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Content:
Transport " Railway and Roads for wilton North

Railway Transport

Railway lines border the top of the site " Why no railway station?

With a very small parking station at Picton and a nonexistent parking area at Douglas Park, this has to be a no brainer?

With no rail, 5,500 homes = over 11,000 cars needing access to & from Wilton North as every home will need at least 2 cars.

We have 2 bridges in the area that are 1 car at a time. That's Broughton Pass " Wilton to Appin & Douglas Park Drive Weir. The cliff edge is crumbling now on Douglas Park Drive & Wilton North is going to add 11,000 cars to the roads, just from this one development! The railway line is right beside it. With no direct access to Picton or Douglas Park train stations, the easy option is to simply put in a railway station in Wilton North.

The Maldon Dombarton line is partially built. This was intended to get freight off the road. It leads directly to Port Kembla and the south coast rail line. The completion of this would not only take pressure off the road from freight (how many trucks per day are on Picton road, come directly from Port Kembla?) but would also be an ideal access for commuters to Wollongong.

Creating a working community at Wilton takes industry of all levels to create jobs. Workers need education and access to university. Wollongong University is our local university that is at a world level for technology & engineering. With the completion of the Maldon Dombarton railway line, this would create industry and commuter transport to the coast. The land is already brought. Money has already been spent. Finish it & it will make Wilton a central hub!

Access to Wilton North

Wilton North is land locked by other developers. Access to Picton road is at least 10yrs plus away.

Currently the plan is to give only access in or out via the cattle bridge area on the Hume Highway. On/Off access will be provided to & from the north only. This will force all traffic from The East " Wollongong direction, The South " Mittagong, Goulburn direction, and The West " Picton direction, to travel through the narrow community roads of Bingara. So that is predominantly all the building equipment, materials & workers to create Wilton North driving through Bingara.

So why no access from the south on the Hume Highway? This would solve all of the issues for the residents in Bingara & a major safety issue for access for emergency services. Surely it would just be sensible to give full access to the development of Wilton North from both directions off the freeway.

To insist that all traffic from South, East & West must enter this site through the narrow streets of a family orientated community is just ridiculous. South bound on/off ramp access is just sensible.

Having only north access would destroy the community of Bingara.

Emergency services

Emergency services including ambulance, fire (Fire NSW and RFS) and Police, will be provided to Wilton North via Picton Road from Picton, Wilton and other nearby towns, and not usually from the north via the Hume highway. The proposed plan will require all of these services to travel through Bingara, adding risk of extended response times and there is a risk of this single access being

blocked. For example, a single serious fire event affecting the Hume highway near the bridge could cut off all access and egress for emergency services and occupants.

Building standards – Bushfire

The NSW DP&E Wilton North report states that the requirements regarding possible bush fires will be met to the standard of the NSW Rural Fire Services Planning for Bushfire Protection 2006, which states in Chapter 4 (p40):

The public road system in a bush fire prone area should provide alternative access or egress for firefighters and residents during a bush fire emergency if part of the road system is cut by fire. This is of critical importance for areas with the higher densities associated with SFPP developments.

Direct resident access to Picton Road during peak times will be needed in order to reach railway stations and the towns of Picton and Wollongong. This cannot all feed through Bingara without unacceptable disruption and congestion.

Before construction starts in Wilton North, a second means of access will be needed directly to Wilton North from Picton Road for the purpose of machinery, workers, resident access and emergency access and egress. This will require agreement and construction across the Governors Hill zone.

Developers Contribution to Picton Road

From the Voluntary Planning Agreement \$10mil has been allocated from Walkers for road work connections to Picton Rd. Bradcorp, nothing for Picton road. Previous reports for Picton road from the Airport proposal allocated \$460mil to bring Picton road up to standard.

Who will pay for this?

These developments can't go ahead without the government's financial support for the road infrastructure as it is clear that the developers are only going to give as minimal as possible.

With 5000 homes for Wilton South East, 5500 homes for Wilton North, no trains, that's at least 21,000 cars added to the already overloaded roads. Picton road must become a major priority road. How many lives need to be lost? \$460 million – Who will pay for this?

Needed:

Railway Stations on existing railway

Maldon Dombarton Railway line for commuters & freight

Highway access south bound as well as north bound to Wilton North

And access across the Governors Hill zone

Picton road – total revamp