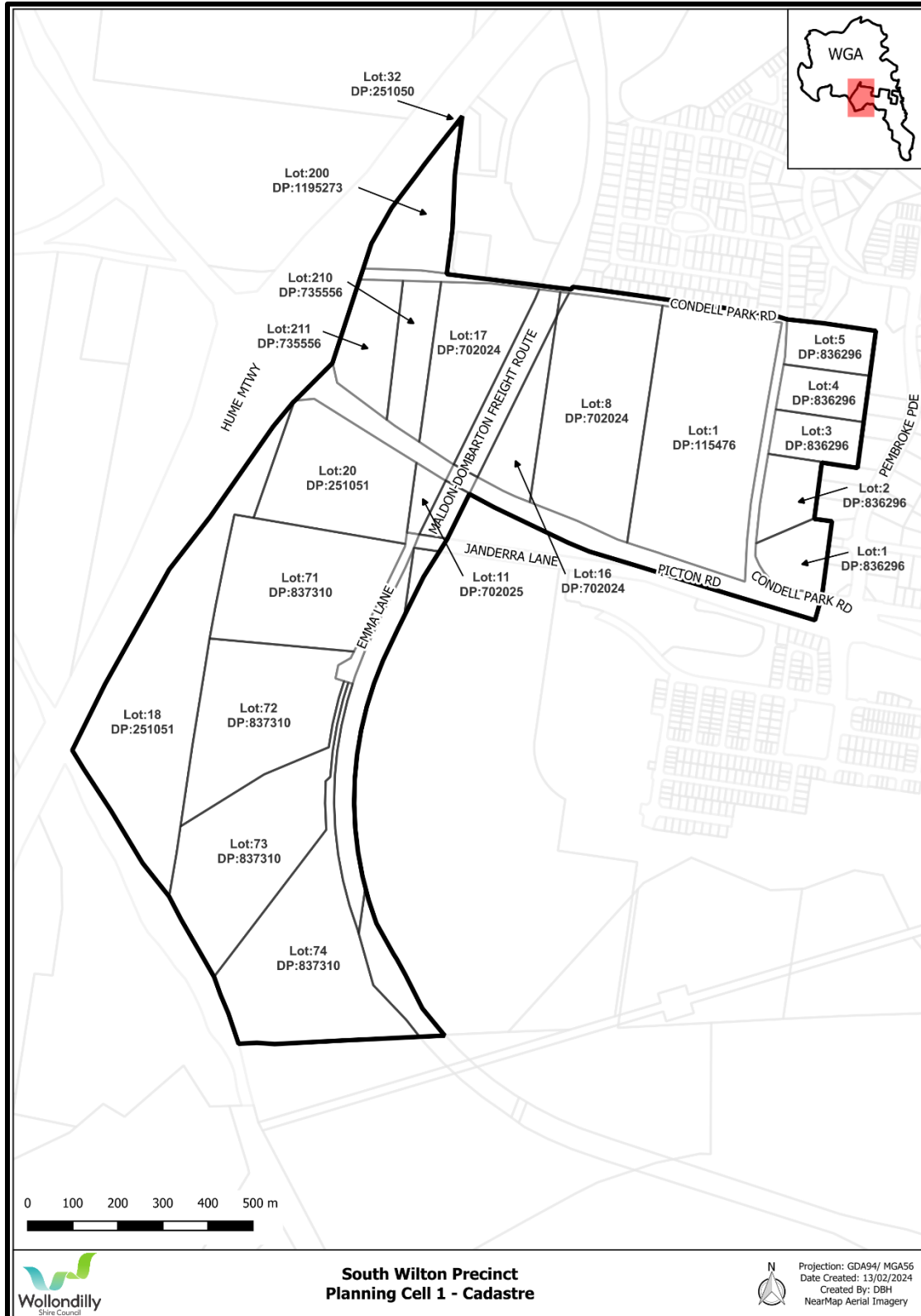
The intent of this work is to support the successful delivery of employment lands in a timely manner with guidance. Council has prioritised advocating to and collaborating with the NSW Government for establishing appropriate development in WGA.

3 PLANNING CELL 1: EMPLOYMENT SUB-PRECINCT

Planning Cell 1 is generally bounded by Hume Motorway to the West, proposed Maldon-Dombarton freight route to the East, Picton Road through the spine of the cell with access from Emma Lane, Janderra Lane and Condell Park Road (**Aerial Map** below). It contains 20 lots and has a total area of approximately 117 hectares.



A **cadastre map** of the Cell identifying Lot and Deposited Plan (DP) number of each parcel is shown below.



4 LAND USE CONSTRAINTS

Site characteristics within and outside an area can influence the extent and type of development possible. For Cell 1, these include road access, bushfire risk, koala habitat, and nominated conservation areas.

Land characteristics - The Cell's land use capability relates to various factors including soil types, slope, vegetation etc. This site has been identified as containing Class IV soils. This means that plant varieties and management need to be carefully considered. The land has low permeability which means water does not get absorbed quickly and can experience rapid runoff in creeks, these run west to east, crossing Condell Park Road. (**Photos** below)



View from Condell Park Road (east-west) towards Picton Road

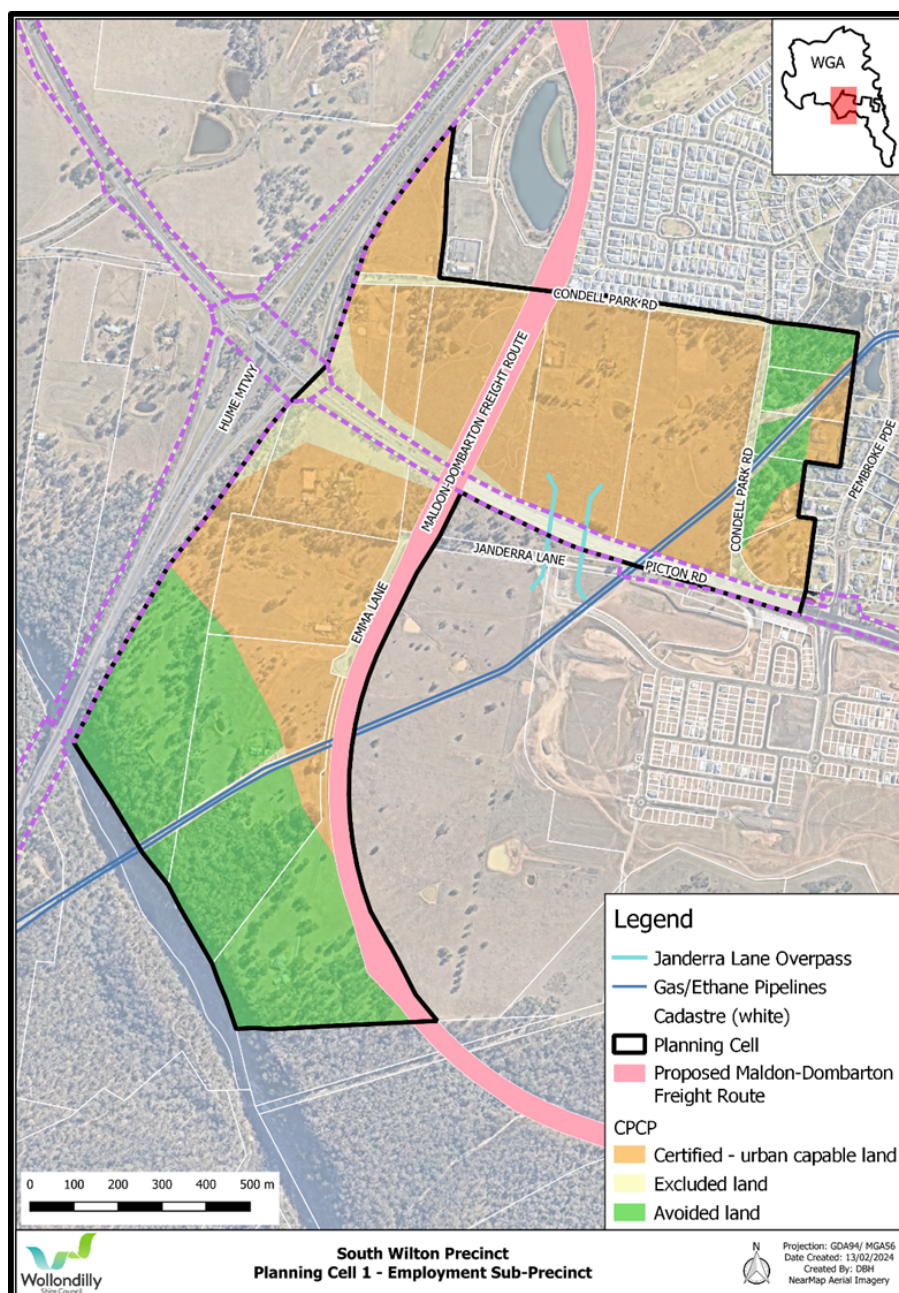


View towards west from Condell Park Road

The proposed **Maldon-Dombarton Freight Route** splits the Cell, with no free-flowing road connection with Wilton Greens and the area north of Picton Road. The crossing of the corridor and adjoining land uses will need to be compatible with and safeguard the future of the corridor.

The **Cumberland Plain Conservation Plan (CPCP)**, prepared by the Department of Planning and Environment (Department) is a State-led planning framework for the biodiversity values of the area. It provides protection to biodiversity including local koala corridor, and it has a direct impact on WGA. Some of the properties in the Cell are affected by the CPCP as “Avoided Land” land (see **Map** below). Avoided Land cannot be intensified under CPCP.

Sydney – Moomba Gas Transmission Pipeline passes through Planning Cell 1 (refer to overall Map on last page).



5 CHALLENGES

Planning Cell 1 adjoins existing residential areas in Bingara Gorge and Wilton Greens. These interfaces will need to be carefully managed to ensure that development does not impact on people's homes.

WGA is in a declared Mine Subsidence District and some areas still have active mining leases. The removal of these needs to be clarified before development can transition.

Currently access to the northern section of the Cell is through Pembroke Parade which is also the main access road to Bingara Gorge. The southern section is accessed using Janderra Lane. There will be a need to be a link the southern part of the cell to Wilton Greens.

The proposed Maldon-Dombarton Freight Route and Janderra Lane Overpass (see map on last page) which connects Wilton Greens to the northern part of WGA, designs for both these transport links are currently not available, will have direct impacts on the movement of people and vehicles in Planning Cell 1 to the rest of WGA and wider Wollondilly.

Planning Cell 1 adjoins Hume Motorway and Picton Road, and managing traffic efficiently is an important component for its continued growth. The "Diverging Diamond Interchange" (DDI) design proposed by Transport for NSW (TfNSW) (see **Illustration** below) provides much needed upgrade to the intersection seeking to improve safety, reliability and efficiency in travel.



Diverging Diamond Interchange design by TfNSW

[source: <https://www.transport.nsw.gov.au/projects/current-projects/picton-road-and-m31-hume-motorway-picton-road-upgrade>]

The look and feel of developments, particularly buildings in an employment zoned land is noticeably different when compared to residential development. Increases in movements of people and vehicles can be frequent and noisy. This can have negative impacts on the peace and quietness of a residential neighbourhood. Managing these issues efficiently is important when employment generating buildings and uses are established adjacent to residential areas.

6 OPPORTUNITIES

Planning Cell 1 has been identified for providing diverse employment opportunities to the Shire. A mix of commercial and light industrial activities are options to be considered in greater detail, noting the need for jobs in Wilton.

Picton Road is particularly advantageous to this area and the creation of employment opportunities in the area including manufacturing, wholesale trade, and large-format retail trade (excluding shopping centres). It can also take advantage of the Picton-Wollongong movement economy.

The Hume Highway is another locational advantage with proximity and exposure around the off-ramps at Picton Road.

7 WHAT COMES NEXT

This work has been undertaken to facilitate discussions and to present Council's expectation for the Cell, as landowners consider their options for future development of the site.

This document expresses the ideas, issues and opportunities that would need to be addressed as part of rezoning. The first step in a rezoning or planning proposal is preparing a scoping proposal in line with the LEP Making Guidelines prepared by the Department (<https://www.planning.nsw.gov.au/sites/default/files/2023-03/lep-making-guideline.pdf>).

Council can provide guidance on the types of studies that would be required and explain the issues in further detail. Technical studies and assessments like the ones below should be undertaken to the minimum when considering the preparation of a scoping proposal.

- Geotechnical and Contamination
- Urban Design
- Biodiversity
- Heritage
- Bushfire
- Transport and Access
- Social and Health Impact
- Social and Community Needs
- Utilities (water, wastewater, storm water)

Property owners (proponent/s) could form a group and initiate the planning proposal process to get their land rezoned. Planning proposal for a single lot would not be supported.

Council's land use policies and plans can be accessed here:

<https://www.wollondilly.nsw.gov.au/shire-projects/strategic-planning-and-land-use-policies/land-use-policies-and-plans/>

Council's fees and charges for 2023-2024 financial year can be accessed here:

<https://www.wollondilly.nsw.gov.au/assets/Wollondilly-Shire-Council-Fees-Charges-2023-24-v2.pdf>

8 DESIRED DEVELOPMENT OUTCOMES

- **Diverse employment** - A consolidated hub providing diverse employment opportunities.
- **Sustainable built-form** - A range of low-impact commercial and business activities promoting energy efficiency and supporting circular economy.
- **Enhanced amenity values** - A pleasant and visually appealing built-up area seen from adjacent arterial roads, and that respects the scale and form of surrounding development and is sympathetic to adjoining zones and entrance ways.
- **Orderly development** - An orderly development of land through staging of development and provision of appropriate infrastructure.
- **Safe access** – Well connected road network providing safe access by all modes of transport, including walking and cycling to properties and businesses.

PRECINCT PLANNING CELL 1: EMPLOYMENT SUB-PRECINCT

Location

Area generally bounded by Hume Motorway to the West, proposed Maldon Dombarton Freight Route to the East, with access from Janderra Lane, Emma Lane and Condell Park Road.

Aim

Facilitating the development of diverse, local employment opportunities.

Possible Land Uses

Manufacturing, Wholesale Trade, Light Industrial (mix) and Large-format Retail Trade (excluding Heavy Industries and Shopping Centres)

Planning Pathway

Rezoning required first, followed by the preparation of a Neighbourhood Plan (DCP Amendment), and then the Development Application.

Critical Infrastructure and Key Issues

- Hume Motorway/Picton Road Interchange and associated infrastructure works including land take for diamond interchange
- Maldon Dombarton rail line and interface
- Picton Road Upgrade – widening to six lanes
- Janderra Lane Overpass interface and location
- Access to the site to north and south of the Cell
- Sensitive interface with existing residential development
- Bushfire protection and biodiversity conservation at the interface with Upper Nepean State Conservation Area

Key Documents

- Wilton 2040
- Wollondilly 2040 (LSPS)
- Wollondilly Employment Lands Strategy 2021
- Wilton Infrastructure Brochure
- Picton Road upgrade between Nepean River and Almond Street, Wilton – Review of Environmental Factors (REF)

