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WILTON INDUSTRIAL PARK PLANNING PROPOSAL

Wilton Park Road &
Berwick Park Road, Wilton

Prepared for

ALTIS PROPERTY PARTNERS

1 June 2023

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Bruce Colman
Senior Consultant	Anthony Kong
Consultant	Taylah Brito
Project Code	P0035434
Report Number	FINAL

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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EXECUTIVE SUMMARY

This Planning Proposal has been prepared by Urbis on behalf of Altis Property Partners (Altis, **the proponent**) and seeks to amend the Wollondilly Local Environmental Plan 2011 (**WLEP 2011**) for the site referred to as the '**Wilton Industrial Park**'.

The Wilton Industrial Park comprises of nine (9) lots and is located at 10, 20, 30 Berwick Park Road and 25, 45, 55, 75, 85, 95 Wilton Park Road, Wilton. The site is currently situated within a rural setting in the Wollondilly Shire that is anchored on the junction between the Hume Motorway and Picton Road. The site forms part of the Wilton Growth Area which is earmarked to accommodate an additional 15,000 dwellings and 15,000 jobs by 2040.

The vision for Wilton Industrial Park is to create an employment precinct, within a highly accessible location at the heart of the Wilton Growth Area, which will provide additional jobs to support the planned population growth of both the Wilton and Greater Macarthur Growth Areas. Wilton Industrial Park will provide employment floorspace, to the immediate south of Wilton Town Centre, which would attract new industries and employment opportunities for the broader Wollondilly Shire.

The Wilton Industrial Park Concept Master Plan (**Master Plan**) will deliver 1,511 ongoing local jobs, 215,235m² of employment space across 12 warehouse and distribution buildings.

Figure 1 Wilton Industrial Park – Proposal Render



Source: Hatch Roberts Day

The current planning instrument for the site provides:

- A land use zone of RU2 Rural Landscape;
- A minimum lot size of 16ha;
- No maximum height of building (HOB) control; and
- No floor space ratio (FSR) control.

The intended outcome of this Planning Proposal is to amend the WLEP 2011 by:

- Amendment to the land use zoning to within the northern portion of the site to E4 General Industrial;
- Height of building control within the northern portion of the site, ranging from 16m to 20m;
- Minimum lot size control of the site to 1,500m².

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and relevant guidelines prepared by the NSW Department of Planning and Environment and also the Wollondilly Shire Council Planning Proposal Policy.

This Planning Proposal is seeking an amendment to the WLEP in accordance with the *Local Environmental Plan Making Guideline* (DPE, September 2022).

VISION STATEMENT

The Master Plan for the Industrial Park is based on the following vision statement:

“Wilton Industrial Park re-purposes an underutilised and strategically located site to become an A-class employment hub embracing its location within Wollondilly Shire. The atmosphere of the estate will be shaped by high quality architecture, a network of pedestrian and cycling connections, lush tree canopy, outdoor activity opportunities and an active public spaces that build on local character and Country identity”.

To realise the vision, the Industrial Park is supported by a series of objectives which include:

- Create a sense of place
- Resilient and sustainable development
- Active and engaging destinations
- Strengthen connectivity with the future town centre

Figure 2 Site Perspective



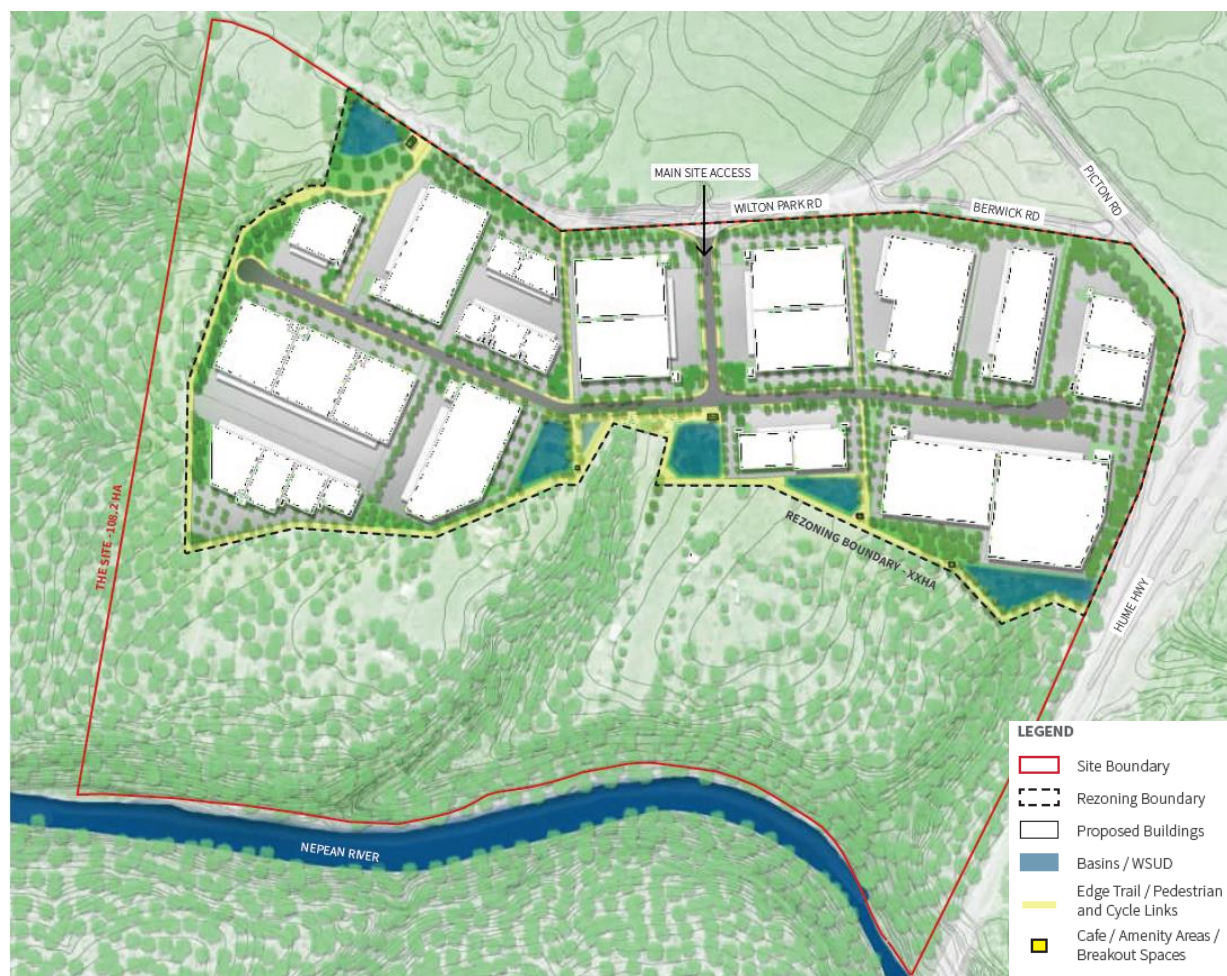
Source: Hatch

CONCEPT MASTER PLAN

The Vision Statement for the Wilton Industrial Park is supported by a Master Plan, designed by HATCH Roberts Day, which is underpinned by detailed technical investigations and the feedback received during the Walk on Country and technical review process. The Master Plan (refer **Figure 2**) has been guided by the following strategic objectives:

1. **Grow local jobs and attract investment:** The site presents an opportunity to be a catalyst employment hub, delivering employment within the Wilton Growth Area and building on investment opportunities related to the proximity of the Hume Motorway connecting the site with the Western Sydney International Airport and the Aerotropolis.
2. **Protect and enhance ecological corridors and waterways and adopt features of local bushland character:** The site presents an opportunity to become an integral element of the local community character through adopting and celebrating local bushland character, providing high quality tree canopy and protecting the natural corridors and biodiversity surrounding the site.
3. **A sustainably designed place:** Wilton Industrial Park will be targeting 6-Star Green Star sustainable credentials representing a leading industrial project within Wollondilly which enhances liveability, contributes to local economic prosperity and delivers sustainable outcomes. State of the art and innovative building design and features will encourage the development to be flexible and adaptable to a changing environment.
4. **Shape a connected urban community:** Wilton Industrial Park has the potential to complement the future Wilton Town Centre which is situated to the immediate north of the site. The provision of more jobs within West Wilton, in a location of close proximity to the Wilton Town Centre, will draw more workers into the centre and increase activation.

Figure 3 Concept Master Plan



Source: Hatch Roberts Day

SITE HISTORY (DESIGNING WITH COUNTRY)

The Wilton area is located at the intersection of the traditional lands of the Dharawal, Darug and Gundungurra linguistic groups. The traditional borders were not clearly identified to settlers however it is though that the Wilton areas sits within the northern section of Dharawal. Dharawal comprises the area from Botany Bay in the north, Campbelltown in the west, south through the Nepean, Wollondilly, Georges River and Cataract River water catchments down to the Shoalhaven River and Jervis Bay. The Dharawal people travelled between the areas now known as Campbelltown, Liverpool, Camden and Picton, and occasionally as far as Parramatta.

The study area is recognised as being within the clan group of the Wodi Wodi, who are a part of the Dharawal language group. The traditional boundary of the Wodi Wodi extends from around Stanwell Park to the Shoalhaven River, and as far inland as Picton, Moss Vale and Marulan.

Historical records detail colonial encounters with Dharawal people as peaceful, which begun around 1795. Some European settlers had close associations with them. Charles Throsby, was accompanied by Dharawal men when he explored the southern highlands area, and he was a great critic of European treatment of Aboriginal people. The Dharawal people are described as being peaceful, with no history of aggression.

History details Governor Macquarie and his wife visited the Cowpastures in 1810 and were welcomed by “*two or three small parties of the Cow pasture natives*” with “*an extraordinary sort of dance*”. In 1814, Macquarie issued an order in the Sydney Gazette, admonishing settlers in the Appin and Cowpastures areas, communicating “*Any person who may be found to have treated them [natives] with inhumanity or cruelty, will be punished*”. However, in the following few years, orders issued by Macquarie would result in the deaths of many Dharawal people at Appin, known as the Appin Massacre.

ECONOMIC IMPACTS OF THE PROPOSAL

West Wilton will have a significant positive economic impact on the Wollondilly economy, both during the construction phase and the continued operations phase, as informed by the Economic Impact Assessment from Urbis (**Appendix D**). The economic benefits as part of the operational phase include generation of jobs and employment containment. Ongoing, West Wilton will have a total annual economic output of \$286.4 million and 1,644 direct and indirect jobs.

There are a number of additional economic impacts which West Wilton can unlock and contribute to the local economy. These include:

- Providing local infrastructure and amenities.
- Contributing to the deficit in the Transport, postal and warehousing industry for resident workers.
- Provide economic growth in line with plans for the Wilton Growth Area to support infrastructure such as Western Sydney Airport.

The industrial employment land uses proposed within the Master Plan for West Wilton are considered to have merit from a market perspective and a critical component to providing jobs for local residents in industries and sectors at risk of further self-containment deterioration. The report found there is a deficit of 11,380 jobs in Wollondilly LGA in which the proposal has the potential to bolster employment self-containment.

The key findings of the economic benefits are summarised below.

- The construction phase will generate:
 - 118 jobs over nine years (48 direct and 70 indirect)
 - \$250 million estimated for project expenditure
 - \$171.7 million total of Gross Value Added to the NSW economy during the nine years.
- Once operational, the development will support:
 - 1,511 jobs (861 direct and 650 indirect)
 - \$263.8 million in direct and indirect annual gross value added.

1. INTRODUCTION

1.1. OVERVIEW

This Planning Proposal has been prepared by Urbis on behalf of Altis and seeks to amend to the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (WPC SEPP) to incorporate the Wilton Industrial Park site and the proposed Master Plan. The Planning Proposal is also consistent with the Local Environmental Plan Making Guideline (September 2022).

The Planning Proposal provides an overview of the Master Plan and presents the potential economic benefits and employment opportunities to be unlocked for Wilton and the broader Wollondilly Shire. The Master Plan is consistent with existing local and State planning policies, supporting the delivery of the Wilton Growth Area, and also providing greater employment opportunities and economic activity within the Wollondilly LGA.

The intended outcome of this Planning Proposal is to amend the WPC SEPP as follows:

- Rezoning the northern portion of the site to E4 General Industrial.
- Height of building control within the northern portion of the site, ranging from 16m to 20m.
- Minimum lot size control of the site to 1,500m².
- Proposal of the draft Wilton Industrial Park DCP Schedule, which will form a new schedule under the Wilton DCP 2016 (**Appendix C**).

1.2. REPORT STRUCTURE

This report has been split into two parts:

- Part A: Strategic Positioning – to outline the key benefits of the rezoning and the role of Wilton Industrial Park within the Wilton Growth Area and greater role in the growth of Western Sydney.
- Part B: Planning Proposal – in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the **EP&A Act**) and the relevant guidelines prepared by the DPE.

The Planning Proposal is structured as follows:

- **Chapter 2: Site and Planning History** – provides a description of the site and context.
- **Chapter 3: Concept Master Plan** – provides a description of the proposed master plan
- **Chapter 4: Site Investigations and Master Planning Approach** – provides a summary of the technical investigations and how the findings have been implemented into the precinct master planning.
- **Chapter 5: Planning Framework** – provides a summary of the relevant strategic planning policies and directions and statutory planning legislation controls.
- **Chapter 6: Wilton Development Control Plan 2021** – provides a summary of the key controls from the Wilton DCP 2016 and introduces the proposed draft West Wilton Employment Schedule 3 which will form part of the Wilton DCP for Wilton Industrial Park.
- **Chapter 7: Planning Proposal**, including:
 - Part 1 – A statement of the objectives and intended outcomes of the proposed instrument.
 - Part 2 – An explanation of the provisions that are to be included in the proposed instrument.
 - Part 3 – The justification for those objectives, outcomes and the process for their implementation.
 - Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies.
 - Part 5 – Details of the community consultation that is to be undertaken on the planning proposal.
 - Part 6 – A project timeline to detail the anticipated timeframe for the plan making process.

The Planning Proposal is supported by the technical documentation listed in **Table 1** below.

Table 1 Supporting Documentation

Technical Input	Consultant	Appendix Reference
Concept Master Plan	Hatch Roberts Day	Appendix A
Urban Design Report	Hatch Roberts Day	Appendix B
Draft Wilton Employment DCP and Wilton Industrial Park Schedule	Urbis and Hatch Roberts Day	Appendix C
Economic Assessment	Urbis	Appendix D
Social and Health Impact Comment	HillPDA	Appendix E
Landscape Master Plan	Geoscapes	Appendix F
Visual Impact Assessment	Geoscapes	Appendix G
Geotechnical Assessment	PSM	Appendix H
Preliminary Site Investigation (Contamination)	JBS&G	Appendix I
Connection with Country	WSP	Appendix J
Aboriginal Cultural Heritage Advice	Austral Archaeology	Appendix K
Historical Archaeological Assessment	Austral Archaeology	Appendix L
Civil Engineering and WSUD Strategy	Costin Roe	Appendix M
Ecological Constraints Assessment	Ecoplaning	Appendix N
Sustainability Assessment	Civille	Appendix O
Agricultural Assessment	Edge Planning	Appendix P
Bushfire Assessment	Peterson Bushfire	Appendix Q
Service Infrastructure Assessment	Landpartners	Appendix R
Transport Assessment	Ason Group	Appendix S
Noise and Vibration Impact Assessment	Renzo Tonin and Associates	Appendix T
Mining Subsidence	MSEC	Appendix U
Waste Management Plan	WSP	Appendix V
Planning Proposal Pre-Lodgement Meeting Minutes	Wollondilly Shire Council	Appendix W
Infrastructure Delivery Plan	GLN Consulting	Appendix X
Response to Council Meeting Minutes	Urbis	Appendix Y

PART A – STRATEGIC POSITIONING

2. SITE AND PLANNING HISTORY

2.1. REGIONAL CONTEXT

Wilton Industrial Park (the site) is located at 10, 20, 30 Berwick Park Road and 25, 45, 55, 75, 85, 95 Wilton Park Road, Wilton, and is within the Wollondilly LGA. The site is approximately 20km from Campbelltown-Macarthur strategic centre, 40km from Liverpool CBD, 55km from Parramatta CBD and 63km from Sydney CBD. The site is also approximately 35km from the future Western Sydney International Airport (WSI) and Bradfield City Centre which is earmarked to become Sydney's third CBD.

2.2. SITE AND SURROUNDS

The site comprises nine (9) lots situated along Berwick Park Road and Wilton Park Road which provides direct access to Picton Road. The site is bound by Berwick Park and Wilton Park Road to the north, the Nepean River to the south and a direct interface with the Hume Motorway to the east.

The subject site is made up of large rural landholdings used predominately for rural residential and small-scale agricultural purposes.

The site is predominately characterised by cleared and flat terrain in the northern half of the site, which transitions into a major environmental conservation area in the southern portion of the site. The transition is characterised by a steep drop in levels at the southern and western peripheries, toward the Nepean River. The interface becomes heavily vegetated and constrained by steep topography grading from north to south. This transition in the character of the terrain defines the developable area within the site and the environment conservation area.

The site is included within the Wilton Growth Area and is anchored to the west of a major transport interchange formed by the Hume Highway and Picton Road.

Figure 4 Site Location



Source: PSMA 2022

2.3. STRATEGIC CONTEXT

In March 2018, the Greater Sydney Commission (**GSC**) finalised *A Metropolis of Three Cities: Greater Sydney Region Plan (Region Plan)*. The Region Plan sets the vision for Greater Sydney through establishment of the 30-minute city. To achieve this vision, the Region Plan divides Greater Sydney into three geographic areas - the Eastern Harbour City, the Central River City and the Western Parkland City. The Region Plan is supported by District Plans, which seek to translate the vision into district level priorities and objectives. Wilton is within the Western City District, which is guided by the *Western Sydney District Plan (District Plan)*.

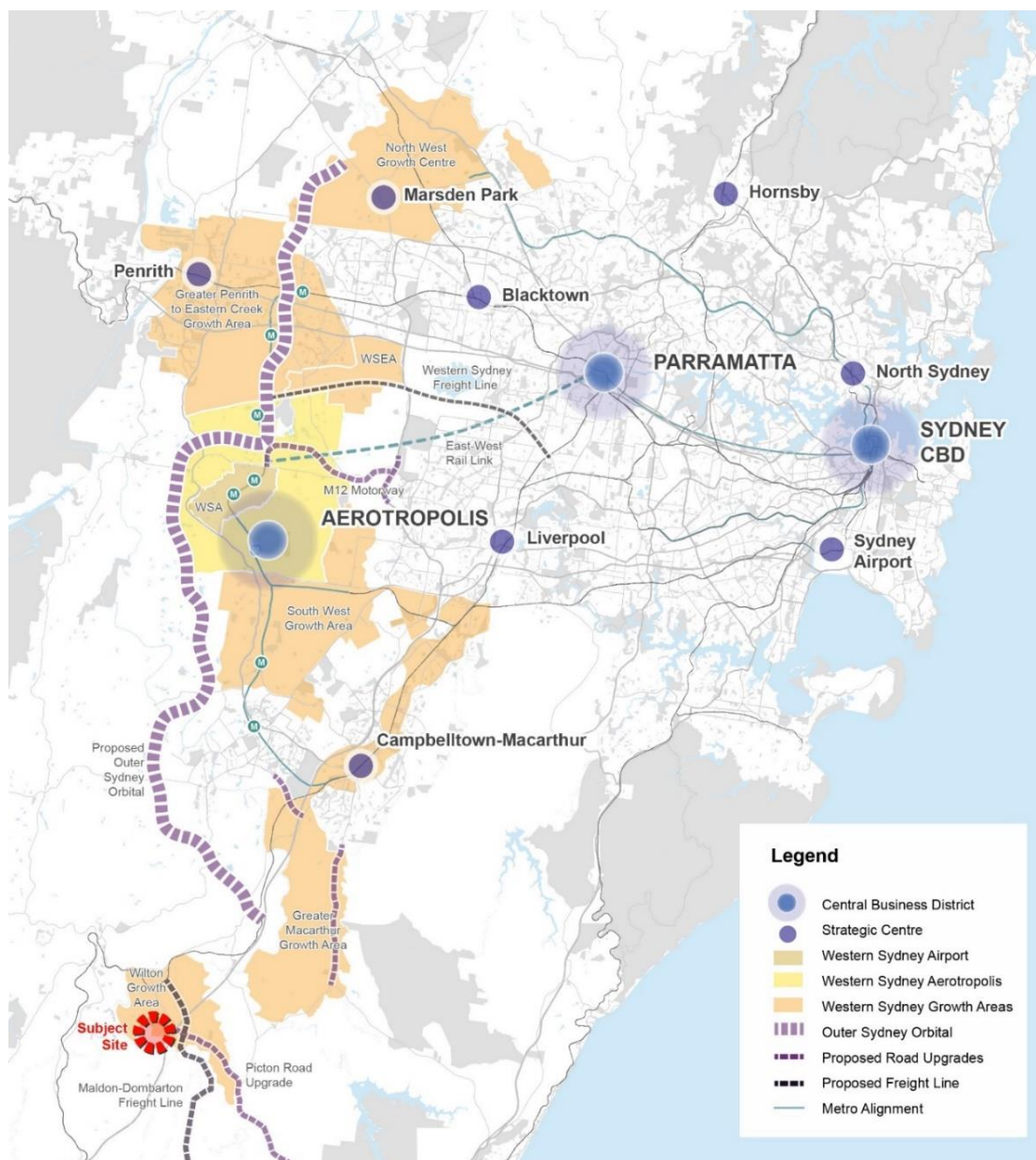
The District Plan identifies Campbelltown-Macarthur as a metropolitan city cluster and key employment area within southwest Sydney. This centre is anticipated to further grow into a significant health and education precinct containing Campbelltown public and private hospitals, Western Sydney University Campbelltown Campus, and TAFE NSW Western Sydney. It also includes Macarthur Square, Campbelltown Mall and surrounding government services.

Surrounding this significant centre, the District Plan identifies urban growth areas which include Wilton. The Wilton Growth Area intends to accommodate the expected jobs and dwellings growth in the south west region. The role of the Wilton Growth Area is confirmed by the Wollondilly 2036 Local Strategic Planning Statement (**LSPS**) prepared by Wollondilly Shire Council, with the desire for Wilton to accommodate growth in the short and medium term. It is also compatible with the principles outlined in Wilton 2040 Plan, in which the site is identified for employment uses.

The State and local strategic plans currently focus on Wilton and Greater Macarthur Growth Area, both of which will be well-served by a proposed infrastructure corridor that is the Outer Sydney Orbital (**OSO**). The OSO, which will form a major interchange with the Hume Motorway, will provide the region with direct access to the future Western Sydney Airport and Aerotropolis, and the Illawarra-Shoalhaven region. This places the Wilton Growth Area in a strategic location to leverage off the investment dedicated towards realising the vision for the Western Parkland City's central business district.

Wilton is also strategically located along the Hume Motorway (**M31**) which provides efficient connections to Greater Sydney, Newcastle and Canberra. Whilst the large majority of plans for the growth areas within the region is for the delivery of residential development, the site's potential for delivering employment uses will significantly benefit Wollondilly and the broader region. The site is also well supported by a number of proposed infrastructure upgrades including Picton Road upgrades, the Hume Motorway and Picton Road interchange upgrade, and Maldon-Dombarton Freight Line, all of which will directly benefit the employment functions and land uses. The site is also situated to the immediate south of the proposed Wilton Town Centre which will serve the broader Growth Area and form a major strategic centre within the Wollondilly LGA.

Figure 5 Strategic Context



Source: Urbis

2.4. OPPORTUNITIES AND CONSTRAINTS

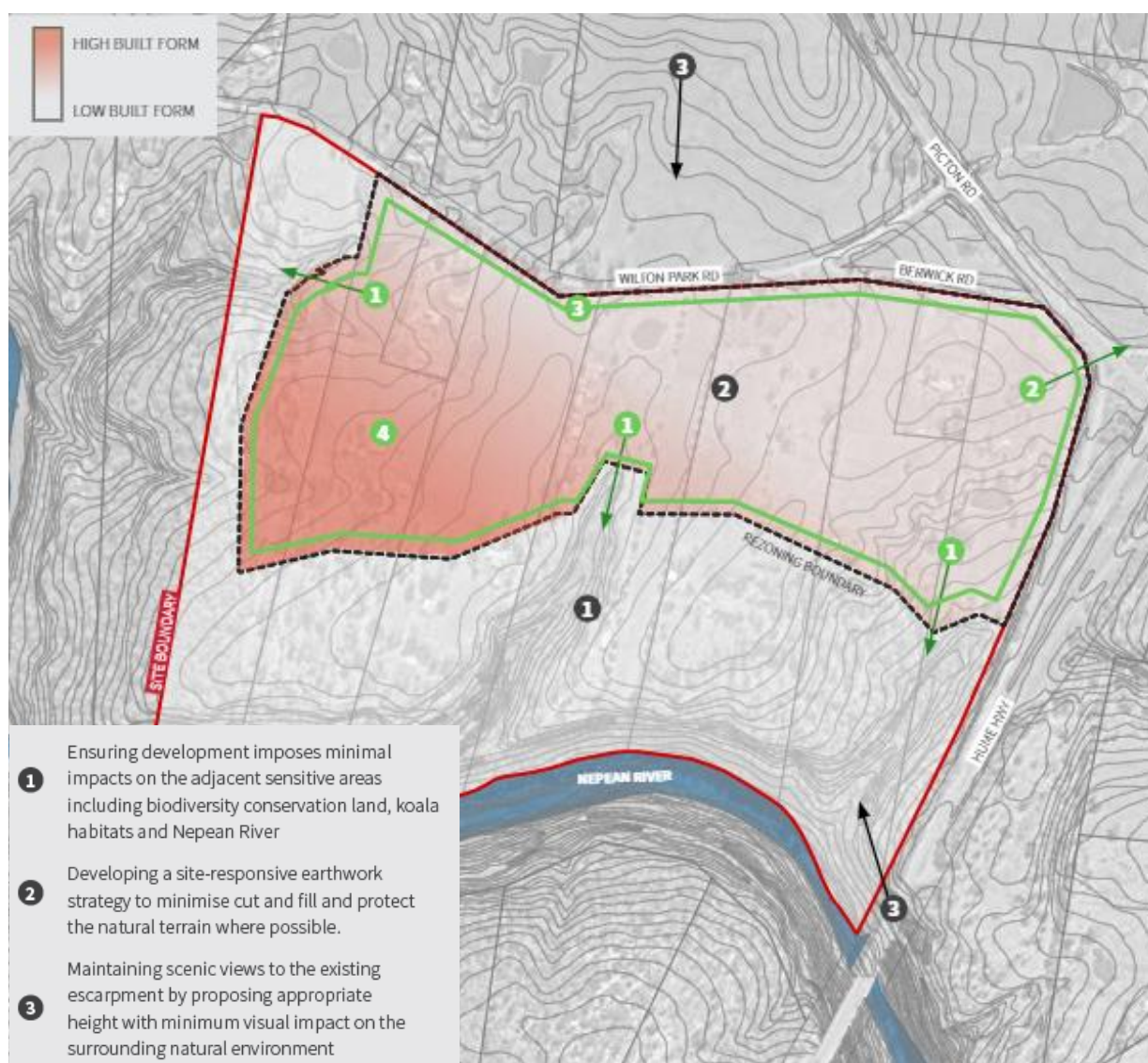
There are a series of opportunities and constraints identified as part of the Urban Design Assessment prepared by Hatch Roberts Day (**Appendix B**) which are detailed in Table 2 and Figure 5 below.

Table 2 Opportunities and Constraints

Opportunities and Constraints	Description
Key opportunities	<ul style="list-style-type: none"> Capitalise on the existing site topography, waterways and proximity of the Nepean River as an opportunity to create new public spaces. Take advantage of the site's visual exposure to the Hume Motorway to create a recognisable arrival experience to the site.

Opportunities and Constraints	Description
	<ul style="list-style-type: none"> Draw from local Indigenous history and the story of the site to create engaging places that are designed with Country. Establish a responsive height strategy which responds to the existing site topography.
Key constraints	<ul style="list-style-type: none"> Ensuring the development imposes minimal impact on adjacent sensitive areas including the biodiversity conservation land, the Nepean River and interface with future residential uses. Developing a site-responsive earthwork strategy to minimise cut and fill where possible. Maintaining scenic views to the existing escarpment by proposing appropriate height and minimum visual impact on the surrounding natural environment.

Figure 6 Opportunities and constraints analysis



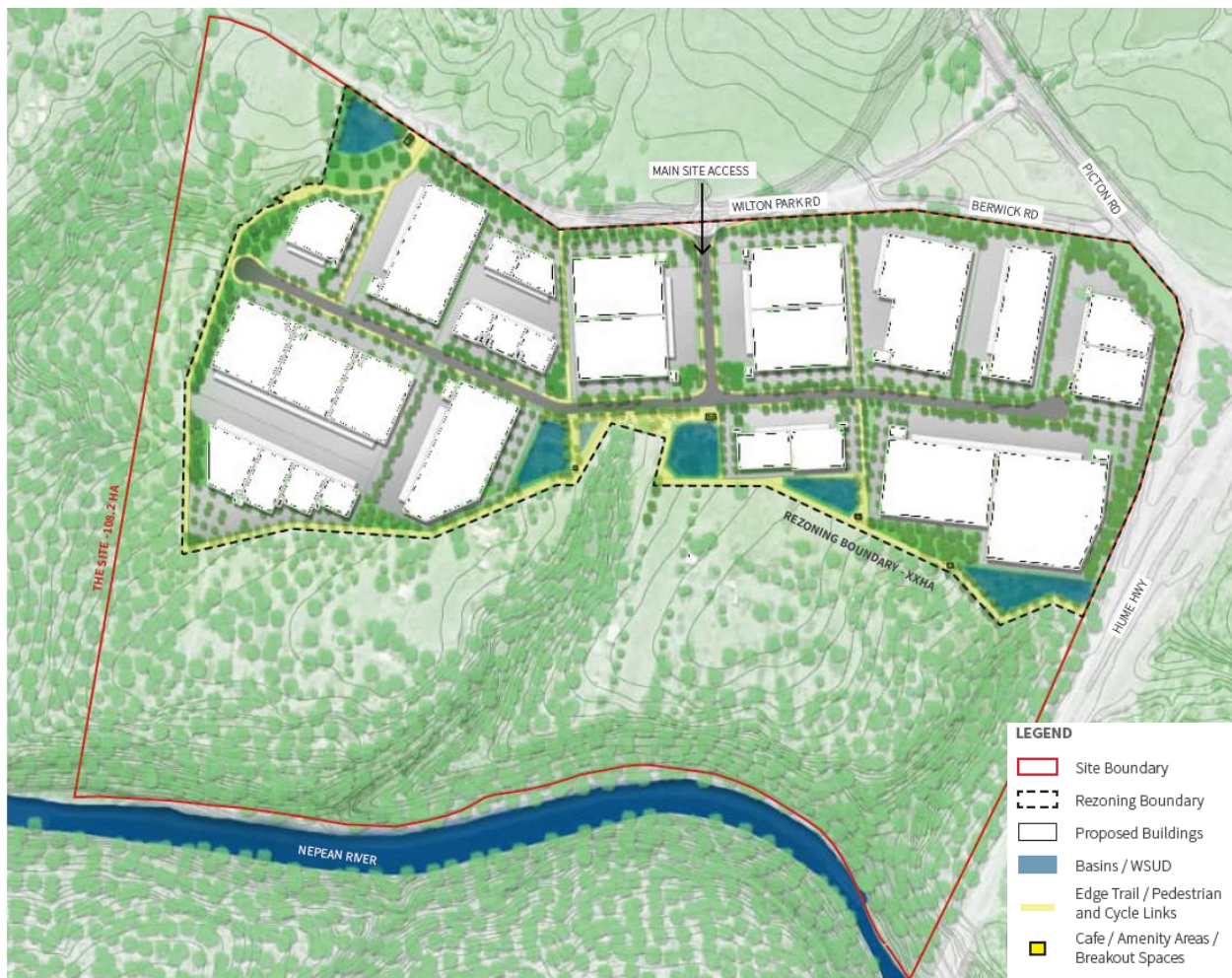
Source: Hatch Roberts Day

3. CONCEPT MASTER PLAN

HATCH Roberts Day has prepared a Master Plan for the site which informs the proposed amendments to the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP). The Master Plan has been shaped by a comprehensive place and contextual analysis, supported by technical investigations to ensure key opportunities and constraints have been addressed and responded to. The site has a strong interface with the major environmental corridor that is the Nepean River, which presents opportunities and challenges for the Master Plan.

The Master Plan has also been informed by a Connecting with Country framework prepared by WSP (**Appendix J**), which captures some of the key cultural values of the site and region to be preserved and celebrated.

Figure 7 Concept Master Plan



Source: Hatch Roberts Day

3.1. PROPOSED VISION

Wilton Industrial Park will become a major employment precinct strategically anchored on the junction of the Hume Motorway and Picton Road which will serve the future population of Wilton and the broader Wollondilly Region. The proposed development will provide jobs in an accessible location that is in close proximity to the future Wilton Town Centre to the north and a landscape corridor to the south. The site is unique in the sense that it is bound by both urban uses and a defining natural landscape, whilst being well connected by road infrastructure. The southern periphery of the site is defined by a culturally and environmentally significant landscape corridor, which contributes to the amenity offering for future workers.

Wilton Industrial Park will facilitate growth in jobs for Wollondilly and also greater diversity in industries by offering a range of employment typologies.

The proposed development is defined by four overarching strategic objectives which include:

- **Grow local jobs and attract investment:** The site presents an opportunity to be a catalyst employment hub, delivering employment within the Wilton Growth Area and building on investment opportunities related to the proximity of the Hume Motorway connecting the site with the Western Sydney International Airport and the Aerotropolis.
- **Protect and enhance ecological corridors and waterways and adopt features of local bushland character:** The site presents an opportunity to become an integral element of the local community character through adopting and celebrating local bushland character, providing high quality tree canopy and protecting the natural corridors and biodiversity surrounding the site.
- **A sustainably designed place:** Wilton Industrial Park will target 6-Star Green Star sustainable credentials representing a leading industrial project within Wollondilly which enhances liveability, contributes to local economic prosperity and delivers sustainable outcomes. State of the art and innovative building design and features will encourage the development to be flexible and adaptable to a changing environment.
- **Shape a connected urban community:** Wilton Industrial Park has the potential to complement the future Wilton Town Centre which is situated to the immediate north of the site. The provision of more jobs within West Wilton, in a location of close proximity to the Wilton Town Centre, will draw more workers into the centre and increase activation.

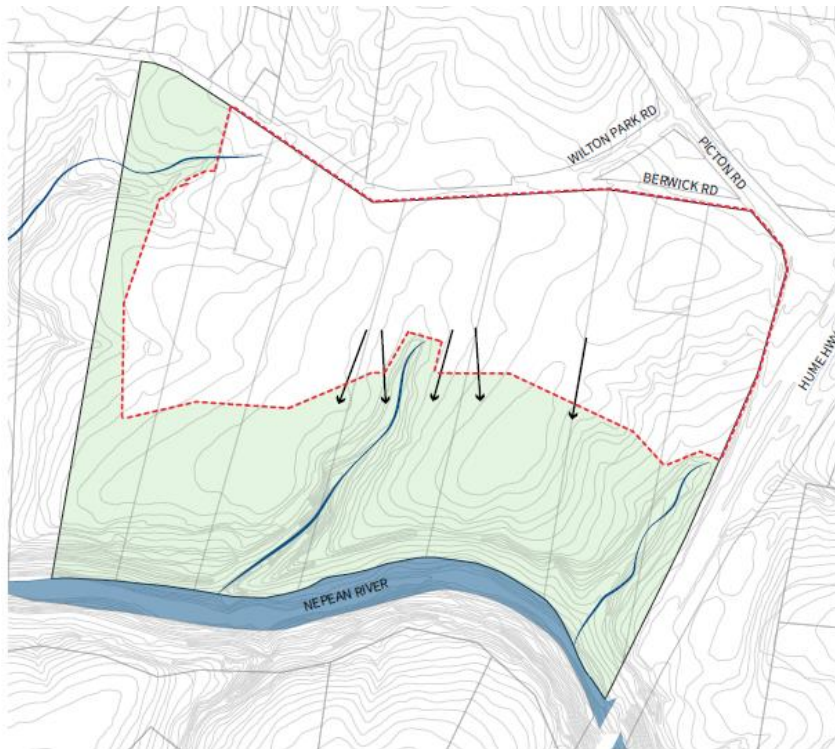
3.2. DESIGN FRAMEWORK

The Master Plan was designed through a comprehensive place design framework established by HATCH Roberts Day. This framework aims to support the objectives of the Planning Proposal and are provided below.

3.2.1. Connect to the Nepean River

The southern portion of the site along the Nepean River is a key interface which the Master Plan will reinforce and celebrate. The landscape corridor to the south contributes to the natural amenity for future users of the estate. The Master Plan will provide pedestrian connectivity from the industrial estate to the southern interface, bringing the Nepean River closer to future workers.

Figure 8 Design principle 1 – Connect to the Nepean River

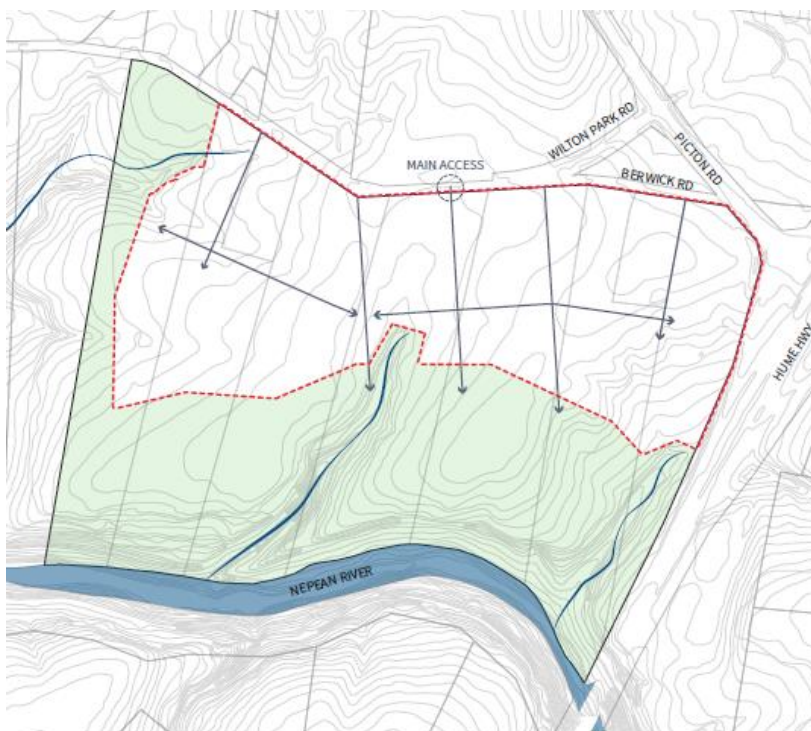


Source: Hatch Roberts Day

3.2.2. Establish Key View Lines

The Master Plan will reinforce view existing view lines formed through the natural topography. The proposed road layout and built form configuration will respond to view corridors and key vistas which define the landscape character of Wilton and Wollondilly.

Figure 9 Design principle 2 – Establish key view lines

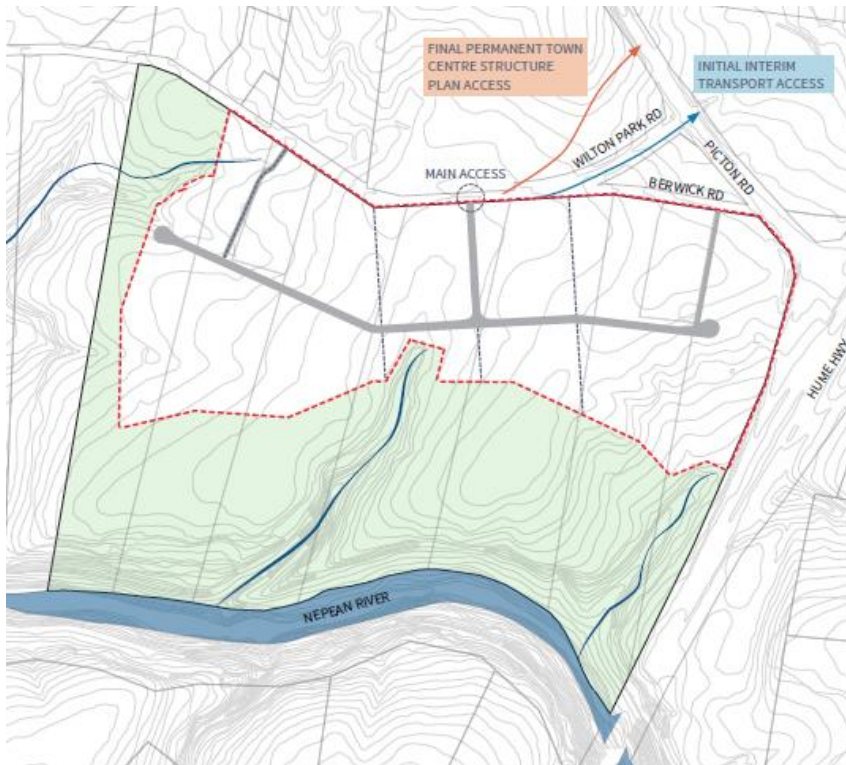


Source: Hatch Roberts Day

3.2.3. Create a Movement Network

The site is strategically located in a highly accessible location, being situated along the Hume Motorway to the east and Picton Road to the north. The site is bound by Wilton Park Road to the immediate north which provides direct access into the site. The Master Plan will provide flexibility in terms of future access, with plans for an initial interim access and ultimate access arrangements, both of which will link into Picton Road. The ultimate access arrangement will be along an upgraded Wilton Park Road which will provide direct access to Wilton Town Centre to the north.

Figure 10 Design principle – Create a movement network

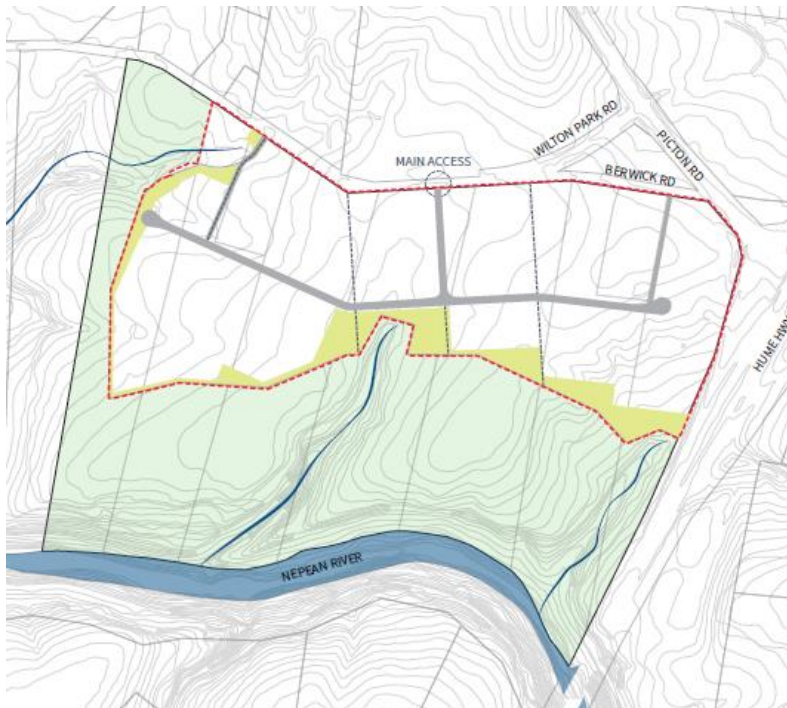


Source: Hatch Roberts Day

3.2.4. Create a Green Interface

The Master Plan will provide a soft transition between the future built form and the southern portion of the site towards the Nepean River. This transition will be defined by a green edge, including bioretention basins and walking trails which not only contributes to the recreational amenity of the site, but also forms a landscape buffer. The green edge will form a continuous link which connects the different precincts of the site, enhancing permeability and connectivity.

Figure 11 Design principle – Create a green interface

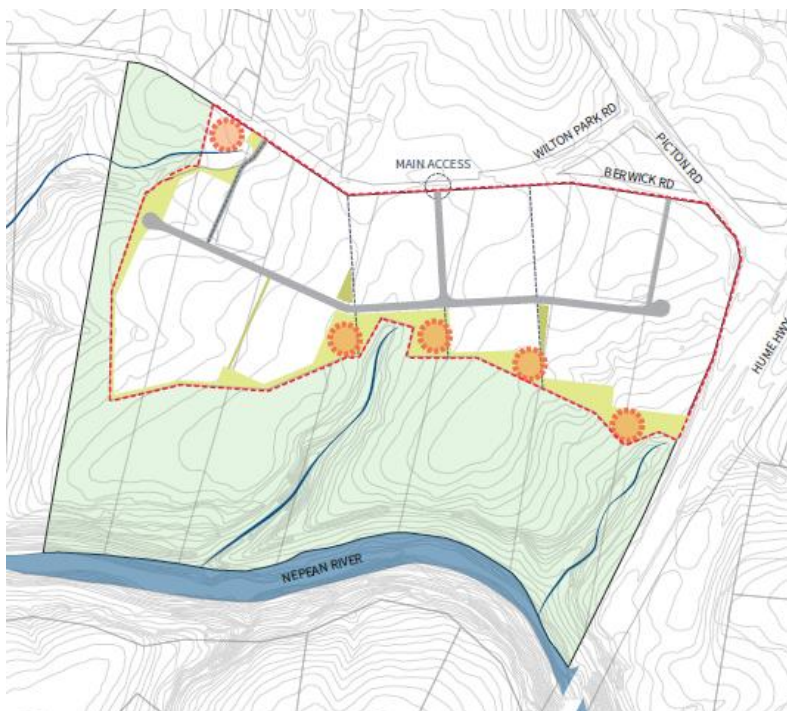


Source: Hatch Roberts Day

3.2.5. Activate the Green Edge (Connect to Country)

The green edge which forms the interface between the Wilton Industrial Park and the landscape corridor to the south will be characterised by place activation and celebrated through cultural significant values. There is a significant opportunity to Connect with Country and to create places of cultural significant along the green edge to celebrate Aboriginal history and values.

Figure 12 Design principle – Activate the green edge

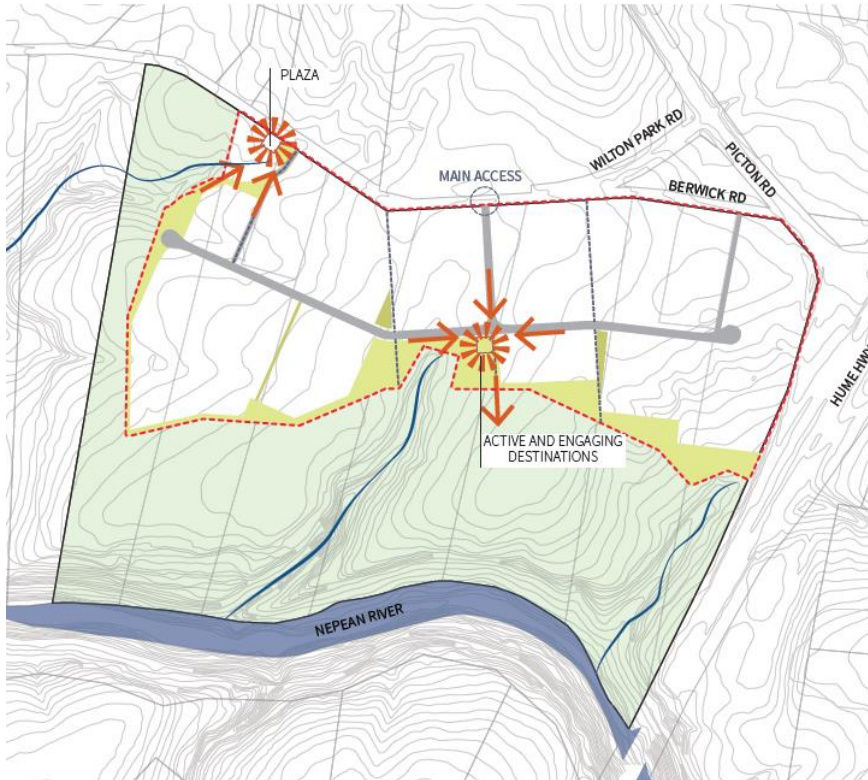


Source: Hatch Roberts Day

3.2.6. Create Destinations

The activation of the green edge to the south of the development area provides an opportunity to create destinations for future workers, residents and visitors to enjoy the natural amenity afforded by the landscape and the proximity to the Nepean River. These destinations along the green edge will be accessible from the east-west road corridor which forms the central movement spine within the site.

Figure 13 Design principle – Create destinations

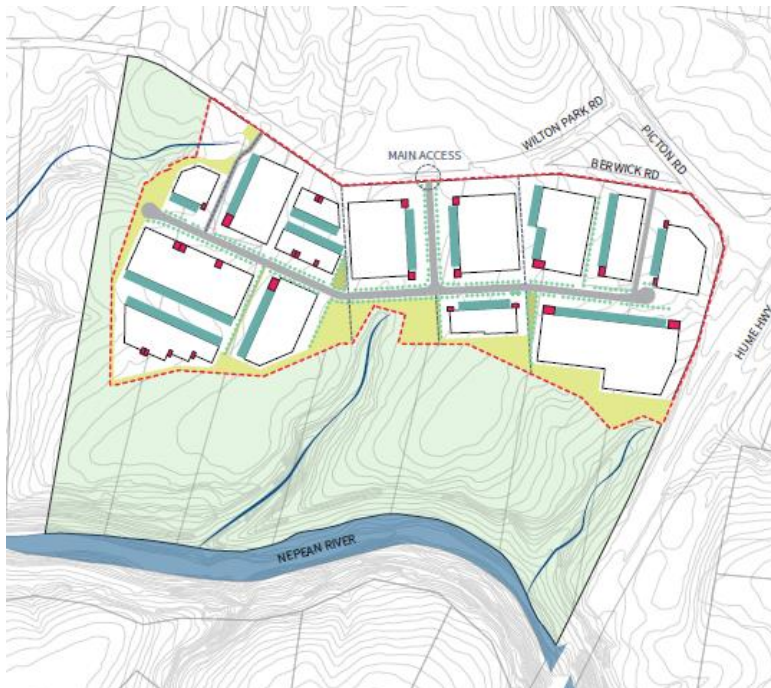


Source: Hatch Roberts Day

3.2.7. Create a Green Public Domain and Enhance Visual Amenity along the Streetscape

The Master Plan will be integrated into the surrounding landscape through a green public domain that and supporting amenity along the future streetscape. Landscaping and street trees will be adopted to screen future built form from the streetscape and soften the edges with surrounding areas earmarked for residential development. The provision of landscaping and green edges will enhance visual amenity along movement corridors and pedestrianised areas.

Figure 14 Design principle – Creating a green public domain and enhance visual amenity



Source: Hatch Roberts Day

3.2.8. Capturing Water

The Master Plan will be supported by water sensitive urban design through the implementation of on-site stormwater basins along the landscape interface to the south of the employment lands. The proposed basins are predominately located along the southern boundary of the developable area and in close proximity to natural depressions for overland flow which link into the site from the Nepean River. There is another basin proposed within the north western portion of the site.

Figure 15 Design principle – Basins



Source: Hatch Roberts Day

3.3. LAND USES AND DISTRIBUTION

The Master Plan comprises a series of warehousing and distribution facilities anchored on a local east-west road which forms the central movement corridor for the estate. The warehousing and distribution facilities are clustered within the northern portion of the site, supported by a strong landscape interface to the south and west, along the Nepean River.

The Master Plan provides diversity in built form typologies and offerings which will attract a range of industries to Wilton.

The Master Plan is supported by localised retail amenity within the heart of the site which provides opportunities for retail in close proximity to open space and pedestrian links.

There are two local roads which support the site, including the east-west local road and the north-south local road which forms the key entry point into the site off Wilton Park Road. These local roads provide access to each of the industrial lots. In addition to the road access, the Master Plan provides an interconnected pedestrian link which connects the industrial estate to the open space amenities and to the future residential areas of West Wilton. This pedestrian link unlocks active transport opportunities which celebrates the unique landscape character of the site in addition to improving connectivity.

3.4. COMMUNITY BENEFITS

The planning proposal would likely result in positive social outcomes through increased employment opportunities closer to homes. The proposal is considered unlikely to result in significant negative social or health impacts. The Industrial Park will deliver 1,511 ongoing jobs and 215,235m² of employment space comprising small to large format warehouse and distribution buildings, accompanied by a café and plaza.

Creating a sense of place was critical to achieving fluidity across the site, seeking to deliver an integration between public and private spaces. The public domain and landscape design is integral to creating an industrial park that is successful and vibrant place to work and visit. The Nepean River corridor offers the site its distinct natural character. The landscape plan creates sympathetic transitions of the development interface to the adjoining Nepean River and Cumberland Plain Protected Area.

The employment opportunities unlocked by the proposal will contribute to local jobs delivered to the Wollondilly LGA. It will provide an economic contribution of \$171.7 million during the nine year construction period. The ongoing operational phases will provide direct jobs in the transport, postal and warehousing industry. Accordingly, the development will help support employment containment in the Wollondilly LGA, making a positive contribution to local employment for residents.

The likely positive and negative social impacts have been assessed in the Social Impact Assessment prepared by HillPDA (**Appendix E**).

3.5. INFRASTRUCTURE SERVICES AND DELIVERY

The Master Plan is supported by an Infrastructure Delivery Plan developed by GLN Consulting (**Appendix X**). The review is informed by several specialist studies and infrastructure reports including Traffic and Transport Assessment (**Appendix S**), Service Infrastructure Assessment (**Appendix R**), Civil and WSUD Strategy (**Appendix M**). These reports provide an assessment of the transport and infrastructure capacities to serve the future population of West Wilton. The Infrastructure Delivery Plan supports the Master plan and documents the infrastructure requirements which can inform the delivery and funding of these requirements through a Works-In-Kind Agreement or Voluntary planning Agreement. While the Infrastructure Delivery Plan is comprehensive in that it covers all the infrastructure needs of the development, it focuses on what, when and how local infrastructure will be provided and maintained over the life of the infrastructure.

The Infrastructure Delivery Plan outlines the following:

- Describes the required infrastructure by infrastructure type and responsibility.
- Sets out how the infrastructure will be provided and the particular legislative mechanisms that can be used to ensure they are provided.
- Outlines a preliminary staging schedule for the infrastructure that aligns with the development of the land.
- Identifies the local infrastructure that may be included in a site-specific section 7.11 contributions chapter of the Wollondilly Council's current contributions plan, or in a planning agreement.

- Outlines a proposed arrangement and assignment of responsibility for the ongoing management and maintenance of different types of local infrastructure following the completion of each stage of the development.

The Infrastructure Delivery Plan outlines the infrastructure requirements and schedules to be delivered within the Master Plan, which include open space, recreation, traffic and transport, water cycle management and active transport.

The development will also benefit from broader upgrades planned for the Wilton Growth Area that are contained in the draft Wilton Special Infrastructure Contribution (SIC). Whilst the draft SIC is not proposed to apply to employment generating land, the DPE may seek a contribution towards the provision of this infrastructure, and the potential exists for Altis to dedicate land to accommodate the future upgrade of the Picton Road and M31 Hume Motorway interchange to satisfy its obligations for upgrades of state infrastructure. This matter will need to be explored further with DPE.

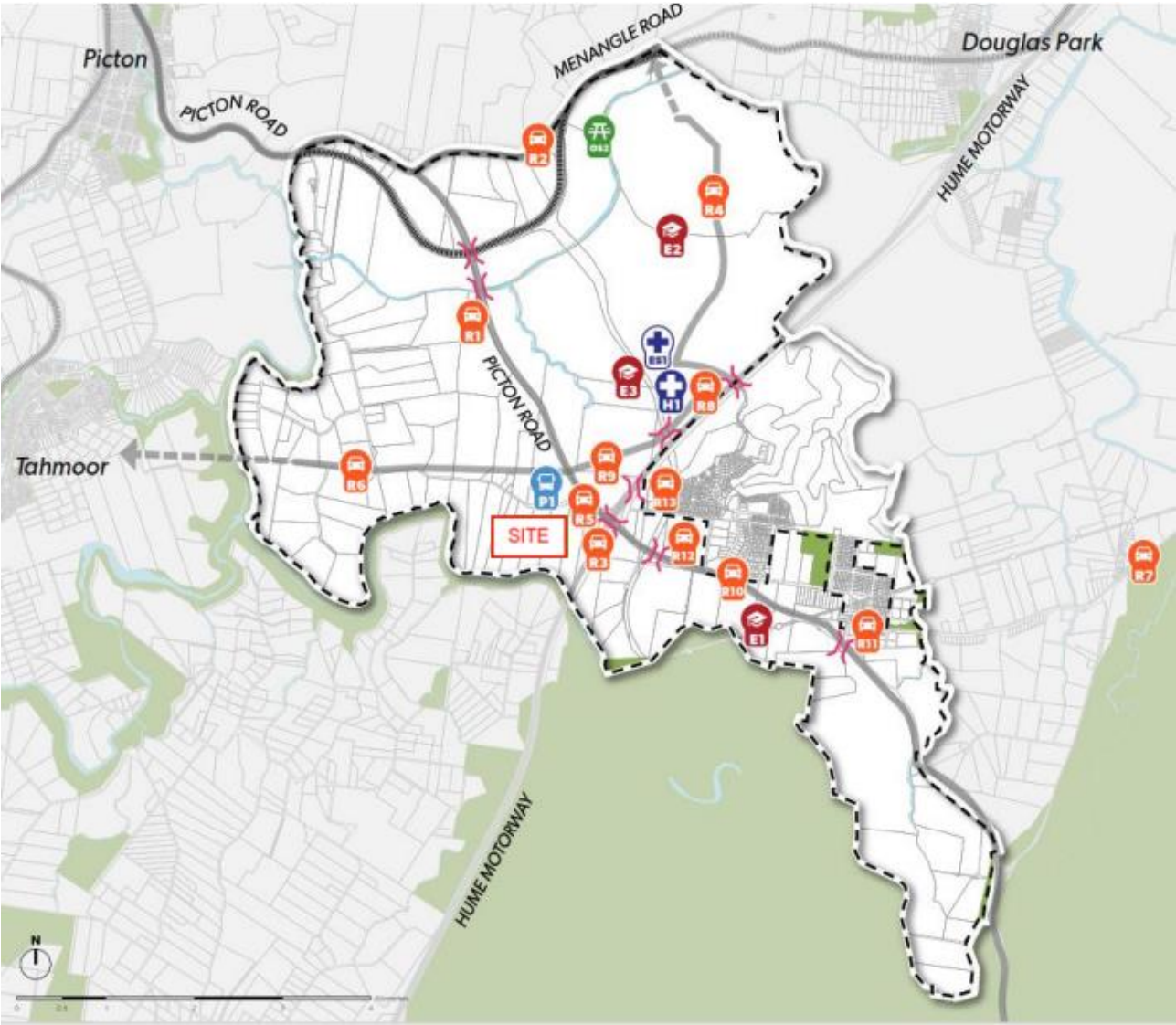
The Infrastructure Servicing Report, completed by LandPartners, assesses the capacity of existing water and wastewater infrastructure, servicing opportunities for electricity, alternative source options, NBN servicing and also gas servicing opportunities.

Based on the Infrastructure Servicing Strategy, the site is currently not serviced by the Sydney Water potable water network. Progress has begun on the delivery of potable water infrastructure to Stage 1 of Wilton (South East Wilton) and these works would be extended to service the Stage 2 West Wilton area by 2030. To meet the potable water requirements of the site by 2026, two paths are possible. This includes connection to potable water mains proposed for North Wilton/West Wilton, or, if North Wilton is delayed, the construction of potable water mains from South East Wilton. Wastewater and recycled water are available to service the development. It is available from the wastewater treatment plant recently purchased from Lend Lease by Sydney Water in the Wilton East/Bingara Gorge precinct.

A technical review by Endeavour Energy has identified that there is spare capacity at the existing Wilton Zone Substation (ZS) however the feeder that would supply the proposed development is insufficient to cater for the proposed demand. Endeavour Energy have advised that at least two 11kV feeders will be required from the ZS to the development. There is limited existing telecommunications infrastructure within the western side of the Wilton Growth Area. It is anticipated that NBN servicing will be provided by NBN Co as part of their Telecommunications in New Developments (TIND) policy.

It is highly unlikely that natural gas supply will be provided to the area, and this is not proposed within the development.

Figure 16 Location of Draft Wilton SIC Infrastructure



Source: GLN Consulting

4. SITE INVESTIGATIONS AND MASTER PLANNING APPROACH

4.1. CONNECTING WITH COUNTRY

WSP Australia were engaged to prepare an Aboriginal Design Principles report for the proposal. The analysis is directed by the Indigenous design statement set out at the beginning of the report. It is guided by the intent to reconnect the relationship between Country and People and identify principles which are used as a foundation to engage with the Dharawal people and Country. These ideas set out in the analysis are an introduction to the engagement process, and outlined below in Table 3.

Table 3 Indigenous Design Principles and Approach

Design Principles	Design Approach
Aboriginal led: Aboriginal people (designers, elder and community members) should be or co-leading the Indigenous design elements.	Image - Signage/surface treatment/ walls/art/: Signage tells the Country and its people's story. Surface treatments use local Aboriginal design knowledge, commissioned from artists, or urban designers who engage with community for approval.
Community involvement: The local Aboriginal communities to be engaged in this process; can we use their patterns? Can they design patterns for the project?	Space - Indigenous space/ landscaping/ Aboriginal Space: A space or landscape where Aboriginal culture can be celebrated, including cultural land-management practices, firestick farming, daisy yam propagation, and the like
Appropriate use of Aboriginal design: All Aboriginal design elements must be approved by consulted Indigenous elders and community members. If approval is not given, the knowledge will not be used.	Language - Using language in the built environment to use it and keep it alive.

The analysis further identifies key sites with specific cultural value in proximity to the subject site. These sites and the Indigenous cultural values of Caring for Country are identified for potential impacts imposed by the Proposal. As such, mitigation measures are outlined in the assessment to manage adverse impacts to Country, as well as guide the protection and enhancement of Connecting with Country through design.

Existing Site

Wilton is located at the intersection of the traditional lands of the Dharawal, Darug and Gundungurra linguistic groups. The Wilton area sits within the northern section of Dharawal. The traditional area of Dharawal is from Botany Bay in the north and Campbelltown in the west, south through the Nepean, Wollondilly, Georges River and Cataract River water catchments down to the Shoalhaven River and Jervis Bay. The study area is recognised as being within the clan group of the Wodi Wodi, who are a part of the Dharawal language group. Totems of the Wodi Wodi include the magpie, lyrebird, pelican, satin bowerbird, the red-bellied blacksnake, and the lace monitor, and these form the heart of culture, and how the people relate to, care for and manage the land. The analysis showcases the key features of Dharawal Country and People, described in Table X below.

Table 4 Dharawal Country and People Key Characteristics

Key Feature	Description
Dharawal Country	
Social Organisation	Often subdivided into several smaller categories referred to as freshwater, bitter water or saltwater people. The area around Wilton is a freshwater place so the people are freshwater people. Dharawal society made up of distinct family groups and extended families. All members had specific responsibilities, based on age and gender.
Caring for Country	Dharawal people incorporated many different land management techniques, including the burning off of areas to clear the understory vegetation and promote growth of grasses suited for macropods. They used fire to open paths and to clean country; to drive animals into the paths of hunters and then to cook the kill; to keep warm at night; to treat wood, and crack stone for tools.
Traditional Resources	The people of this area harvested yams and other seasonal fruits and vegetables from river banks, caught eels, fish, and shellfish from creeks and lagoons, and hunted kangaroos, possums and waterbirds on the plains.
History – Peace and Massacre	
Peaceful First Contact	Historical records describe colonial encounters with Dharawal people which began around 1795, as peaceful. Some European settlers had close associations with them. Charles Throsby of Glenfield was accompanied by Dharawal men when he explored the southern highlands area. The Appin massacre occurred in the early hours of the morning of 17 April 1816, the outcome of a military reprisal raid against Aboriginal people ordered by Governor Lachlan Macquarie. At least 14 Aboriginal men, women and children were killed. The massacre inflamed the situation between colonisers and local people, and fierce Aboriginal attacks on settlers continued.
Dharawal Design	
Design Techniques	We know from the vast array of art found within the Dharawal area that there were four main techniques used over their years of occupation of this area. These are Paintings, Engravings, Drawings and Stencils. Along with songs and ceremonies, these techniques pass on important events or messages from one generation to another.

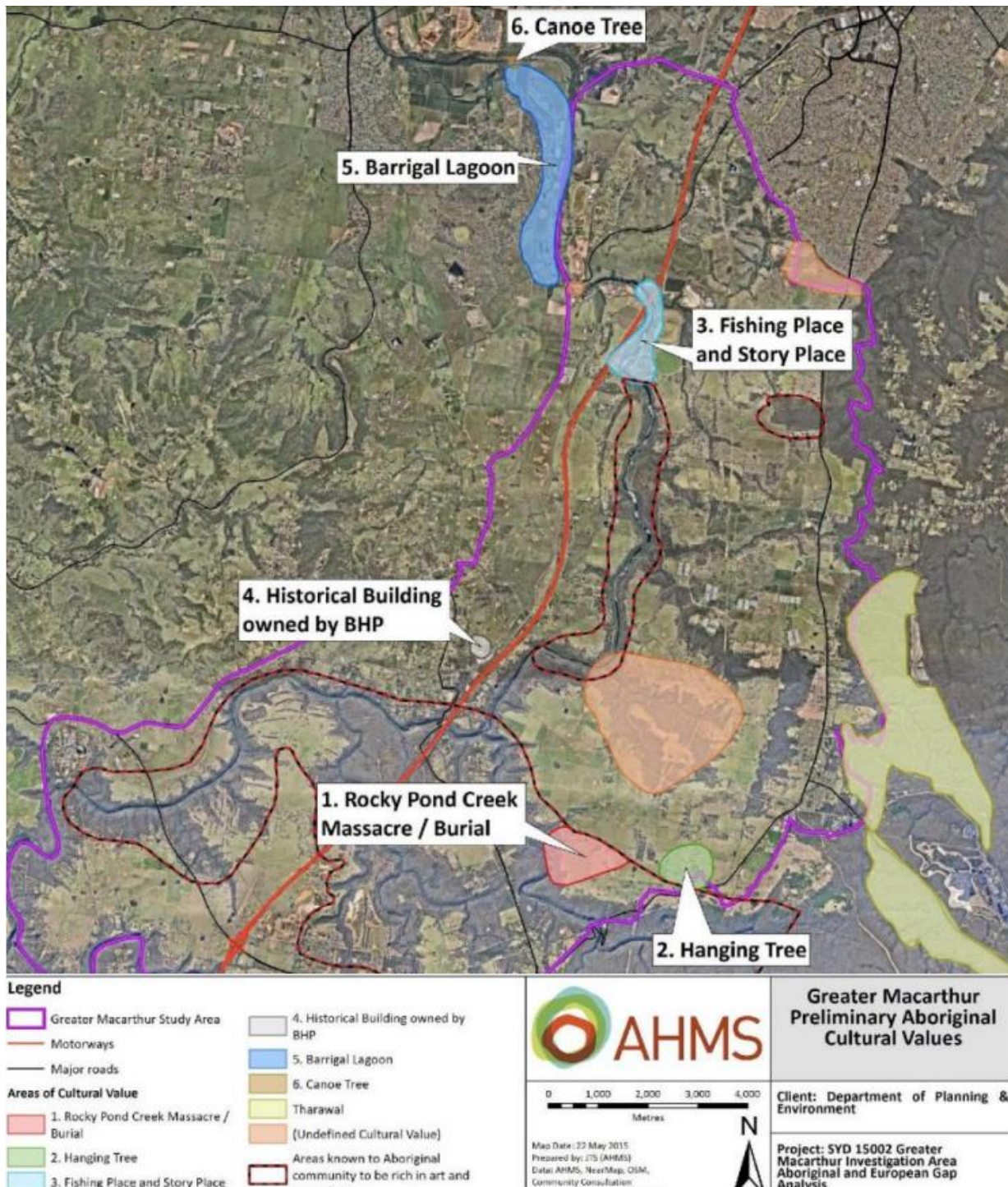
Areas with Specific Cultural Value

The analysis identified the following areas with specific cultural values. They are summarised below and illustrated in the map in Figure 17.

1. Rocky Pond Creek massacre/burial –southwest of Appin near Cataract River was the site of an historical massacre. The site is also documented on the AHIMS database.
2. Hanging tree associated with the massacre site at an area to the east, at which Aboriginal people were hanged in association with the massacre event.
3. Fishing and story place – a stretch of the Nepean River, east of Menangle near Birdseye corner, known to have good fish and eels, to have been extensively used by Aboriginal people in the recent past, and that continues to be used today. Within this stretch is an important Story Place that the informant did not want more precisely identified in a public document.

4. Historic building owned by BHP – a structure just north of Douglas Park, which is known to contain holes in the walls through which Aboriginal people were shot in the past.
5. Barrigal lagoon – a stretch of the Nepean River, west of Menangle Park, that was known to have good fish and eels, and to have been extensively used by Aboriginal people in the recent past (although participants commented that the lagoons depended on seasonal floods and there had been no significant flood events since the 1980s). Activities nearby also included meetings and dancing, along with day-to-day subsistence.
6. Canoe tree – a tree with large culturally created scar is known in the northern quadrant of Barrigal Lagoon.

Figure 17 Sites with Specific Cultural Values



Source: WSP Australia, from, NSW Department of Planning and Env. Greater Macarthur Investigation Area Aboriginal and Historic Heritage Gap Analysis

Potential Impacts

The assessment analysed the potential impacts the Proposal could have on Indigenous cultural values and Country. Whilst identifying the possible negative impacts the development could pose, it also outlined the positive influence and recognition the proposal can have through design. The key impacts are summarised below, with questions posed to encourage further measures to address each outcome.

- **Ground Disturbance:** the ground plane is important and should not be disturbed too much or else you change the ecosystem. Any construction should have minimal disturbance to the ground as possible
- **Important Viewpoints:** Elevated spaces provide a good place to look at Country. How might the design cater for any important views points of Dharawal Country?
- **Celebrate Country:** The project has the potential to celebrate Dharawal Country and culture. Can individual projects provide a space to celebrate this important Country?
- **Tell our stories:** How might we tell the stories of this Country and its first peoples?

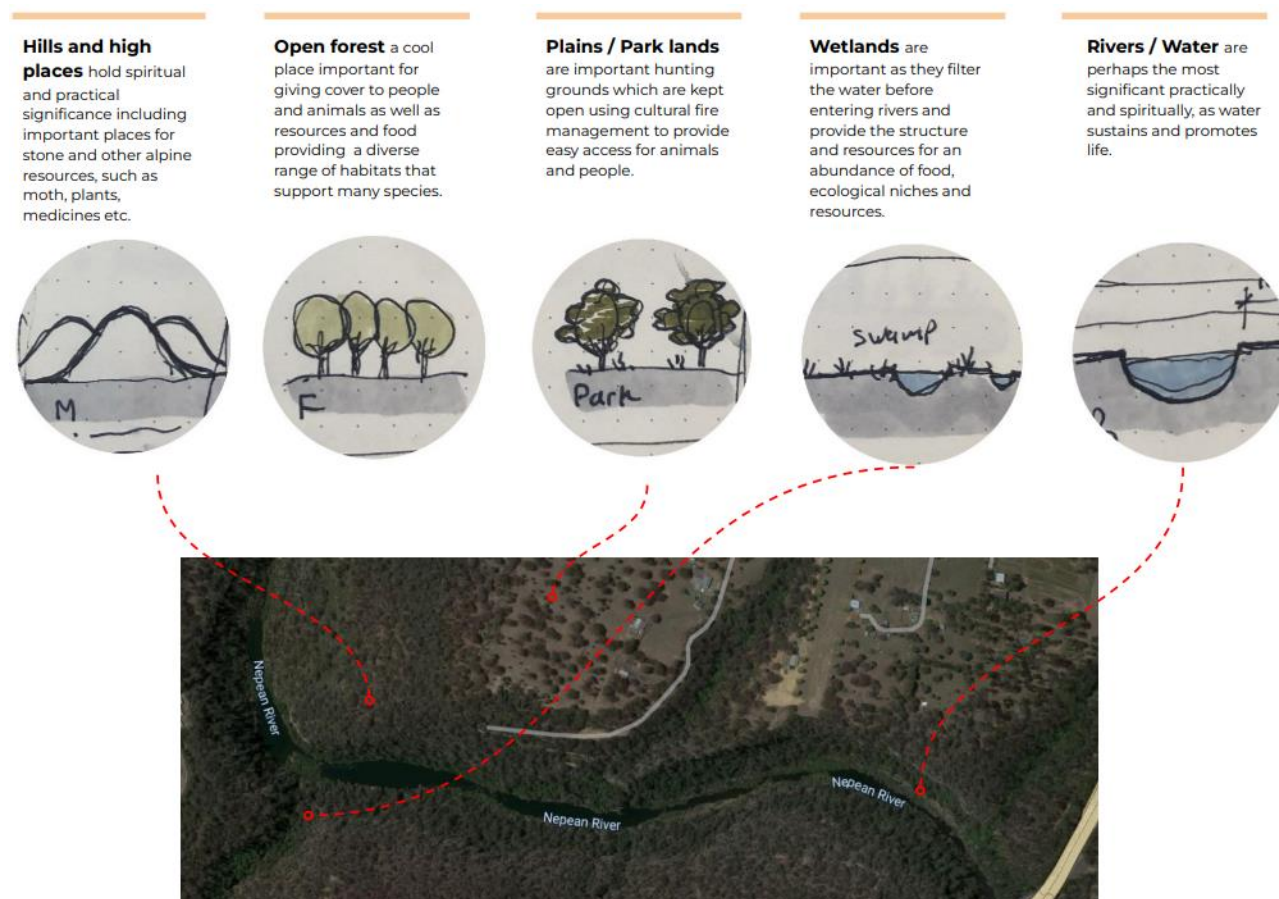
Mitigation Measures

The analysis prescribes recommendations, caring for Country principles, and advice on how to apply the principles successfully into the Proposal. These principles are best practice measures to achieve positive outcomes for Caring for Country. The Aboriginal Planning Principles are described below, along with planning recommendations and the application of such measures for the subject site.

Aboriginal Planning Principles aim to ensure Country is cared for and ensuring it has a 'sense of place', history and spirit when we pass it onto the next generation. The following is a description of caring for Country principles:

- **Value Hierarchy:** All Country is important, yet some hold more spiritual and practical significance for Aboriginal people, the most important being River, Mountains and Swamp lands.
- **Share the Country:** Keep the important places open for all to use and benefit from, this includes the hills, high places, and mountain tops as well as rivers, waterways of well systems.
- **Orientation/ high points:** They knew where the prevailing winds would come, and where the sun would go over the sky and thus plan for this in the placement of their settlement areas and cultivation areas.
- **Promote biodiversity:** Country was richly soiled with a diverse range of plants, fruits, nuts, yams, berry's, grains. Land was designed and cultivated to promote the difference and ensure a large range of produce / resources were available at all times of the year.
- **Let Country be what it wants to be:** Often we fight against Country when building and placing buildings. High value areas should be planned from the central point out in all future land use schemes.
- **Solar Control:** Using vegetation, orientation and placement of buildings, for optimum solar efficiency.
- **Promote Culture:** The way we design Country can enhance our sense of culture, of our diverse and rich differences, but also our commonalities.
- **Maintaining High View Points** are important to establish and understanding of Country and our place.

Figure 18 Aboriginal Planning Principles for Subject Site



Source: WSP Australia

The Aboriginal Planning Principles are elaborated upon and described for their best application. It considers the planning and design in order to achieve effective outcomes for the proposal and manage adverse impacts to Country and culture.

Table 5 Application of Aboriginal Planning Principles

Principle	Description of Application
Aboriginal Design	<p>Tell the story of the Wilton area, and of the Dharawal People. Incorporate native and endemic plant species through the space. Create opportunities for the installation of Aboriginal Art through the space.</p> <ul style="list-style-type: none"> ▪ Entry Statement: significant site marker sculpture referencing Dharawal design ▪ The ground place: Landscaping and pathways with local Aboriginal patterns in coloured asphalt. ▪ Sculptural, message sticks, landscape communicating stories and design. ▪ Wall treatment: anti thro screens, abutments, noise walls, etc ▪ Resting/yarning place Dharawal design treatment in pavement, seating, landscape art. ▪ Language and naming

Principle	Description of Application
Sense of Arrival	<ul style="list-style-type: none"> ▪ Providing Acknowledgement of Country signage at entry points on the site. ▪ Engage or commission a local Aboriginal artist to design / co-design an information point. This can create a sense of arrival and providing legibility and wayfinding of the site ▪ The information point may also provide interesting cultural information about this place, some of the cultural heritage features, the history of land use in this region. ▪ Explore the possibility of creating a cultural gathering space. This could be a rest area, a place to eat, relax and share a meal, or other type of space that people can use at all times of the day.
Roads and pathways	<ul style="list-style-type: none"> ▪ Create a system of roads and pathways to increase legibility for users walking or driving across the area. ▪ Ensure that the legibility is enhanced through clever design elements. ▪ Use wayfinding devices to improve legibility. This may include the use of colours to create a local identity for each section of the property. Other design elements may include the use of traditional patterns (with permission and endorsement of the Aboriginal consultants) of Dharawal Country which feature in the pathways and at nodes points. ▪ Create a hierarchy for roads and pathways. Reduce water runoff from hard surfaces by including crushed sandstone or another locally sourced products for secondary paths increasing the area of permeable surfaces
Shared places	<ul style="list-style-type: none"> ▪ Shared places can celebrate Dharawal culture while catering for multiple users including pedestrians, cyclists, road users and 'more than humans' ie plants, animals, waterways and ecology. By using permeable surfaces for secondary pathways, local endemic plant species in gardens and verges, and adopting water sensitive urban design principles places can benefit all users.
Celebrate Country	<ul style="list-style-type: none"> ▪ Retain the natural landform as much as possible, limiting the amount of fill and excavation to the minimum needed to achieve results. ▪ Maintain and protect natural features such as the creeks and drainage lines (where possible) leading to the Nepean River. ▪ Enhance biodiversity by planting endemic flora that connects with existing native vegetation, improving faunal pathways. ▪ Re-establish riparian vegetation to provide cover and habitat along waterways ▪ Remove invasive introduced species such as blackberry and other weed species. ▪ Include Dharawal patterns and design vernacular within the building facades, in consultation through engagement with Knowledge Holders.
Signage	<ul style="list-style-type: none"> ▪ Identify areas where signage will benefit the users, employing colours and patterns to create a sense of place and identity to each section of the property

Principle	Description of Application
Gathering Areas	<ul style="list-style-type: none"> The user experience across the site can be enhanced by providing dwell spots, formal and informal seating areas, gathering areas, viewing locations. Informal seating can include sandstone blocks placed in small clusters along pathways as well as off pathways creating a small nook or node to rest and relax. More formal areas such as lunch shelters and outdoor meeting areas can provide a destination and activation for users. Cluster facilities according to existing infrastructure such as amenities, pathways, natural view points
Cultural Land Management	<ul style="list-style-type: none"> Consider opportunities for cultural land management of remnant bushland areas and creeks and waterways. Cultural fire practises provide a safe way to enhance ecological resilience using cool burning techniques. Fuel loads are decreased while biodiversity is increased through the right application of fire for the ecosystem. Engaging cultural fire practitioners to help manage these parts of the property will also create opportunities for Aboriginal people to care for their Country. Bring Country back to the site. Consider connecting with organisations which are dedicated to bringing Country back, such as nearby Aboriginal nurseries, wetland projects etc. Bush tucker plantings engage the community while educating them about traditional food and culture.
Cultural Water Management	<ul style="list-style-type: none"> Ensure that stormwater runoff is filtered and cleaned using WSUD elements and techniques which include use of endemic plants in gardens. Create rain gardens to collect and filter water as it moves across the site. Create swales and sand traps to slow the water down allowing for filtration of fine particles from the water body before it joins creeks and rivers below. Direct the stormwater to pass through reed beds and small water bodies creating a 'pool and riffle' system where appropriate to allow for UV sterilisation of the water.

4.2. URBAN DESIGN

The Urban Design Report (**Appendix B**) has been prepared by Hatch to provide an urban design analysis, concept master plan and justification for the proposal. A strategic justification of the Proposal is demonstrated, including alignment with key state and local planning documents, analysis of local context and site conditions, and justification of proposed uses. In addition, the report includes a vision statement and guiding design principles for creating a destination Wilton Industrial Park. A place design framework demonstrating how the understanding of the context is converted into a design response for the Site. Furthermore, a local merit assessment for the Planning Proposal is identified in terms of complementing and improving upon the local character of the area.

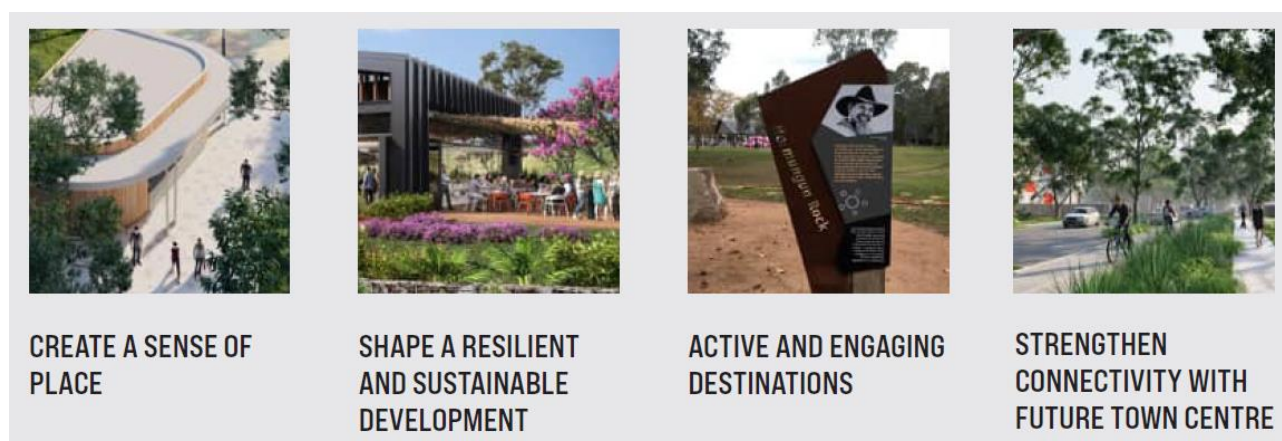
This is demonstrated across four sections of the report, which includes:

- Context and Place** Analysis provides background information and analysis of local planning merit, context analysis at regional, local and site scale, and identifying key spatial opportunities to inform the concept design.
- Project Vision** highlights the aspirations of Wilton Industrial Park as a high performing employment hub, and outlines guiding design principles aimed to activate the Site and shape a place that complements the long-term vision for Wilton.

- **Place Design Framework** demonstrates the physical design moves that in sequence evolve into a complete master plan for Wilton Industrial Park. The design moves include: movement network, built from layout and interface, proposed public places and blue-green network initiatives.
- **Realising the Vision** demonstrates the physical design moves that in sequence evolve into a complete master plan for Wilton Industrial Park. The design moves include: movement network, built from layout and interface, proposed public places and blue-green network initiatives.

The report demonstrates how the vision is realised through four guiding principles (Figure 19). They aim to activate the site and shape the place to support the long-term vision of Wilton. The report describes how each principle achieves the vision, which is summarised in Table 6.

Figure 19 Guiding Design Principles



Source: Hatch

Table 6 Guiding Design Principles breakdown

Principle	Description
Create a Sense of Place	<ul style="list-style-type: none"> ▪ Design for integration between public and private spaces, e.g., a fluid pedestrian circulation between public realm and the building entrance. ▪ Create a legible entrance to the development ▪ Design to feature elements contributing to improved sense of place e.g. Design with Country inspired elements of architecture or streetscape. ▪ Use of native landscaping and tree planting that emphasises the sense of locality
Resilient and Sustainable Development	<ul style="list-style-type: none"> ▪ Achieving sustainable built from outcomes through green star sustainable development compliance ▪ Providing quality tree canopy cover to achieve cooler and shaded public and private domain. ▪ Utilising existing terrain and water courses to naturalise stormwater run-off and integrate elements of water sensitive urban design into the streetscape and public domain
Active and Engaging Destinations	<ul style="list-style-type: none"> ▪ Create distinct destinations that function as key areas of pedestrian activity ▪ Design for integration between public and private spaces, e.g., a fluid pedestrian circulation between public realm and the building entrances.

Principle	Description
	<ul style="list-style-type: none"> ▪ Creating legible wayfinding and that enables easy movement and access to public spaces, buildings, and streets ▪ Design to feature elements contributing to improved sense of place e.g. Design with Country inspired elements of architecture or streetscape.
Strengthen Connectivity with the Future Town Centre	<ul style="list-style-type: none"> ▪ Creating a permeable master plan that allows for more than one access and mode of transport to access the development (pedestrian, cycling, vehicles and heavy vehicles) ▪ Future proof the development such that access to the Nepean River and adjoining nature corridors is possible as Wilton transforms into a new town centre ▪ Align the development with planned infrastructure that forms part of Wilton's transformation plan

The Urban Design Report showcases the proposal delivers a considered, high quality sustainable industrial development and employment floorspace. The employment land uses proposed are compatible with intended uses of the Wilton 2040 - A Plan for Growth Area and have the potential for strong synergies with Western Parkland City and Western Sydney Airport. Further, the analysis demonstrates the proposal's context responsive design that celebrates the Site's unique natural location and character adjacent to the Nepean River corridor.

Figure 20 Perspective of the proposed Industrial Park



Source: Hatch

The analysis further reveals the proposal supports an engaging and active public domain that includes a plaza, cafe, outdoor breakout spaces, green trails, high quality tree canopy, landscaping and considered street design that integrates the principles of Designing with Country. It delivers a high-quality green interface of the development with adjacent conservation corridor. Refer to Figure 21 for a perspective of the proposed Industrial Park.

Figure 21 Proposal Render – public domain and amenities



Source: Hatch

This report concludes that the proposal offers significant strategic merit, significantly enhancing Wilton in terms of services, amenities, and employment. The site is strategically well positioned for accommodating employment uses, building on connectivity to Western Parkland City and Western Sydney Airport and associated synergies and logistics opportunities. The Proposal is also consistent with Wilton 2040 plan which identifies the site as suitable for employment uses. The proposed concept master plan achieves excellent design outcomes by proposing an active integrated approach to public domain, streetscape and landscaping design as well as sustainable built form design.

4.3. LANDSCAPE AND VISUAL IMPACT

4.3.1. Landscape

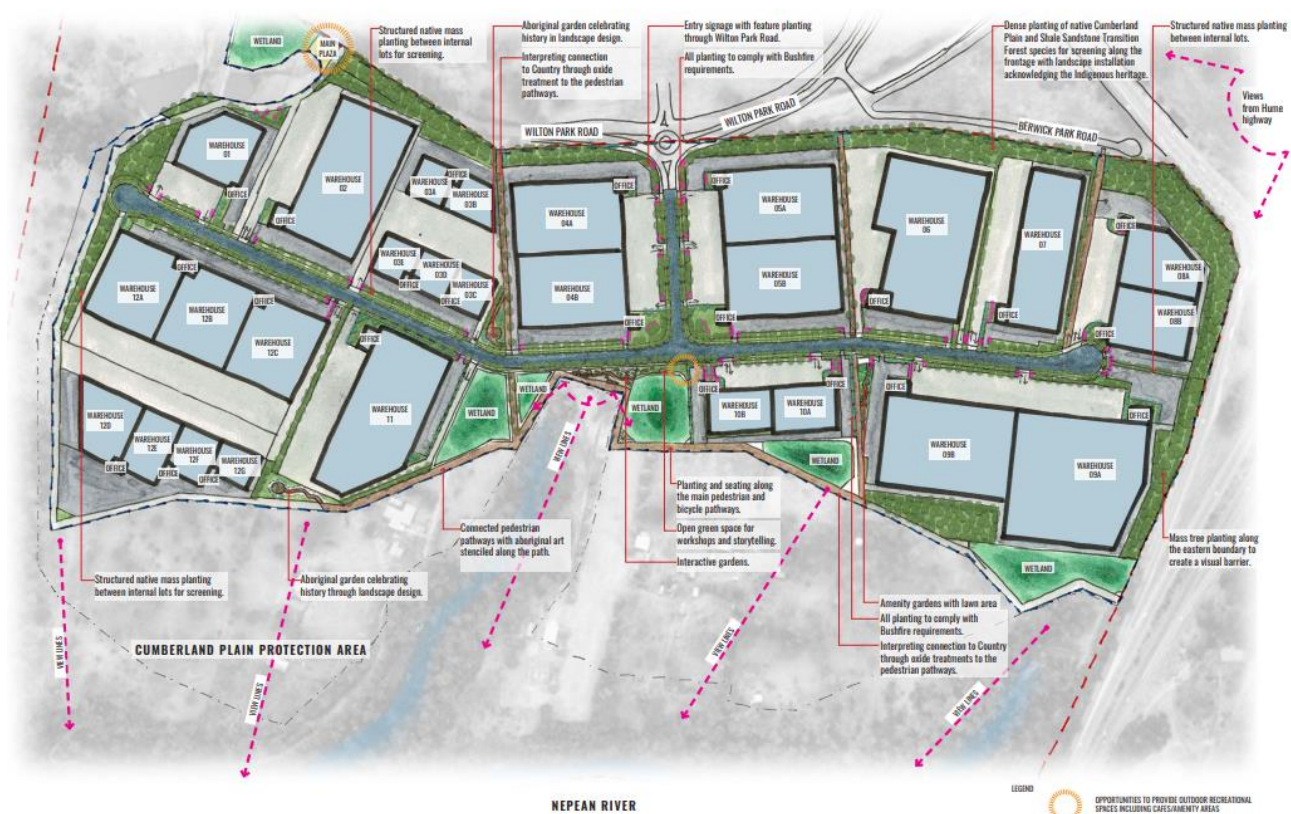
The Landscape Master Plan (**Appendix F**) prepared by Geoscapes employs numerous objectives to ensure the proposed development does not pose an adverse visual impact to the surrounding development, along with supporting appropriate trees and vegetation. The aims of the proposed landscape concept are to protect and maintain the scenic quality of the landscape. In addition, it aims to understand and recognise 'the sense of place' and 'Connection to Country'.

Some of the identified objectives for the landscape concept are summarised below:

- Visually soften and screen the development from visual receptors as identified within the visual impact assessment.
- Use existing and proposed landscaping to transition the development into the backdrop of Wollondilly

- Maintain the significant view corridor towards the Razorback Ridge when travelling north along the Hume Motorway.
- Use endemic and ingenious plant species from naturally occurring communities such as Cumberland Plain Woodland throughout the design to harmoniously integrate the development into its surrounding context.
- Adopt and apply the Aboriginal Planning Principles as described by WSP.
- Hold workshops with the local aboriginal community including traditional owners, elders and artists to ensure landscape values, stories and connections are appropriately represented and design proposals approved.
- Create identifiable public spaces/focal points and nodes within the development that each interpret and reference the site's unique record of human activity and values. This can be achieved using artwork, signage and plantings of Aboriginal significance.
- Utilise necessary drainage infrastructure such as rain gardens, OSD and water quality basins to integrate parks/public space and walking tracks that highlight the landscape and cultural significance through planting, art works and information signage.
- Populate WSUD elements with planting that will filter water before entering back into the Nepean River. Planting will also utilise reeds and rushes that have cultural significance to Aboriginal communities and are used for weaving and bush tucker collection.
- Retain and protect existing vegetation within the riparian corridor to maintain a visual buffer to the development protecting existing biodiversity and koala corridors.
- Promote biodiversity within areas of the site by using a diverse range of vegetation.

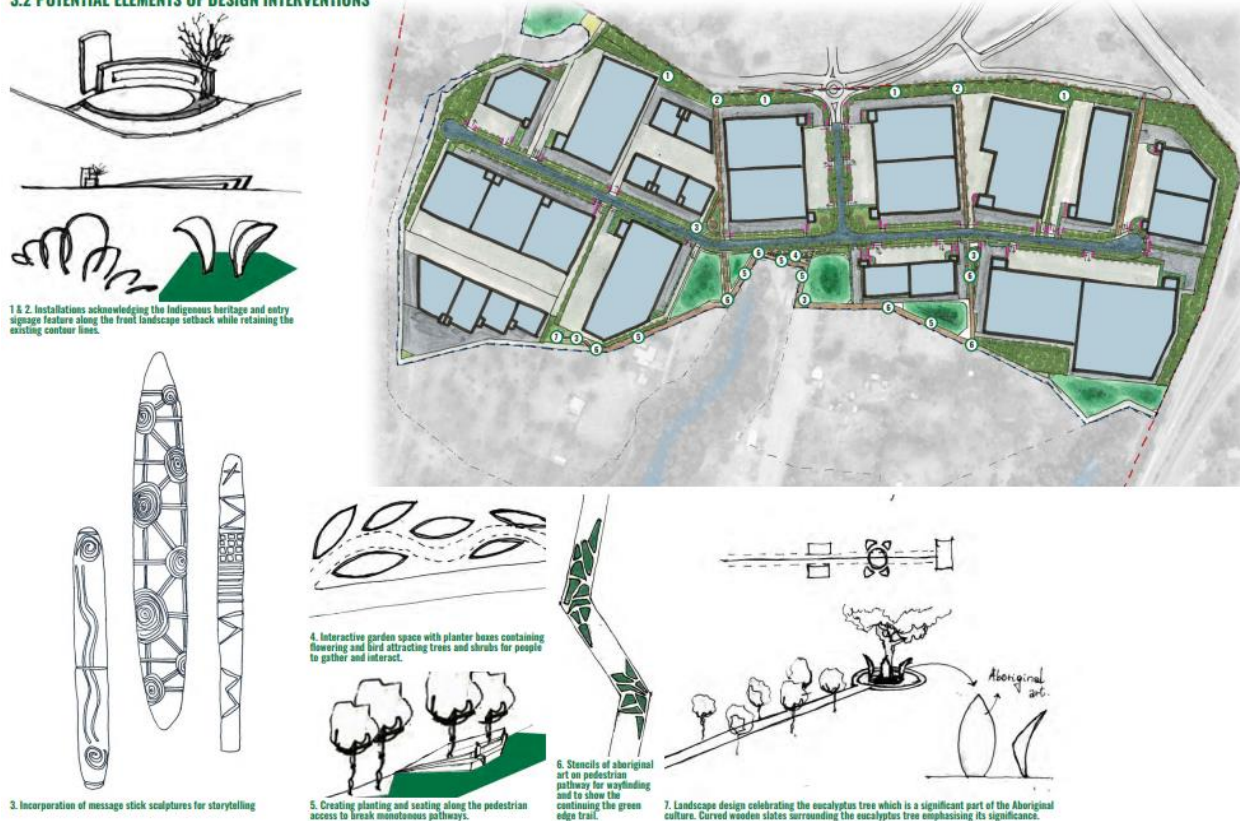
Figure 22 Landscape Plan



Source: Geoscapes

Figure 23 Landscape Principles

3.2 POTENTIAL ELEMENTS OF DESIGN INTERVENTIONS



Source: Geoscapes

4.3.2. Visual Impact Assessment

Hatch Roberts Day were engaged to prepare a Visual Impact Assessment (VIA) for the Proposal (**Appendix G**). A site inspection was carried out on October 11 2022 to enhance the understanding of the desktop study results and the existing visual character of the area. Several locations were evaluated for scenic qualities and visual prominence of the site. These locations were then analysed to identify potential vantage points.

Physical absorption capacity means the extent to which the existing visual environment can reduce or eliminate the perception of the visibility of the proposed development or its effects, such as view blocking. The following factors provide some physical absorption capacity for the proposal and reduces visibility of the development:

- Existing Houses along Wilton Park Road are covered by mature trees along the road.
- Mature trees along Hume Motorway.
- Mature trees and dense vegetation covering Nepean River.
- Existing street pattern with limited views towards the proposal.

The vantage points were determined through identification of physical absorption capacity and visibility of the site. A focus on the areas that are more likely to be affected by the proposal were also considered. This includes nearby public receivers and significant vantage points in the broader public domain. Some viewpoints were intentionally chosen to demonstrate and provide evidence that there will be no visual impacts at all. The key vantage points analysed as part of the VIA are illustrated in Figure 24.

Figure 24 Viewpoint Locations



Source: Hatch

Table 7 Views to Proposed Development and VIA Assessment

Viewpoint	Description	Sensitivity	Magnitude
1. 120 Wilton Park Road, Wilton	The proposed development is almost completely blocked from view by the existing natural landscape. A small section of the building is visible between some shrubs and tree openings.	Moderate	Low
2. 100 Wilton Park Road, Wilton	This view is the most direct to the proposed development. Almost the complete length and height of the proposed building is visible from the street. No existing trees or vegetation obstructs views. Refer Figure 25.	Moderate	High
3. Intersection of Wilton Park Road and Picton Road, Wilton	A large portion of the proposed building is visible from this view. There is an extensive amount of small-medium sized vegetation which interrupts the view. The height of the building doesn't visibly dominate the skyline, as there are some tall trees to break up the view. Refer Figure 26.	Moderate	Moderate

Viewpoint	Description	Sensitivity	Magnitude
4. Aerodrome Drive, Wilton	The proposed development largely sits behind a dense tree line with only the roof outline visible between the treetops. Refer Figure 27.	Low	Low
5. Hume Motorway Exit, Wilton	Almost all of the proposed development completely sits behind a dense tree line. Only a small roof corner is visible above the treetops.	Very Low	Very Low
6. 118 Condell Park Road, Wilton	The proposed development is not visible from this viewpoint. It is obstructed from view by dense trees and vegetation.	Moderate	Negligible
7. Pheasants Next Bridge, Wilton	The proposed development is not visible from this viewpoint. The dense tree line blocks the view completely to the development.	High	Negligible

Figure 25 Viewpoint 2



Picture 1 Existing View



Picture 2 Proposed View

Source: Hatch

Figure 26 Viewpoint 3



Picture 3 Existing View



Picture 4 Proposed View

Source: Hatch

Figure 27 Viewpoint 4



Picture 5 Existing View



Picture 6 Proposed View

Source: Hatch

It has been concluded that the significance of impact along the Wilton Park Road is **MODERATE/HIGH**. This is mostly due to the land zoning change from RU2 to E4, which leads to the proposed building height up to 20 meters height. Notwithstanding, the proposal creates different landscape characters which is comparable with its surroundings.

Overall, the visual impacts assessed from multiple viewpoints result in impacts considered to be in the **NONE** to **MODERATE** ranges, due to:

- Change of character from rural to industrial
- Limited exposure of the proposal from south and east
- Existing dense vegetation with mature trees particularly along main roads including Hume Motorway
- Proposed building height sits below the existing tree lines/ ridgeline when viewed from vantage points

4.4. SUSTAINABILITY

A Sustainability Report (**Appendix O**) has been prepared by Civile to provide a sustainability framework for the site. This proposes objectives and potential measures to address sustainability in the future development. Civile also assess and identify the urban heat profile at the project site.


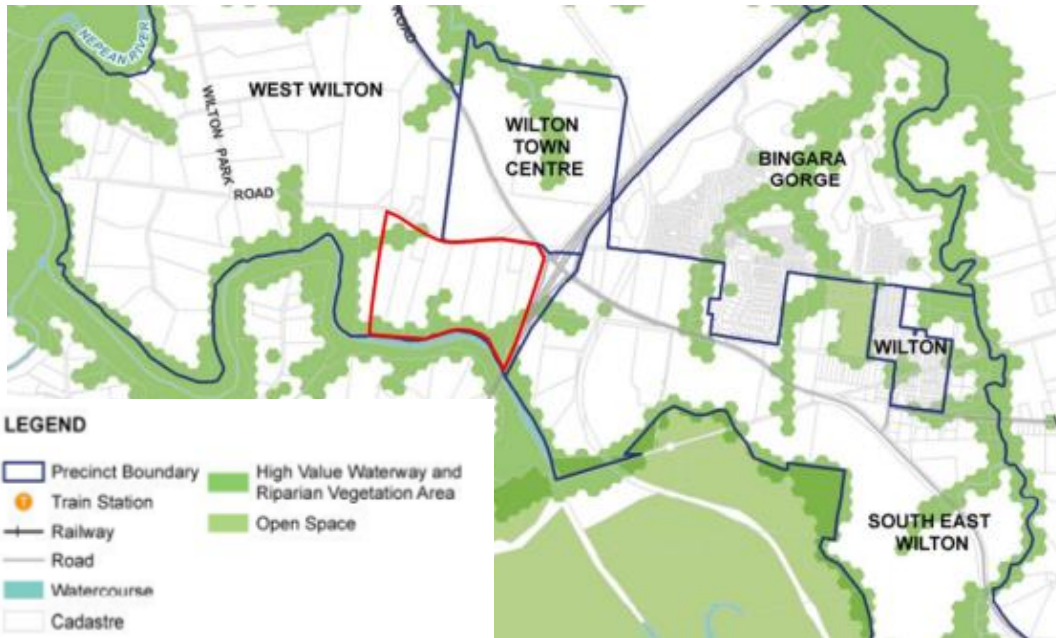
The objectives of the report are to:

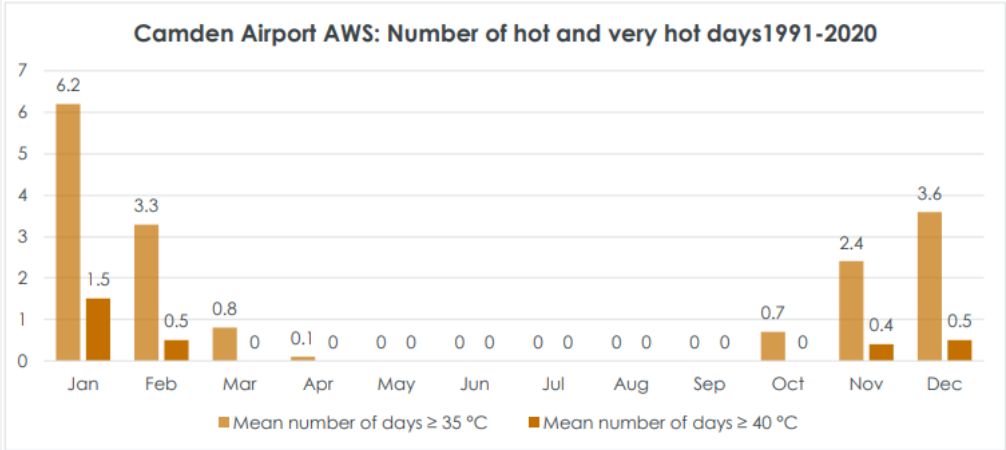
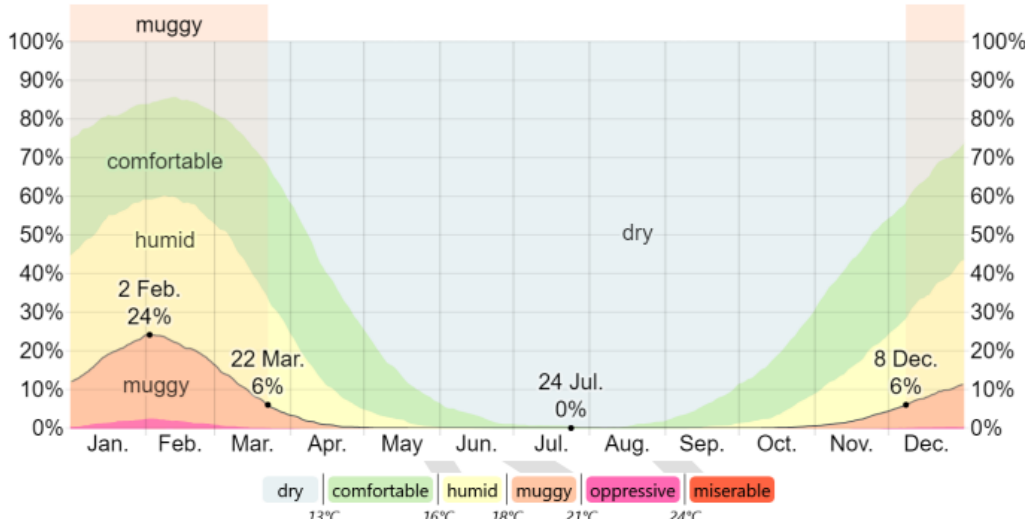
- Describe the physical context of the development area, in terms of its weather, climate and ecology including exposure to heat.
- Identify opportunities to address sustainability and urban heat in the precinct planning and development process.
- To describe potential measures that could be incorporated into the development, during the next stages of planning and design including urban heat.

Existing Conditions

Table 8 Assessment of Climatic Conditions

Key Feature	Description
Ecology	Majority of vegetation located in the southern portion of the site adjacent to the steeply incised local waterways. Existing vegetation consist of Shale Sandstone Transition Forest, Strategic Conservation Areas (SCA) within the Cumberland Plan Conservation Plan (CPCP) and Koala habitat.

Key Feature	Description
	<p>Figure 28 Existing site vegetation and ecology</p> 
Waterways	<p>Existing site contains several first order waterways and a small section of second order waterway in the north and west. The south eastern and centrally located first order streams on the site are well vegetated and consists of steep gully. The vegetation roughly outlines the extents of the steep gullies associated with the waterways. The site also has identified high value waterways and riparian vegetation as outlined in the Wilton DCP and shown in Figure 29.</p> <p>Figure 29 High Value Waterways, Wilton DCP 2021</p> 
Air Temperature and Hot Days	<p>Data from the Camden Airport AWS weather station has been used for as a reference for West Wilton (20km from the site) as it is the closest, with similar climatic conditions. West Wilton is exposed to both heat and cold. Warmest months are December to</p>

Key Feature	Description
	<p>February. Whilst average conditions in the area in summer are comfortable, the area experiences an average of 17.1 hot days per year, including 2.9 days where the temperature peaks over 40°C. The number of hot days is expected to increase over the coming decades. At the West Wilton site, the projected increase is 5-10 days by 2060-2079.</p> <p>Figure 30 Camden Airport AWS number of hot days, 1991-2020</p>  <p>Figure 31 Percentage of humidity comfort levels</p> 
Humidity and Air Movement	<p>Conditions tend to be dry in winter and humid in summer, with humidity sometimes becoming uncomfortable in summer. As humidity increases, evaporative cooling strategies become less effective, but they are still recommended as part of the suite of cooling strategies for the site. This is especially important for Western Sydney, very hot days and heatwaves tend to be relatively dry, and evapotranspiration will be effective at these times. Breezes are an effective cooling measure in humid conditions. Figure 31 shows that in summer, prevailing breezes tend to be easterly. At the site, exposure to easterly breezes will help with summer cooling, and this should be considered in the orientation and layout of the development.</p> <p>Figure 31 Percentage of humidity comfort levels</p>

Proposed Impacts & Mitigation Measures

The report details guidance on how to apply the recommended mitigation measures, including specific commitments subject to further analysis as the planning and development continues. Civille conclude:

- Green, blue and grey infrastructure all play a role in contributing to sustainability.
- Appropriate targets for retaining water in the landscape and a cool roof standard should be considered as part of future planning.
- There are opportunities in the precinct's planning and design to achieve a range of sustainability measures including to reduce the heat island effect.

Civille highlight that green, blue and grey infrastructure can all contribute to mitigating the impacts of development and urban heat within the site. The assessment recommends the following measures.

- Set energy and water efficiency benchmarks for non-residential buildings.
- Provide infrastructure to support local use of public transport, active transport, and electric vehicles.
- Adopt canopy cover and green cover targets for the precinct.
- Set a cool roof benchmark.
- Encourage the use of 'cool paving' materials, with high thermal emittance, and/or permeability.
- Consider orientation of site features to catch prevailing breezes and maximise shade in summer.
- Set benchmarks and prioritise canopy cover to shade paved areas and building walls, particularly northern and western walls. Where canopy cover is impractical, shade structures can also be effective.
- Encourage irrigation or passive irrigation of trees and other vegetation.
- Adopt a target and encourage the use of WSUD features that retain water in the landscape.
- Provide outdoor 'cool zones' including targeted measures such as additional shade and evaporative cooling.
- Encourage alternative water supplies including reuse of rainwater for non-residential development.

4.5. SOCIAL INFRASTRUCTURE

HillPDA were engaged to prepare the Social and Health impact Comment which aims to identify the potential positive and negative social and health impacts of the proposal, to consider the significance of the identified impacts, and outline any avoidance or mitigation measures that have or should be undertaken.

Existing Conditions

The social locality for this report has been selected to provide an appropriate representation of the demographics of the site and its surrounds. A demographic snapshot is summarised below, utilising the 2021 Census data.

- Population overview
 - The usual resident population of Wilton was 3,767 persons. Wilton's population resided in 1,190 private dwellings with an average household size of 3.3 persons.
 - Wilton has a young population. The median age was 34, younger than Greater Sydney's 37 years. 33.9 per cent of Wilton residents were less than 20 years old, a much higher proportion than the 24.0 per cent of Greater Sydney residents
- Employment
 - 71.9 per cent of Wilton residents reported being in the labour force. Of those residents in the labour force, 60.1 per cent were employed full-time and 28.2 per cent were employed part-time, whilst just 2.0 per cent were unemployed.
 - Many residents were employed in education (6.4 per cent). Other industries employing significant proportions of Wilton residents include hospitals, police services, and road freight transport.

- Transport
 - 52.7 per cent of Wilton residents travelled to work in a private car (as driver or passenger), whilst just 0.8 per cent travelled via public transport and 1.1 per cent walked only.
- Household income
 - 46.0 per cent of Wilton households reported an income of \$3,000 or more per week, much higher than the 32.0 per cent of Greater Sydney households. At the same time, 6.7 per cent of Wilton households reported a weekly income of less than \$650, a far smaller proportion than the 14.1 per cent of Greater Sydney households.
- Health and wellbeing measures
 - A review of health and wellbeing data provided by the Public Health Information Development Unit (PHIDU) suggests that, compared to Greater Sydney, Wilton residents are more likely to have a range of health conditions and risk factors.
- Socioeconomic status
 - The ABS's Index of Relative Socio-economic Advantage and Disadvantage ranks areas against others in Australia. The areas that constitute the study area are all ranked within the top four most advantaged deciles across Australia, with two in the most advantaged decile (top 10 per cent).
- Crime statistics
 - For most crime categories, Wilton recorded few or no crimes. Where crimes were recorded in Wilton, occurrence rates were significantly lower than those seen across NSW.

Proposed Impacts and Mitigation Measures

The document provides details on the potential changes to the existing social conditions that may arise from the approval of the planning proposal. This analysis represents a comment on likely social impacts rather than a full social impact assessment. This approach is consistent Council's SHIA Policy and SHIA Guidelines. The potential social impacts are identified in the table below.

Overall, the planning proposal results in positive social outcomes. With the application of the following mitigation measures, and undertaking appropriate reporting and engagement at the detailed design stage, the proposal is considered unlikely to result in significant negative social or health impacts.

Table 9 Social and Health impact Analysis

Impact Category & Relevance	Potential Impact(s)	Mitigation Measures
Population change <i>The location, size, rate and type of population change have implications for social infrastructure planning, urban design and community cohesion.</i>	Positive impact(s) <ul style="list-style-type: none"> ▪ Additional employment generated by the proposal would be consistent with the existing age structure in Wilton, largely made up of younger, working age residents. ▪ These workers would be able to move to the local area or be sourced from within the local area. 	The site is within an area that has been identified for future use as employment lands for a long period. This strategic planning work has included public consultation periods and stakeholder engagement opportunities. The proposal to rezone the site will therefore be expected by residents. This reduces any displacement impacts somewhat.
	Negative impact(s) <ul style="list-style-type: none"> ▪ No residential proposed. 	
Healthy lifestyle	Positive impact(s)	

Impact Category & Relevance	Potential Impact(s)	Mitigation Measures
<p><i>Urban design influences participation in physical activity, such as walking, cycling, children's play and other activities, promoting healthy lifestyles and reducing the risk of disease and mortality. A range of parks, open spaces and the public domain provide important venues for physical activity and social interaction; these need to be well distributed across catchments.</i></p>	<ul style="list-style-type: none"> Additional employment in proximity to future residential areas can support active transport use. Plaza, café, landscaped amenity and breakout areas to support outdoor activity and interaction. Internal pedestrian and active transport network supports physical activity and active transport. 	<p>Future development at the site could maximise provision of open space and amenity areas for workers at the site.</p>
	<p>Negative impact(s)</p> <p>None identified.</p>	
<p>Healthy communities</p> <p><i>Healthy communities are places where water and air quality are good, opportunities for relaxation, good access to fresh food and local produce, people can locally access supportive services, can walk and cycle around neighbourhoods.</i></p>	<p>Positive impact(s)</p> <p>Internal pedestrian and active transport network support physical activity and use of active transport.</p>	<p>Maximise open space and amenity areas for workers.</p> <p>Ensure the site includes support for active transport; Protected bicycle paths, Secure bicycle storage, Facilities to enable charging.</p>
	<p>Negative impact(s)</p> <p>None identified.</p>	
<p>Social cohesion / belonging</p> <p><i>Community connectedness, established through social networks and opportunities for incidental contact, helps people access the emotional and practical resources they need. A sense of belonging with 'place' is a major contributor to strong communities and good health.</i></p>	<p>Positive impact(s)</p> <p>Jobs closer to home for locals. Improved access to employment would support social cohesion and social interaction. This would be of increased significance for residents with long commutes who may be able to work at the site</p>	<p>Can incorporate open space and amenity areas that encourage social interaction between workers</p> <p>Open space and amenity areas provided within the site should respond to the broader site and publicly accessible.</p>
	<p>Negative impact(s)</p> <p>None identified.</p>	
<p>Access and Mobility</p> <p><i>The location of housing, education, employment and community services and facilities in proximity to public transport, cycling and walking networks enhances their accessibility. Good connective infrastructure and universal</i></p>	<p>Positive impact(s)</p> <ul style="list-style-type: none"> Site is a short distance from future/ existing housing. Proximity could enable active transport to provide a significant amount of the mode share trips and benefit the wider region through shorter travel times. Proposes a pedestrian and active transport network, supporting physical activity / active transport. 	<ul style="list-style-type: none"> Ensure that detailed design stage for the site includes support for active transport, including through provision of: <ul style="list-style-type: none"> Separated / protected bicycle paths Secure bicycle storage

Impact Category & Relevance	Potential Impact(s)	Mitigation Measures
<i>access design benefits everyone in the community.</i>	Negative impact(s) Site is poorly served by active transport connections. Future infrastructure near the site is directed at road transport which is likely to significantly reduce the uptake of active transport to the site.	<ul style="list-style-type: none"> – Facilities to enable charging of devices such as e-bikes and e-scooters. – End of trip facilities
Access to employment and training <i>Access to employment and education are key factors in influencing a community's ability to function effectively, to be resilient, and to enjoy good health outcomes. Costly travel expenses can be a barrier to people on low incomes accessing work and/or education.</i>	Positive impact(s) <ul style="list-style-type: none"> ▪ Generate around 1,700 full-time equivalent jobs* during operation. Would also generate significant employment during construction. ▪ Increased accessibility to jobs in Southwest Sydney would benefit the wider region. Negative impact(s) None identified.	None identified.
Local Economy <i>Strong local economies support community wellbeing through support of local employment opportunities, promotion of business opportunities, tourism activities and local entertainment options.</i>	Positive impact(s) <ul style="list-style-type: none"> ▪ It can generate up to 1,700 full-time equivalent jobs*. Increased jobs would lead to benefits like higher expenditure at local businesses. ▪ Increased availability of industrial floorspace would support business development and LGA's economy. Negative impact(s) None identified.	None identified.
Amenity of place and surroundings <i>Places with good amenity have a strong positive impact on health and wellbeing. They contribute greatly to happiness, which brings significant health benefits. They also encourage people to spend time outside their homes, which boosts incidental social interaction and community participation. Good amenity also helps to build a</i>	Positive impact(s) Includes a plaza and café, amenity and breakout areas, and an edge trail around the site perimeter, providing greater access to outdoor amenity and natural environment. Negative impact(s) Neighbouring residents would be impacted by the proposal, mostly by noise, dust, vibration, and traffic impacts during construction, plus noise and visual amenity changes during	<ul style="list-style-type: none"> ▪ The detailed design phase could consider measures to provide a high amenity workplace. ▪ Provide a noise and vibration impact assessment and a visual impact assessment and implement identified mitigation measures.

Impact Category & Relevance	Potential Impact(s)	Mitigation Measures
<i>sense of community stewardship over public areas.</i>	operation. A major change from the quiet rural landscape.	
Urban Heat <i>Urban heat is a growing problem in Australia, and can lead to poor social and health outcomes. In addition to heat-related illnesses, it can lead to an over-reliance on air conditioning, inequity because of increased risks for people who do not have access to air conditioning, and a lack of social connection during hot weather as people stay at home. Planning should consider the need for shade and for cool area sanctuaries that are accessible to all.</i>	<p>Positive impact(s)</p> <ul style="list-style-type: none"> Draft urban design report identifies the use of street tree plantings and landscaped areas. A large portion of the site is to be preserved as biodiversity area, preserving the existing vegetation. <p>Negative impact(s)</p> <p>Potential future workers would be significantly impacted if urban heat is not managed, as industrial sites likely have large building footprints. This would reduce the ability of workers to spend time outside, either working or taking breaks, and increase the reliance on air conditioning for internal areas.</p>	<p>Detailed design could consider:</p> <ul style="list-style-type: none"> Passive cooling options for the buildings, use of light colours and heat reflective materials Increasing provision of shade and vegetation coverage, including minimising vegetation clearance undertaken to enable construction. Provide significant shading in open space and amenity areas to support utilisation in all weather conditions.

4.6. LAND CAPABILITY INVESTIGATIONS

4.6.1. Geotechnical

PSM were engaged to prepare a Preliminary Geotechnical Assessment (**Appendix H**) for the Planning Proposal. The assessment included a site walkover on the 15 September 2022 by driving around the site to inspect and characterise landforms, identify areas of geotechnical risks/hazards that may be of concern and also take general site photos.

Existing Conditions

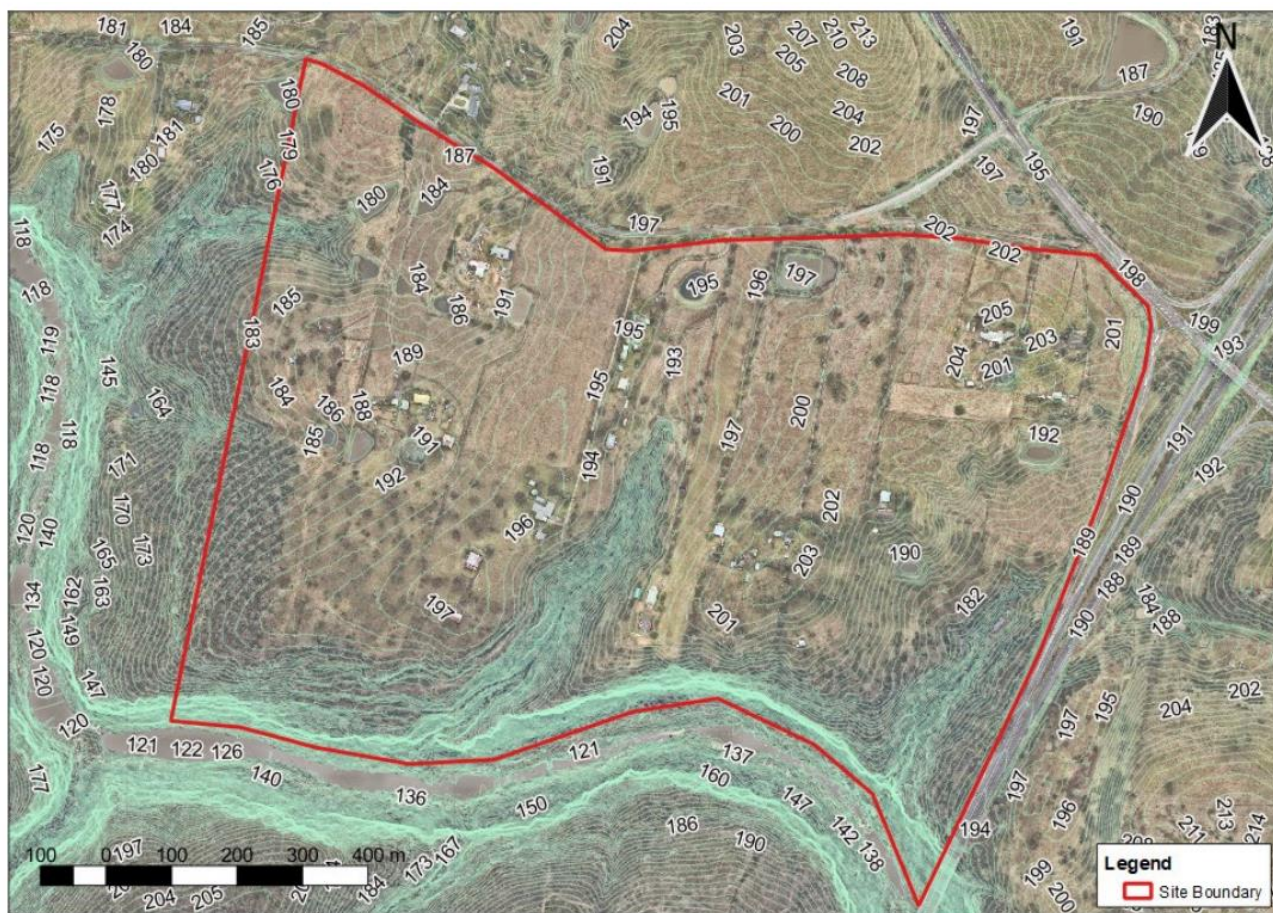
The site inspection and assessment of the subject site analysed the existing conditions and characteristics. It investigated key characteristics of the subject area which are identified and described in Table 10 below. A map assessing the topography of the subject site is identified in Figure 32, to support the written description.

Table 10 Site Conditions

Characteristic	Existing Description
Geological Setting	<ul style="list-style-type: none"> The southern portion of the site is underlain by Hawkesbury Sandstone (Rh) – Medium to coarse grained quartz sandstone, very minor shale and laminate lenses The northern portion is underlain by the Wianamatta group formation (RWa) – Laminite and dark grey siltstone
Surface Conditions	<ul style="list-style-type: none"> Consists of level and uneven (sloping grounds), particularly, closer to the Nepean River and at the creek at 45 Wilton Park Road Bounded by a cliff face on its southern boundary due to the Nepean River

Characteristic	Existing Description
	<ul style="list-style-type: none"> ▪ The site is mostly covered in vegetation (grass, tress, bushes etc.) which gets thicker closer to the Nepean River and at the creek at 45 Wilton Park Road ▪ There are several man-made features (i.e., dams and embankments) within the site. The dams embankments could be up to few meters high ▪ Soft ground was observed in the vicinity of a number of dams ▪ Two prominent waterways/ water features were observed within the site; one at 45 Wilton Park Road and another at 30 and 10 Berwick Park Road. ▪ Rock outcrops were observed across the site, in particular closer to the Nepean River and at the creek at 45 Wilton Park Road.
Inferred Subsurface Conditions	PSM have not sighted any ground investigations report for the site. But the site walkover revealed a rock outcrop at several areas. Thus, it is believed that rock within the site is potentially relatively shallow.
Topography	<p>Topography data is obtained from the EVIS Elevation and Depth portal, which is depicted in the Figure below. The data indicates the following about the site:</p> <ul style="list-style-type: none"> ▪ The northern portion slopes down from east to west in a relatively gentle gradient ▪ Steep gradient (i.e., rapid drop in elevation) is noted at: <ul style="list-style-type: none"> - Southern (as expected given the presence of the cliff face) and eastern boundary of the site, towards the Nepean River - Around the creeks/ water ways at Lots 45 Wilton Park Road, 30 Berwick Park Road and 10 Berwick Park Road.

Figure 32 Site Topography



Source: PSM

Proposed Impacts

The assessment concludes that the subject site investigated is suitable for industrial development. Geotechnical advice associated with civil works should be sought prior to further design and construction stages. The specific geotechnical elements that need to be addressed at future design and construction stages are detailed below and will be able to be addressed by typical engineering and construction controls. The identified geotechnical risks that need to be addressed are not considered to affect the ability of the site to be developed for industrial purposes. The geotechnical risks include the following:

- Cliff regression and stability along the Nepean River and creeks.
 - Cliff regression may occur over a period of time. Appropriate setbacks will need to be included – Where the proposed development is close to the cliff (considering appropriate setbacks), cliff stability shall be checked.
- Excessive settlement due to soft ground
 - Developments or earthworks on soft ground (i.e., in the vicinity of existing dams and waterbodies) shall be designed to allow for predicted settlements within these areas. Else, alternative design (i.e., suspended structures) shall be considered.
- Disturbed ground
 - Earthworks in areas of disturbed ground (e.g., dams, small embankments) will need to consider the effect of the disturbed ground on the proposed development.
- Differential settlement due to potentially varying underlying ground stiffness associated with rock outcrops and undulating terrain.

- Due to the undulating terrain, it is expected that extensive earthworks may be required (depending on the proposed development footprint). Coupled with the observed rock outcrops across the site, there may be a potential for differential settlement between structures founded on material of different stiffness (e.g., rock with relatively higher stiffness and fill, which is relatively less stiff).
- Settlement due to mine subsidence
 - Where the proposed development is expected to be affected by future mine subsidence, detailed assessments shall be carried out and appropriate measures be incorporated in the design to tolerate the predicted movement.

4.6.2. Contamination

A Preliminary Site Investigation (Contamination) was undertaken by JBS&G (**Appendix I**) for the proposed rezoning. The report identifies any potential for contamination from current and historical site activities. The assessment aims to identify whether the site is either currently suitable or is capable of being made suitable for the proposed rezoning for commercial/industrial use. The scope of work for the assessment included a detailed site inspection of a selection of properties, a review of available site history and background information, to identify potential areas of environmental concern (AECs) and associated contaminants of potential concern (COPCs).

The assessment found the majority of the site area comprises land which has historically been undeveloped and/or utilised for rural residential and agricultural activities. This is with the exception of a limited area within 75 Wilton Park Road which recently was used as a transfer facility. A number of potentially contaminating activities associated with former and current uses have been identified, particularly associated with fill and stockpiled material onsite, as well as domestic chemical usage and storage. AEC's have been listed and identified in Table 11.

Table 11 Areas of Environmental Concern and Associated Contaminants of Potential Concern

Area of Environmental Concern (AEC)	Contaminant of Potential Concern (COPC)
Fill materials of unknown origin used to create existing site levels (partially gravelled driveway/surfaces near site structures)	Heavy metals, TRH/BTEX, OCPs, PCBs, PAHs, asbestos
Site building structures including former demolished structures and present-day structures impacting soils	Asbestos, lead and PCBs
Stockpile materials	Common COPCs such as heavy metals, PAHs, OCPs, PCBs, TRH, BTEX, and asbestos.
Domestic storage/handling of chemicals (agricultural purposes/motor fuels and oils)	Heavy metals, PAHs & TRHs/BTEX, OCPs
Application of pesticides for maintenance of vegetated areas or former crops	TRHs, OCPs
Accumulated nutrients and/or contaminants within site surface water bodies	Heavy metals, PAHs (low levels), nitrate/nitrite & ammonia

Potentially contaminated media present at the site include:

- Surface soils
- Fill materials
- Natural soils/bedrocks

- Groundwater
- Sediments

The assessment also observed other potential factors influencing contamination, summarised in Table 12.

Table 12 Potential Contamination Concerns

Contamination Concern	Description
Potential for Migration	<p>The potential contaminants identified were generally in either a solid form and liquid form. As the site is predominantly grassed, the potential for windblown dust migration of contamination from the site is generally low, however may be moderate. Migration via surface water movement, infiltration of water is considered moderate given the absence of impervious pavements.</p> <p>A moderate potential for migration of contamination exists for soluble compounds and/or those which are readily transported by surface waters via a series of interconnected ephemeral drainage lines at the site.</p>
Potential Exposure Pathways	<p>Based on the COPCs identified, the exposure pathways for the site include:</p> <ul style="list-style-type: none"> ▪ Potential inhalation of airborne asbestos fibres and/or heavy metal impacted, or pesticide dust articles. ▪ Potential dermal and oral contact to impacted soils as present at shallow depths and/or accessible by future service excavations across the site. ▪ Potential oral and dermal contact to surface waters and sediments within current/former retention ponds as accessible by current and future site users and/or during future excavation;/redevelopment. ▪ Potential contamination uptake by site vegetation.
Receptors	<p>Potential human populations who may be exposed to impacts in the future include:</p> <ul style="list-style-type: none"> ▪ Future occupants/workers/visitors to the site. ▪ Excavation/construction/maintenance workers conducting activities at the site. ▪ Existing and/or future users/occupants of adjoining properties. <p>Potential site ecological receptors include future flora species established within any proposed landscaped areas and downgradient ecological receptors that may be impacted by groundwater and surface water migrating.</p>
Preferential Pathways	<p>Man-made preferential pathways are likely to generally be restricted to areas in proximity to site structures, associated with fill materials and/or established infrastructure.</p> <p>Preferential pathways also exist in the form of manmade and natural ephemeral drainage lines leading into and from onsite dams. These ephemeral drainage lines are also important in the assessment of potential off-site sources of COPC, which are present adjoining neighbouring upgradient properties.</p>

Intrusive investigations of soil, surface water and sediment on selected properties have not identified the occurrence of gross and/or widespread contamination conditions at the site that would preclude rezoning of the site.

The report concludes that the identified and potential soil and water impacts from previous investigations are considered representative of common contaminants and potentially contaminating land use activities which can be readily dealt with during the Development Application (DA) stage for redevelopment and assessment for site suitability.

4.7. ABORIGINAL HERITAGE

Austral Archaeology has been engaged to provide an Aboriginal Cultural Heritage Advice (**Appendix K**) to inform the Proposal. This initial advice has been informed through a desktop review and visual inspection of the study area.

The visual inspections were undertaken on a number of sites which make up the study area and consisted of a systematic survey of the study area to identify and record any Aboriginal archaeological sites. The sites inspected are detailed in the table below.

Table 13 Desktop assessment and visual inspection

Site	Key findings
25 Wilton Park Road	<ul style="list-style-type: none"> Based on the site inspection, it is determined that the property has archaeological sensitivity and may contain artefacts and Potential Archaeological Deposits (PADs). No areas of PAD have been identified at this stage, based on the limited scope of the investigation.
Wilton Park Road	<ul style="list-style-type: none"> Older eucalypts at the northern boundary and the centre of the property were examined though no evidence of cultural scarring was observed. The property has moderate to high Aboriginal archaeological sensitivity, with the high potential occurring within the two rock shelters located within the gorge, noting these areas are outside the proposed development footprint.
55 Wilton Park Road	<ul style="list-style-type: none"> Access to 55 Wilton Park Road was not available at the time of inspection. Given the density of vegetative cover in the upland areas of the property, as well as dense vegetation and steep slope nearer the river, the property provided very limited potential for identification of cultural materials, if present.
75 Wilton Park Road	<ul style="list-style-type: none"> Overall, the site had minimal surface visibility and minimal evidence relating to Aboriginal cultural activities. Based on the results of this site inspection, it is determined that the property has no Aboriginal archaeological sensitivity and is unlikely to contain either artefacts or Potential Archaeological Deposits (PADs). No areas of PAD have been identified at this stage.
85 & 95 Wilton Park Road	<ul style="list-style-type: none"> Access to 85 Wilton Park Road was not available at the time of inspection. Limited potential for identifying surface artefacts based on dense vegetative ground cover across the property, especially in undeveloped, treed areas nearer the river.
10 Berwick Park Road	<ul style="list-style-type: none"> There is the potential to identify rock shelters in the study area (however are outside the development footprint) that may contain art, artefacts and potential archaeological deposits (PAD).

Site	Key findings
20 Berwick Park Road	<ul style="list-style-type: none"> Given the density of ground coverage, identification of areas of potential was limited. Contains some potential for Aboriginal cultural material, although further assessment will be required.
30 Berwick Park Road	<ul style="list-style-type: none"> Based on the results of this site inspection, it is determined that the property has Aboriginal archaeological sensitivity and could contain either surface or subsurface archaeological material. No areas of Potential Archaeological Deposits (PADs) have been identified at this stage, due to the limited scope of the investigation, and further investigation will be required to determine the nature and extent of any archaeological potential. No historic heritage features were noted during the site inspection.

Austral have provided a series of recommendations after considering the archaeological context and environmental information available on the site. These include:

- Desktop research and visual inspection of landforms indicates the study area is located within an environmental context consistent with low to medium potential. Austral therefore recommends preparing an AHCA in accordance with the *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW* and the *Due Diligence Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (OEH 2011, DECCW 2010b) to understand the cultural values of the study area. Dependant on the proposed ground surface impacts and the cultural values determined via the ACHA process, an AHIP may be required.
- Identification and consultation must be undertaken with Aboriginal stakeholders in accordance with the Consultation Requirements, which include statutory timeframes to demonstrate adequate time has been provided to allow stakeholders to review and comment on the information provided.
- The proponent is aware that all Aboriginal objects and Places are protected under the NPW Act. It is an offence to knowingly disturb an Aboriginal site without a consent permit issued by Heritage NSW.

4.8. EUROPEAN HERITAGE

Austral Archaeology were engaged to prepare a heritage letter of advice for the Proposal (**Appendix L**). As such, the report provides an assessment of the potential historical archaeological resource through a review of documentary sources. The assessment quantifies the nature, extent and significance of any historical heritage values that may be present within the study area.

The report measures the potential for physical archaeological resource to be present within the study area, by identifying its archaeological sensitivity. It highlights archaeological sites first redeveloped in either the 19th or early 20th century can also retain evidence of occupation from earlier periods. It is also very common that such evidence can be recovered even when sites have been redeveloped or disturbed by modern construction activity. As such, based on the reports analysis of historical context, it makes the following general predictive statement: There is low potential for the study area to contain any historical structures as it was used mainly for agricultural purposes. Any heritage identified is likely to be in the form of fencing or postholes.

A site inspection was conducted on 14 July 2022. It consisted of a systematic survey of the study area to identify any historic heritage values that may be present. The site inspection did not identify any evidence of historical archaeological potential or historic heritage values within the properties inspected. The report explains the past land usage is not indicative of activity that would produce lasting archaeological remains and the area is assessed as having low archaeological potential.

The assessment concluded no historic heritage values or areas of archaeological potential were identified during the site inspection. Based on these results, it concludes that works can proceed with caution and no further historical assessment is required. Additionally, an unexpected finds procedure should be developed prior to the commencement of any bulk earth works and incorporated into an environmental management policy for the site.

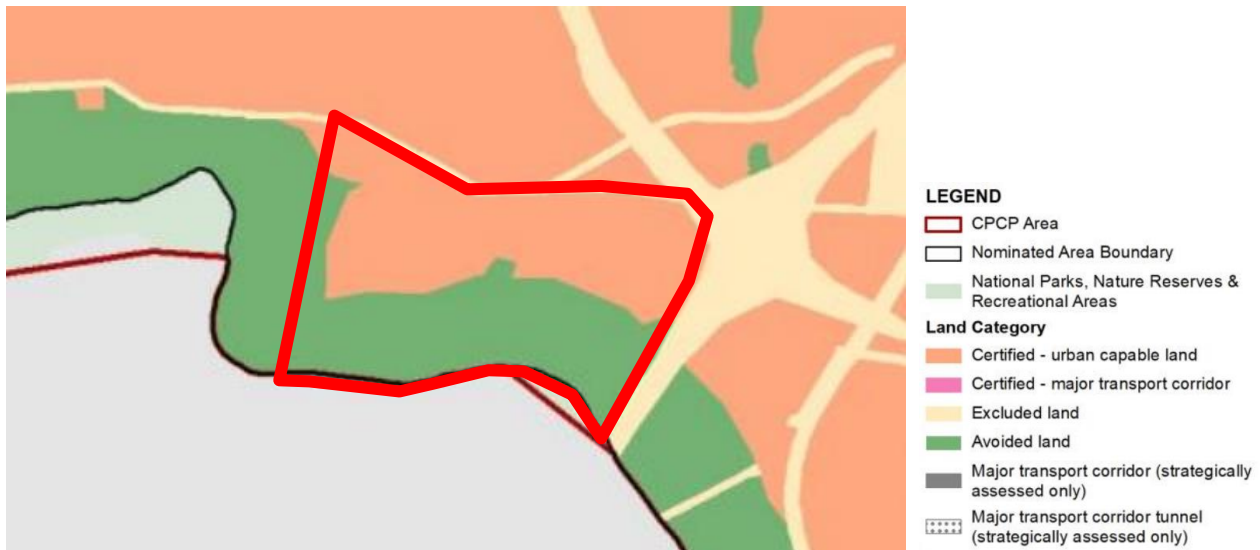
4.9. BIODIVERSITY AND ECOLOGY

An Ecological Constraints Assessment (**Appendix N**) has been prepared by Ecoplanning to provide an assessment of ecological constraints within the development area and to present key findings from initial field assessments.

Existing Conditions

The site is situated within the Cumberland Plain Conservation Plan (CPCP) which divides the site into 'Certified – urban capable land' within the northern portion of the site and 'avoided land' to the south. The proposed development is restricted to the certified land.

Figure 33 Cumberland Plain Conservation Plan – Wilton Growth Area

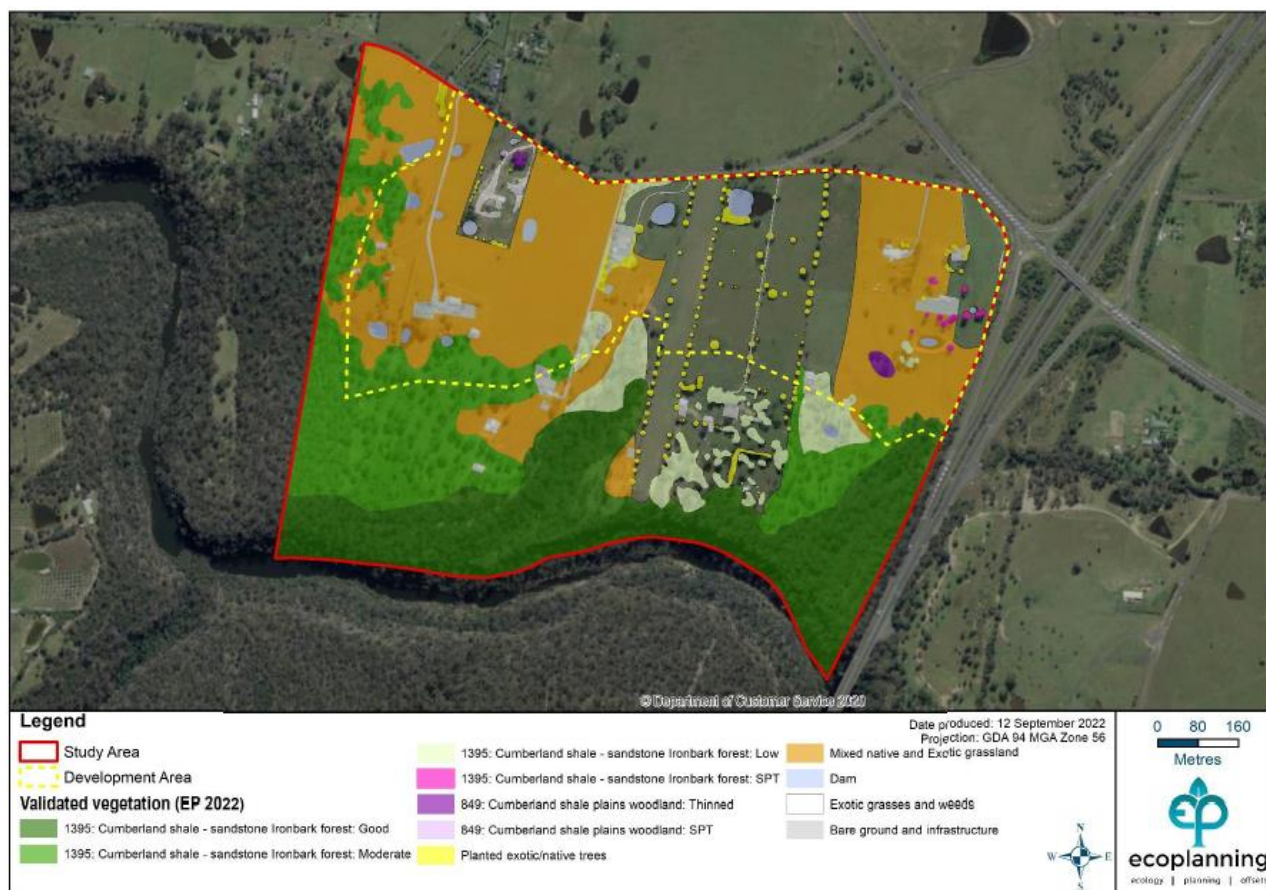


Source: DPE

The field assessments conducted by Ecoplanning validated the existing vegetation mapped by the National Park and Wildlife Service (NPWS) which identifies four (4) patches of native vegetation within the site.

Figure XX reflects the validation identified as part of the field surveys which identifies a large portion of the site as 'mixed native and exotic grassland' within the northern portion of the site, and 'Cumberland shale – sandstone ironbark forest' within the southern portion of the site. There are also large areas within the site which are highly disturbed and consists of vegetation mapped as 'planted exotic / native trees' (refer **Table X**).

Figure 34 Validated vegetation within the site



Source: Ecoplanning

Proposed Impacts

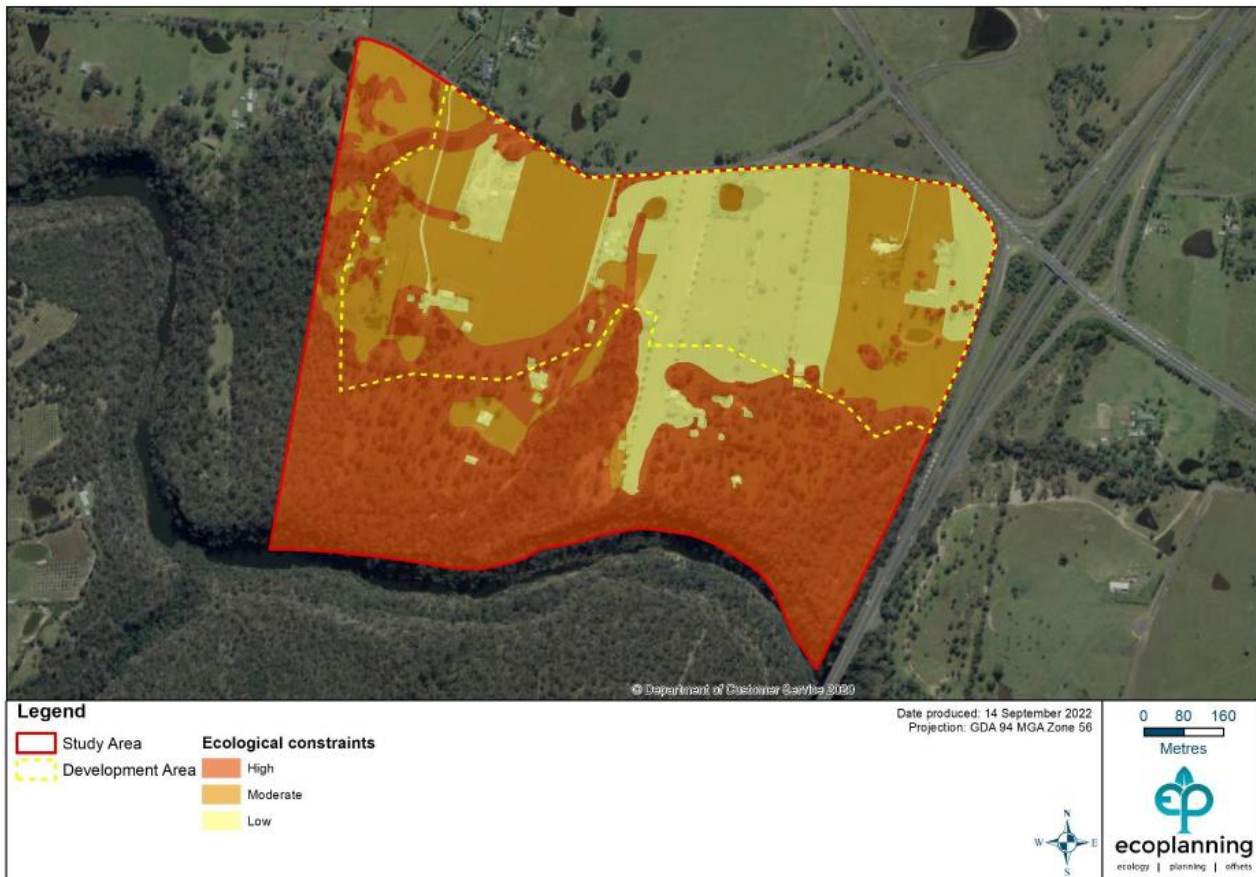
Through the desktop analysis and field assessment, Ecoplanning identifies that the development area within the site predominately consists of land of low ecological value (refer Figure 35). The ecological constraints within the site and the extent of these areas are detailed in Table 14 below. The Development area falls entirely within areas mapped as 'Certified – Urban Capable Land' and 'Excluded Land' of the CPCP.

Table 14 Extent of exotic vegetation within the site and extent within development area

Vegetation type	Extent within study area (ha)	Extent within development area (ha)
Exotic grasses and weeds	23.45	17.84
Mixed native and exotic grassland	25.74	22.49
Planted exotic / native trees	1.86	1.32
Total	51.05	41.64

In addition, whilst the study area contains 54.85 ha of high biodiversity value vegetation, only 8.91 ha of this extent is within the development area. Figure X illustrates the proposed development footprint against the mapped ecological constraints. Majority of the development area is within moderate-low ecological constraint, as outlined in Table X.

Figure 35 Ecological constraints within the site



Source: Ecoplanning

Table 15 Extent of ecological constraint within the site and extent within development area

Ecological constraint	Criteria	Extent within study area	Extent within development area
High	<ul style="list-style-type: none"> Areas of mapped and validated native vegetation listed as threatened ecological communities (TECs) under the BC Act and EPBC Act. Hollow bearing trees Areas on the Biodiversity Values Map (BVM) Mapped streams 	54.85ha	8.91ha
Moderate	<ul style="list-style-type: none"> Areas requiring validated vegetation within 55 and 85 Wilton Park Road Areas of mixed native and exotic grassland Dams 	29.26ha	24.06ha
Low	<ul style="list-style-type: none"> Areas of exotic grasses and weeds Planted exotic/native trees Areas of bare ground and infrastructure 	24.14ha	20.55ha

Mitigation Measures

In response to the initial findings as part of the preliminary Ecological Constraints Assessment, a series of mitigation measures and recommendations for the planning proposal have been provided. These include:

- Mitigation measures, such as the protection of areas within the development area and areas of 'high' ecological value outside the development area will help minimise the risk of any potential damage to the remainder of these CEECs within the study area.
- Field validation of all constraints present within 55 and 85 Wilton Park Road, should be conducted as part of a Development Application to fully understand the constraints present within these two properties. The results of such a field assessment will be used to update total areas of validated vegetation, constraints and potential fauna habitat within the study area.
- Furthermore, establishing erosion and sediment control measures to avoid impacts to waterways and surrounding habitats should be implemented prior to development.

4.10. ECONOMIC IMPACT

An Economic Assessment (**Appendix D**) was completed by Urbis to identify the economic benefits associated with the Planning Proposal. The purpose of the report is to focus on the potential impact of the Proposal on the State economy and job creation considering the level of employment that can be delivered on the site through the proposed development, the broader economic impact associated with the proposed development, and the boost of industrial land to Sydney's diminishing supply.

Existing Conditions

The assessment details the rezoning is consistent with the Wilton 2040 plans for potential industrial land within Wilton Growth Area. Numerous factors support the rezoning with regard to current and future context, supporting infrastructure and the economic benefits associated with the development and future operations, summarised below.

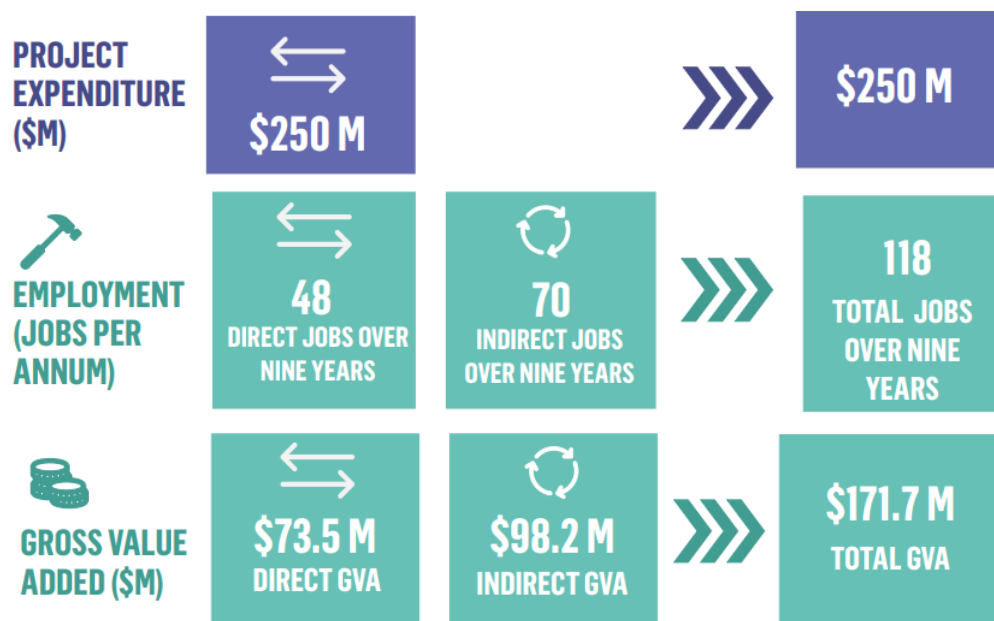
- The site forms part of an area that is earmarked for further investigation to be rezoned for employment land uses.
- The site benefits from existing infrastructure with direct access to the Hume Motorway, which will provide access to Western Sydney Airport once the proposed M9 Motorways is completed.

Furthermore, the assessment includes the projected future demand for industrial land in the South-West Sydney study area using a market share approach. It found that whilst there is a large supply of zoned serviced land in the study area, this land is primarily located in and around the future Western Sydney Airport and will support the growth of the Aerotropolis. Therefore, there is still likely to be a need for additional industrial land in the southern portion of the study area.

Assessment of Proposal

The development is identified to provide valuable economic benefits and jobs. This is highlighted by REMPLAN modelling that details the construction phase will generate 118 construction jobs and provide an economic contribution of \$171.7 million during the nine-year construction period.

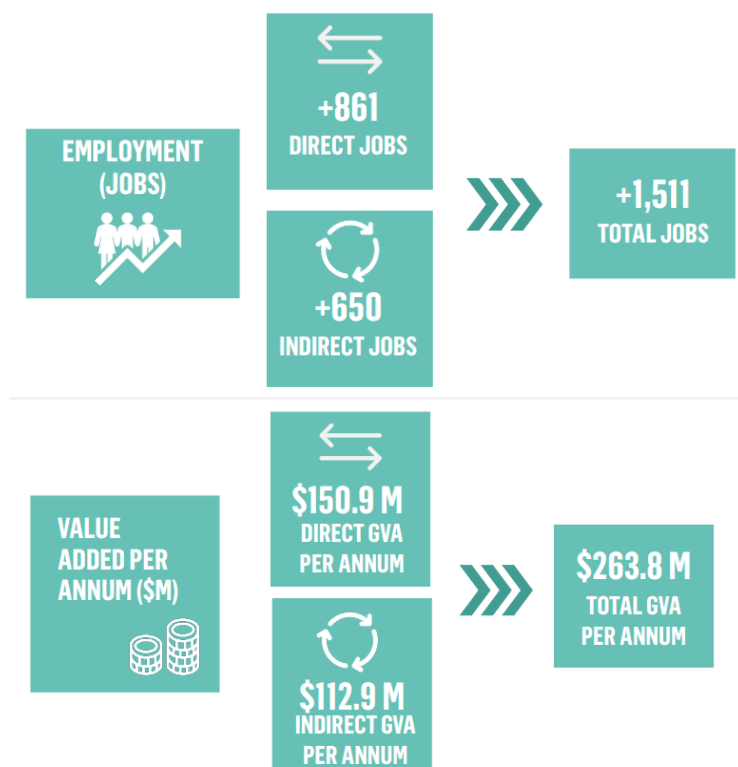
Figure 36 Economic Benefits Generated During Construction Phase



Source: Urbis

The ongoing operations of the proposed development upon completion will create significant value for the local and NSW economies and create new employment for the local and wider community. The operational phases will generate a further 1,511 jobs of which 861 are direct jobs in the Transport, postal and warehousing industry.

Figure 37 Economic Benefits Generated During Operational Phase



Source: Urbis

An additional key finding from assessment found the Proposal will help support employment containment in Wollondilly LGA. An analysis of the employment profiles of Wollondilly LGA workers and resident workers who live in the LGA reveal there are more resident workers than jobs available in sectors that will benefit from development's construction and operations. ABS 2021 Census data indicates there is a shortage of jobs in the following sectors for local residents who have to travel outside the LGA to work. These gaps are:

- Deficit of 2,421 jobs in Construction
- Deficit of 988 jobs in Transport, Postal and Warehousing
- Deficit of 554 jobs in Wholesale Trade.

The 861 direct jobs from the proposed development will make a positive contribution to the deficit in the Transport, Postal and Warehousing industry where there are more resident workers employed than there are jobs available in the Wollondilly LGA. The subject site and other new developments are identified to play a valuable role by providing jobs for local residents in industries and sectors at risk of further self-containment deterioration.

4.11. AGRICULTURAL ASSESSMENT

An Agricultural Land Capability Report (**Appendix P**) has been prepared by Edge Land Planning to provide an assessment of the site. The report analyses the constraints of the site to assess the current agricultural practices and determine its suitability for agriculture. It also details the types of agriculture practiced in the area to gain an understanding of local farming practices and the characteristics of farming in the community.

The report identifies the largest issue with the agriculture suitability of the site is that it has been owned and developed as nine separate lots ranging in size from 2.4 ha to 16.8 ha.

Existing Conditions

The ABS Agriculture Census provides information about agriculture in the Wollondilly Shire. The Wollondilly Rural Lands Strategy communicates that the Shire has a diverse range of agricultural producers including dairy farming, nurseries, flowers, turf, vegetables, poultry, and beef cattle. The value of Agriculture in the Shire is \$86.8m and the Douglas Park – Appin region has a value of \$9.46m which is 10.8% of the total value of agriculture in Wollondilly and the lowest value of agriculture of the five SA2 regions that make up the Shire.

It should be noted that the cut off for filling the Agricultural Census is \$40,000 farm gate value and so this data only shows an accurate picture of farmers who earn income from the farm. It is also based on farmers who have an Australian Business Number and therefore have a registered business. \$40,000 is a relatively small income given it is less than half of the Australian adult average full time weekly wage of \$1,344.7 which equates to \$69,924.4 per annum.

The site constraints for agriculture are soils, drainage lines, slope and vegetation. However the main constraint is that it has been used for rural residential purposes and is in fact used as nine separate properties, each with very little agricultural production. In order for it to be used for agriculture, it would have to be aggregated into one holding and all of the fences and a number of the buildings and possibly the dwellings demolished. This would be a costly exercise and the cost of this would in all likelihood be more expensive than the land could make from extensive agriculture.

The combination of drainage lines, slope, native vegetation and the lack of good soils create significant constraints to using the land for the growing of plants – both intensive and extensive cropping. Currently the land is used for rural residential purposes, which is showcased in Table 16. Most of the lots have significant amounts of existing vegetation which limits the ability for them to be used for productive agricultural uses.

Table 16 Individual Lot Details

Address	Area (ha)	Agricultural Use
10 Berwick Park Rd	10.0	Horses
20 Berwick Park Rd	2.4	None
30 Berwick Park Rd	14.8	Horses

Address	Area (ha)	Agricultural Use
25 Wilton Park Rd	16.8	Horses
45 Wilton Park Rd	16.1	Horses
55 Wilton Park Rd	16.2	Cattle
75 Wilton Park Rd	2.4	None
85 Wilton Park Rd	13.5	Horses
95 Wilton Park Rd	16.1	None

Potential Impacts

The site is constrained for its use as an agricultural operation by several factors, including;

- Soil quality.
- Size of land.
- Lack of permanent water supply.

There is a range of potential agricultural uses that could be carried out such as intensive livestock agriculture including poultry farming or intensive cropping for market gardening or protected cropping. All are permitted with consent however they require specific expertise and experience to run a profitable operation. Each would also require consolidation of the current nine ownerships into one holding. Accordingly, the assessment concludes the land is not capable of supporting productive agriculture because of its constraints.

4.12. STORMWATER AND FLOODING

A Civil Engineering and WSUD Strategy has been prepared by Costin Roe Consulting (**Appendix M**) to identify the technical considerations to confirm that rezoning of the land can occur. Costin Roe provided an assessment of the civil engineering characteristics of the development site and technical considerations of earthworks and geotechnical, roads and access, and Water Sensitive Urban Design (WSUD) and Water Cycle management Strategy (WCMS). The WCMS assesses several key areas of stormwater and water management, including, storm water quantity, storm water quality, water supply and reuse, flooding, and erosion and sediment control. The aim of these key areas is to reduce impacts from the development on the surrounding environment and neighbouring properties. The WCMS identifies the management measures required to meet the targets set.

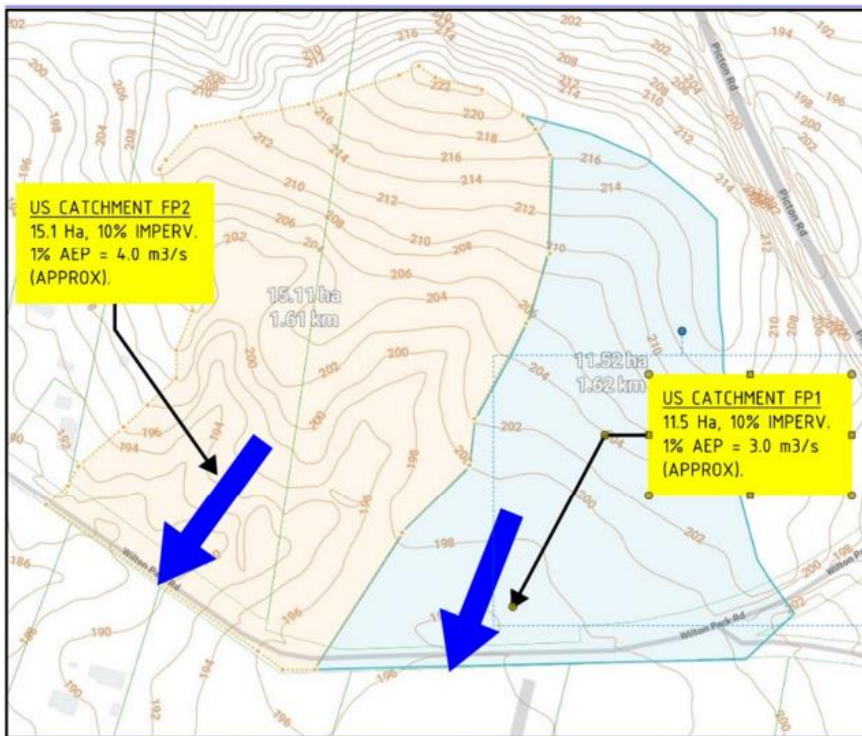
Existing Conditions

Drainage System and Overland Flows

The site is currently undeveloped, with no formal drainage. However, there are several local depressions, natural gullies and farm dams present. There also exist several dams which are used for the currently rural farming operations on the land which lie in relation to the natural gullies.

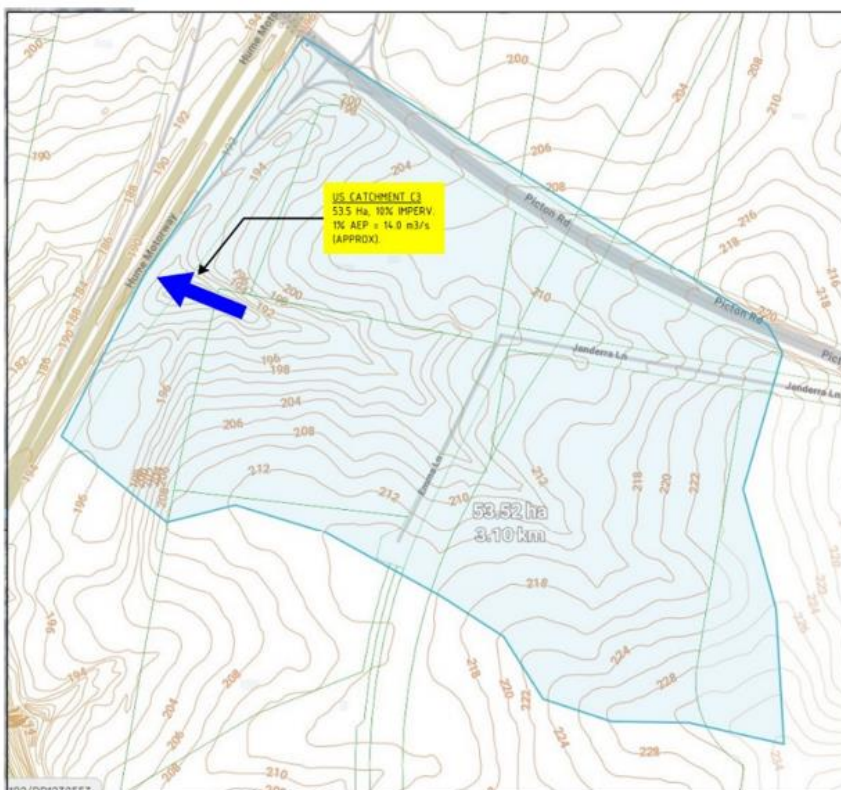
The site is affected by overland flow from minor upstream catchments to the north of the site (Flow Path FP1) and flow path from north-west (Flow Path FP2). Flow Path FP1 conveys flows from a catchment of approximately 11.5 Ha onto the site, via existing culvert crossing Wilton Park Road, then following a path in a south-westerly direction. Flow Path FP2 has a catchment of 15.1Ha and traverses the north-western corner of the project area. A larger flow path with a catchment of 35Ha traverses the south-east of the property. This flow path (catchment shown in Figure 4.2 of **Appendix M**) is noted to be within the environment zoned area and has no influence on the proposed E4 zoned land. Conveyance of these flows has been included in the estate infrastructure stormwater design.

Figure 38 Site catchments and external Contributing Catchment (north)



Source: Costin Roe

Figure 39 Site catchment and external Contributing Catchment (east)



Source: Costin Roe

Proposed Impacts & Mitigation Measures

The strategy identifies the technical considerations of earthworks and geotechnical, roads and access, and Water Sensitive Urban Design (WSUD) and Water Cycle management Strategy (WCMS). The aim is to identify and reduce impacts from the development on the site, surrounding environment and neighbouring properties. As such, the assessment identifies the key considerations and describes their management strategy and methodology for the proposal.

Estate Drainage System

In accordance with the general engineering practice and the guidelines of Wollondilly Shire Council, the stormwater drainage system for the development should comprise a minor and major system to safely and efficiently convey collected stormwater run-off from the development to the legal point of discharge.

- The minor system is to consist of a piped drainage system which has been designed to accommodate the 1 in 20-year ARI storm event (Q20). This enables the piped system to convey all stormwater runoff up to and including the Q20 event.
- The major system will be designed to cater for storms up to and including the 1 in 100-year ARI storm event (Q100). The major system will employ the use of defined overland flow paths, such as roads and open channels, to safely convey excess run-off from the site.

Water Cycle Management Strategy and Drainage Methodology

Developing a WCMS at the planning stage of the land development process provides guidance on urban water management issues to be addressed for the estate and development as a whole. A framework and objectives are to be implemented into the stormwater management strategy for the estate and future development of the site. It presents guiding principles for WCM across the precinct which includes establishing water management targets and identifying management measures required for future building developments to meet these targets. Several WCM measures are included in the WCMS and engineering design. The key WCM elements and targets that are adopted in the design are outlined below.

- **Water Quantity:** Reduce stormwater runoff to an equivalent of between 2.5 and 3 ML/year/hectare.
- **Water Quality:** No Impact (Neutral or Beneficial Effect (NorBE)).
- **Flooding:** Buildings set 0.5m above the 1% AEP flood level.
- **Water Supply:** Reduce demand on non-potable water uses. Provide 70% reduction of non-potable uses.
- **Construction Stormwater Management and Erosion and Sediment Control:** A construction stormwater management plan and appropriate associated erosion and sedimentation control measures must be described in the environmental assessment for all stages of construction to mitigate potential impacts to surrounding properties.

Water Quantity Management

This aims to reduce the impact of urban development on existing drainage system by managing post-development discharge within the receiving waters to the pre-development peak, and to ensure no affectation of upstream, downstream or adjacent properties.

Attenuation of stormwater runoff from the development will be required to ensure increase in peak flows are limited to pre-development up to the 1% AEP storm event. Consideration to volumetric runoff controls (limiting post development runoff between 2.5-3.0 ML/Ha/yr) will be made in accordance with Wollondilly Shire Council WSUD Guidelines 2021 and a preliminary assessment via MUSIC has been completed to demonstrate the indicative WSUD system arrangements.

It is noted the existing legal point of discharge will be via the three existing watercourses that traverse the site, which ultimately drain to the Nepean River. The intent is to maintain existing site catchments (within 10%) and discharge via the existing watercourses. It is also noted that there are two upstream catchments which will be conveyed through the site via the proposed drainage system. The upstream catchments will remain separate to the internal/ development systems and development stormwater management systems.

Stormwater Quality, Reuse and Maintenance

There is a need to target pollutants that are present in stormwater runoff to minimise the adverse impact these pollutants could have on downstream receiving waters. The required pollutant reductions are proposed

which meet acceptable pollution reductions. Preliminary MUSIC modelling will be completed to confirm the reduction objectives can be met for the planning area. A series of Stormwater quality improvement devices (SQID's) could be proposed for the development. A potential solution for the management strategy could include the following measures:

- Primary treatment of external areas via gross pollutant traps (GPT's).
- Tertiary treatment via bio-retention systems or proprietary treatment systems
- Treatment within rainwater reuse tanks.
- Measures such as buffers, swales, ponds and reuse systems.
- Rainwater reuse measures will be provided as part of future building development designs. Rainwater reuse will be required to reduce demand on non-potable uses by 70% as per Wollondilly Shire Council WSUD Guidelines 2021. The reduction in demand will target non-potable uses such as toilet flushing and irrigation. Details and sizing of rainwater reuse systems would form part of future development application designs and assessments.

Flooding Impacts and Overload Flow

The proposed development will need to consider flooding and large rainfall events in relation to the nearby Nepean River, and local runoff and overland flow paths from the north. The site is noted to be clear of flooding relating to the Nepean River, up to and including the PMF event.

Consideration to the local overland flow paths will be required on the north and north-west of the site. These are noted to carry limited and defined catchments and can be accommodated in the estate drainage system, or via the open channel flow path on the north-west of the property.

The following items are to be considered in relation to the local flow paths per Council Flood Management Policy:

- All buildings are sited 500mm above the 1% AEP design flood level of local flow paths.
- Overland flow paths are required to manage runoff in large storm events have been made including achieving at least 500mm freeboard to building levels from the flow paths, noting that a greater level of flood immunity is provided to the building than that required by planning to ensure an appropriate level of risk to the building for the intended use

Figure 40 1% AEP Flood Extent and Depth



Source: Costin Roe

Figure 41 PMF Flood Extent and Depth



Source: Costin Roe

Construction Soil and Water Management

A construction stormwater management plan and associated erosion and sediment control measures is proposed based on Landcom document Managing Urban Stormwater Volume 1 – Soils and Construction 2004 (“The Blue Book”) and Council requirements. The management measures take a staged approach from initial site establishment, construction stages and the period between the completion of the estate infrastructure works and development of individual lots.

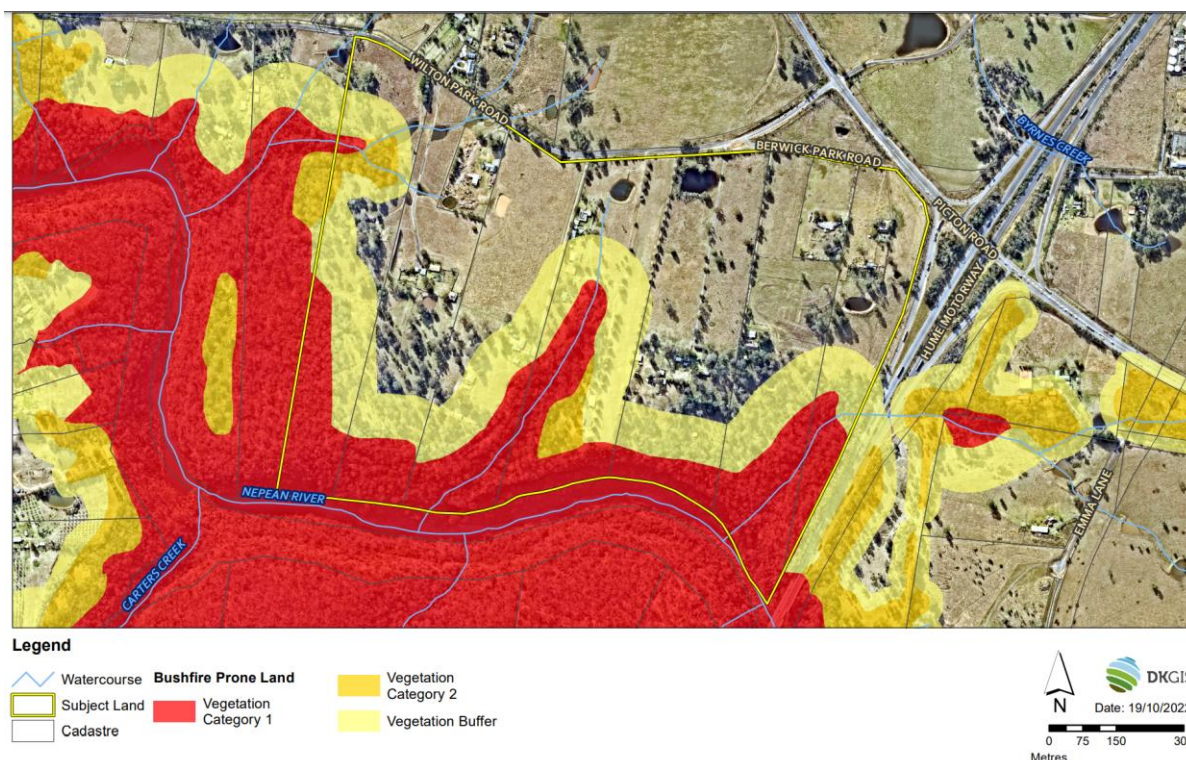
4.13. BUSHFIRE

A Bushfire Assessment has been prepared by Peterson Bushfire (**Appendix Q**) to assess the potential bushfire hazard on the site. The subject land is identified as containing ‘bushfire prone land’, and therefore the assessment is required to ensure compliance with the relevant bushfire protection legislation and policy. The assessment found that the Planning Proposal combined with the recommended bushfire protection measure satisfies the specifications and requirements of Ministerial Directions No. 4.3 and *Planning for Bush Fire Protection*.

Existing Site Conditions

An assessment of the hazard surrounding and within the subject land aims to determine the suitability of the proposed future land use along with required protection measures. The bushfire hazard is a combination of vegetation and slope determined in accordance with methodology specified by PBP.

Figure 42 Bushfire Prone Land



Source: Peterson Bushfire

The predominant vegetation within 140 m of the urban capable land has been assessed. It has been mapped on Figure 43 and summarised below.

- **Forest to the south and west:** The primary bushfire hazard affecting the urban capable land is identified as the largely forested areas to the south and west of the subject site associated with the Nepean River. The forest is mapped as 'Sydney Hinterland Dry Sclerophyll Forest' and is contiguous with extensive forested areas to the south and west.
- **Low Hazard:** a low hazard narrow riparian corridor within the development site. It is located at the north-western corner of the urban capable land. Corridors of vegetation less than 50 m wide may be classified as 'low hazard' vegetation in accordance with Section A1.11.1 of PBP.
- **Grassland to the north:** The secondary bushfire hazards include the grassland within surrounding grazing lands. Properties to the north of Wilton Park Road and Berwick Park Road have the potential to present a grassland hazard depending on the management regime (e.g. grazing rates), grass growth and curing. As such, the paddocks are to be classified as a 'grassland' hazard.

The assessment identified the Hume Motorway which shares the eastern boundary of the subject land to provide a substantial buffer to the grasslands further to the east.

Figure 43 Bushfire Hazard and Analysis and Asset Protection Zone

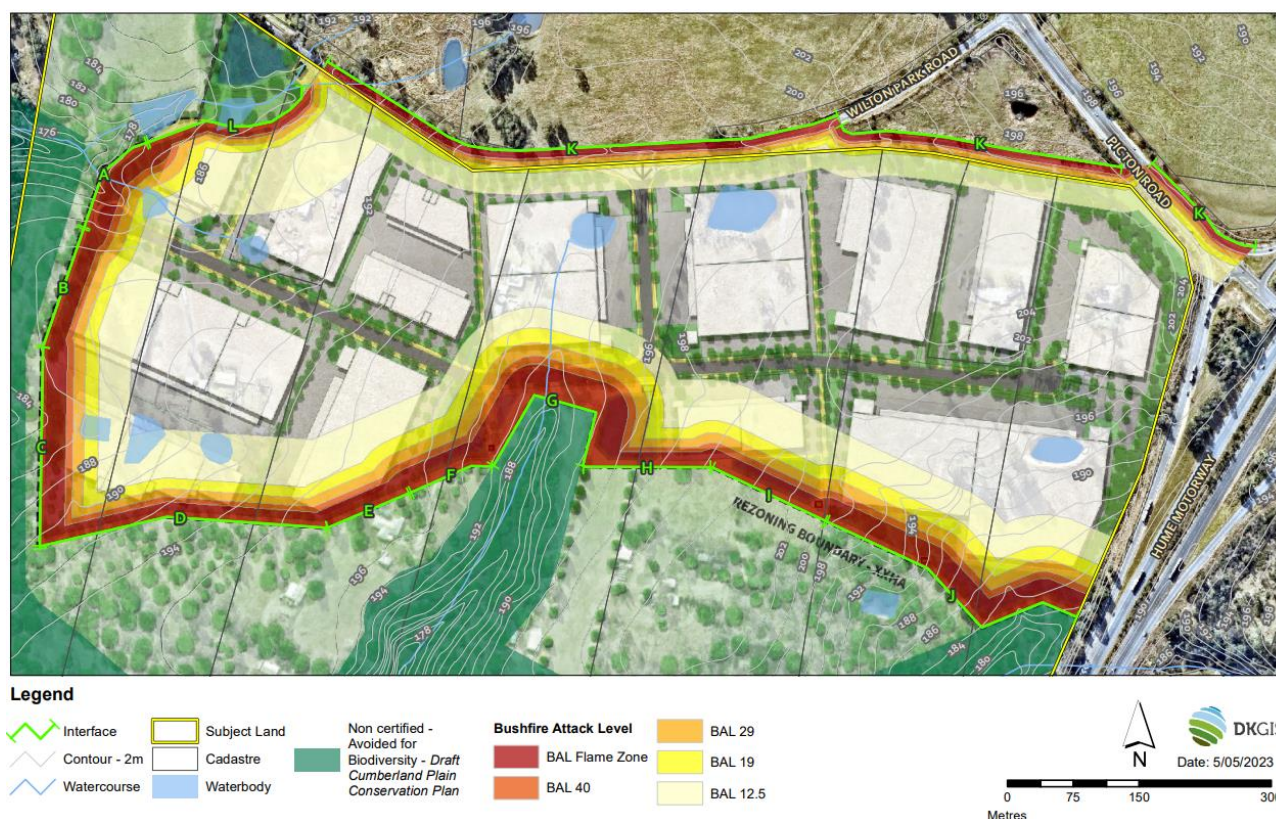


Source: Peterson Bushfire

Proposed Impacts

The Bushfire Attack Levels (BAL) impacting the development site are mapped on Figure 44. It demonstrates that although the southern and western elevations of future warehouses may be impacted by BAL-40, BAL-29 and BAL-19, these impacted areas are small relative to the remainder of the building footprint and the development site overall. The materials used for warehouse construction typically comply with these BALs, however buildings may not be protected from ember attack; an integral component of all BALs.

Figure 44 Bushfire Attack Level



Source: Peterson Bushfire

Mitigation Measures

The prescribed bushfire protection measures identified within this report to achieve compliance are listed below:

- Provision of APZ building setbacks to the dimension of BAL-FZ to all identified bushfire hazards as shown on Figure 44 above.
- Application of ember protection construction measures to future buildings as listed in Section 4.2.2.
- Vegetation and landscaping across APZs and the development site is to be maintained to achieve the standard of Inner Protection Area (IPA).
- Public road design is to comply with Table 5.3b of 'Planning for Bush Fire Protection 2019'. Alternate access is to be provided to the external road system to the north.
- A perimeter road (8 m) wide is to be provided to the southern and western sides of the development site where interfacing the hazard. Regular links to the internal public road are required.
- Hydrants are to be installed along the public road network and perimeter roads in accordance with AS 2419.1:2005 – Fire hydrant installations: System design, installation and commissioning.

4.14. TRANSPORT

Ason Group were engaged to prepare a Transport Assessment (**Appendix S**) for the Planning Proposal. It details the Proposal is supportable on traffic planning grounds. The land is strategically located on the junction of the Hume Motorway and Picton Road. This access to two main road corridors is important for warehousing and distribution businesses, as well as its proximity to increased residential populations within the Wilton Growth Centre.

The longer term impacts of the development and performance of the road network is subject to separate (ongoing) assessment. As such, this does not form part of the scope of the study.

Existing Conditions

Key findings of the existing conditions and traffic assessment reveal there exists limited active and public transport in the area, being consistent with the rural context. However, the broader Wilton Growth Area is experiencing renewal and additional public transport and active transport services. Connections are planned for the area more broadly. This proposed development in isolation is not expected to generate a demand for these changes; however, future staff will benefit from the improved accessibility. SIDRA modelling completed for the subject area highlights the existing intersections surrounding the site are operating with acceptable delays.

Proposed Impacts /Traffic Assessment

Standard and sensitivity analysis of the Proposal have been conducted. It forecasts the traffic to be generated, which is outlined below.

- Standard analysis rates, adopting recent surveyed rates for similar development.
 - AM peak: 404 veh/hr
 - PM peak: 356 veh/hr
- Sensitivity analysis rates, adopting recent TfNSW rates for the Mamre Road Precinct.
 - AM peak: 546 veh/hr
 - PM peak: 570veh/hr

A linear growth rate of 1.5% per annum on major and local roads is adopted to establish the background traffic volume for project opening year, based on review of future forecast volumes from Wilton Town Centre transport studies.

SIDRA analysis indicates the signalised intersections in the study network are expected to continue to operate with acceptable delays with the additional background traffic up to 2026, being targeted as a potential 'opening year' for development of the subject site. It is noted that Picton Road / Wilton Park Road intersection is expected to operate at a LOS E (worst network movement, SW RT) during the PM peak of the future base case (without the development) due to the increase in background traffic volumes.

The project case scenario at opening year (2026) indicates:

- Picton Road / Wilton Park Road intersection is expected to operate at a LOS F (worst movement, SW RT) with the existing network geometry during both AM and PM peak.
- The eastern intersection at Hume Motorway / Picton Road interchange is also expected to operate at LOS F during the PM peak.

Thus, the assessment considers that the existing network geometry will not be able to support the demand of background traffic volume and development traffic for the expected project opening year of 2026. An upgrade of the Picton Rd / Wilton Park Rd intersection – to a new roundabout – has been assessed and determined to be able to accommodate the projected traffic demand and satisfactorily mitigate the above delays.

Additionally, a sensitivity analysis has been conducted for the project opening year, using conservatively higher traffic generation rates. The upgraded Picton Rd / Wilton Park Rd intersection will continue to operate satisfactorily even under this conservative scenario.

The Hume Motorway / Picton Road interchange is expected to operate at LOS F in the PM peak under this sensitivity analysis in its existing geometry without further upgrades. However, this is considered acceptable, for the following reasons:

- A precinct-wide strategic modelling for the Picton Road Upgrade and Wilton Town Centre rezoning is planning to upgrade this intersection in the future. That infrastructure planning has considered development of the subject site(s). Therefore, it is expected that future upgrade of the interchange can accommodate the background growth and development traffic.
- The 'sensitivity' rates are high and therefore unlikely to be realised by future development. If required, future Development Applications can establish relative thresholds for development traffic to monitor development traffic generation to ensure that such volumes are not generated.

Recommendations

Prior to delivery of the re-aligned Wilton Park Road envisaged by the Wilton 2040 plan, interim upgrades are recommended at the Wilton Park Road / Picton Road intersection to support development of the subject site. The details of any upgrades shall be subject to further consultation and agreement from TfNSW, however it is the view of Ason that viable options are available and can be explored in further detail as part of future post-Gateway studies and/or as part of the subsequent Development Application process, at which time further detail regarding TfNSW and Council works and staging may be confirmed. It is intended that the proposed alignment and site access arrangements will link up to the ultimate road layout as envisaged in the Wilton 2040 infrastructure delivery plan.

4.15. INFRASTRUCTURE SERVICING

A preliminary Service Infrastructure Assessment has been prepared by Landpartners (**Appendix R**) to assess the future utility service infrastructure that would be required for the development of the site. The assessment identifies that a range of new infrastructure is required to service the subject site. The servicing of the site is related to the staging of the release areas for Wilton and the associated staging of the delivery of new utility service authority assets required to support the development of the site.

Existing Conditions

The initial findings from the assessment include:

- **Water:** there are no Sydney Water potable water or wastewater assets currently serving the site.
- **Electricity:** there are no available electrical assets to service the proposed development.
- **Telecommunication:** there are limited telecommunication services available within the site.
- **Gas:** there are no gas services adjacent to the site.

Proposed Impacts

The Interim Land Use and Infrastructure Implementation Plan (LUIIP) has been prepared by DPE to provide guidance on the type of infrastructure required to service the Wilton Growth Area, which includes the subject site. It is identified that new potable water and wastewater, and an augmentation of the existing electrical network within the Wilton Release area will be required.

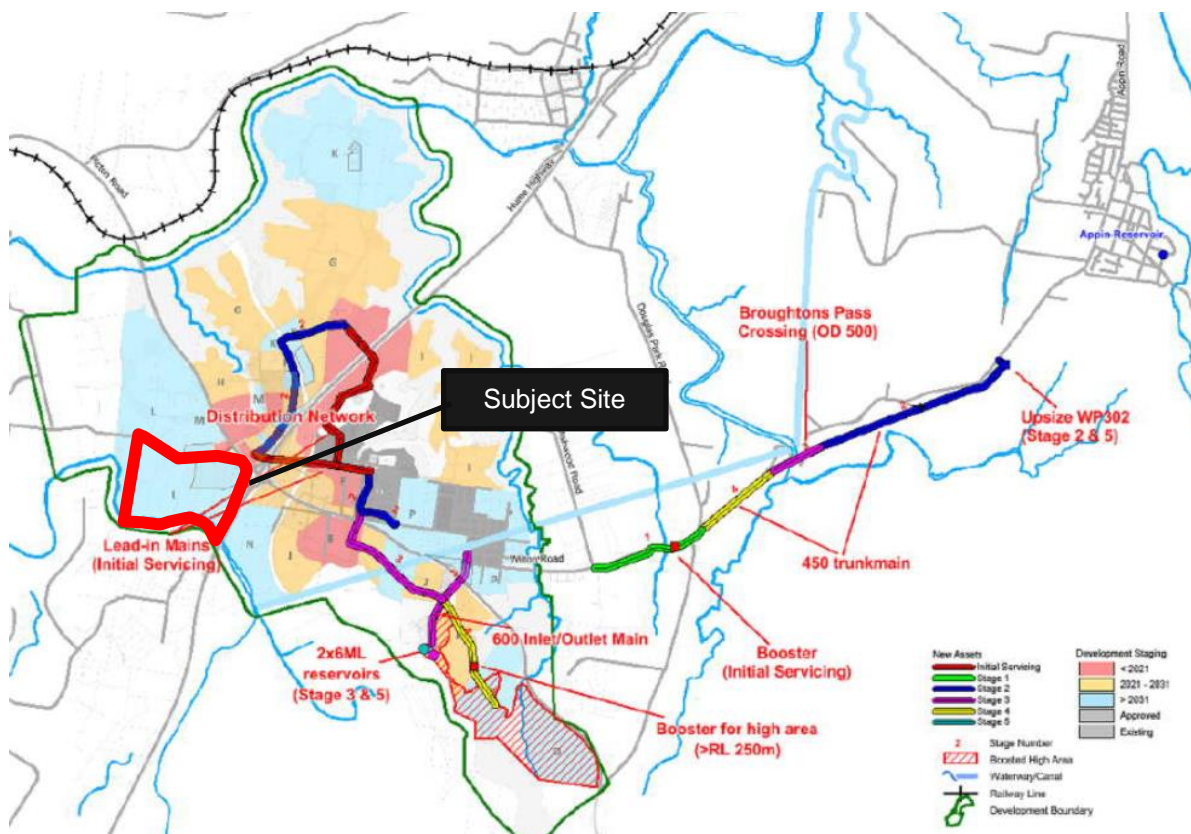
- Potable Water
 - The assessment identifies critical infrastructure such as potable water supply will be determined by Sydney Water's program of funding critical infrastructure as part of its Growth Servicing Plan (GSP). The GSP 2025-2030 indicates only option planning is being undertaken for the Wilton West precinct and 2022-2025 for concept planning of the adjacent Wilton Northern precinct (refer Figure 45).
 - Extensive consultation with Sydney Water has been undertaken and it has been identified that there exists opportunities to service the site from existing potable water infrastructure on a staged development basis, prior to the planned large scale infrastructure upgrades
- Wastewater
 - In relation to wastewater, it is anticipated that a Sewer Pump Station (SPS) would be installed by Sydney Water to serve Wilton Town Centre, Wilton North and South East Wilton. The location of this SPS needs to be clarified in order to determine if discharge from the Altis development site could be directed to that SPS (refer Figure 46). In addition, Landpartners have identified that the current Bingara sewerage treatment plan will be purchased by Sydney Water and will facilitate interim discharge of the development, providing a service for the site in advance of the new SPS.
- Electricity
 - A technical review request was lodged to Endeavour Energy by Landpartners in December 2021. It was advised that the spare capacity at the Wilton Zone Substation is insufficient to cater for the proposed demand of the potential development on site. Altis is investigating additional servicing options from adjacent zone substations and upgrades required to facilitate power to the site.

Landpartners concludes in the preliminary Service Infrastructure Assessment that substantial infrastructure will be required to service the subject site, which is related to the staging of the release areas for Wilton and

the associated staging of the delivery of the new utility service authority assets required to support development of the site. Critical infrastructure such as potable water supply will be determined by Sydney Waters' program as part of the GSP.

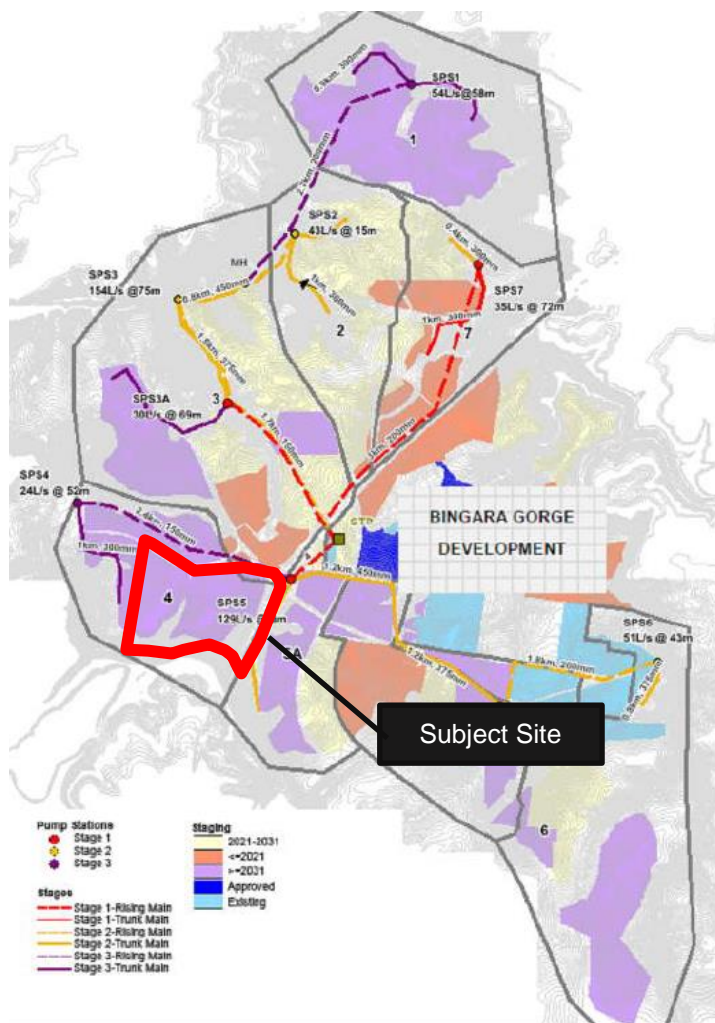
The GSP for 2025-2030 indicates that whilst only option planning is being undertaken for the Wilton West precinct and 2022-2025 for concept planning of the adjacent Wilton Northern precinct, Altis and other developers active in the Wilton area (including development of the Wilton Town Centre precinct) have the ability to extend existing trunk utility services to take advantage of significant utility assets such as the Bingara Gorge Waste Water Treatment Plant (now acquired and operated by Sydney Water) prior to dates outlined in the GSP. As such, there are interim measures to extend existing services that will provide water and wastewater to the development between 2026-2030.

Figure 45 Sydney Water – Water Infrastructure Staging Plan



Source: Landpartners

Figure 46 Sydney Water – Gravity sewer network



Source: Landpartners

4.16. ACOUSTIC

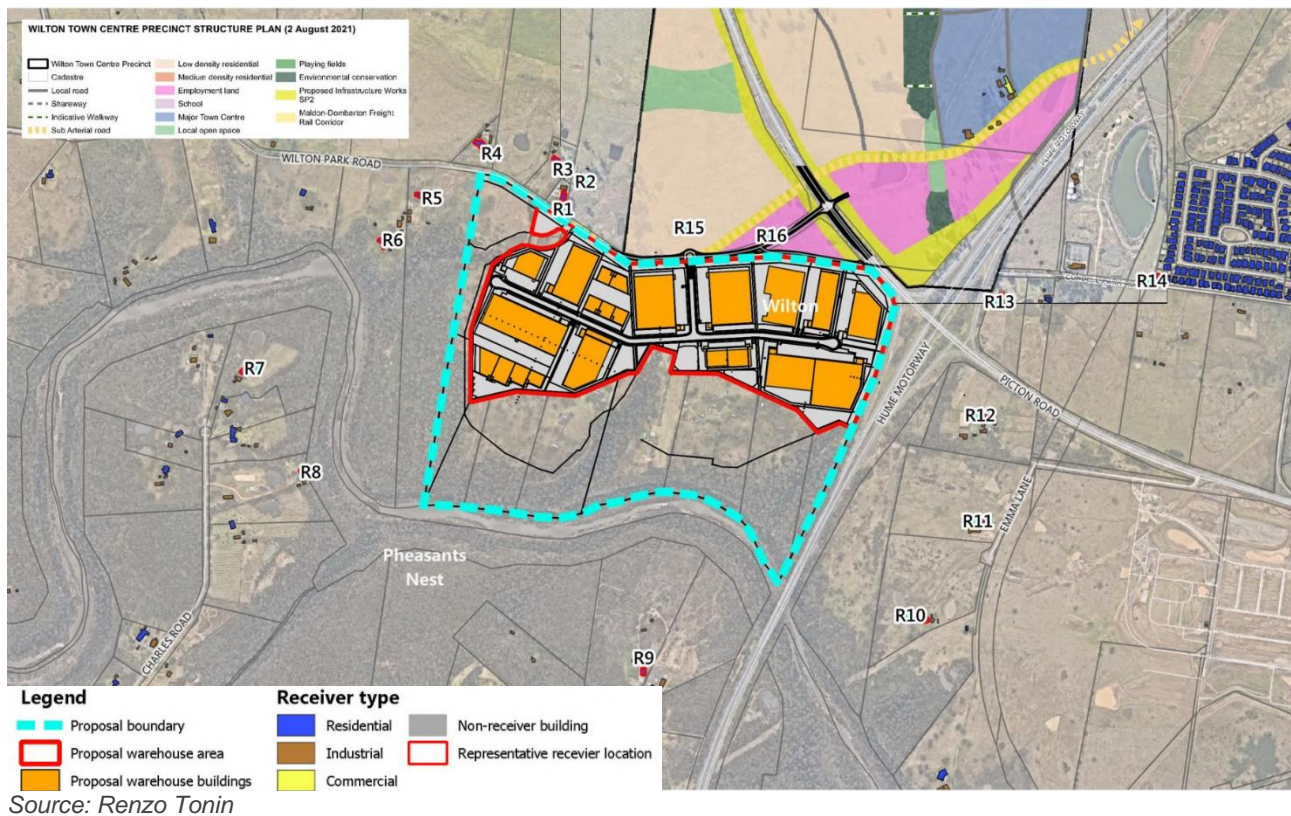
A Noise and Vibration Impact Assessment (**Appendix T**) has been prepared by Renzo Tonin and Associates to complete an assessment of the construction and operational noise and vibration impact. It also prescribes mitigation and management recommendation to reduce impacts during the construction and operation phases of the proposal.

Existing Conditions

The nearby noise and vibration sensitive receivers and land uses to the subject site are depicted in **Figure X**, and summarised below:

- **North & North East:** The land directly north has been rezoned for the Wilton Town Centre, which includes low density residential directly north of the Proposal across Wilton Park Road.
- **North West:** North-west from the Proposal are existing residential receivers, which are located within West Wilton.
- **East:** Located directly to the east across the Hume Motorway are a number of existing residential receivers. These receivers are located in RU2 Rural Landscape zoning. Located further east across the Hume Motorway are the residential land release areas of Bingara Gorge and South-East Wilton, which are currently under development.
- **South and west:** Located south and west of the Proposal are existing residential receivers located within Pheasants Nest

Figure 47 Nearby noise sensitive receivers and land uses to subject site



Potential Impacts

Construction Noise

Construction activities will result in increased noise levels during construction hours. The associated works occurring throughout the various stages of the development consist of a mix of both high and low noise activities. These include:

- Land preparation – clearing, bulk earthworks, drainage across the site and retaining walls
- Utility works – water, comms, power across the site
- Roadworks – pavements, kerb/gutter, footpaths
- Industrial warehouse buildings – pier, foundation slab, structural steel, cladding, fit outs

Construction works are proposed to take place during the ICNG standard construction hours. No works are proposed outside of these standards construction hours.

Predicted noise levels found that the noise levels during all construction stages impact the closest receivers along Wilton Park Road, then the construction noise levels may be above the NML. However, when construction works are taking place at other locations within the Proposal site, the construction noise levels are often below the NML. Exceedances are predicted to be highest during these works when high noise generating plant and equipment are being used. During the other building construction and fitout phases of works, construction noise is generally predicted to comply with the relevant NMLs. The noise impact of construction traffic on the existing road network has been reviewed and are considered not to be significant.

Operational Noise

Noise sources associated with the operation of the Proposal can be categorised into the following:

- truck movements within the warehouse facilities
- loading dock receiving and dispatching activities associated with the warehouses

- internal warehouse activities
- passenger vehicle movements and car parking
- office related activities (fixed mechanical plant)

It is predicted that noise mitigation and management measures will likely be required to be incorporated into the design of any future development applications. This is important where future tenant activities are required to take place during the night period. A combination of mitigation and management measures will be required to minimise impacts on nearby residences. Source and path controls, combined with consideration of likely tenant operations hours should be reviewed as part of future designs so that the Proposal can operate within the project noise trigger levels.

Potential increases in road traffic noise by heavy vehicles generated by the Proposal on public roads has been reviewed. Generally, the road traffic noise level contributions from the vehicle movements associated with the Proposal are not expected to increase existing traffic noise levels by more than 2 dB(A) and so would meet the NSW Road Noise Policy (RNP) requirements.

Mitigation Measures

An extensive range of recommendations for management and mitigation measures are outlined in the assessment for construction and operation noise. They are to be implemented where there is potential for the noise management levels to be exceeded by the constructions works either individually or cumulatively. A summary of some of the measures are outlined in Table 14. Where construction noise is likely to be above the 'highly noise affected' level, respite periods should be considered where feasible and reasonable.

Table 17 Noise Mitigation and Management Measures (Construction)

Action	Description	Estimated Noise Benefit
Equipment Selection	Use quieter and less noise/vibration emitting construction methods where feasible and reasonable. If unavoidable, where feasible use an alternative quieter plant and/or equipment should be considered for tasks.	Variable. Minimise noise impact and reduce risk of annoyance.
Use and Siting of Plant	<ul style="list-style-type: none"> ▪ Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be avoided. ▪ The offset distance between noisy plant and adjacent sensitive receivers is to be maximised. ▪ Plant used intermittently to be throttled down or shut down 	Up to 20 dB reduction + reduce vibration
Silencers on Mobile Plant	<p>Where possible reduce noise from mobile plant through additional fittings including:</p> <ul style="list-style-type: none"> - Residential grade mufflers - Air Parking brake engagement is silenced. <p>Ensure plant including the silencer is well maintained.</p>	0-20 dB reduction Reduce annoyance + sleep disturbance.
Prefabrication of Materials Offsite	Where practicable, pre-fabricate and/or prepare materials off-site to reduce noise with special audible characteristics occurring on site. Materials can then be delivered to site for installation.	5-20 dB reduction Reduce noise/ vibration impact + risk of annoyance

Action	Description	Estimated Noise Benefit
Noise Bunds, Mounds and Stockpiles	Beneficial when the line of sight is broken between source and receiver. As there are opportunities to use strategically located spoil stockpiles, and plan excavation works to strategically use noise bunds and cutting, these should be incorporated into the construction planning.	Receiver (line of site of the works area): 5-10 dB reduction Receiver (without line of site): 0-5 dB reduction
Implement Stakeholder Consultation Measures	Periodic notification (monthly letterbox drop and website notification) detailing all upcoming construction activities delivered to sensitive receivers at least 7 days prior to commencement of relevant works. In addition, the following strategies may be adopted to notify the community of upcoming works; Project Specific Website, Project Infoline, Email Distribution List, Web-based Surveys, Social Media, Community and Stakeholder Meetings.	Keeps stakeholders informed of the likely impact. Community may identify solution to assist in managing impacts

The following are potential strategies for mitigating and managing operational noise emissions at sources and may include the combination of several measures.

Table 18 Operational Noise Control Strategies

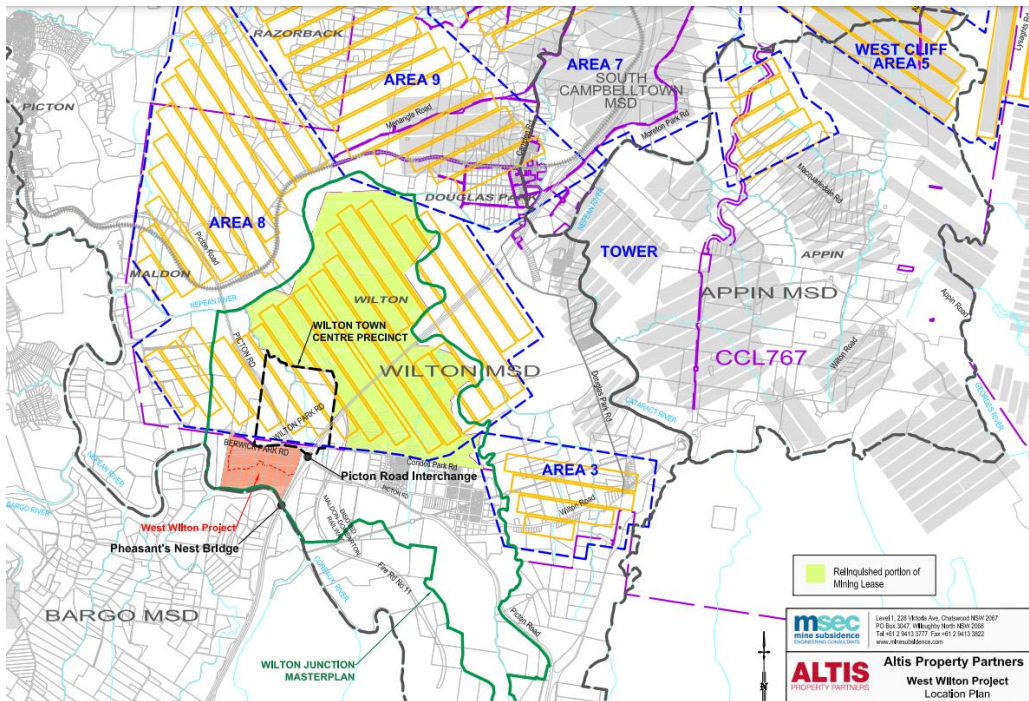
Action	Description
Mechanical Plant and Equipment Locations	Locating fixed mechanical plant away from the most-affected sensitive receivers, such as ground-level locations away from receivers instead of rooftop locations, and/or shielded from receiver locations behind the warehouse/office structures.
Selection of Quiet Plant and Equipment	The use of quieter mobile plant, such as electric forklifts instead of gas-powered forklifts. The use of quieter fixed mechanical plant and equipment options, noting that this assessment assumes an indicative noise level for modelled mechanical plant. When selecting plant and equipment items for the warehouses, noise emission levels should be a factor considered in purchasing/hiring.
Operational Noise Management Plan (ONMP)	An Operational Noise Management Plan (ONMP) should be prepared for the Proposal. As part of the site's Operational Noise Management Plan, there should also be regular reviews of onsite noise mitigation and management practices to incorporate and capture opportunities for reductions of site noise emissions.
Noise Path Controls	Continuous noise barriers or tall continuous solid structures (i.e.. sheds, storage buildings) with no gaps or openings that will be located between the noise generating activity and the receiver should be considered for the noise generating areas within the warehouse lots (i.e. loading dock hardstand areas) with line of sight to receivers. Where an acoustic barrier breaks line of sight between the source and receiver it can provide between 5 to 10 dB(A) noise reduction.

4.17. MINING

A Mining Subsidence Assessment has been provided by MSEC (**Appendix U**) to provide advice on potential future underground coal mining effects in relation to the proposed development.

The property lies in the Southern Coalfield of NSW and is wholly located within the Wilton Mine Subsidence District, which is shown in Figure 48. The assessment describes the location of current mining operations in the vicinity of the site and provides advice on the potential for future mining operations. Mining Lease CCL767 is held by Endeavour Coal Pty Limited, which is a subsidiary of South32. The majority of the property boundary lies just outside the current mining lease boundary to the south. A very small portion in the north-west corner of the property is located just inside the current mining lease boundary.

Figure 48 Wilton Mine Subsidence District



Source: MSEC

While mining may occur in West Wilton in the future, a large portion of the West Wilton Project is unlikely to experience mine subsidence movements as part of the mining lease has been relinquished by Illawarra Coal in an agreement with developers for the site. This includes the Wilton Town Centre, to the north of the site, which was declared to be rezoned on 31 March 2022 by the NSW Government. There are currently no mining operations approved or proposed to occur directly beneath the property. There are also currently no longwalls approved or proposed to be extracted directly beneath the property.

Mining is also highly unlikely to be permitted directly beneath or adjacent to the Nepean River, Pheasants Nest Bridge and the Picton Road Interchange. These features are located immediately adjacent to the property. It is important to note that the site has not been subject to mining activities in the past.

Given the identified hard constraints surrounding the proposed development site, it appears extremely unlikely that future mining operations would be permitted to extract coal beneath the property, particularly via longwall mining techniques. While it might be technically possible to conduct minor mining operations beneath the central portions of the site, the operations would be severely restricted from causing substantial subsidence movements.

It is advised from MSEC that it is extremely unlikely that future mining operations will be permitted directly beneath the site or adjacent to the site. However, MSEC recommends that the proponent consult with DPE and Subsidence Advisory NSW regarding the potential for future mining to occur within the site and the immediate vicinity. MSEC advised that the design of infrastructure within the site can still be delivered without accommodating future mine subsidence movements, if they were to occur.

5. PLANNING FRAMEWORK

5.1. STRATEGIC PLANNING FRAMEWORK

The Planning Proposal is consistent with and supports a range of strategic planning outcomes established by Wollondilly Shire Council and the NSW Government. This chapter provides a brief overview of the strategic planning policies governing development in NSW and how the vision and intended outcomes for the subject site will implement or otherwise be consistent with relevant plans and policies. Detailed consistency of the proposal with the relevant State and local strategic planning matters is demonstrated in Section 7.3.2 of this report.

5.1.1. A Metropolis of Three Cities: Greater Sydney Region Plan

A *Metropolis of Three Cities: Greater Sydney Region Plan (GSRP)*, finalised by the Greater Sydney Commission (GSC) in March 2018, provides a 40-year vision to (2056) and establishes a 20-year plan to manage growth and change for the Greater Sydney region.

The GSRP is built on a vision of three cities, “*where most residents live within 30 minutes of their jobs, education and health facilities, services and great places*”. It identifies four themes: *infrastructure and collaboration, liveability, productivity, and sustainability*. Within these four themes, a set of planning priorities and actions are identified to achieve the GSRP’s vision. The Region Plan includes a high-level structure plan identifying key centres, employment areas, and important infrastructure contributions.

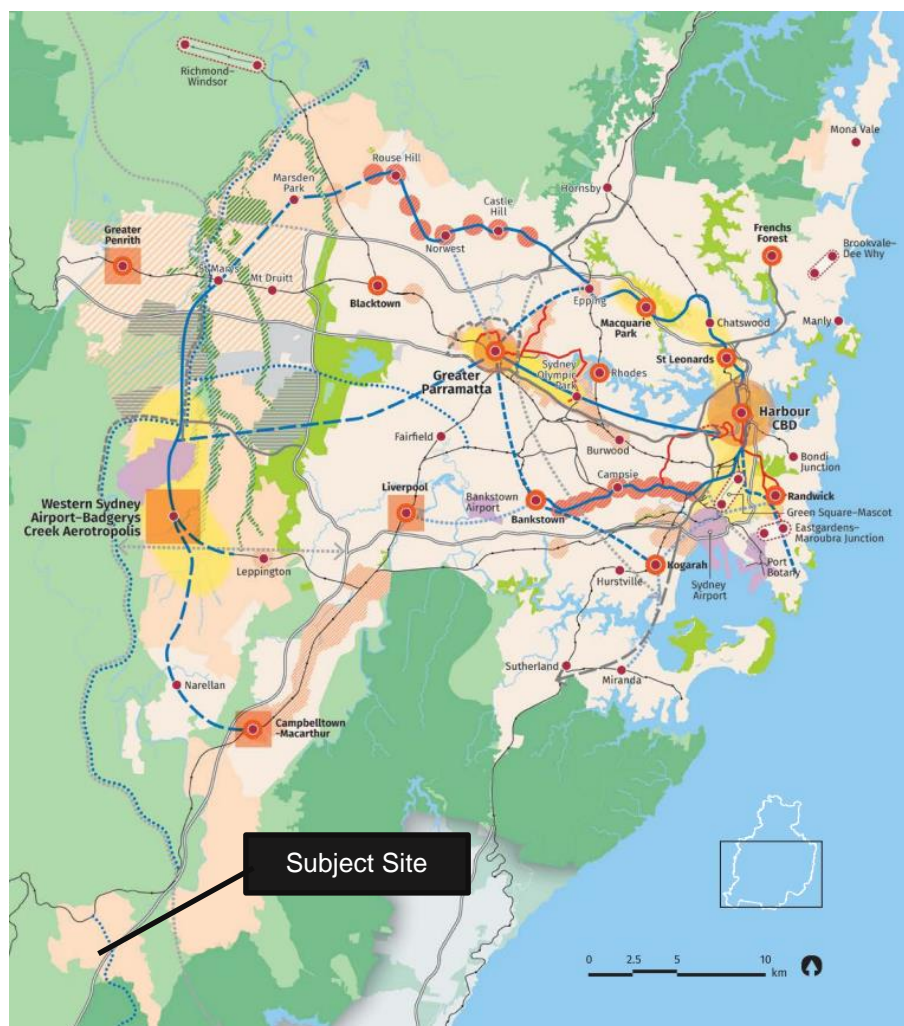
The site is located within the Western Parkland City, which is expected to grow from 740,000 in 2016 to 1.1 million residents by 2036 and 1.5 million in 2056. The vision for the Western Parkland City is a polycentric city harnessing the potential of the Western Sydney International Airport (WSA) and Aerotropolis, Liverpool, Greater Penrith and Campbelltown-Macarthur. These centres will establish the Western Economic Corridor, complemented by city shaping transport links such as the North South Rail Link, WSA, east-west mass transit corridor and a potential Outer Sydney Orbital in the long term.

The GSRP identifies that the WSA will be an economic catalyst for the District, allowing over 1.5 million people to live and work in the Western Parkland City as an alternative to the Eastern Harbour City. It will allow established and new neighbourhoods as well as centres, such as in the Greater Macarthur region to easily access economic opportunity and city shaping infrastructure. The GSRP highlights the Glenfield to Macarthur urban renewal corridor which connects the strategies centres of Liverpool and Campbelltown-Macarthur, as well as the Greater Macarthur Growth Area which will see new communities at Menangle, Mount Gilead and Wilton.

The site is identified as being within a future urban area that is the Wilton Growth Area and is a strategic location, anchored on both the Hume Motorway and Picton Road corridors, both of which are earmarked for upgrades with the potential connection with the proposed OSO. The site is situated to the immediate west of a freight rail corridor which is subject to future investigation. This freight connection will provide connectivity between Wilton and the South West-Macarthur region to the Illawarra Shoalhaven region.

The site sits adjacent to the Nepean River corridor which connects from the Protected Natural Areas identified within the Region Plan to the south-east of the site, which forms part of the Upper Nepean State Conservation Area. This forms a significant environmental amenity proposition for the site as it is a defining landscape feature and natural element of the Western Parkland City.

Figure 49 Greater Sydney Region Plan



Source: Greater Sydney Commission

5.1.2. Western City District Plan

The Western City District Plan (District Plan) was finalised by the GSC in conjunction with the Region Plan in March 2018 and fulfils the directions and objectives of the Region Plan at a district level.

The site is located within the Western City District. The District Plan sets out planning priorities and actions for improving the quality of life for residents. The District is expected to accommodate, 464,450 new residents, 370,200 jobs and 184,500 dwellings by 2036. The District Plan seeks to accommodate and support this growth through economic corridors, growth areas and infrastructure links and connections between strategic and metropolitan clusters and centres.

Land release areas such in the South West Growth Area (SWGA), Greater Macarthur Growth Area (GMGA) and the Wilton Growth Area, will be key to ensuring housing supply and securing economic development for the region. These growth areas will also provide the region with local services and amenities as well as employment opportunities in order to create self-sufficient communities. The District Plan recognises the opportunities associated with the delivery of new suburbs within the SWGA, GMGA and Wilton Growth Area including the availability of land for a range of housing choices and connections to the WSA, Aerotropolis and broader Western Sydney Employment Area (WSEA). As such, several planning initiatives and transport corridors were commenced to integrate land use, transport and infrastructure activity along the north-south corridors including Wilton Growth Area. Planning Priority W8 of the plan seeks to leverage industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis. The site is in close proximity to two proposed infrastructure corridors, one of which is the OSO, which will connect Wilton and the surrounding region to the WSA and Aerotropolis.

5.1.3. NSW State Infrastructure Strategy 2018-2038

Infrastructure NSW published the Building Momentum State Infrastructure Strategy 2018-2038 (SIS), a 20-year Strategy that sets out Infrastructure NSW's independent advice on the current state of NSW's infrastructure and the needs and priorities over the next 20 years. It establishes six strategic directions which inform the recommendations contained within the SIS. Direction 1 of the SIS seeks to continuously improve the integration of land use and infrastructure planning. Built upon this direction is Infrastructure NSW's recommendation that NSW Government Agencies integrate the infrastructure priorities necessary to support Growth Areas, Planned Precincts and Growth Infrastructure Compacts. This includes factoring infrastructure and the associated costs into decisions about land rezoning and land release, and maximising opportunities for the co-location of different services.

Wilton is situated southwest to the Greater Macarthur Growth Area and also adjacent to the Hume Motorway Corridor. The site is situated in a strategic location, being in proximity to existing and proposed transport corridors. Wilton is identified in the State Infrastructure Strategy to be of focus, alongside the overall Greater Macarthur for funding and delivery of enabling infrastructure. Additionally, the site forms part of the locality where there is an initiative to strengthen the relationship between the Western Parkland City and the Illawarra Shoalhaven region which is expected to see major economic opportunities catalysed through the region's proximity to the growth areas of south-western Sydney, the Illawarra's port and logistics infrastructure and also the education, health and innovation facilities.

5.1.4. Future Transport Strategy

The Future Transport Strategy 2056 is a long-term vision for transport in NSW. Published by Transport for NSW (TfNSW) in March 2018, the strategy is focused around six principles which include, customer focused, successful places, a strong economy, safety and performance, accessible services and sustainability. As NSW anticipates large economic and societal shifts with significant advances in technology and innovation, the strategy seeks to outline a clear vision and objectives in order to ensure a world-class, safe, efficient and reliable transport system. The strategy acknowledges the need to increase the mode share for public transport, walking and cycling in order to create healthier and more connected communities. Active transport is a key theme throughout the strategy which will require greater levels of investment towards continuous green corridor connections.

The site is situated along a regional corridor which connects Campbelltown-Macarthur with the Southern Highlands and Canberra, which has been earmarked for Sydney to Canberra Faster Rail Improvements.

5.1.5. Cumberland Plain Conservation Plan

The Cumberland Plain Conservation Plan (CPCP) is one of the largest strategic conservation plans to be undertaken in Australia and is the first strategic biodiversity certification to be undertaken under the NSW Biodiversity Conservation Act 2016. Exhibition of the draft Plan commenced on 26 August 2020 and concluded on 2 November 2020, with the final CPCP released in August 2022. It sets out the conservation plan for Western Sydney to 2056, identifying strategically important biodiversity areas within the Cumberland subregion.

The Plan bio-certifies urban capable land for development with impacts on threatened ecological communities managed through the Plan's offset program which will be funded through a biodiversity component of a Special Infrastructure Contribution.

In relation to the site, the 'Certified – Urban Capable' mapping (shown in orange) has identified Wilton Growth Area as a nominated area. The southern portion of the site, with a direct interface with the Nepean River, is identified as 'Non-Certified – Avoided for Biodiversity'.

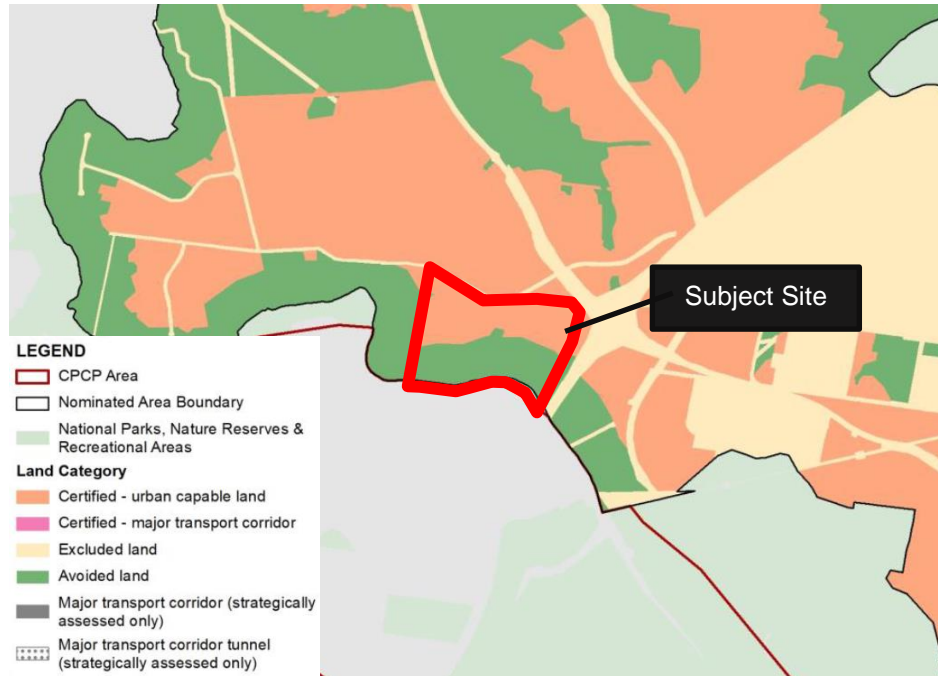
Certified – Urban capable land - Identifies where development can occur, subject to development approval, as identified in the relevant structure plan and consistent with any precinct plans or master plans approved for the area. Once biodiversity certification has been granted, development in urban capable land does not need any further biodiversity approvals.

Non-certified – Avoided Areas will be 'non-certified' land and will not have biodiversity approval under the Biodiversity Conservation Act. Avoided land is avoided from development due to identified biodiversity values on the site, topography or due to an environmental feature such as a riparian corridor. In this instance, 'avoidance' refers to the approach the Department has undertaken to avoid and minimise the impacts to biodiversity from development in the nominated areas, as required under the Biodiversity Conservation Act and Environment Protection and Biodiversity Conservation Act.

The protection of Strategic conservation area is reinforced under Ministerial direction 3.6 under Focus area 3 – Biodiversity and Conservation, which states that a Planning Proposal must not rezone land identified as avoided land under the Biodiversity and Conservation SEPP.

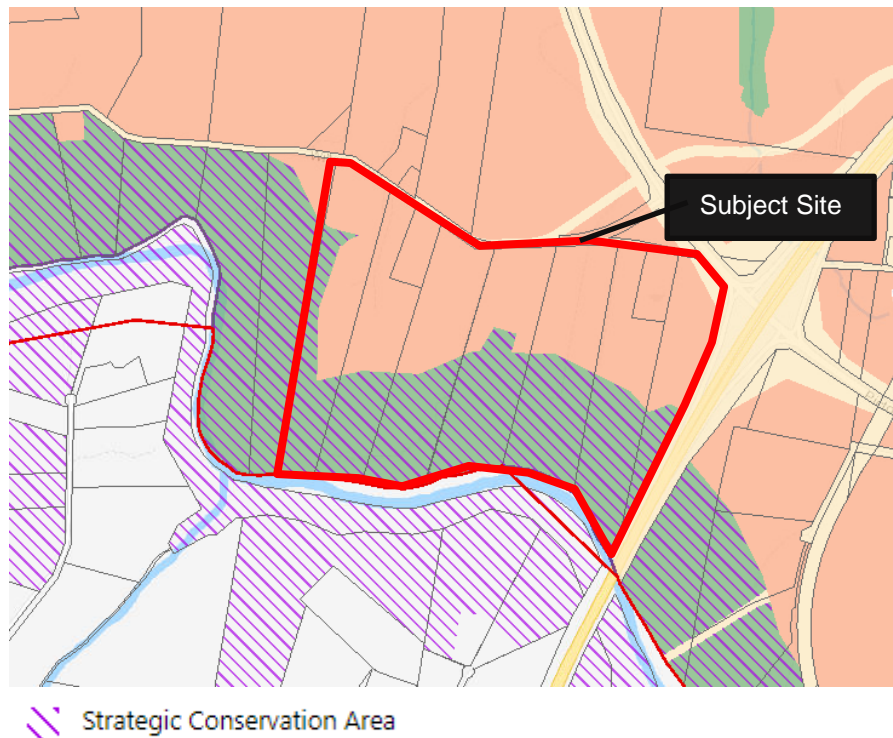
The proposed development within the Master Plan is situated entirely within the area identified as biodiversity certified – urban capable land.

Figure 50 Cumberland Plain Conservation Plan - Wilton Growth Area



Source: CPCP

Figure 51 Cumberland plain Conservation Plan - Strategic Conservation Area



Source: CPCP

5.1.6. Wollondilly Local Strategic Planning Statement

The Wollondilly Local Strategic Planning Statement (LSPS) was published by Wollondilly Shire Council in March 2020 and provides a snapshot of the Wollondilly LGA as well as setting out the 2040 vision for the Wollondilly, anchored on the key themes of infrastructure collaboration, liveability, productivity and sustainability. It is anticipated the total population within Wollondilly will reach 92,102 people by 2036. The LGA is predominantly made up of rural landscapes and environmental conservation with protected natural areas and Metropolitan Rural Areas (MRA) making up 97% of the total area of Wollondilly, and only 3% remaining as urban land.

The Proposal supports numerous Planning Priorities outlined in the strategy, which include:

- Planning Priority 1: Aligning infrastructure provision with community needs
- Planning Priority 2: Embracing innovation to enhance liveable, connected and sustainable communities
- Planning Priority 3: Establishing a framework for sustainable managed growth
- Planning Priority 10: Attracting Investment and growing local jobs
- Planning Priority 11: Leveraging greater investment and business opportunities from the Western Sydney

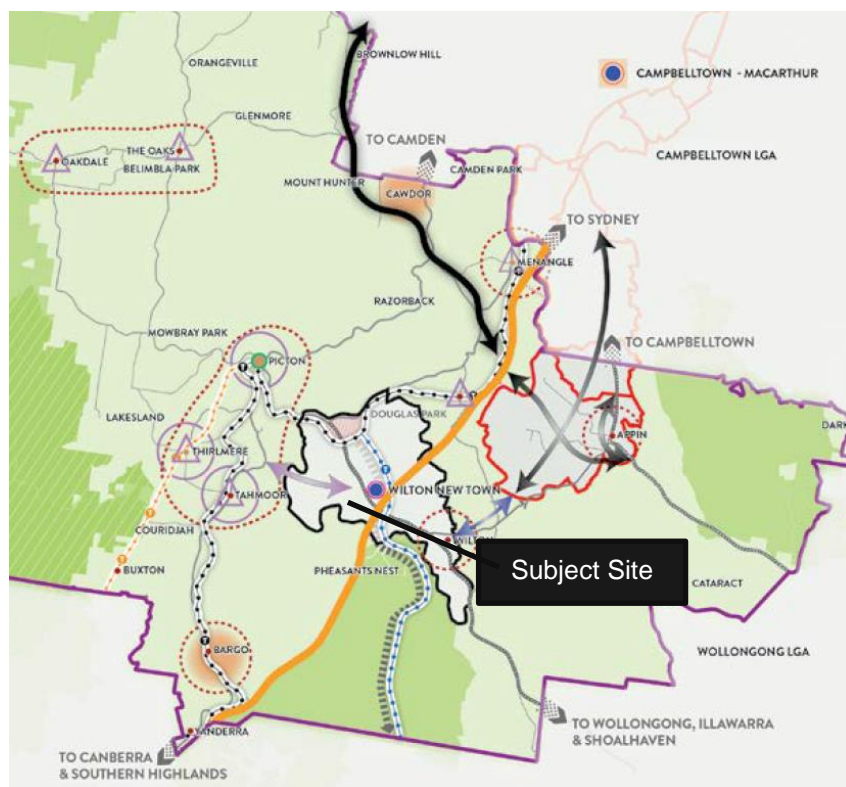
The site is situated within the Wilton Growth Area, along the major movement corridors of Hume Motorway, Picton Road and the Southern Highland Railway Line. The OSO will provide direct access from Wollondilly to the Western Sydney Airport and Aerotropolis, with future plans to extend this corridor further south into Appin. Planning Priority 4 seeks to create vibrant, healthy and sustainable communities in the new town Wilton. The LSPS highlights the significant opportunity presented by Wilton to provide a holistic master planned approach to development in order to deliver great new facilities, services and amenities for the Wollondilly community.

There is also great emphasis within the LSPS on greater investment and employment opportunities across Wollondilly under the key theme of productivity. Planning Priority 10 seeks to attract investment and grow local jobs which can contribute to the Western Sydney City Deal initiative of creating 200,000 jobs for the Western Parkland City. The site forms part of a larger precinct within the Wilton Growth Area which can deliver greater employment opportunities and attract industries in a highly accessible location within Wollondilly. Wollondilly Shire Council seeks to attract high employment-generating opportunities in specific locations within the LGA that are well-connected by existing infrastructure. The LSPS acknowledges the importance of leveraging the strengths of existing and proposed employment lands.

In addition to the key themes within the LSPS, a series of determinants that affect health and wellbeing have been identified by the strategy which would help deliver on the themes. These determinants include access to transport, access to nature and open space, social connectedness, housing, education, employment and income. This approach seeks to ensure infrastructure is better aligned with community needs and health and wellbeing considerations are embedded into land use planning.

There is also an opportunity presented by the investment in the WSA, the Aerotropolis as well as the emerging agribusiness precinct. Planning Priority 11 in the LSPS highlights the opportunity to leverage off the business opportunities unlocked by this investment. Wollondilly's strategic location, along with the expected growth in Wilton, nearby rail line, connections to the Hume Motorway and access to the Illawarra Shoalhaven region and Port Kembla, makes the LGA a key connection to the airport for workers, tourists and business travellers. There are also the associated business opportunities and industries attracted to the region which can benefit from the connectivity to the WSA. The site, which provides opportunities for employment land, directly adjacent to the Wilton Town Centre, makes it an optimal location for certain industries to locate.

Figure 52 Wollondilly LSPS Structure Plan



Source: Wollondilly LSPS

5.1.7. Wollondilly Local Housing Strategy

The Wollondilly Local Housing Strategy (LHS) was completed in June 2020 by Arup. The LHS was prepared to support Wollondilly 2040 LSPS as well as to inform the review of the Wollondilly Local Environmental Plan (LEP) 2011. The long-term housing vision as identified by the LHS is:

“Housing in Wollondilly is diverse and provides appropriate housing options for all households at all stages of life and supports affordable living across the LGA. We will live in connected, liveable neighbourhoods that are supported by infrastructure and services and are in the right locations; reducing impacts on and celebrating our natural environment and scenic landscape.”

Wollondilly Shire, being situated within the MRA, is characterised by the unique rural setting and environmental values which require protection and also management due to related challenges such as bushfires and flooding. As a result, the strategy acknowledges the importance for housing to be planned and provided in the right locations and is adequately serviced by infrastructure. The LHS outlines four directions for housing growth within Wollondilly, which include:

7. Provide housing in areas that are adequately serviced by infrastructure.
8. Promote housing diversity and affordability.
9. Plan and coordinate growth for emerging communities.
10. Build sustainable and resilient communities that protect and celebrate our environment.

Wollondilly LGA is forecasted to deliver an additional 15,661 dwellings by 2041, and a total of 34,000 dwellings. The strategy provides a detailed breakdown of the dwelling typology profile across the LGA which has seen a slight decrease in separate dwellings in the past decade and an increase in medium density developments, which consist of semi-detached, row, terrace, townhouses or apartments in blocks of 1 or 2 storeys. It is acknowledged that shop-top housing is permissible under the B2 Local Centre zone which is considered by Council on a merit basis.

There are a number of planning proposals currently being assessed by Council which propose additional dwellings in locations not currently zoned. The LHS highlights the key considerations from Council in these

proposals which are subject to robust assessment, including, whether the proposal is appropriate for the location, with considerations made to the potential impact on the environment, availability of infrastructure, natural hazard risks and also the suitability of the proposal to the local character.

The site is not earmarked for residential growth, however will provide employment and job opportunities to support the future population of the Wilton Growth Area and the broader Wollondilly Shire. The site also forms part of the West Wilton Precinct within the Wilton Growth Area, which is identified predominately for residential growth, with a total of 2,350 dwellings anticipated for the precinct.

5.1.8. Wollondilly Employment Land Strategy

The Wollondilly Employment Land Strategy was prepared by HillPDA for Wollondilly Shire Council and released in February 2021. The strategy highlights the issues and opportunities facing existing employment lands within the LGA as well as opportunities to accommodate additional growth which would provide more jobs for Wollondilly Shire. There is a significant need for an increase in employment land and job opportunities. The strategy makes a notable observation that 73% of the local labour force works outside of the LGA, with a self-containment rate of only 27%. As the self-containment rate of employment increases towards 2041, there will be a substantial increase in demand for employment land.

A key objective of the strategy is to outline the future demand for employment lands and also to provide recommendations for short-term zoning and spatial prioritisation of land to accommodate future employment lands. In doing so, the strategy introduces five strategies which include:

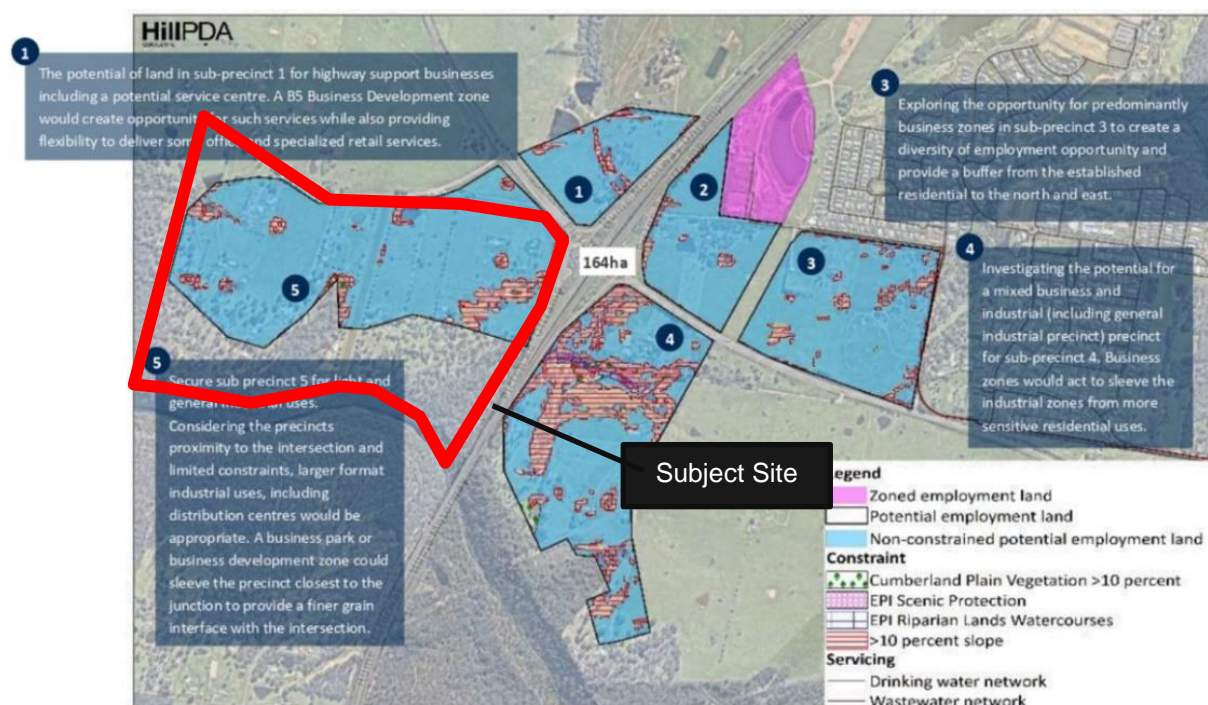
- Unlock an immediate supply of employment precinct land to support the expansion of existing businesses and attraction of new businesses.
- Secure a sustainable pipeline of employment land to meet future population demand.
- Identify development barriers and work to remove them to support employment precinct sequencing and delivery.
- Create transparency and clarity in the planning system.
- Promote Wollondilly as an employment and industry destination of choice.

The strategy reinforces the importance to align employment opportunities with existing and proposed infrastructure as well as providing a mix of lot sizes to encourage a greater diversity of uses and to attract more investment. Action 2.5 proposes further exploration of opportunities to provide employment uses around areas with greater transport connectivity, particularly along the Hume Highway and potential OSO.

The strategy acknowledges the significance of the interchange between the Hume Motorway and Picton Road which is to become a major focal point for employment uses and industries within Wollondilly. Action 2.1 highlights Wilton Junction as a key location which will require a structure plan in order to explore the rezoning for employment land (refer Figure 20). This forms part of Strategy 2 which is to secure a sustainable pipeline of employment land to meet future population demand.

Action 2.1 also highlights the importance for collaboration with landowners and the State Government in order to enable its early delivery as it is a high priority. The site forms part of a sub precinct 5 within the structure plan area that has potential for light and general industrial uses that are larger format such as distribution centres. There is also an opportunity for business park or business development zones to buffer the interface with the intersection

Figure 53 Non-constrained potential employment land



Source: HillPDA

In order to serve the employment precincts identified for future employment uses, the strategy highlights a number of precincts which directly interface with the major movement corridors of Hume Motorway and Picton Road. These are located within North Wilton, South East Wilton and also the Wilton Town Centre precincts, some of which are situated to the immediate north of the site. These sites are proposed for business and enterprise types such as offices, bulky good retail and a highway service centre (refer Figure 46).

Figure 54 Potential Business and Enterprise Precincts



Source: HillPDA

5.1.9. Wollondilly Rural Lands Strategy

The Wollondilly Rural Land Strategy was prepared by Locale Consulting for Wollondilly Shire Council and released in February 2021. Situated within the Metropolitan Rural Area of Greater Sydney, rural land plays

an integral role in Wollondilly Shire as well as characterising the landscape setting. The strategy considers the key drivers, opportunities and demands for rural land use across the LGA through developing a holistic framework for the planning and management of the land, whilst acknowledging the complexities involved.

The strategy outlines ten principles to guide the strategy which revolve around the key themes of building the agricultural economy, rural living opportunities and also conserving the scenic landscape. Some key principles include:

- Safeguarding agricultural resources and the rural economy and reducing land use conflicts.
- Promoting economic diversification including emerging opportunities.
- Embracing the opportunities of the Western Sydney Aerotropolis.
- Ensuring the efficient provision of infrastructure.

The strategy also provides a series of actions which will inform the review of the Wollondilly Local Environmental Plan (LEP) 2011 as well as related development control plans. These actions can be categorised in the investigation and review of the future of agricultural activity within Wollondilly, the types of activity within rural zones, as well as opportunities around tourism and rural residential growth.

The subject site has not been identified for rural uses.

5.1.10. Wollondilly Centres Strategy

The Wollondilly Draft Centres Strategy is a comprehensive study of centres across Wollondilly Shire which defines the existing centre typologies, future role and vision of centres as well as identifying Priority Centres earmarked for greater activity. It is a further expansion of the hierarchy of centres established in the Wollondilly LSPS. The strategy was released in August 2020 and prepared by Cardno in partnership with Urbancity and TCG Planning for Wollondilly Shire Council. The strategy proposes four objectives for measuring the success of centres, which include:

- To develop visually attractive activity core buildings using walkability design principles as controls.
- Activity core and adjacent housing areas increase the desire to walk.
- Reduce reliance on private motor vehicle use.
- Adjacent-to-town residential areas redevelop to engender stronger social exchange in the streets on the way to the towns.

Objective 4 is a notable objective which stresses the outcome for more housing closer to or within centres which in turn contributes to the other objectives for greater walkability and less reliance on cars. The strategy outlines centre trends in order to help understand the built form requirements, the role of retail and its impact on centres, and also the required urban conditions for centres to better connect with neighbourhoods as well as creating a 'sense of place'. Three design principles within the strategy include walkability, adaptable building typologies as well as health, wellness and sustainability. The strategy identifies eight Priority Centres which are earmarked for change and growth, some of which will require additional Place Plans and Urban Design Analysis where further investigation is required to promote the three design principles. The Priority Centres include, Picton, Wilton New Town, Tahmoor, Thirlmere, Appin, The Oaks, Bargo and Silverdale.

Wollondilly consists of a number of overarching centre types which include primary, larger and smaller centres. These include a range of typologies which range from the larger district town centres down to villages and hamlets. The subject site does not form part of the strategy.

5.1.11. Wollondilly Draft Scenic and Cultural Landscapes Strategy

The Wollondilly Draft Scenic and Cultural Landscapes Strategy was prepared by Spackman Mossop Michaels for Wollondilly Shire Council in August 2020 and provided a detailed assessment Wollondilly's landscape character as well as identifying significant landscapes, views and vistas. The strategy is a response to Planning Priority W16 of the Western City District Plan from the GSC which seeks to protect and enhance scenic and cultural landscapes in the Western Parkland City.

With much of Wollondilly situated within the MRA, the strategy addresses Council's intent to limit development within this area and only allowing development that will have no adverse impacts on the

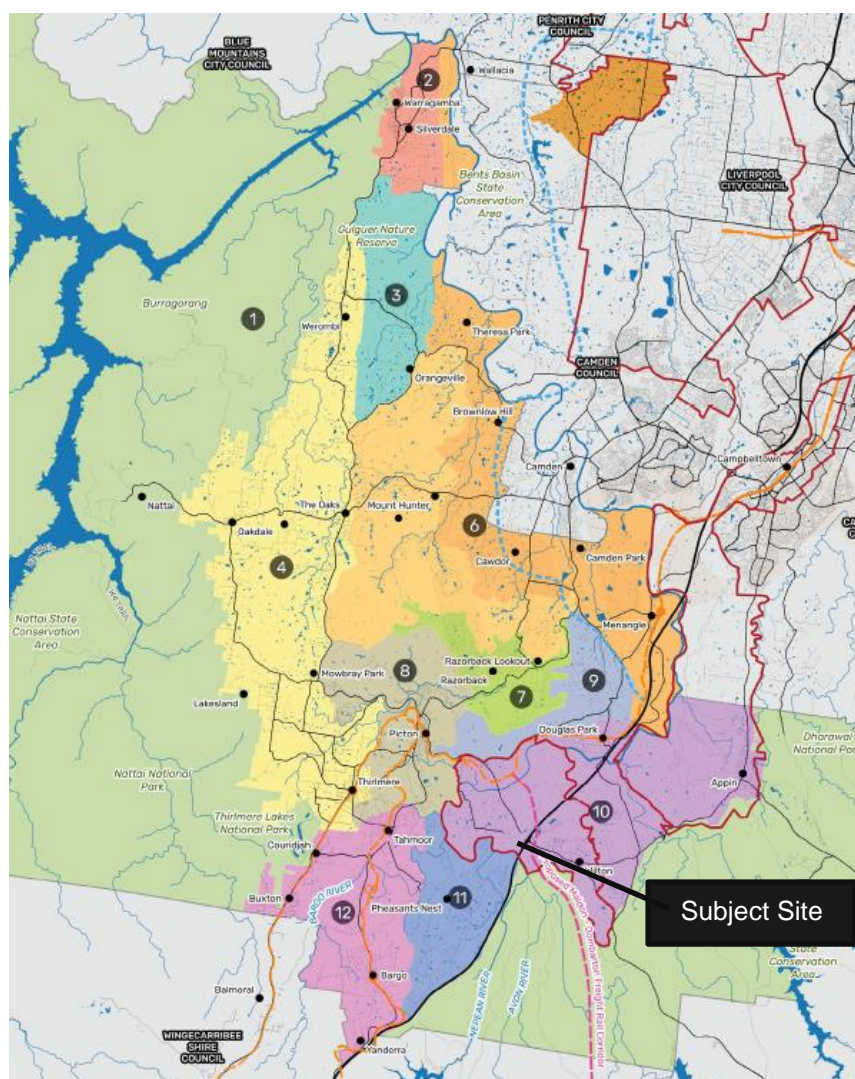
agricultural, scenic, and environmental values of the landscape. The majority of land within Wollondilly is protected within natural areas, making up a total of 63%, which is subject to a high level of protection under existing legislation.

Wollondilly comprises of 17 separate towns and villages all of which are located within rural areas, some of which include Picton which is the administrative and cultural centre of Wollondilly, the larger centres Tahmoor and Bargo, and the smaller centres which include Douglas Park and Menangle. The strategy acknowledges the identification of the Wilton Growth Area as being relatively recent with much of the land yet to be developed and currently retains its rural characteristics.

The strategy provides a detailed profile of twelve land character units each of which has a unique character, signature elements and existing risks and threats. The site is situated in Unit 10 – Upper Nepean (refer Figure 22), which is characterised by a broad valley through which the Nepean River and its tributaries flow in steeply incised valleys and gorges. These corridors retain dense native vegetation cover both within the gorges and in wide bands along both sides. It is acknowledged that visual and physical access to the creeks is currently limited within the area. It is acknowledged that whilst a portion of the Upper Nepean character unit is set to give way to suburban and residential development, there will be careful consideration to show how visual and scenic values can be protected during the land use change process.

It is understood that whilst the site is identified for employment land uses and is designated as urban capable land, it will alter the character of the rural setting that currently characterises the area. In order to address this, there are a number of positive elements which can be maintained or implemented through landscape buffers, streetscape design and built form character.

Figure 55 Landscape Character Areas



Source: Wollondilly Council

5.1.12. Wollondilly Urban Canopy Plan and Landscape Strategy

The Wollondilly Draft Urban Canopy Plan and Landscape Strategy was prepared by McGregor Coxall and EconPlan for Wollondilly Shire Council and released in July 2020. The strategy is a response to State Government initiatives for metropolitan councils protect and enhance urban canopy in order to improve biodiversity, water quality and liveability and also to improve resilience towards climate change urban heat. The strategy also aligns with the Sydney Green Grid spatial framework and opportunities from the Government Architect NSW in terms of providing high-quality and better connected green spaces in order to improve life and wellbeing.

The strategy is centred around four strategic focus areas which include, create, manage, bushfire management and community, each of which contains a series of actions and target measures of success. Key measures of success include achieving canopy targets of 40% or more in suburban areas and 25% of more in high to medium density areas, as well as increasing community awareness of the need for and benefits of urban canopy. This aligns with the Draft Greener Places Design Guide urban tree canopy indicative targets.

The landscape component of the strategy accompanies the urban canopy plan and provides guidance around the priorities and locations for tree planting in order to achieve the aims, objectives and targets of the plan. The landscape strategy identifies the species criteria of trees within each land use, such as streets, parks and open space, plazas and town centres, residential development and employment lands and industrial precincts.

The Master Plan will be supported by a Landscape Plan as part of the Planning Proposal which would respond to the key principles and targets of the Wollondilly Draft Urban Plan and Landscape Strategy. Altis will prepare a Site-Specific Development Control Plan which would capture the key landscape principles and outcomes required to support the estate.

5.1.13. Draft Wollondilly Sustainability Policy 2030

Wollondilly Council prepared the Draft Sustainability Policy 2030 which was placed on exhibition in December 2022. The policy demonstrates the commitment to implementing sustainable practices across the organisation and supporting the local community in transitioning to more sustainable practices. The purpose of the Policy is to deliver sustainability that aligns with the United Nations Sustainable Development Goals. The strategy outlines six key sustainability principles to be utilised in all governance decision making, process and operations. These include caring for Country, evidence-based and the following:

1. **Caring for Country:** the need to collaborate with Traditional Custodians in caring for land, people and culture;
2. **Evidence Based:** the need for decisions to be evidenced-based, consistent, transparent;
3. **Ensure inter-generational equity:** ensure the health and productivity of the environment and quality of life is maintained and enhanced;
4. **Balanced consideration of environment, social and economic impacts:** All Council decisions are to evaluate and equally consider linkages between the impacts.
5. **Practical action on climate change:** Limit global warming and its associated disruption where possible.
6. **Protecting Biodiversity:** All Council decisions are made to avoid wherever possible adverse impacts on Vulnerable and Endangered flora, fauna and ecological communities listed in state and/or commonwealth legislation and mitigate any unavoidable impacts.

The policy provides a framework which Planning Proposals need to consider which includes key principles such as:

- Sustainable Growth and Development
 - The incorporation of environmentally, socially and economically sustainable design that improves quality of life for current and future generations and maintains and improves the health of the natural environment.
- Advocacy, education, collaboration and compliance

- Engaging and collaborating with stakeholders such as traditional owners, other agencies, industry/businesses, community and civil societies.
- Undertaking of compliance action to support the wellbeing of the environment and community.
- Supporting the community and other stakeholders transition towards more sustainable practices.

The Proposal engages with traditional owners of the Dharawal Area which included completing a walk on Country and collaborating to create Aboriginal design and planning principles. These activities effectively facilitated an exploration of ideas regarding Aboriginal heritage, connection to Country, art, water and truth telling. The Aboriginal planning principles underpin how the proposals design can align with Connection to Country.

Furthermore, the Planning Proposal achieves sustainable development that improves the quality of life for current and future generations. The proposal would lead to jobs closer to home for those living in the study area. Improved access to employment would support social cohesion and increased opportunities for social interaction. This would be of increased significance for local residents with long commutes who may be able to work at the site.

Sustainable growth and development are supported, outlined by the use of street tree plantings and landscaped areas. In addition, a large portion of the site is to be preserved as biodiversity area, preserving the existing vegetation at the site.

5.1.14. Draft Connecting with Country Framework

In March 2020, the Government Architect NSW (GANSW) released the draft Connecting with Country Framework, a framework for understanding the value of Aboriginal knowledge in the design and planning of places. The draft framework provides two key strategies for connecting with country which integrate cultural awareness and an Aboriginal perspective on project lifecycles.

The draft framework identifies four statements of commitment and principles of action to support implementation of the strategies. Specifically, the strategy seeks to support the wellbeing of country by providing opportunities for Aboriginal people to give guidance and leadership about how to fulfill the following commitments:

1. We will respect the rights of Aboriginal peoples to Indigenous cultural intellectual property, and we will support the right of Country to be cared for.
2. We will prioritise Aboriginal people's relationship to Country, and their cultural protocols, through education and enterprise by and for Aboriginal people.
3. We will prioritise financial and economic benefits to the Country where we are working, and by extension to the Traditional Custodians of that Country.
4. We will share tangible and intangible benefits with the Country where we are working, and by extension the Traditional Custodians of that Country, including current and future generations.

The Proposal is guided by Aboriginal Design principles which were developed through collaboration with traditional owners of the Dharawal Area, led by WSP. A Walk on Country was completed in July 2022 with Traditional Owner, Aunty Glenda Chalker, to ascertain a deeper understanding of the site including key topographic features, the site history, and cultural techniques. Further discussion was facilitated by the design team with Traditional Owners to provide updates and gain feedback on the proposed development. The collaboration was critical to provide authentic engagement that could guide the creation of Aboriginal Design and Planning Principles. This ensures Country is adequately represented and cared for.

In May 2023, the design team met with Aunty Rebecca Chalker in a feedback session to provide an update on the project design in response to the Walk on Country. The proposed scheme and landscape response was endorsed by Aunty Rebecca Chalker who acknowledged the importance of signage near the Hume Motorway and colour schemes to be inspired by nearby rock art.

5.1.15. Better Placed

In August 2017, the GANSW released Better Placed, the integrated design policy for NSW. Better Placed seeks to establish priorities and objectives that shape design to create well-designed built environments.

It presents a collection of priorities and objectives that aspire to shape design that addresses key challenges and directions and creates good design outcomes for NSW. Seven distinct objectives have been identified to create environments that are:

1. Better fit – contextual, local and of its place.
2. Better performance – sustainable, adaptable and durable.
3. Better for community – inclusive, connected and diverse.
4. Better for people – safe comfortable and liveable.
5. Better working – functional, efficient, and fit for purpose.
6. Better value – creating and adding value.
7. Better look and feel – engaging, inviting and attractive.

By adopting the objectives of the Better Placed policy, development responds to the key challenges and directions for NSW.

Under the new approach to precinct planning, Council will play a greater role in influencing the outcomes of future precincts. This will include adopting a place-based approach, starting from considering the feel, aesthetic, form, history, and culture of an area, and recognising that existing local character can be reflected and strengthened in planning for the future.

The urban design approach for the Industrial Park incorporates the principles outlined in Better Placed to ensure place outcomes and site conditions within the immediate and surrounding context are well considered.

5.1.16. Greener Places

In November 2017, the GANSW released the Draft Greener Places Design Guide, the NSW Government's policy for green infrastructure in NSW. The guide presents a collection of priorities and four (4) principles and four (4) outcomes to guide design and planning in the delivery of green infrastructure in NSW, with a focus on open space for recreation, urban tree canopy and bushland and waterways. Fundamentally, the policies seek to respond to the following NSW challenges:

- Health
- Climate resilience
- Rapidly growing population
- Changing lifestyle and demographics
- Infrastructure and urban renewal
- Biodiversity loss

Built upon the principles of integration, connectivity, multifunctionality and participation the draft Guide seeks to achieve the following outcomes:

1. Conservation of the natural environment
2. Increased access to open space
3. Improved connectivity to promote active living
4. Increase urban greening to ameliorate climate extremes

The draft Guide provides recommendations for planning new development in greenfield sites to maximise opportunities for well-located and accessible parks and public open spaces that provide for a diverse range of recreational activities. The desired outcome for greenfield areas is to base public open space around natural systems, which support connectivity, active transport and a diversity of settings which enhance the local character. Additionally, such practice offers opportunities for improved water-sensitive urban design and habitat conservation, ultimately creating a stronger blue and green grid.

Urban tree canopy is a key priority of the draft Guide, supported by three (3) strategies and an indicative target of 40% urban tree canopy cover across the Greater Sydney Region and other urban areas across NSW by 2056. To achieve this target, the following strategies are provided:

1. Protect, maintain and enhance the existing urban tree canopy;
2. Create an interconnected urban tree canopy across NSW; and
3. Build knowledge and awareness of urban tree canopy across State and local government, and the community.

Finally, the draft Guide seeks to enhance bushland and waterways across NSW and adopts five key strategies to connect, protect, restore, enhance and create urban habitat. The strategies apply to remnant, transition and urban environments that provide connections between core habitats.

The Industrial Park is supported by a landscape strategy which contributes to tree canopy targets and ensures landscape principles and environmental outcomes can be achieved. It delivers a high quality green interface of the development with the adjacent conservation corridor. This is achieved through care, consideration and imagination aimed to create an urban design outcome that blends building design and landscape to create an exceptional place.

5.2. STATUTORY PLANNING CONTEXT

5.2.1. NSW Environmental Planning and Assessment Act 1979

The Environmental Planning and Assessment Act 1979 (**EP&A Act**) is the principal planning and assessment legislation for NSW. It promotes orderly land use and development and the integration of environmental, social and economic interests within a framework of ecologically sustainable development.

Clause 3.32 of the EP&A Act identifies the planning proposal authority to be the council for the local government area to which the proposed instrument is to apply, subject to cases which lead to the Minister directing the Planning Secretary as the planning proposal authority as outlined in Clause 3.32 (2).

5.2.2. Section 9.1 Directions

Section 9.1 Directions of the EP&A Act require Councils to address a range of matters when seeking to rezone land with an LEP. Planning proposals seeking to amend the LEP are to be prepared in accordance with the directions which cover a range of focus areas including:

1. Planning Systems;
2. Design and Place;
3. Biodiversity and Conservation ;
4. Resilience and Hazards;
5. Transport and Infrastructure;
6. Housing;
7. Industry and Employment;
8. Resource and Energy; and
9. Primary Production.

The 9.1 Directions are analysed in relation to the planning proposal in Question 7 of Chapter 9.

5.2.3. Environment Protection and Biodiversity Conservation Act 1999

The Environment Protection and Biodiversity Conservation Act 1999 is the Commonwealth's central framework for the protection of the Australian environment. It provides for the conservation and protection of biodiversity and natural and cultural places and heritage. It further promotes principles for ecologically sustainable development which are achieved through conservation and sustainable resource use.

5.2.4. Biodiversity Conservation Act 2016 No.63

The Biodiversity Conservation Act 2016 No. 63 (**BC Act**) is the NSW Government's principal framework for environmental protection across NSW. It provides for the protection and conservation of biodiversity and ecosystems in NSW and promotes the use of the ecologically sustainable development principles.

The Master Plan and proposed land zoning map has been designed in accordance with mapped native vegetation and biodiversity to ensure that areas of important biodiversity are enhanced and retained.

5.2.5. Environmental Planning and Assessment Regulation 2021

The Environmental Planning and Assessment Regulation 2021 (**EP&A Reg**) is the accompanying legislation to the EP&A Act. It prescribes the regulations for the functioning of the EP&A Act across NSW.

5.2.6. State Environmental Planning Policy (Biodiversity and Conservation) 2021

The State Environmental Planning Policy (Biodiversity and Conservation) 2021 (**Biodiversity and Conservation SEPP**), which now contains the State Environmental Planning Policy (Koala Habitat Protection) 2021 (**Koala SEPP**), applies to the site and all land zones within the Wollondilly LGA. The aim of the policy is to encourage conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population over their present range and reverse the current trend of koala population decline.

The Koala SEPP outlines a series of development controls for areas of koala habitats with different processes for areas with or without a koala plan of management for land. It also outlines the procedure for preparing koala plans of management. The Wilton 2040 Plan identifies the southern portion of the site, along the Nepean River, as being a conservation area inside Wilton Growth Area which includes koala habitat. This area also forms part of the Strategic Conservation Area mapped under the Cumberland Plain Conservation Plan (CPCP).

5.2.7. Wollondilly Local Environmental Plan 2011

The *Wollondilly Local Environmental Plan 2011* (**WLEP 2011**) provides the local statutory planning framework and current development standards for the site.

Land Use Zoning

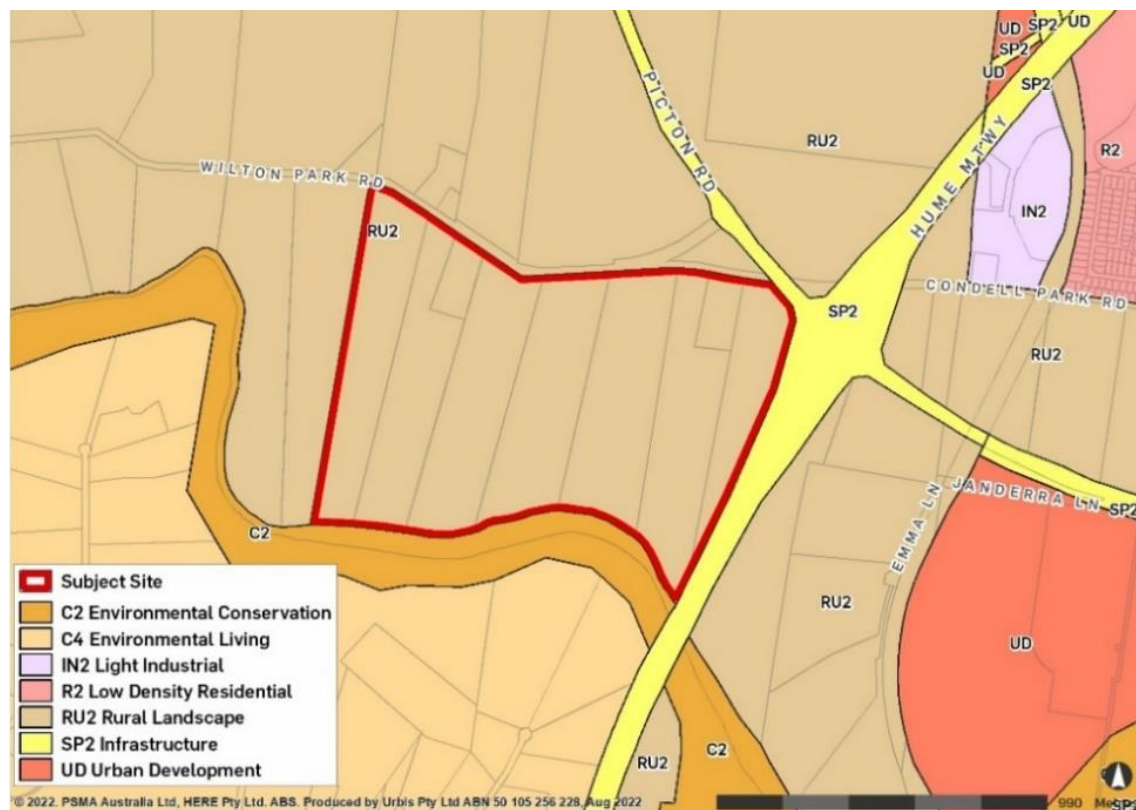
The site is zoned RU2 Rural Landscape (refer Figure 56).

- The objectives of the zone are to:
 - *To encourage sustainable primary industry production by maintaining and enhancing the natural resource base;*
 - *To maintain the rural landscape character of the land;*
 - *To provide for a range of compatible land uses, including extensive agriculture;*
 - *To provide areas where the density of development is limited in order to maintain a separation between urban areas; and*
 - *To support sustainable land management practices and local food production.*
- The following land uses are permitted without consent under the RU2 Rural Landscape zone:
Extensive agriculture; Home occupations.
- The following land uses are permitted with consent under the RU2 Rural Landscape zone:
Agriculture; Airports; Animal boarding or training establishments; Aquaculture; Artisan food and drink industries; Bed and breakfast accommodation; Boat building and repair facilities; Boat sheds; Caravan parks; Cellar door premises; Cemeteries; Community facilities; Crematoria; Depots; Dual occupancies (attached); Dwelling houses; Eco-tourist facilities; Educational establishments; Environmental facilities; Environmental protection works; Extractive industries; Farm buildings; Farm stay accommodation; Flood mitigation works; Forestry; Freight transport facilities; Function centres; Funeral homes; Group homes;

Home-based child care; Home businesses; Home industries; Home occupations (sex services); Hospitals; Information and education facilities; Landscaping material supplies; Markets; Mortuaries; Places of public worship; Plant nurseries; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Research stations; Roads; Roadside stalls; Rural industries; Rural supplies; Rural workers' dwellings; Secondary dwellings; Signage; Timber yards; Transport depots; Veterinary hospitals; Water recreation structures; Water supply systems.

- The following land uses are prohibited under the RU2 Rural Landscape zone:
Stock and sale yards; Turf farming; Any development not specified as permitted with or without consent

Figure 56 Land zoning map



Source: Wollondilly Shire Council

Height of Building

The site and large majority of its immediate surrounds do not have a height of building control.

The closest areas with height controls include land to the east of the Hume Motorway, situated within Bingara Gorge and South East Wilton, with height controls ranging from 9m-12m.

Figure 57 Height of building map

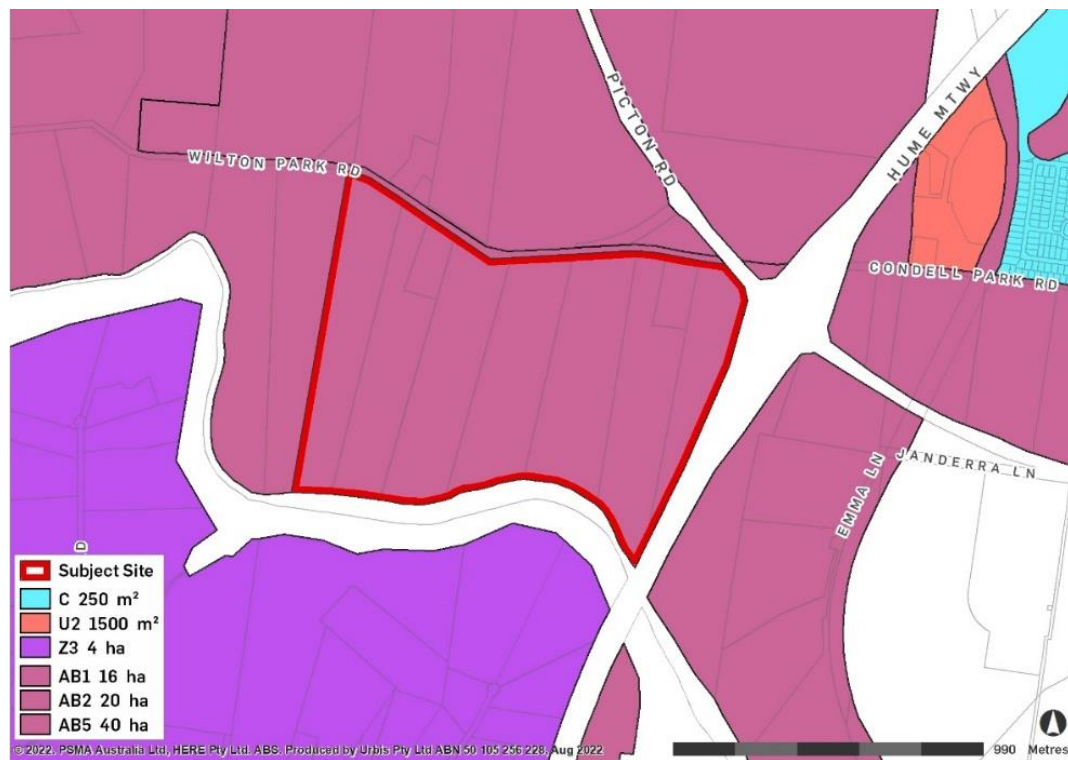


Source: Wollondilly Shire Council

Minimum Lot Size

The site has a minimum lot size of 16ha (refer Figure 58).

Figure 58 Minimum lot size map



Source: Wollondilly Shire Council

Heritage Conservation

The site does not contain any local or State heritage listed items (refer Figure 59).

The closest heritage listed item to the site is a cottage situated at 180 Wilton Park Road to the east.

Figure 59 Heritage conservation map



Source: Wollondilly Shire Council

6. WILTON DEVELOPMENT CONTROL PLAN 2021

This Planning Proposal is supported by a draft chapter and schedule (**Appendix C**) to form part of the Wilton Development Control Plan 2021 (Wilton DCP), which currently does not contain controls for employment and industrial development.

The DCP provides general requirements for employment and industrial uses for all industrial development within the Wilton Growth Area. The draft chapter the Wilton DCP which provides general requirements for industrial development adopts relevant parts of the Mamre Road Precinct DCP (MRP DCP) as a benchmark, given it is recent DCP for industrial development released by DPE.

In addition, this Planning Proposal is supported by a draft schedule under the Wilton DCP which will become Wilton Industrial Park Schedule 3 and the third schedule under the Wilton DCP, following the North Wilton and South East Wilton schedules. The draft schedule is a site-specific DCP for Wilton Industrial Park and takes into consideration the technical recommendations from the studies and investigations.

PART B – PLANNING PROPOSAL

7. PLANNING PROPOSAL

The Planning Proposal has been prepared in accordance with Section 3.33 (formerly Section 55) of the EP&A Act and the relevant guidelines prepared by the NSW Department of Planning and Environment.

This Planning Proposal is seeking an amendment to the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (WPC SEPP) to incorporate the Wilton Industrial Park site and the proposed Master Plan. The Planning Proposal is also consistent with the Local Environmental Plan Making Guideline (September 2022).

7.1. PART 1 – OBJECTIVES AND INTENDED OUTCOMES

The intended outcome of this Planning Proposal rezone land to permit warehousing and distribution facilities within West Wilton to realise the vision for the Wilton Growth Area and to provide more employment opportunities for Wilton and Wollondilly.

7.2. PART 2 – EXPLANATIONS OF PROVISIONS

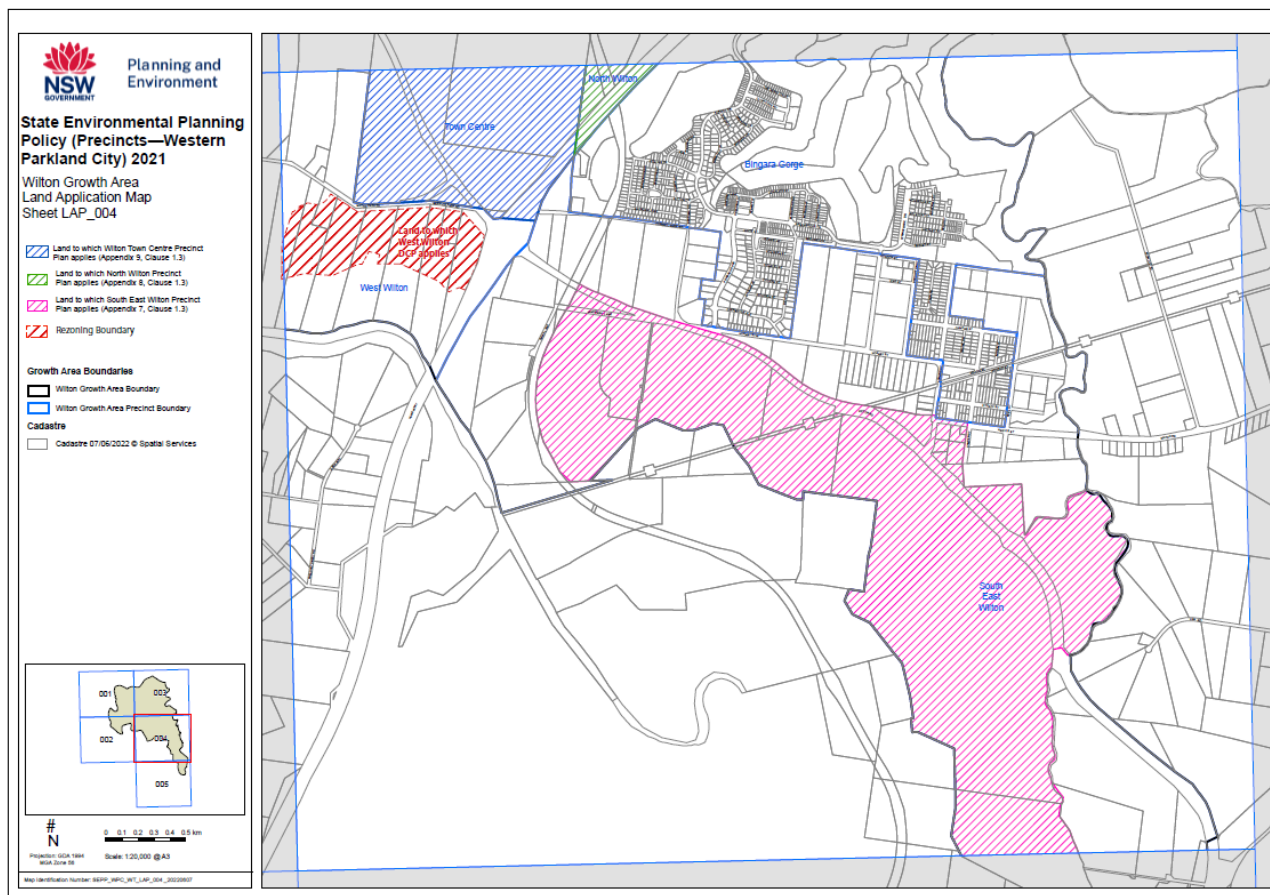
The objectives and intended outcomes of the Planning Proposal will be facilitated through an amendment to the Wollondilly Local Environmental Plan 2011 (WLEP) and an amendment to the WPC SEPP to insert the rezoning of the site within the West Wilton Precinct of the Wilton Growth Area. Upon the commencement of the Wilton Industrial Park Master Plan, the WLEP will cease to apply to the site.

7.2.1. State Environmental Planning Policy (Precincts – Western Parkland City) 2021

Land Application Map

The proposed Land Application Map is for the inclusion of the Wilton Industrial Park site (refer Figure 60) as part of the WPC SEPP.

Figure 60 Proposed Land Application Map



Source: Urbis

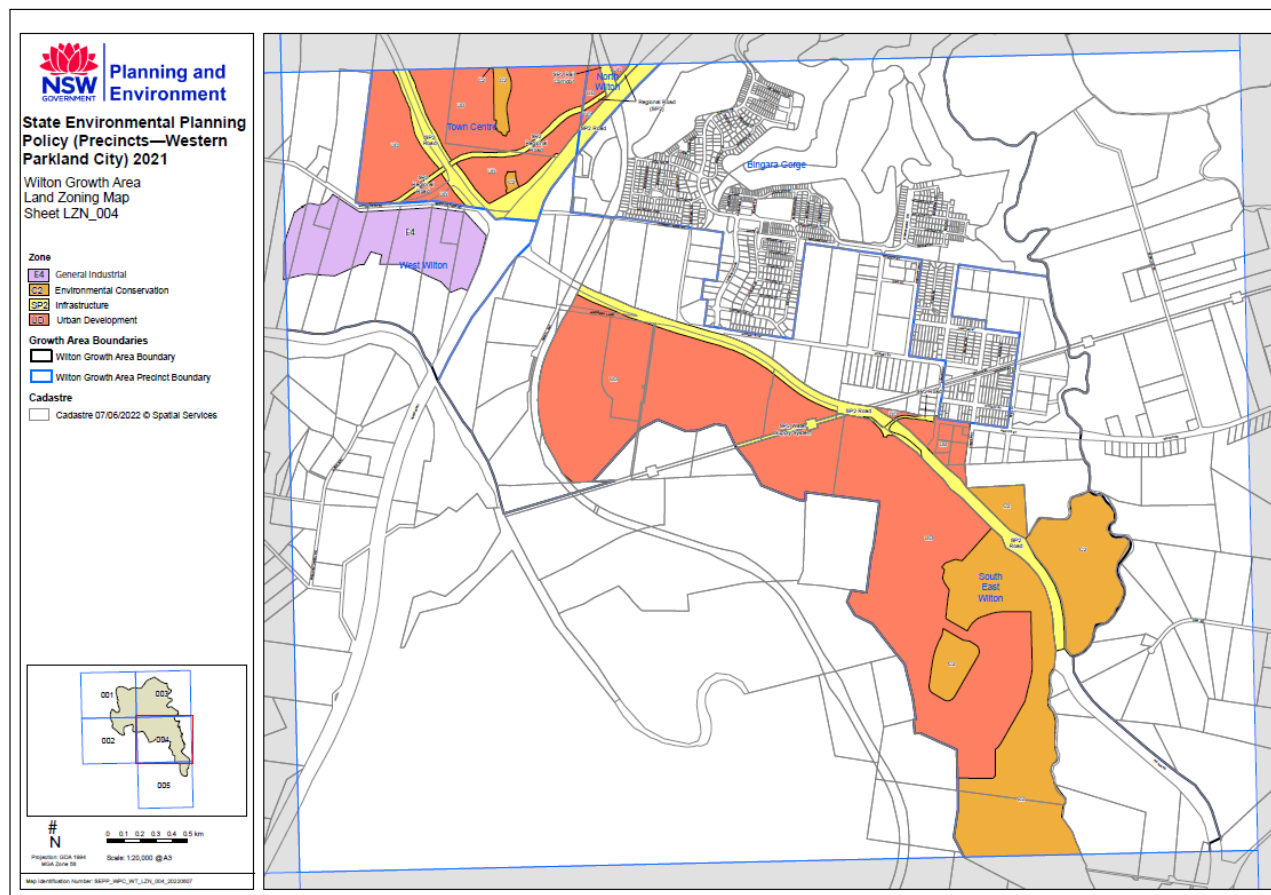
Land Use Zone

The proposed zoning for the portion of the land which relates to the industrial estate of the Wilton Industrial Park is E4 General Industrial. The remainder of the site will retain its existing zoning of RU2 Rural Landscape under the WLEP. The proposed zoning map is shown in Figure 61 below.

The area within the site proposed for rezoning correlates with the CPCP land categories and Ministerial Direction 3.6 Strategic Conservation Planning. The western and southern portions of the site where the existing RU2 zoning is proposed to be retained reflects the CPCP Strategic Conservation Area mapping which restrict development and requires existing biodiversity values to be preserved.

The proposed land use table with the zone objectives and permissible uses are provided in Table 19 below.

Figure 61 Proposed Land Zoning Map



Source: Urbis

Table 19 Proposed Land Use Zones

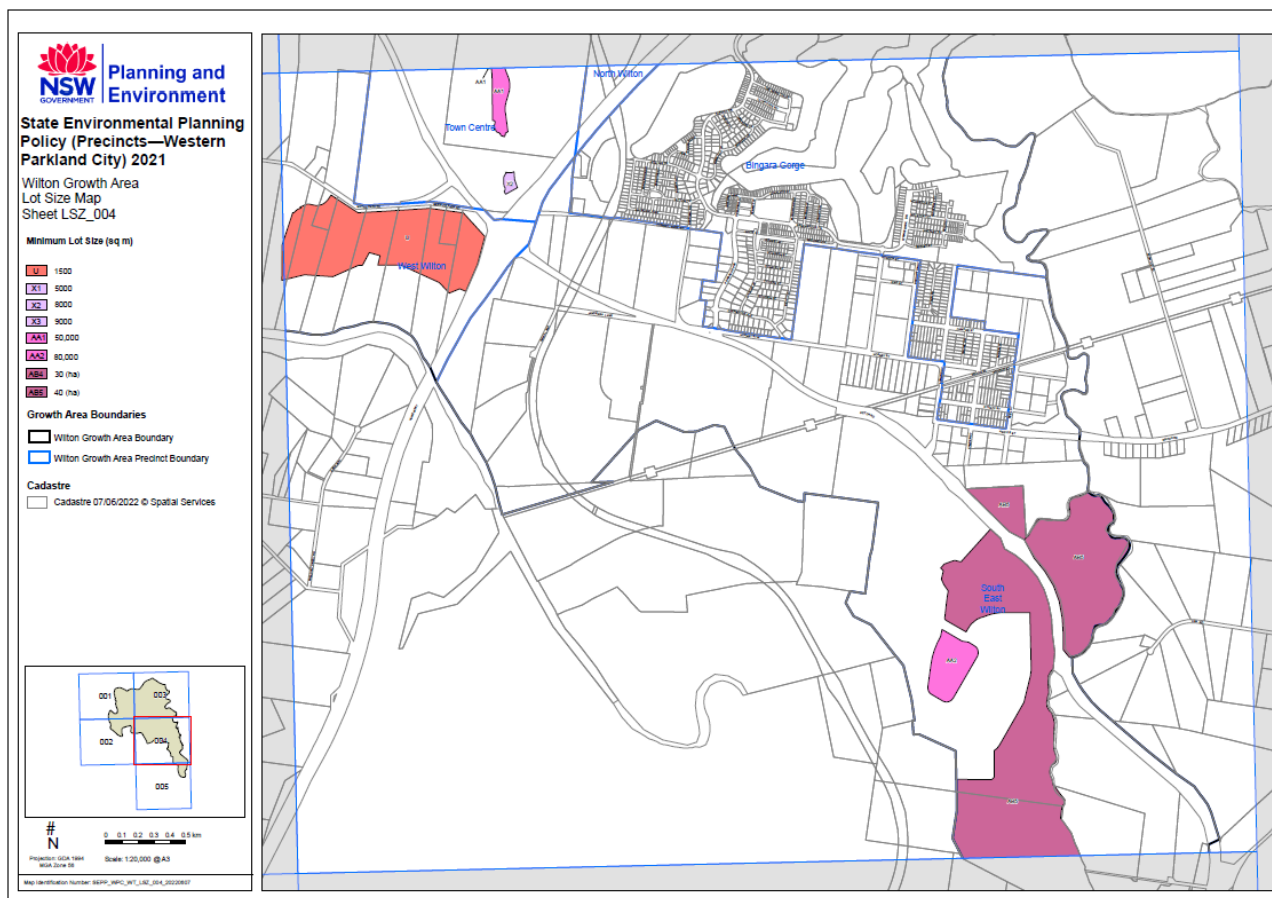
Proposed Zone and Objectives	Permitted Uses	Explanation of Provision
E4 General Industrial		
<ul style="list-style-type: none"> To provide a wide range of industrial and warehouse land uses. To encourage employment opportunities. To minimise any adverse effect of industry on other land uses. To support and protect industrial land for industrial uses. To ensure new development is sustainable and will not impact on land with high biodiversity value. 	<p>Permissible</p> <p>Depots; Freight transport facilities; Garden centres; General industries; Goods repair and reuse premises; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; Intensive plant agriculture; Kiosks; Landscaping material supplies; Light industries; Local distribution premises; Neighbourhood shops; Office premises; Oyster aquaculture; Plant nurseries; Take away food and drink premises; Tank-based</p>	<p>This zone applies to the land identified as Certified – Urban Capable land under the CPCP.</p> <p>This zone reflects the developable area within the northern portion of the site, which has direct access to Wilton Park Road and Berwick Park Road.</p>

Proposed Zone and Objectives	Permitted Uses	Explanation of Provision
<ul style="list-style-type: none"> ▪ To maintain the efficient operation of the regional and local road network. ▪ To support the health and well-being of the community by providing services and employment close to housing. 	<p>aquaculture; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified as prohibited.</p> <p>Prohibited</p> <p>Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Centre-based child care facilities; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Eco-tourist facilities; Educational establishments; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Function centres; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industries; Information and education facilities; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Rural industries; Tourist and visitor accommodation; Water recreation structures; Wharf or boating facilities.</p>	

Minimum Lot Size

The proposed minimum lot size for the portion of the land which relates to the industrial estate of the Wilton Industrial Park is 1,500m². The remainder of the site will retain the existing lot size control of 16ha under the WLEP. The minimum lot size map is shown in Figure 62 below.

Figure 62 Proposed Minimum Lot size Map



Source: Hatch Roberts Day

7.3. PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

7.3.1. Section A – Need for the Planning Proposal

Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

Yes. Wilton is located within the Wollondilly Local Government Area (LGA) and forms part of the Western City District as defined in the Greater Sydney Region Plan, which is expected to accommodate, 464,450 new residents, 370,200 jobs and 184,500 dwellings by 2036. The District Plan seeks to accommodate and support this growth through economic corridors, growth areas and infrastructure links and connections between strategic and metropolitan clusters and centres.

The Western City District contains a number of land release areas including the South West Growth Area (SWGA), Greater Macarthur Growth Area (GMGA) and the Wilton Growth Area, which are key to ensuring housing supply and securing economic development for the region. These growth areas will also provide the region with local services and amenities as well as employment opportunities in order to create self-sufficient communities. The site forms part of the Wilton Growth Area which as identified in the Wilton 2040: A Plan for the Wilton Growth Area, has a vision to deliver an additional 15,000 dwellings and 15,000 jobs by 2040.

The Wilton Industrial Park will contribute to the delivery of jobs required to support the future population of Wilton and the broader Wollondilly Shire. The proposed employment uses within the site is strategically

aligned with the Wilton 2040 Plan which identifies the site for “employment land use for further investigation”. The areas within the Wilton Growth Area identified for future employment uses forms the immediate interface to the interchange between the Hume Motorway and Picton Road, which affords great accessibility.

The District Plan recognises the opportunities associated with the delivery of new suburbs within the SWGA, GMGA and Wilton Growth Area including the availability of land for a range of housing choices and connections to the WSA, Aerotropolis and broader Western Sydney Employment Area (WSEA). As such, several planning initiatives and transport corridors were commenced to integrate land use, transport and infrastructure activity along the north-south corridors including Wilton Growth Area. The site is in a strategic location to leverage off and benefit from the industry opportunities unlocked from the Western Sydney International Airport, Bradfield City Centre and the planned infrastructure to connect to these centres. The site is in close proximity to two proposed infrastructure corridors, one of which is the OSO, which will connect Wilton and the surrounding region to the WSA and Aerotropolis.

The Wilton Industrial Park Master Plan responds to the Cumberland Plain Conservation Plan (CPCP) in that it concentrates the developable within the biodiversity certified areas only and are identified as urban capable land. The areas identified for strategic conservation under the CPCP have been protected and preserved within the Master Plan.

The Master Plan celebrates and preserves the values and character of Wilton and the surrounding landscape context. The Wollondilly Local Strategic Planning Statement (LSPS) highlights the significant opportunity presented by Wilton to provide a holistic master planned approach to development in order to deliver great new facilities, services and amenities for the Wollondilly community.

The Wollondilly Employment Land Strategy identifies the issues and opportunities facing existing employment lands within the LGA as well as opportunities to accommodate additional growth which would provide more jobs for Wollondilly Shire. There is a significant need for an increase in employment land and job opportunities. The strategy makes a notable observation that 73% of the local labour force works outside of the LGA, with a self-containment rate of only 27%. As the self-containment rate of employment increases towards 2041, there will be a substantial increase in demand for employment land. The Planning Proposal is consistent with the strategies established within the Wollondilly Employment Land Strategy.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, the Planning Proposal which seeks to rezone the site and implement specific development standards for contemporary employment uses and warehouse and distribution facilities is consistent with current government policy both at the local and State level and is considered the best means of achieving the objectives, priorities and intended outcomes of those policies, with minimal environmental impacts to the site and the immediate surrounds.

The Planning Proposal is consistent with the directions established by Wollondilly Shire Council in the LSPS, which identifies the significant opportunity presented by Wilton to provide a holistic master planned approach to development in order to deliver great new facilities, services and amenities for the Wollondilly community. Wilton is identified to accommodate growth in the short and medium term. The LSPS emphasises greater investment and employment opportunities across Wollondilly under the key theme of productivity. Planning Priority 10 seeks to attract investment and grow local jobs which can contribute to the Western Sydney City Deal initiative of creating 200,000 jobs for the Western Parkland City.

The site is situated in a highly accessible location, with future infrastructure upgrades further improving site conditions, making it a highly attractive location for future industries to locate. The Master Plan responds to the existing landscape features within the site and its proximity to the Nepean River by providing a significant landscape buffer to define the sensitive interfaces to the south and west. The proposed employment uses are also suitably distanced and screened from the future residential uses further west within West Wilton.

The site forms part of a larger precinct within the Wilton Growth Area which can deliver greater employment opportunities and attract industries in a highly accessible location within Wollondilly. Wollondilly Shire Council seeks to attract high employment-generating opportunities in specific locations within the LGA that are well-connected by existing infrastructure. It is acknowledged the importance to leverage the strengths of existing and proposed employment lands. The strategic positioning of West Wilton and its proximity to existing and proposed infrastructure corridors is a strong example of demonstrating strategic merit.

7.3.2. Section B – Relationship to Strategic Planning Framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plan or strategies)?

Yes, as described in **Section 7.1** of this report and summarised in Table 20, the Planning proposal is Consistent with the objectives and actions of *A Metropolis of Three Cities: Greater Sydney Region Plan (2018)* and the *Western City District Plan (2018)*.

Table 20 Relationship to Strategic Planning Framework

Strategic Plan	Consistency
<i>A Metropolis of Three Cities: Greater Sydney Region plan (2018)</i>	<p>The Planning Proposal is consistent with A Metropolis of Three Cities: Greater Sydney Region Plan and reflects the following directions:</p> <p>A City Supported by Infrastructure</p> <p>The Planning Proposal for Wilton Industrial Park seeks to rezone the land to provide employment land uses which responds to the proposed uses for the site and utilises the planned infrastructure within the Wilton Growth Area. The Wilton Industrial Park is strategically placed to benefit from the future upgrades to Picton Road, the proposed Outer Sydney Orbital (OSO) and the Maldon-Dombarton Freight Railway, all of which will facilitate the growth of employment generating land uses.</p> <ul style="list-style-type: none"> ▪ (Objective 3: Infrastructure adapts to meet future needs) ▪ (Objective 4: Infrastructure use is optimised) <p>A City of Great Places</p> <p>The Wilton Industrial Park Master Plan will create an employment precinct that is well supported by natural and built amenities for future workers. The Master Plan incorporates a series of walking trials and connections which promote active transport and provides an opportunity for recreational activity on lunch breaks for future workers and surrounding residents. At the heart of the employment precinct, is a small retail hub of the Wilton Industrial Park which will provide amenity and an active interface for the estate.</p> <p>Wilton Industrial Park has a direct interface with a strong landscape buffer which adjoins the Nepean River to the south. The landscape significance of this portion of the site will be retained and conserved, whilst adding to the visual amenity of the employment estate.</p> <ul style="list-style-type: none"> ▪ (Objective 12 – Great places that bring people together) ▪ (Objective 13 – Environmental heritage is identified, conserved, and enhanced) <p>A Well-Connected City</p> <p>Wilton Industrial Park is well placed along both existing and proposed transport corridors, being anchored on the intersection between the Hume Motorway and Picton Road, which connects the site to regional centres and precincts. The proposed OSO corridor, which is situated to the immediate south, places the site in a strategic location as it provides direct access to</p>

Strategic Plan	Consistency
	<p>the future Western Sydney Airport and Aerotropolis. The provision of employment uses would benefit from infrastructure corridor and its proximity to the Western Sydney International Airport and Bradfield City Centre.</p> <ul style="list-style-type: none"> ▪ (Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities) ▪ (Objective 16 – Freight and logistics network is competitive and efficient) <p>Jobs and Skills for the City</p> <p>The proposal will deliver a total of 215,235m2 employment floorspace across 12 warehouse and distribution buildings. The Concept Master Plan will deliver an employment precinct at the centre of Wilton Growth Area, contributing employment floorspace to the immediate south of Wilton Town Centre, which would attract new industry and employment opportunities for the broader Wollondilly Shire. By attracting greater investment and jobs growth, Wilton Industrial Park will support the planned population growth of both Wilton and Greater Macarthur Growth Area.</p> <p>The Economic Impact Assessment prepared by Urbis in Appendix D demonstrates 1,644 ongoing jobs will be delivered which will contribute to the local and wider community. This showcases the potential economic and employment benefits to be unlocked for Wilton and the broader Wollondilly Shire. The Wilton Growth Area will be supported by the employment opportunities and economic activity generated by the proposal.</p> <ul style="list-style-type: none"> ▪ (Objective 23: Industrial and urban services land is planned, retained and managed) <p>A City in its Landscape</p> <p>The proposal seeks to protect and enhance the ecological corridors and waterways of the landscape. The subject site includes a major environmental conservation area in the southern portion of the site, towards the Nepean River, and is planned in accordance with the Strategic Conservation Area as identified under the CPCP. The proposal ensures the biodiversity values, and the riparian corridor is retained along with the local bushland character.</p> <p>The proposed landscape buffer to the south of the site will uphold the local bushland character and protect the scenic quality of Nepean River interface. It is through retaining and protecting existing vegetation within the riparian corridor to maintain a visual buffer to the development.</p> <p>The proposed landscape design for the site responds to the Aboriginal Design Principles (Appendix J) in order to recognise, celebrate and preserve cultural values within the landscape. The Master Plan incorporates the key principles identified as part of that study which are predominately addressed within the southern portion of the site.</p>

Strategic Plan	Consistency
	<ul style="list-style-type: none"> ▪ (Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced) ▪ (Objective 28: Scenic and cultural landscapes are protected) ▪ (Objective 30: Urban tree canopy is increased)
<p><i>Wilton 2040: A Plan for the Wilton Growth Area</i></p>	<p>The Planning Proposal is consistent with the Wilton 2040: A Plan for the Wilton Growth Area (Wilton 2040) and reflects the following directions:</p> <p>Place</p> <p>The Planning Proposal will provide a new employment precinct situated between the Wilton Town Centre and the Nepean River. Wilton Industrial Park will complement the new focal point of Wilton that is the town centre and will provide greater employment opportunities for the future population of Wilton. The proposal will provide new recreational amenities and walking trails through and around the estate, and along the landscape buffer within the southern portion of the site, which can be accessed by workers and future residents. Wilton Industrial Park will become a great place to work in a highly accessible area within the heart of Wilton.</p> <ul style="list-style-type: none"> ▪ Place Principle 1: A connected urban community <p>Landscape</p> <p>The Planning Proposal will preserve and enhance its conservation areas which are mostly located within the southern and western portions of the site. The cultural values within the landscape have been identified as part of the Aboriginal Design Principles (Appendix J) which respond to Connecting with Country and has been integrated as part of the Master Plan.</p> <p>It is also within the landscape buffers of the site where improved green links would help improve connectivity and also create more inviting natural areas. The preservation of the strategic conservation lands to the south of the estate aims to conserve and celebrate the important biodiversity values of the landscape and the Nepean River.</p> <ul style="list-style-type: none"> ▪ Landscape Principle 1: A place that respects its green surroundings ▪ Landscape Principle 2: A protected and enhanced environment <p>Land Use</p> <p>Wilton Industrial Park will contribute to the 15,000 additional jobs planned for the Wilton Growth Area, in a prime location along the Hume Motorway and Picton Road, linking with the Western Sydney International Airport and the broader Illawarra-Shoalhaven region. The development will provide 1,667 direct and indirect jobs.</p> <ul style="list-style-type: none"> ▪ Land Use Principle 2: An employment hub for logistics <p>Built Form</p>

Strategic Plan	Consistency
	<p>Wilton Industrial Park will comprise a series of warehouse and distribution buildings designed to respond to existing landscape topography, view corridors and surrounding land uses.</p> <p>Targeting 6 star Greenstar design and providing increased tree canopy, the proposal seeks to enhance the existing landform and provide for world leading sustainability practices.</p> <ul style="list-style-type: none"> ▪ Built Form Principle 1: A sustainability designed place. <p>Movement</p> <p>Wilton Industrial Park will comprise a series of green links and walking trails within and surrounding the estate to provide recreational amenities to workers and future residents. These links also provide greater connectivity with surrounding area including the Wilton Town Centre and broader West Wilton Precinct.</p> <ul style="list-style-type: none"> ▪ Movement Principle 1: An accessible place ▪ Movement Principle 2: A walkable place

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Yes, the Planning Proposal is consistent with the following relevant local strategy and planning studies as described in **Section 7** of this report and summarised in Table 21 below.

Table 21 Relationship to Local Strategic Plans and Planning Studies

Strategic Plan	Consistency
<i>Wollondilly Local Strategic Planning Statement</i>	<p>The Planning Proposal and Master Plan aligns with the LSPS as it has been developed in response to the LSPS's local priorities and is consistent with the following:</p> <p>Productivity</p> <p>The Planning Proposal delivers land for employment uses, including warehouse and distribution that supports the future population growth of Wilton, as well as the wider community of Wollondilly Shire. These land uses can help grow local jobs and attract industries to locate within Wilton, which would complement the Wilton Town Centre. The site will contribute to the 15,000 additional jobs anticipated for Wilton as part of the Wilton 2040 Plan.</p> <p>With significant investment in precincts across Western Sydney which include the Western Sydney Airport (WSA), Aerotropolis and the Outer Sydney Orbital (OSO), the Wilton Industrial Park is in a well-placed position to leverage off this investment. The OSO, the Hume Motorway and future upgrades to Picton Road will provide the site direct access to the Western Sydney International Airport and Aerotropolis. Wilton Industrial Park will be an attractive location for businesses and industries to locate, being directly</p>

Strategic Plan	Consistency
	<p>adjacent to the Wilton Town Centre, transport connectivity and landscape amenities.</p> <ul style="list-style-type: none"> ▪ (Planning Priority 10: Attracting investment and growing local jobs) ▪ (Planning Priority 11: Leveraging greater investment and business opportunities from Western Sydney International (Nancy-Bird Walton) Airport) <p>Sustainability</p> <p>The Planning Proposal preserves the areas within the site identified for strategic conservation under the CPCP and has ensured future employment land uses does not impair the landscape and biodiversity values of the site. The proposal acknowledges the environmental significance of the Nepean River, with a suitable landscape buffer framing the southern and western portions of the site. The ecological corridors and waterways within the site will be protected and enhanced as part of the Wilton Industrial Park.</p> <ul style="list-style-type: none"> ▪ (Planning Priority 12: Valuing the ecological health of Wollondilly's waterways) ▪ (Planning Priority 13: Protecting biodiversity and koala habitat corridors) ▪ (Planning Priority 16: Enhancing and protecting the diverse values of the Metropolitan Rural Area)

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Yes, the Planning Proposal is consistent with the following relevant State and regional studies/strategies as described in **Section 7** of this report and summarised in Table 22 below.

Table 22 Relationship to State and Regional studies or strategies

Strategic Plan	Consistency
<i>Future Transport Strategy 2056</i>	<p>The Planning Proposal is consistent with the following objectives established within the Future Transport Strategy 2056:</p> <p>Accessible Services - Transport enables everyone to get the most out of life, wherever they live and whatever their age, ability or personal circumstances</p> <p>Wilton Industrial Park will provide economic growth, including local jobs and amenities, in close proximity to existing and proposed rail and road infrastructure. The employment floorspace will provide significant job opportunities to local Wilton Growth Area, and the broader Wollondilly Shire, in a highly accessible location which will be beneficial to future industries and workers.</p>

Strategic Plan	Consistency
	<p>A metropolis of three cities, where people can access the jobs, education and services they need within 30 minutes by public or active transport</p> <p>Wilton Industrial Park is strategically located within the context of existing and proposed transport infrastructure within the Western Parkland City to help achieve a 30 minute city. The site is situated along a regional corridor which connects Campbelltown-Macarthur with the Southern Highlands and Canberra, which has been earmarked for Sydney to Canberra Faster Rail Improvements. The site will also be connected by the visionary initiative that is the Outer Sydney Orbital (OSO) which will connect the Western Sydney Airport and Aerotropolis to Hume Highway. In addition, the OSO Stage 2 – Sector 1 (OSO2), also known as the Appin Road Connection, has been identified within an Options Report released in August 2021. The OSO2 corridor will provide for further extensions which connect the Western Parkland City to the Illawarra region. The new OSO2 connection from Hume Highway, which is in close proximity to the site, will link to Picton Road and complement the connection to Appin Road.</p> <p>The success of our cities and regional towns depends on our network supporting attractive and healthy places.</p> <p>Wilton Industrial Park will support the existing Wilton Town Centre and provide additional amenities and facilities for broader Wilton Growth area. The employment activity to the south will complement the future town centre, providing additional users and creating a more active environment.</p>
<p><i>Cumberland Plain Conservation Plan</i></p>	<p>The Planning Proposal is consistent with the following outcomes established within the CPCP:</p> <p>Efficient delivery of development is supported by streamlined biodiversity approvals and planning certainty</p> <p>The Cumberland Plain Conservation Plan (CPCP) was finalised and released by DPE in August 2022, which sets out the conservation plan for Western Sydney to 2056, identifying strategically important biodiversity areas within the Cumberland subregion.</p> <p>Under the CPCP, there are a number of nominated areas for urban development and major transport infrastructure to be facilitated. The nominated areas seeking approval through this plan include, the Greater Macarthur Growth Area, Greater Penrith to Eastern Creek Investigation Area, Western Sydney Aerotropolis and Wilton Growth Area.</p> <p>The CPCP provides biodiversity certification under Part 8 of the Biodiversity Conservation Act 2016 (BC Act) and was approved by the NSW Environment and Heritage Minister. This approval removes the need for landholders to seek their biodiversity approvals under the BC Act for development on certified – urban capable land, as long as compliance with planning controls under the CPCP can be demonstrated.</p>

Strategic Plan	Consistency
	<p>The employment uses proposed as part of the Wilton Industrial Park is concentrated within the 'certified – urban capable land' only, which defines the northern portion of the site. The 'non-certified land' which defines the southern portion for site is preserved, and forms part of the natural landscape buffer adjoining the Nepean River. The natural landscape within the southern portion of the site also preserves the strategic conservation area. These areas are reflective of the Ecological Constraints Assessment which confirms the proposed development area falls entirely within the 'certified – urban capable land'.</p> <p>The extent and condition of native vegetation increases and improves in areas of the Cumberland subregion most likely to support long-term viability and ecological connectivity</p> <p>The preservation of strategic conservation area is a key objective and component of the Master Plan. This is reflected in the proposed Landscape Plan (Appendix F) which aims to sympathetically transition the interface of the development to the adjoining Nepean River and CPCP conservation area. The Landscape Plan retains existing vegetation within the riparian corridors to maintain a visual buffer to the development and also promotes biodiversity values through implementing a range of vegetation.</p> <p>The development also proposes to increase the amount of trees and canopy than currently exists on the site, contributing to the governments Colling the City Strategy.</p> <p>The condition of riparian areas within the nominated areas improves</p> <p>The Nepean River is located in the southern portion of the site, running east to west, and directly interfaces with the Conservation area. The high environmental values of the site's unique features and topography is to be protected from development and enhanced in terms of contributing to the local and broader natural environmental character. The quality and condition of the existing riparian corridor will be significantly improved and celebrated as a result of the Master Plan.</p>

Q6. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes, the Planning Proposal is consistent with the applicable State Environmental Planning Policies (SEPP) and summarised in Table 23 below.

Table 23 Consistency with State Environmental Planning Policies

State Environmental Planning Policy (SEPPs)	Assessment	Consistency
SEPP (Housing) 2021	Not applicable to this Planning Proposal.	N/A
SEPP (Precincts – Western Parkland City) 2021	The site is currently zoned RU2 Rural Landscape under the WLEP.	Yes

State Environmental Planning Policy (SEPPs)	Assessment	Consistency
	This proposed aims to rezone the site to E4 General Industrial under Chapter 3 Sydney region growth centres of the WPC SEPP. The Proposal is consistent with the State and local strategic planning policies and is located within the Wilton Growth Area. Clause 3.1(a) of the WPC SEPP aims to coordinate the release of land for residential, employment and other urban development in the Wilton Growth Area. The Proposal seeks to facilitate this.	
SEPP (Precincts – Central River City) 2021	Not applicable to this Planning Proposal.	N/A
SEPP (Precincts – Eastern Harbour City) 2021	Not applicable to this Planning Proposal.	N/A
SEPP (Regional) 2021	Not applicable to this Planning Proposal.	N/A
SEPP (Industry and Employment) 2021	In relation to Chapter 3 Advertising and Signage of the Industry and Employment SEPP, detailed compliance with I&E SEPP Schedule development applications relating to signage and advertising on the site.	Yes
SEPP (Transport and Infrastructure) 2021	<p>The Transport and Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by (amongst other things) identifying matters to be considered in the assessment of development adjacent to particular types of development.</p> <p>As the development of the site involves the delivery of warehouse and distribution centres of 8,000m² in site area or gross floor area, future development applications will require concurrence from TfNSW in accordance with Schedule 3 of the T&I SEPP.</p> <p>There are various divisions of the T&I SEPP which may be triggered potentially for future development applications, including:</p> <ul style="list-style-type: none"> ▪ Electricity transmission or distribution networks (Division 5); ▪ Pipelines and pipeline corridors (Division 12); ▪ Roads and road infrastructure facilities (Division 17); ▪ Sewerage systems (Division 18); ▪ Water supply systems (Division 24). 	Yes
SEPP (Planning Systems) 2021	Chapter 2, State and regional development (SRD) of the Planning Systems SEPP, the application of the SRD	Yes

State Environmental Planning Policy (SEPPs)	Assessment	Consistency
	<p>SEPP depends on the context of future development applications on the site</p> <p>Specifically, development for the purposes of warehouse and distribution centres with a capital investment value (CIV) of more than \$30 million is identified as state significant development (SSD). Future applications will be progressed through the SSD approval pathway with DPE, if relevant, or alternatively through the Wollondilly Council local approval pathway.</p>	
SEPP (Biodiversity and Conservation) 2021	<p>The Site is the subject of the CPCP, the States' strategic biodiversity certification for planned growth areas in western Sydney. Following the CPCP approval by the State and Federal Ministers for the Environment, construction can commence without prepared biodiversity assessments.</p> <p>The Proposal is consistent with the CPCP.</p> <p>Chapter 3 Koala Habitat Protection 2020 applies to the site and all land zones within the Wollondilly LGA. The aim of this policy is to encourage conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population. It outlines a series of development controls for areas of koala habitats with different processes for areas with or without a koala plan of management for land.</p> <p>The southern portion of the site, towards the Nepean River, is identified as 'non-certified – avoided land' and includes koala habitat. This area also makes up part of the Strategic Conservation Area mapped under the CPCP. The Ecological Constraints Assessment (Appendix N) completed by EcoPlanning identified known koala use tree species, as identified in Schedule 3 of the B&C SEPP, within the study area and development area. The Proposal aligns with the koala corridors identified in the CPCP and is consistent with the protections and directions in Ministerial direction 3.6.</p> <p>EcoPlanning provides a strategy for protecting and preserving biodiversity and conservation within the site as part of the ecological assessment in Appendix N.</p> <p>Chapter 13, Strategic Conservation Planning of the B&C SEPP, aims to ensure development in nominated areas is consistent with the CPCP biodiversity certification under Part 8 of the BC Act and Part 10 of the EPNC Act.</p>	Yes

State Environmental Planning Policy (SEPPs)	Assessment	Consistency
	Part 13.4 outlines the development controls for strategic conservation areas. The land mapped as a strategic conservation area by the subject SEPP is proposed to be zoned as (C2) Environmental Conservation.	
SEPP (Resilience and Hazards) 2021	<p>In relation to Clause 4 Remediation of land of the SEPP, it requires in the event of a change of land use, the planning authority must consider whether the land is contaminated, and if the land can be suitably remediated for the proposed use.</p> <p>The Preliminary Site Investigation (Contamination) (Appendix I) identified six potential areas of environmental concern. However, investigations of soil, surface water and sediment have not identified the occurrence of gross and/or widespread contamination conditions at the site that would preclude rezoning of the site.</p>	Yes
SEPP (Exempt and Complying Development Codes) 2008	The Proposal does not contain provisions that will contradict or hinder the application of the SEPP.	Yes
SEPP (Building Sustainability Index: BASIX) 2004	<p>Not applicable to this Proposal.</p> <p>There are no residential uses proposed as part of the Proposal.</p>	N/A
SEPP No. 65 Design Quality of Residential Apartment Development	<p>Not applicable to this Proposal.</p> <p>There are no residential uses proposed as part of the Proposal.</p>	N/A
SEPP (Primary Production) 2021	<p>Not applicable to this Proposal.</p> <p>DPE identified the site as part of the Wilton Growth Area in 2018 for land release and urban development, reinforcing that the site is not needed for agricultural purposes.</p>	N/A

Q7. Is the planning proposal consistent with applicable Ministerial Directions (s9.1 directions)?

Yes, the Planning Proposal is consistent with the applicable Ministerial Directions under section 9.1 of the EP&A Act, as discussed in Table 24 below.

Table 24 Section 9.1 Directions

Ministerial Direction	Assessment	Consistency
Planning Systems		

Ministerial Direction	Assessment	Consistency
1.1 Implementation of Regional Plans	The proposal is consistent with the land use strategy, goals, directions and actions contained within the Western City District Plan, as outlined in Section 7.1 of this report.	Yes
1.2 Development of Aboriginal Land Council land	The site is not identified within the chapter 3 land application area of the <i>State Environmental Planning Policy (Planning Systems) 2021</i> . Not applicable to this Planning Proposal.	N/A
1.3 Approval and Referral Requirements	This direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The relevant requirements of this direction have been considered in the preparation of this Planning Proposal. A site-specific Development Control Plan will support the Proposal. It will contain site-specific controls that enable the realisation of the proposed vision of the site, in accordance with the Wilton 2040: A Plan for the Wilton Growth Area.	Yes
1.4 Site Specific Provisions	The objective of the direction is to discourage unnecessarily restrictive site-specific planning controls. The relevant requirements of this direction have been considered in preparing this Proposal and proposed amendments to WPC SEPP.	Yes
Planning Systems – Place Based		
1.5 Parramatta Road Corridor Urban Transformation Strategy	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.6 Implementation of North West priority Growth Area Land Use and Infrastructure Implementation Plan	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.8 Implementation of Wilton Priority Growth Area Interim Land use and Infrastructure Implementation Plan	The site is located in the Wollondilly local government area within the Wilton Priority Growth Area. The Proposal supports and is consistent with the Wilton 2040. It achieves the overall intent of the strategy and does not	Yes

Ministerial Direction	Assessment	Consistency
	challenge the objectives, planning principles and priorities of the Wilton Priority Growth Area.	
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.10 Implementation of the Western Sydney Aerotropolis Plan	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.11 Implementation of Bayside West Precincts 2036 Plan	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.14 Implementation of Greater Macarthur 2040	<p>Whilst the site is no located within the Greater Macarthur Growth Area, the proposal will support Greater Macarthur by providing the region with key employment opportunities and promote self-sufficient communities.</p> <p>The site is located within the Wollondilly local government area identified within the Greater Macarthur Growth Area. The proposed industrial park seeks to create an employment precinct within a highly accessible area to support the planned population growth of Greater Macarthur.</p> <p>The industrial park will complement and support the existing communities and the proposed growth of these centres to easily access economic opportunity. It proposes to deliver additional jobs and employment floorspace that is well served by a proposed infrastructure corridor that is the OSO. This corridor will provide the region with direct access to the future Western Sydney Airport and Aerotropolis.</p>	Yes
1.15 Implementation of the Pymont Peninsula Place Strategy	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.16 North West Rail Link Corridor Strategy	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A

Ministerial Direction	Assessment	Consistency
1.17 Implementation of the Bays West Place Strategy	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.18 Implementation of the Macquarie Park Innovation Precinct	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.19 Implementation of the Westmead Place Strategy	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.20 Implementation of the Camelia-Rosehill Place Strategy	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.21 Implementation of South West Growth Area Structure Plan	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
1.22 Implementation of the Cherrybrook Station Place Strategy	The site is not located on land identified within this direction. Not applicable to this Planning Proposal.	N/A
Biodiversity and Conservation		
3.1 Conservation Zones	The Planning Proposal facilitates the protection and conservation of the riparian corridor and adjacent bushland which is identified as a sensitive environmental area. This area located in the southern portion of the site will retain its existing RU2 Rural Landscape zoning to ensure that it is protected and maintained. This is also the area identified as non-certified – avoided land under the CPCP and is identified as part of the Strategic Conservation Area.	Yes
3.2 Heritage Conservation	<p>The Heritage opportunities and Constraints Analysis (Appendix L) prepared by Austral Archaeology provides opportunities to embed heritage protection and preservation of the landscape character as well as responding to Aboriginal heritage values into the design of the site, through consultation with the local Aboriginal knowledge holders.</p> <p>The Aboriginal Cultural Heritage study (Appendix K), also prepared by Austral Archaeology, indicates the study area is located within an environmental context that is categorised as low to moderate potential impact. It highlights that the development will not encroach upon the noted areas of high potential. The study identifies suitable mitigation measures to ensure there are minimal impacts</p>	Yes

Ministerial Direction	Assessment	Consistency
	from the proposed development on areas of historical or cultural significance.	
3.3 Sydney Drinking Water Catchments	Not applicable to this Planning Proposal.	N/A
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable to this Planning Proposal.	N/A
3.5 Recreation Vehicle Areas	Not applicable to this Planning Proposal.	N/A
3.6 Strategic Conservation Planning	<p>The protection of biodiversity and conservation areas is facilitated by the Planning Proposal. The site is situated within the CPCP which divides the site into 'certified – urban capable' to the north and 'non-certified – avoided land' to the south. The proposed warehouse estate is limited to the northern portion of the site to ensure the areas of environmental significance, which is also mapped as a Strategic Conservation Area, is protected. This southern portion of the site transitions to a major environmental conservation area toward the Nepean River. This transition in terrain defines the developable area within the site and the environmental conservation area.</p> <p>The proposal seeks to rezone the southern portion of the site to retain its existing RU2 Rural Landscape zoning. This will enable the protection and enhancement of local biodiversity, as well as the high value waterways and riparian vegetation.</p>	Yes
3.7 Public Bushland	<p>The Planning Proposal supports the protection of bushland to ensure its ecological viability by preserving biodiversity and its ecological and environmental values. The proposal seeks to rezone the southern portion of the site to retain its existing RU2 Rural Landscape zoning in order to retain and protect the existing bushland and biodiversity adjacent to the Nepean River which is identified in the CPCP as avoided land. The protection of the existing vegetation is prioritised as the proposed development is restricted to the northern portion of the site that is predominantly cleared and flat terrain.</p> <p>An Ecological Constraints Assessment (Appendix N) has been prepared by Ecoplaning to provide an assessment of ecological constraints within the developable area. It</p>	Yes

Ministerial Direction	Assessment	Consistency
	confirms that the development area within the site predominantly consists of land of low ecological value.	
3.8 Willandra Lakes Region	Not applicable to this Planning Proposal.	N/A
3.9 Sydney Harbour Foreshores and Waterways Area	Not applicable to this Planning Proposal.	N/A
3.10 Water Catchment Protection	<p>The Planning Proposal is consistent with this direction as it maintains and protects the existing waterbodies of the site. The Nepean River, to the south of the site with adjacent riparian lands and vegetation is not affected by the proposed development. The Proposal seeks to rezone the southern portion to C2 Environmental Conservation to protect ecological corridors present on site.</p> <p>An Ecological Constraints Assessment (Appendix O) has been prepared by Ecoplaning to provide an assessment of ecological constraints within the developable area. It confirms that the development area within the site predominantly consists of land of low ecological value, avoiding adverse impact on high value areas.</p> <p>The Master Plan will be supported by WSUD through the implementation of on-site stormwater basins along the landscape interface to the south of the employment lands.</p> <p>The Civil Engineering and WSUD Strategy prepared by Costin Roe (Appendix N) demonstrates the aims to reduce the impact of the urban development on existing drainage systems and target stormwater runoff to minimise impacts on downstream receiving waters. The Strategy proposes targets and strategies to meet acceptable levels and satisfy the requirements.</p>	Yes
Resilience and Hazards		
4.1 Flooding	<p>The site is not identified as flood prone land. A Civil Engineering and WSUD Strategy prepared by Costin Roe Consulting (Appendix M) indicates that the site is clear of flooding relating to the Nepean River, up to and including the PMF event.</p> <p>The report further highlights the proposal is required to consider flooding and large rainfall events in relation to the Nepean River and local runoff and overland flow paths from the north. As a result, the Master Plan layout and siting are sympathetic to the topography and flood planning requirements.</p>	Yes

Ministerial Direction	Assessment	Consistency
	The flood risk for the development is considered low to negligible, and the development meets current council flood policy.	
4.2 Coastal Management	Not applicable to this Planning Proposal.	N/A
4.3 Planning for Bushfire Protection	The site is identified as bushfire prone land. The Planning Proposal provides a series of measures within the site to mitigate any risks from a potential bushfire attack, in accordance with the Bushfire Assessment (Appendix Q). It concludes that the proposal combined with the recommended bushfire measures, satisfies the specifications and requirements of this Direction.	Yes
4.4 Remediation of Contaminated Land	The Preliminary Site Investigation (Appendix I) completed investigations which confirmed soil, surface water and sediment on selected properties have not identified the occurrence of gross and/or widespread contamination conditions that could preclude rezoning of the site. Identified and potential soil and water impacts from previous investigations are considered representative of common contaminants and potentially contaminating land use activities which can be readily dealt with.	Yes
4.5 Acid Sulfate Soils	The Preliminary Geotechnical Report (Appendix H) confirms that the site is suitable for industrial development. The identified geotechnical risks that need to be addressed are not considered to affect the ability of the site to be developed for industrial purposes.	Yes
4.6 Mine Subsidence and Unstable Land	<p>A Mining Subsidence Assessment has been provided by MSEC (Appendix U) to provide advice on potential future underground coal mining effects in relation to the proposed development.</p> <p>The property lies in the Southern Coalfield of NSW and is wholly located within the Wilton Mine Subsidence District, which is shown in Drawing No. MSEC1291-01. The assessment describes the location of current mining operations in the vicinity of the site and provides advice on the potential for future mining operations.</p> <p>While mining may occur in West Wilton in the future, a large portion of the West Wilton Project is unlikely to experience mine subsidence movements as part of the mining lease has been relinquished by Illawarra Coal in an agreement with developers for the site. This includes the Wilton Town Centre, to the north of the site, which</p>	Yes

Ministerial Direction	Assessment	Consistency
	<p>was declared to be rezoned on 31 March 2022 by the NSW Government.</p> <p>Mining is also highly unlikely to be permitted directly beneath or adjacent to the Nepean River, Pheasants Nest Bridge and the Picton Road Interchange. These features are located immediately adjacent to the property. It is important to note that the site has not been subject to mining activities in the past.</p> <p>Given the identified hard constraints surrounding the proposed development site, it appears extremely unlikely that future mining operations would be permitted to extract coal beneath the property, particularly via longwall mining techniques. While it might be technically possible to conduct minor mining operations beneath the central portions of the site, the operations would be severely restricted from causing substantial subsidence movements.</p> <p>It is advised from MSEC that it is extremely unlikely that future mining operations will be permitted directly beneath the site or adjacent to the site.</p>	
Transport and Infrastructure		
5.1 Integrating Land Use and Transport	<p>The site will benefit from its proximity to two proposed infrastructure corridors, including the OSO, which will connect Wilton and the surrounding region to the WSA and Aerotropolis. In addition, there is increased residential populations within Wilton Growth Centre which can support the development.</p> <p>Currently there is limited existing public transport and active transport in the area influenced by its rural context. However, the broader Wilton Growth Area is expected to experience renewal and additional public and active transport services. These planned connections will benefit the broader area and subject site.</p> <p>In addition, the proposal promotes greater walkability by providing an interconnected pedestrian link connecting the industrial estate to the open space amenities and to the future residential areas of West Wilton. This pedestrian link unlocks active transport opportunities for the site.</p>	Yes
5.2 Reserving Land for Public Purposes	This Planning Proposal is consistent with this direction in that it does not create, alter, or reduce existing zonings or reservations of land for public purposes.	Yes

Ministerial Direction	Assessment	Consistency
5.3 Development Near Regulated Airports and Defence Airfields	The precinct is located approximately 35km south of the future Western Sydney Airport and is not located on land that is in an ANEF or ANEC contour of 20 or greater. The proposal is therefore acceptable and will not impact on airport operations.	Yes
5.4 Shooting Ranges	Not applicable to this Planning Proposal.	N/A
Housing		
6.1 Residential Zones	The site is not proposed for residential development, and it is not currently residential zoned. The proposal is therefore acceptable and will not impact existing residential zones.	Yes
6.2 Caravan Parks and Manufactured Home Estates	Not applicable to this Planning Proposal.	N/A
Industry and Employment		
7.1 Business and Industrial Zones	<p>The Planning Proposal does not affect land within an existing or proposed business or industrial zone.</p> <p>Notwithstanding this, the Proposal will deliver a total of 215,235 of employment floor space. The Economic Assessment prepared by Urbis (Appendix D) demonstrates the precinct will provide approximately 916 direct jobs. The proposed development is strategically aligned with the proposed land uses outlined for the site within the Wilton 2040 Plan.</p> <p>This will complement and contribute to the existing industrial zones within the Wilton area at risk of further self-containment deterioration, as well as support the broader Wollondilly LGA.</p>	Yes
7.2 Reduction in non-hosted short-term rental accommodation period	Not applicable to Planning Proposal.	N/A
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable to Planning Proposal.	N/A
Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	As above, a Mining Subsidence Assessment has been provided by MSEC (Appendix U) to provide advice on	Yes

Ministerial Direction	Assessment	Consistency
	<p>potential future underground coal mining effects in relation to the proposed development.</p> <p>The property lies in the Southern Coalfield of NSW and is wholly located within the Wilton Mine Subsidence District, which is shown in Drawing No. MSEC1291-01. The assessment describes the location of current mining operations in the vicinity of the site and provides advice on the potential for future mining operations.</p> <p>While mining may occur in West Wilton in the future, a large portion of the West Wilton Project is unlikely to experience mine subsidence movements as part of the mining lease has been relinquished by Illawarra Coal in an agreement with developers for the site. This includes the Wilton Town Centre, to the north of the site, which was declared to be rezoned on 31 March 2022 by the NSW Government.</p> <p>Mining is also highly unlikely to be permitted directly beneath or adjacent to the Nepean River, Pheasants Nest Bridge and the Picton Road Interchange. These features are located immediately adjacent to the property. It is important to note that the site has not been subject to mining activities in the past.</p> <p>Given the identified hard constraints surrounding the proposed development site, it appears extremely unlikely that future mining operations would be permitted to extract coal beneath the property, particularly via longwall mining techniques. While it might be technically possible to conduct minor mining operations beneath the central portions of the site, the operations would be severely restricted from causing substantial subsidence movements.</p> <p>It is advised from MSEC that it is extremely unlikely that future mining operations will be permitted directly beneath the site or adjacent to the site.</p>	
Primary Production		
9.1 Rural Zone	<p>The site is currently zoned RU2 Rural Landscape, however is outside of the Metropolitan Rural Area. The Planning Proposal, whilst proposing to rezone a portion of the site for industrial uses, will seek to retain large areas of the existing bushland and biodiversity. The retention of the existing zoning within the southern portion of the site, which is identified as non-certified avoided land, aims to protect and enhance the ecological corridors and</p>	Yes

Ministerial Direction	Assessment	Consistency
	<p>waterways in order to maintain the local bushland character and features.</p> <p>In addition, the Agricultural Assessment (Appendix P) demonstrates that due to soil salinity, land size, access to water, as well as the fragmented ownership and current use program convey the site is not suitable for agriculture.</p>	
9.2 Rural Lands	<p>The site is currently zoned RU2 Rural Landscape, however is outside of the Metropolitan Rural Area. The Planning Proposal, whilst proposing to rezone a portion of the site for industrial uses, will seek to retain large areas of the existing bushland and biodiversity. The retention of the existing zoning within the southern portion of the site, which is identified as non-certified avoided land, aims to protect and enhance the ecological corridors and waterways in order to maintain the local bushland character and features.</p> <p>In addition, the Agricultural Assessment (Appendix P) demonstrates that due to soil salinity, land size, access to water, as well as the fragmented ownership and current use program convey the site is not suitable for agriculture.</p>	Yes
9.3 Oyster Aquaculture	Not applicable to this Planning Proposal.	N/A
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable to this Planning Proposal.	N/A

7.3.3. Section C – Environmental, Social and Economic Impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

As previously demonstrated, the site contains 54.85 ha of high ecological value within the study area. This includes areas of mapped and validated native vegetation listed as threatened ecological communities under the BC Act and EPBC Act, mapped streams and areas on the Biodiversity Values map. The Proposal's development area is predominantly within land of low ecological value as the minor extent of this located within the identified high ecological value is 8.91 ha. Areas of low and moderate values make up the majority of the development area. This includes areas of exotic grasses and weeds, planted exotic /native trees, areas of bare ground and infrastructure, and dams. Therefore, the Master Plan manages any major impacts to critical habitat and ecological communities by ensuring development is not in this vicinity.

The Planning Proposal further retains areas of high value biodiversity through the zoning of 'avoided land' under the Cumberland Plain Conservation Plan. It divides the site into developable urban capable land in the northern portion of the site.

The field assessments confirm the existing vegetation mapped by the National Park and Wildlife Service (NPWS) which identifies four (4) patches of native vegetation within the site. It identifies a large portion of the site as 'mixed native and exotic grassland' within the northern portion of the site, and 'Cumberland shale – sandstone ironbark forest' within the southern portion of the site. There are also large areas within the site which are highly disturbed and consists of vegetation mapped as 'planted exotic / native trees'

Additionally, in response, there are a series of measures introduced within the Master Plan which can mitigate these impacts. The Master Plan includes stormwater management structures and engineering design measures to reduce water flows and manage pollutants. Water Sensitive Urban Design (WSUD) treatment measures are also proposed.

Provided that these management measures are integrated into the design and implemented during the construction phase, the assessment finds that it is unlikely that the proposal will have adverse effects on water quality, natural water flows, the stability of the bed and banks of waterways and groundwater systems.

Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Traffic

The Transport and Access Assessment (**Appendix S**) identified the Proposal is supportable on traffic planning grounds. It is adequately located in proximity to two main road corridors and increased residential populations within Wilton Growth Centre which is important for warehousing and distribution businesses. There is limited existing public transport and active transport in the area, which is consistent with the rural context. However, the broader Wilton Growth Area is experiencing renewal and additional public and active transport services. The planned connections for the area will benefit the whole broader area. The Master Plan is not expected to generate a demand for these changes, however future staff will benefit from the improved accessibility.

Prior to the delivery of the re-aligned Wilton Park Road identified by the Wilton 2040 plan, interim upgrades are recommended at the Wilton Park Road / Picton Road intersection to support development of the subject site. The details of any upgrades shall be subject to further consultation and agreement from TfNSW; however viable options are available.

Aboriginal Heritage

Austral Archaeology prepared an Aboriginal Cultural Heritage Advice (**Appendix K**) to inform the master planning process and the proposed rezoning. The desktop research and visual inspection of landforms indicates the study area is located within an environmental context consistent with low to moderate potential. While the limit of the development will not encroach upon the noted areas of high potential, noise and vibrational effects resulting from the associated activities are likely to impact their structural integrity.

Austral therefore recommends preparing an AHCA in accordance with the Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW and the Due Diligence Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (OEH 2011, DECCW 2010b) to understand the cultural values of the study area. Dependant on the proposed ground surface impacts and the cultural values determined via the ACHA process, an AHIP may be required.

The Master Plan embeds opportunities to incorporate heritage protections and preservation of the landscape character, as demonstrated in the Heritage Opportunities and Constraints Analysis (**Appendix L**) prepared by Austral Archaeology, as well as responding to Aboriginal heritage values into the design of the site, through consultation with the local Aboriginal knowledge holders.

European Heritage

Austral Archaeology were engaged to prepare a heritage letter of advice for the proposal. The report assesses the potential historical archaeological resource of the site, measuring the potential for physical archaeological resource to be present. It found there is low potential for the study area to contain any historical structures as it was used mainly for agricultural purposes. Any heritage identified is likely to be in the form of fencing or postholes.

A site inspection reaffirms this, as it did not identify any evidence of historical archaeological potential or heritage values within the properties inspected. Therefore, there are no adverse impacts posed in terms of European heritage as a result of the development. It concludes that works can proceed with caution and no further historical assessment is required.

Geotechnical

A Preliminary Geotechnical Assessment was prepared by PSM (**Appendix H**) in support of the proposal. The report identifies the existing soil characteristics within the site which will require further investigation.

PSM confirms that the site is suitable for industrial development. Geotechnical advice associated with civil works should be sought prior to further design and construction stages. The specific geotechnical elements that need to be addressed at future design and construction stages are detailed below and will be able to be addressed by typical engineering and construction controls. The identified geotechnical risks that need to be addressed are not considered to affect the ability of the site to be developed for industrial purposes.

Contamination/Salinity

The Preliminary Site Investigation (Contamination) prepared by JBS&G (**Appendix I**) assessed the sites potential of contamination from current and historical site activities. The objective of the investigation was to assess potential contamination issues that may preclude the rezoning of the site. JBS&G undertook a detailed site inspections of a selection of representative properties, a review of available site history and background information, to identify potential areas of environmental concern (AECs) and associated contaminants of potential concern (COPCs). Several potentially contaminating activities associated with former and current uses have been identified, particularly associated with fill and stockpiled material onsite, as well as domestic chemical usage and storage. However, intrusive investigations of soil, surface water and sediment on selected properties have not identified the occurrence of gross and/or widespread contamination conditions at the site that would prevent rezoning of the site.

Bushfire

A Bushfire Assessment has been prepared by Peterson Bushfire (**Appendix Q**) to assess the potential bushfire hazard on the site. The subject land is identified as containing 'bushfire prone land' and the study found that parts of the site pose a greater hazard to bushfire risk.

The forest to the south and west is identified as the primary bushfire hazard affecting the urban capable land. These are largely forested areas to the south and west of the subject site associated with the Nepean River. The secondary bushfire hazards include the grassland within surrounding grazing lands to the north of the site. Properties to the north of Wilton Park Road and Berwick Park Road have the potential to present a grassland hazard depending on the management regime (e.g. grazing rates), grass growth and curing. As such, the paddocks are to be classified as a 'grassland' hazard.

The narrow riparian corridor within the development site is identified as low hazard. It's located at the north-western corner of the urban capable land. Further, the study found that the Hume Motorway which shares the eastern boundary of the subject land to provide a substantial buffer to the grasslands further to the east.

The Bushfire assessment finds that the Planning proposal combined with the recommended bushfire protection measures, satisfies the specifications and requirements of Ministerial Directions No. 4.3 and Planning for Bush Fire Protection.

Flooding

A Civil Engineering and WSUD Strategy has been prepared by Costin Roe Consulting (**Appendix M**). The assessment finds that the site is clear of flooding relating to the Nepean River, up to and including the PMF event.

The report demonstrates that the proposed development will need to consider flooding and large rainfall events in relation to the nearby Nepean River, and local runoff and overland flow paths from the north. Consideration to the local overland flow paths will be required on the north and north-west of the site. These are noted to carry limited and defined catchments and can be accommodated in the estate drainage system, or via the open channel flow path on the north-west of the property.

Noise

A Noise and Vibration Impact Assessment has been prepared by Renzo Tonin and Associates (**Appendix T**) to complete an assessment of the construction and operational noise and vibration impact. The nearby noise and vibration sensitive receivers and land uses to the subject site include proposed and existing residential receivers situated mostly north and east of the subject site.

Predicted noise levels found that the noise levels during all construction stages when they are occurring nearby the closest receivers along Wilton Park Road, then the construction noise levels may be above the NML. However, when construction works are taking place at other locations within the Proposal site, the construction noise levels are often below the NML. Additionally, the noise impact of construction traffic on the existing road network has been reviewed and are considered not to be significant.

Potential noise emissions from future operations and tenants will require consideration and management as part of further design development to minimise impacts on nearby residences. As part of future masterplan designs, a combination of mitigation and management measures will be required to minimise impacts on nearby residences. Potential increases in road traffic noise by heavy vehicles generated by the Proposal on public roads has been reviewed. Generally, the road traffic noise level contributions from the vehicle movements associated with the Proposal are not expected to increase existing traffic noise levels by more than 2 dB(A) and so would meet the NSW Road Noise Policy (RNP) requirements.

A range of recommendations for management and mitigation measures are outlined in the assessment for construction and operation noise. The report concludes they are to be implemented where there is potential for the noise management levels to be exceeded by the constructions works either individually or cumulatively.

Q10. Has the planning proposal adequately addressed and social and economic effects?

Social Impacts

A Social and Health Impact Comment (**Appendix E**) was prepared by HillPDA. It completed a high level analysis of the potential social and health impacts of the planning proposal. It was found that, if approved, the proposal would likely result in positive social and health impacts, most notably including:

- The provision of around 1,511 full-time equivalent jobs on site.
- Increased access to employment in the local area, both during construction and operation.
- Indirect social cohesion and wider economic benefits to the LGA.

The proposal was also considered to have the potential to cause some negative impacts including:

- Access impacts to future residents in the area and workers at the site due to limited public transport connections.
- Noise and amenity impacts for neighbouring residents.
- Urban heat impacts from increased development and reduced vegetation cover at the site.

With the application of mitigation measures, and undertaking appropriate reporting and engagement at the detailed design stage, the proposal is considered unlikely to result in significant negative social or health impacts.

Economic Impacts

An Economic Assessment was completed by Urbis (**Appendix D**) to identify the economic benefits associated with the Planning Proposal. The development is highlighted to provide valuable economic benefits and jobs. This is highlighted by REMPLAN modelling that details the construction phase will generate 119 construction jobs and provide an economic contribution of \$172.6 million during the nine-year construction period.

The ongoing operations of the proposed development upon completion will create significant value for the local and NSW economies and create new employment for the local and wider community. The operational phases will generate a further 1,644 jobs of which 917 are direct jobs in the Transport, postal and warehousing industry.

In addition, the assessment found the Proposal will help support employment containment in Wollondilly LGA. An analysis of the employment profiles of Wollondilly LGA workers and resident workers who live in the LGA reveal there are more resident workers than jobs available in sectors that will benefit from development's construction and operations. ABS 2016 Census data indicates there is a shortage of jobs in the following sectors for local residents who have to travel outside the LGA to work. These gaps are:

- Deficit of 1,702 jobs in Construction
- Deficit of 776 jobs in Transport, Postal and Warehousing
- Deficit of 507 jobs in Wholesale Trade.

The 917 direct jobs from the proposed development will make a positive contribution to the deficit in the Transport, Postal and Warehousing industry where there are more resident workers employed than there are jobs available in the Wollondilly LGA. The subject site and other new developments are identified to play a

valuable role by providing jobs for local residents in industries and sectors at risk of further self-containment deterioration.

7.3.4. Section D – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the planning proposal?

This Planning Proposal seeks to deliver local amenities, facilities, and social infrastructure through the rezoning of the site for an Industrial Park and employment generating lands. The proposal includes a plaza and café, amenity and breakout areas, providing greater access to outdoor amenity and natural environment over the existing site layout. It also delivers an edge trail around the site perimeter, providing access to previously inaccessible natural areas.

7.3.5. Section E – State and Commonwealth Interests

Q12. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

This will be determined following the undertaking of consultation with the relevant State and Commonwealth public authorities as identified in a Gateway determination. A response to any views and/or issues raised will be prepared as part of a response to the Gateway determination.

The following agencies are expected to be consulted as part of the Gateway process:

- Department of Planning and Environment;
- Transport for NSW;
- Office of Environment and Heritage;
- NSW Department of Primary Industries – Office of Water;
- Sydney Water ;
- Mine Subsidence Board (now Subsidence Advisory NSW);
- NSW Fire and Rescue;
- NSW Rural Fire Service;
- State Emergency Service; and
- Environmental Protection Agency.

7.4. PART 4 – MAPS

As outlined in **Section 10.1**, the following maps will be incorporated as part of the amendment to the WPC SEPP:

- Land Application
- Land Zoning
- Minimum Lot Size

7.5. PART 5 – COMMUNITY CONSULTATION

Altis undertook an engagement process with local and State authorities, government agencies and the local community which informed the master plan process for the Wilton Industrial Park.

Throughout the preparation of this Planning Proposal and the key supporting technical investigations, an ongoing dialogue has been maintained with Wollondilly Shire Council (Council). There was also consultation with the DPE and Sydney Water.

A Pre-lodgement meeting over Microsoft Teams was held with Wollondilly Council on 9 September 2022 to discuss the lodgement of the application. Council provided written comments Minutes prepared by Council

following this meeting are enclosed in **Appendix W**. The key areas of discussion included the alignment of the proposal with the strategic planning framework of Council and infrastructure servicing.

Division 3.4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be publicly exhibited for at least 28 days in accordance with the requirements of the DPE guidelines 'A Guide to Preparing Local Environmental Plans' (September 2022).

It is anticipated that the public exhibition would be notified by way of:

- A public notice in the local newspaper(s).
- A notice on the Council website.
- Written correspondence to adjoining and surrounding landowners.

The gateway determination and Planning Proposal would be publicly exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

7.6. PART 6 – PROJECT TIMELINE

In accordance with the requirements set out in the 'Local Environmental Plan Making Guideline' September 2022, Table 25 sets out the anticipated project timeline, in order to provide a mechanism to monitor the progress of the planning proposal through the planning making process.

Table 25 Anticipated Project Timeline

Process	Indicative Timeframe
Planning Proposal submitted to Wollondilly Council	May 2023
Council endorsement of the Planning Proposal	July 2023 (3 months)
Wollondilly Council refer Planning Proposal to DPE	September 2023
Gateway Determination	January 2023
Update Planning Proposal (technical studies)	February 2024 – April 2024
Public Exhibition and Consultation	May 2024
<i>Public Hearing (if required)</i>	June 2024
Post Exhibition Review (consideration of submission)	June 2024
Submission to DPE to finalise the LEP amendment and SEPP	June – June 2024
Gazettal of LEP Amendment and SEPP	August 2024
Total	15 Months

DISCLAIMER

This report is dated 31 May 2023 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Altis Property Partners (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

CONCEPT MASTER PLAN

APPENDIX B

URBAN DESIGN REPORT

APPENDIX C

DRAFT WILTON EMPLOYMENT DCP AND WILTON INDUSTRIAL PARK SCHEDULE

APPENDIX D

ECONOMIC ASSESSMENT

APPENDIX E

SOCIAL AND HEALTH IMPACT COMMENT

APPENDIX F

LANDSCAPE MASTER PLAN

APPENDIX G

VISUAL IMPACT ASSESSMENT

APPENDIX H

GEOTECHNICAL ASSESSMENT

APPENDIX I

PRELIMINARY SITE INVESTIGATION (CONTAMINATION)

APPENDIX J

CONNECTING WITH COUNTRY

APPENDIX K

ABORIGINAL CULTURAL HERITAGE ADVICE

APPENDIX L

HISTORICAL ARCHAEOLOGICAL ASSESSMENT

APPENDIX M

CIVIL ENGINEERING AND WSUD STRATEGY

APPENDIX N

ECOLOGICAL CONSTRAINTS ASSESSMENT

APPENDIX O

SUSTAINABILITY ASSESSMENT

APPENDIX P

AGRICULTURAL ASSESSMENT

APPENDIX Q

BUSHFIRE ASSESSMENT

APPENDIX R

SERVICE INFRASTRUCTURE ASSESSMENT

APPENDIX S

TRANSPORT ASSESSMENT

APPENDIX T

NOISE AND VIBRATION IMPACT ASSESSMENT

APPENDIX U

MINING SUBSIDENCE

APPENDIX V

WASTE MANAGEMENT PLAN

APPENDIX W

PLANNING PROPOSAL PRE- LODGEMENT MEETING MINUTES

APPENDIX X

INFRASTRUCTURE DELIVERY PLAN

APPENDIX Y

RESPONSE TO PRE-LODGE MENT AGENCY COMMENTS

APPENDIX Z

PROPOSED SEPP MAPS

APPENDIX AA

OVERLAND FLOW AND FLOODING ASSESSMENT

APPENDIX BB

CIVIL ENGINEERING DRAWINGS

