

Picton Road upgrade between Nepean River and Almond Street, Wilton

Review of Environmental Factors

Appendix A

Consideration of Section 171
factors and matters of national
environmental significance and
Commonwealth land

A

Section 171 Factors

In addition to the requirements of the Guideline for Division 5.1 assessments (DPE 2022) and the Roads and Related Facilities EIS Guideline (DUAP 1996) as detailed in the REF, the following factors, listed in Section 171 of the Environmental Planning and Assessment Regulation 2021, have also been considered to assess the likely impacts of the proposal on the natural and built environment.

Factor	Impact
<p>a Any environmental impact on a community?</p> <p>Construction would result in the following potential environmental impacts on the community:</p> <ul style="list-style-type: none"> – potential noise and vibration impacts on surrounding sensitive receivers during construction and operation of the proposal – traffic delays and increased travel time – increased traffic due to construction vehicles – removal of vegetation – potential dust impacts on the nearest sensitive receivers – changes to visual surrounds. <p>Operation of the proposal would result in improved road performance and network reliability during operation. The proposal would contribute to improved connectivity and safety, including active transport connectivity.</p> <p>Potential environmental impacts on the community would be avoided, minimised, mitigated and managed by implementing the safeguards and mitigation measures provided in section 7.2.</p>	<p>Short-term minor negative</p> <p>Long-term major positive</p>
<p>b Any transformation of a locality?</p> <p>The proposal is predominantly located within the existing Picton Road and M31 Hume Motorway road corridors. The proposal involves the removal of vegetation, earthworks, construction of two new bridges for the Picton Road and M31 Hume Motorway interchange, upgraded road infrastructure and active transport links, and urban design features. Construction activities, including the removal of vegetation and the presence of plant and equipment, would transform the locality within the proposal site.</p> <p>Once operational, the proposal would positively contribute to the transformation of the Wilton locality within and adjacent to the proposal site. In particular, the proposal would improve active transport connectivity through Wilton and would also improve the flow of traffic through the proposal site.</p> <p>Additionally, the proposal site is located within the Wilton Growth Area, and the surrounding landscape will undergo significant transformation as part of the development of the growth area.</p>	<p>Short-term minor</p> <p>Long-term positive</p>
<p>c Any environmental impact on the ecosystems of the locality?</p> <p>The proposal would have the potential to directly impact up to about 11.50 hectares of native vegetation subject to assessment.</p> <p>Assessments of significance has been carried out for the threatened species and ecological communities that are likely to occur in the proposal area. The assessments found that the proposal is unlikely to have a significant impact on all matters listed under the BC Act. As described in section 8.1.2, Transport commits to implementing the safeguards and management measures provided in section 7.2 to avoid and minimise the identified potential impacts.</p>	<p>Long-term minor negative impacts</p>
<p>d Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality?</p> <p>There would be the potential for a temporary reduction in the aesthetic and recreational quality of the proposal site during construction in the form of noise, traffic and visual impacts. The proposal may also result in a temporary reduction environmental quality due to vegetation clearing and water quality/drainage impacts during construction.</p> <p>However, once operational, the proposal would improve the recreational quality of the proposal site through the provision of active transport facilities along Picton Road.</p>	<p>Short-term minor negative</p> <p>Long-term minor positive</p>

Factor	Impact
<p>Safeguards and mitigation measures have been proposed in section 7.2 to manage and minimise these potential impacts.</p>	
<p>e Any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations?</p> <p>Six Aboriginal heritage sites within the proposal site would have the potential to be impacted by the proposal. Transport would apply for a AHIP prior to any direct impact or harm to Aboriginal heritage sites. Approaches to further reduce impacts on Aboriginal heritage would be identified during detailed design and construction planning.</p> <p>The Upper Canal System (Pheasants Nest Weir to Prospect Reservoir), which is listed on the State Heritage Register as item 01373, passes about 90 metres underground below the proposal site. The proposal has the potential for temporary indirect visual impacts on the item's curtilage through the presence of construction plant, machinery and equipment. The proposal is unlikely to directly impact any other identified heritage sites.</p> <p>Safeguards and mitigation measures have been proposed in section 7.2 to manage and minimise potential impacts on heritage.</p>	<p>Short-term minor negative</p> <p>Long-term minor negative</p>
<p>f Any impact on the habitat of protected fauna (within the meaning of the <i>National Parks and Wildlife Act 1974</i>)?</p> <p>The proposal has the potential to impact habitat for eight threatened fauna species. No significant impacts were determined through assessments of significance. Additionally, no impact to breeding habitat is expected.</p> <p>Safeguards and mitigation measures have been proposed in section 7.2 to manage and minimise potential impacts on fauna.</p>	<p>Short-term minor negative</p> <p>Long-term – nil</p>
<p>g Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air?</p> <p>The proposal would have the potential to directly impact up to about 11.50 hectares of native vegetation subject to assessment, as summarised in sections 6.1.3 and 8.1.2.</p> <p>Removal of this vegetation could affect fauna and flora habitat. However, because the proposal is surrounded by large areas of native vegetation, this impact is not large enough to endanger any species. Given the connectivity of vegetation through the proposal site and surrounding environment, and the nature of the proposed works being removal of linear areas of vegetation adjacent to existing road infrastructure, the proposal is not expected to result in additional fragmentation of habitat for any species. Existing connectivity within the landscape would be maintained.</p> <p>Safeguards and mitigation measures are provided in section 6.1.4 to manage and minimise these impacts where possible.</p>	<p>Short-term minor negative</p> <p>Long-term minor negative</p>
<p>h Any long-term effects on the environment?</p> <p>The proposal would have the potential for minor long-term impacts on the environment due to removal of vegetation and the increase in the road corridor footprint and presence of road infrastructure. This would have visual impacts.</p> <p>However, the proposal would contribute have long-term benefits due to improved road safety, travel times, connectivity, and reliability in the road network throughout the proposal site from overall traffic flow improvements.</p>	<p>Long-term minor negative and major positive</p>
<p>i Any degradation of the quality of the environment?</p> <p>The proposal has the potential to result in minor impacts on the quality of the environment associated with vegetation removal, visual amenity, drainage, dust, and traffic during construction. These impacts would be managed by implementing the safeguards and management measures.</p> <p>No long-term impacts to the quality of the environment are predicted.</p>	<p>Short-term minor negative</p> <p>Long-term – nil</p>

Factor	Impact
<p>j Any risk to the safety of the environment?</p> <p>Once operational, the proposal would improve safety of motorists through overall traffic flow improvements, in particular the upgrade of the Picton Road and M31 Hume Motorway interchange.</p>	<p>Long-term positive</p>
<p>k Any reduction in the range of beneficial uses of the environment?</p> <p>The proposal would have the potential for temporary disruptions to traffic flow, speed and local access.</p> <p>Once operational, the proposal would not result in a reduction in the range of beneficial uses of the environment. The provision of new and upgraded active transport facilities would provide improved pedestrian and cyclist connectivity and accessibility along Picton Road and across the M31 Hume Motorway.</p>	<p>Short-term minor negative</p> <p>Long-term major positive</p>
<p>l Any pollution of the environment?</p> <p>Providing the measures outlined in this REF are implemented (see section 7.2), the proposal is not expected to result in any pollution of the environment.</p>	<p>Nil</p>
<p>m Any environmental problems associated with the disposal of waste?</p> <p>The proposal is not anticipated to cause environmental problems associated with the disposal of waste. Waste created during the works period would be disposed of offsite at an appropriate licenced waste facility and recycled where possible.</p> <p>Safeguards to manage waste generation and disposal are provided in section 6.14.2.</p>	<p>Nil</p>
<p>n Any increased demands on resources (natural or otherwise) that are, or are likely to become, in short supply?</p> <p>The proposal is not likely to result in increased demands on resources which are or are likely to become in short supply.</p>	<p>Nil</p>
<p>o Any cumulative environmental effect with other existing or likely future activities?</p> <p>The proposal site is within an area currently undergoing significant change as part of the development of the Wilton Growth Area. There are existing and future development areas located adjacent to the proposal site. As such, the proposal would have the potential to contribute to cumulative noise, dust, traffic, biodiversity, and visual impacts on the locality during construction.</p> <p>Once operational, the proposal is unlikely to contribute to cumulative environmental impacts.</p> <p>Safeguards to manage potential cumulative impacts are provided in section 6.16.5.</p>	<p>Short-term minor negative</p> <p>Long-term – nil</p>
<p>p Any impact on coastal processes and coastal hazards, including those under projected climate change conditions?</p> <p>The proposal would not impact coastal processes and coastal hazards.</p>	<p>Nil</p>
<p>q Applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1.</p> <p>The proposal is consistent with key land use and transport strategic plans as described in section 2.1.</p> <p>The proposal would support the key objectives and strategic directions of servicing growing communities, including the delivery of infrastructure to support the Greater Macarthur and Wilton Growth Areas, embed reliability and resilience, and improving freight efficiency and capacity to support NSW's industries and supply chains.</p>	<p>Nil</p>
<p>r Other relevant environmental factors.</p> <p>In considering the potential impacts of this proposal all relevant environmental factors have been considered.</p>	<p>Nil</p>

Matters of National Environmental Significance and Commonwealth land

Under the environmental assessment provisions of the EPBC Act, the following matters of national environmental significance and impacts on Commonwealth land are required to be considered to assist in determining whether the proposal should be referred to the Australian Department of Climate Change, Energy, the Environment and Water.

A referral is not required for proposed actions that may affect nationally-listed threatened species, endangered ecological communities and migratory species. Impacts on these matters are still assessed as part of the REF in accordance with Australian Government significant impact criteria and taking into account relevant guidelines and policies.

Factor	Impact
<p>a Any impact on a World Heritage property?</p> <p>No world heritage listed properties are located within a one kilometre radius of the proposal site.</p>	Nil
<p>b Any impact on a National Heritage place?</p> <p>No National Heritage places are identified within a one kilometre radius of the proposal site.</p>	Nil
<p>c Any impact on a wetland of international importance?</p> <p>The proposal would not impact on a wetland of international importance. There are no wetlands of international importance within a one kilometre radius of the proposal site.</p>	Nil
<p>d Any impact on a listed threatened species or communities?</p> <p>The proposal would result in the removal of up to 11.50 hectares of native vegetation subject to assessment, including the following threatened ecological communities:</p> <ul style="list-style-type: none"> – up to 4.87 hectares of Cumberland Plain Woodland in the Sydney Basin Bioregion / Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest, listed as critically endangered under the BC Act and/or under the EPBC Act – up to 6.63 hectares of Shale Sandstone Transition Forest in the Sydney Basin Bioregion, listed as endangered under the BC Act and/or critically endangered under the EPBC Act. <p>Significance assessments under the EPBC Act were undertaken for the potentially impacted threatened ecological communities. The assessments are detailed in section 5.4 of the Biodiversity Assessment Report (Appendix C).</p> <p>Potential impacts on threatened ecological communities were not considered significant as the vegetation removal is proposed in a linear nature and predominantly affects the roadside edges of larger patches. The design of the proposal would continue to be refined to minimise the potential for impacts on biodiversity. A range of safeguards and management measures are proposed to further minimise and mitigate potential impacts, such as through the implementation of a Fauna and Flora Management Plan and a Biodiversity Offset Strategy developed in accordance with Transport's No Net Loss Guidelines and Tree and Hollow Replacement Guidelines. Further information is provided in section 6.1.</p>	Nil
<p>e Any impacts on listed migratory species?</p> <p>There are no impacts expected on listed migratory species.</p>	Nil
<p>f Any impact on a Commonwealth marine area?</p> <p>The proposal would not have any impact on a Commonwealth marine area.</p>	Nil
<p>g Does the proposal involve a nuclear action (including uranium mining)?</p> <p>The proposal does not involve a nuclear action.</p>	Nil
<p>h Additionally, any impact (direct or indirect) on the environment of Commonwealth land?</p> <p>The proposal would not result in any direct or indirect impact on the environment of Commonwealth land.</p>	Nil