

# Picton Road upgrade between Nepean River and Almond Street, Wilton

Review of Environmental Factors

## Appendix L

Socio-economic Impact  
Assessment





# Picton Road upgrade between Nepean River and Almond Street, Wilton

## Socio-economic Impact Assessment

Transport for NSW

January 2024



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# Executive summary

## Overview

Transport for NSW (Transport) proposes to upgrade Picton Road between the Nepean River and Almond Street in Wilton, NSW (the proposal). The proposal includes upgrading the section of Picton Road from about 1.3 kilometres east of the bridge over the Nepean River to about 200 metres east of Almond Street, including the M31 Hume Motorway interchange.

The proposal forms the western section of the broader Picton Road upgrade, which involves upgrading about 30 kilometres of Picton Road between the Nepean River and the M1 Princes Motorway.

The proposal is subject to assessment by a review of environmental factors (REF) under Division 5.1 of *Environmental Planning and Assessment Act 1979* (EP&A Act). For the purposes of these works, Transport is the proponent and the determining authority under Division 5.1 of the EP&A Act.

## Methodology

The SEIA has been prepared in accordance with the *Environmental Impact Assessment Practice Note: Socio-economic Assessment* (Transport for NSW, 2020) (the Practice Note) and reflects a moderate level of assessment in accordance with the Practice Note. In accordance with the Practice Note, preparing the Socio-economic Impact Assessment (SEIA) involved:

- scoping potential socio-economic impacts (both positive and negative)
- identifying the study area
- describing the existing socio-economic environment (the socio-economic baseline)
- identifying and assessing potential socio-economic impacts
- developing management and mitigation measures.

The *Social Impact Assessment Guideline* (DPE, 2023) (the SIA Guideline) was developed to provide a clear and consistent approach to assessing the social impacts of State significant projects. Although the proposal is not a State significant project, the SEIA has also considered the SIA Guideline in the overall approach. By applying the process defined by the Practice Note, the SEIA is also consistent with the SIA Guideline, which uses a similar approach to identify and assess potential socio-economic impacts. Additionally, the SEIA has applied the relevant assessment categories from the SIA Guideline to assess, group and report on potential impacts.

## Socio-economic baseline

The socio-economic study area comprises the local community of Wilton, surrounding areas within Wollondilly local government area (LGA), and the broader region. The majority of the Wilton area is semi-rural; however, it is undergoing significant growth and change as part of the development of the Wilton Growth Area. Wilton has undergone recent development in the north-east with the development of Bingara Gorge, which includes a small number of shops and services. Community facilities in Wilton include Wilton Public School, Bingara Gorge Community Preschool, Wilton Community Centre, and recreation facilities.

Overall, the existing residential community of Wilton is younger and has lower levels of socio-economic disadvantage compared to Wollondilly LGA. Wilton residents also have a high reliance on cars for travel, and travel outside of the LGA for work. Stakeholders consulted during SEIA consultation noted that Wilton is poorly connected to other regions other than by car, with very minimal bus services and no other public transport links, which is a concern for the community. The SEIA consultation found that many residents moved to Wilton as they were attracted to the 'small community' and felt that it is a good place to raise a family. The broader region is projected to experience a high rate of population growth over the next 20 years, which may lead to a change in the resident profile over time.

During targeted SEIA consultation, stakeholders noted that there are existing congestion and traffic management issues on Picton Road, and that they had previously experienced dust and noise pollution and traffic congestion during construction of other projects in the area. Stakeholders consulted had similar concerns relating to construction of the proposal, which is consistent with the outcomes of consultation undertaken by Transport. During consultation undertaken by Transport, concerns were raised about the high volume of heavy vehicles using Picton Road, which may increase during construction, leading to safety concerns. Other concerns raised by community members related to the potential for access and amenity impacts during construction, as well as the design of the proposal in effectively addressing congestion.

## Key potential social impacts

### Construction

Construction has the potential for positive socio-economic impacts, primarily related to an increase in employment opportunities for local and regional residents, procurement opportunities for businesses to supply goods and services, and minor increases in revenue for local businesses due to construction workers purchasing meals and other services in the local area.

Potential negative socio-economic impacts during construction include:

- disruptions for landowners/landholders impacted by the proposal's land requirements and associated acquisition process
- changes to traffic conditions, with the potential for delays and increased travel times for people travelling in the local and regional area
- potential impacts to areas and items that have Aboriginal cultural heritage value
- reduced amenity for some residents close to construction activities, particularly as a result of noise and vibration, air quality and visual impacts.

### Operation

Subject to detailed design, operation of the proposal may lead to some amenity impacts for nearby community members. However, overall, the proposal is expected to result in long term benefits for local and regional communities. The key positive socio-economic impacts of the proposal during operation include improved road network performance, road safety and travel times, reduced congestion and improvements in active transport connections. SEIA consultation found that traffic efficiency measures were desired by the community for Picton Road and the M31 Hume Motorway. Other positive impacts relate to improved active transport connectivity and improved freight efficiency for heavy vehicles through improvements to traffic lane capacity and intersection upgrades. There may also be opportunities for increased understanding of local Aboriginal cultural values through landscape and bridge design elements.

## Recommended safeguards and management measures

The positive and negative social impacts identified and assessed in this report would be managed and mitigated through a range of measures, including those recommended in other REF technical papers. These measures include, but are not limited to, developing and implementing a Traffic Management Plan, Noise and Vibration Management Plan, location and activity specific construction noise and vibration impact assessments, an Air Quality Management Plan, and Urban Design Plan (including landscape treatments).

The SEIA has identified the following additional recommended mitigation measures to minimise potential social impacts, and to enhance positive social impacts:

- A Communication Plan will be prepared to help provide timely and accurate information to the community during construction.
- Community consultation will be ongoing, including consultation with landowners, landholders, and businesses in close proximity to the proposal, and communication with local stakeholders about potential access changes and delays.

- Opportunities for Aboriginal employees and procurement will be prioritised in accordance with the NSW Government's *Aboriginal Procurement Policy* (NSW Government, 2021) and Transport's *Aboriginal Participation Strategy* (Transport for NSW, 2023).
- The design and construction methodology for the proposal will continue to be refined to avoid, manage and/or mitigate impacts to cultural values as far as practicable in accordance with the recommendations of the Aboriginal Cultural Heritage Working Paper.

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# 1. Introduction

## 1.1 The proposal

Transport for NSW (Transport) proposes to upgrade Picton Road between the Nepean River and Almond Street in Wilton, NSW (the proposal). The proposal includes upgrading the section of Picton Road from about 1.3 kilometres east of the bridge over the Nepean River to about 200 metres east of Almond Street, including the M31 Hume Motorway interchange.

The proposal forms the western section of the broader Picton Road upgrade, which involves upgrading about 30 kilometres of Picton Road between the Nepean River and the M1 Princes Motorway.

The proposal is subject to assessment by a review of environmental factors (REF) under Division 5.1 of *Environmental Planning and Assessment Act 1979* (EP&A Act). For the purposes of these works, Transport is the proponent and the determining authority under Division 5.1 of the EP&A Act.

### 1.1.1 Proposal location

The proposal is located in Wilton, in the Wollondilly local government area (LGA). The proposal site, shown in Figure 1.1 and Figure 1.2, comprises the area that would be required to construct and operate the proposal, including ancillary facilities and operational infrastructure.

### 1.1.2 Key features of the proposal

Key features of the proposal include:

- widening and upgrading Picton Road for a distance of about five kilometres between the Nepean River and Almond Street to provide:
  - a minimum of two 3.5 metre-wide traffic lanes in each direction with a central median, increasing to three traffic lanes in each direction approximately between the Wilton Park Road and Aerodrome Drive intersection and the Pembroke Parade and Greenway Parade intersection
  - three-metre-wide shoulders on the left lane side in each direction
- upgrading the existing Picton Road and M31 Hume Motorway interchange into a diverging diamond layout, including:
  - removing the existing Picton Road bridge and constructing two new bridges over the M31 Hume Motorway
  - upgrading and realigning on and off ramp connections with the M31 Hume Motorway to suit the new interchange layout and to allow free flow of traffic between Picton Road and the M31 Hume Motorway
  - providing a new four-metre-wide shared user path along the southern bridge
  - removing the existing traffic signals on Picton Road and installing new traffic signals with more efficient phasing and more traffic capacity
- new and upgraded shared paths on Picton Road, including underpasses under the southbound on ramp connections to the M31 Hume Motorway and an overpass of the northbound off ramp connection from the M31 Hume Motorway, located:
  - adjacent to the westbound slow lane of the proposal from the western extent to around 420 metres west of Almond Street to connect with planned active transport infrastructure to be delivered as part of the South East Wilton development
  - adjacent to the eastbound slow lane between Aerodrome Drive and the western extent of the proposal and between Pembroke Parade and Almond Street

- reconfiguring the existing Picton Road intersections with Wilton Park Road, Aerodrome Drive, Janderra Lane and Almond Street into left in, left out only (the timing of delivery of the reconfigured Almond Street intersection is subject to confirmation of timeframes for delivery of other road works planned at the intersection as outlined in section 1.1.3 and chapter 3 of the REF)
- integration with new traffic signals and widening roadworks constructed in 2023 at the intersection of Picton Road and Pembroke Parade and Greenway Parade
- adjusting the posted speed from the western extent of the proposal, through the interchange and to the east of Pembroke Parade to 60 kilometres per hour (km/h).

Ancillary work and construction activities associated with the proposal would include:

- property works including acquisition, adjustment to existing accesses and fencing, and at-property noise treatments
- civil earthworks and drainage works
- construction and adjustment of retaining walls, road pavement, and water quality devices
- tie-in work to adjoining sections of Picton Road, M31 Hume Motorway and other local roads
- installing and adjusting roadside furniture and delineation, such as safety barriers, kerb and gutter, fencing, lighting, signage, noise treatment and pavement markings
- installing new intelligent transport systems including, but not limited to, closed circuit television and variable message signs
- protecting, adjusting and relocating existing utilities and associated structures
- landscaping and rehabilitation of disturbed areas
- adjustment and provision of noise treatments, including at-property works as required
- establishment of temporary ancillary facilities to support construction including compound sites, site offices, stockpile, access tracks, turning bays and laydown areas
- site preparation works, including vegetation clearing and grubbing, site fencing, temporary drainage measures, traffic management and implementation of environmental management measures.

An overview of the proposal is provided in Figure 1.2. Further information is provided in chapter 3 of the REF.

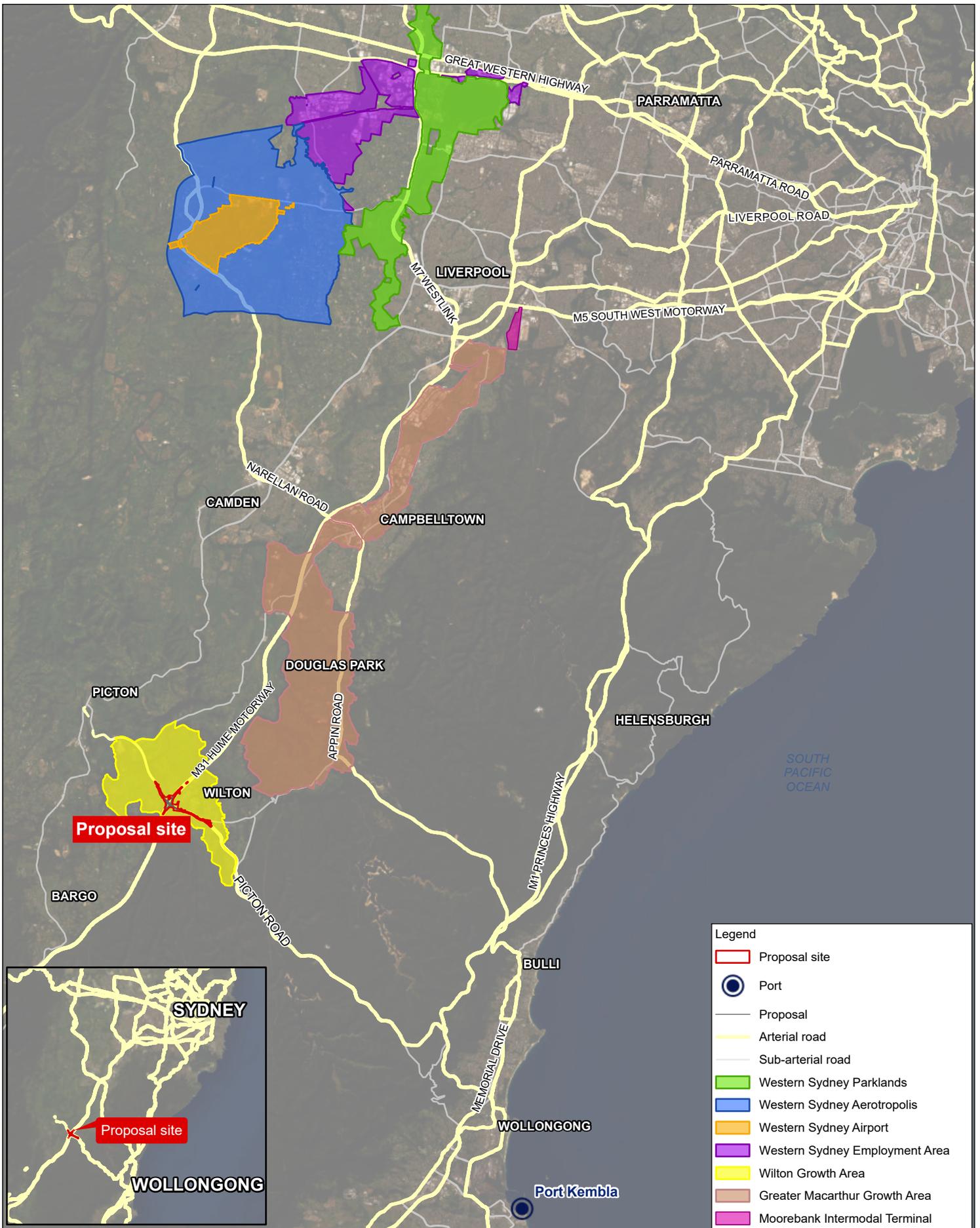
### 1.1.3 Purpose of the report

This Socio-economic Impact Assessment (SEIA) has been prepared by GHD Pty Ltd (GHD) on behalf of Transport as part of the REF. The report has been prepared to assess the potential socio-economic impacts of constructing and operating the proposal. The report:

- describes existing socio-economic characteristics (the socio-economic baseline)
- assesses the potential impacts of constructing and operating the proposal on communities
- recommends measures to mitigate and manage the potential impacts identified.

The structure of the SEIA is outlined below:

- section 1 – introduces the report and SEIA
- section 2 – describes the approach and methodology for the SEIA
- section 3 – provides the legislative and policy context for the SEIA
- section 4 – summarises the key stakeholder consultation and themes relevant to the SEIA
- section 5 – describes the existing socio-economic environment for the local and regional and study area (the socio-economic baseline)
- section 6 – identifies potential positive and negative social impacts as a result of construction of the proposal
- section 7 – identifies potential positive and negative social impacts as a result of the operation of the proposal
- section 8 – identifies potential cumulative impacts
- section 9 – provides recommended impact management and mitigation measures
- section 10 – provides a conclusion.



**Legend**

- Proposal site
- Port
- Proposal
- Arterial road
- Sub-arterial road
- Western Sydney Parklands
- Western Sydney Aerotropolis
- Western Sydney Airport
- Western Sydney Employment Area
- Wilton Growth Area
- Greater Macarthur Growth Area
- Moorebank Intermodal Terminal

Paper Size ISO A4

0 5 10  
Kilometres

Map Projection: Transverse Mercator  
Horizontal Datum: GDA2020  
Grid: GDA2020 MGA Zone 56

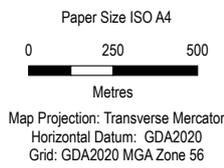
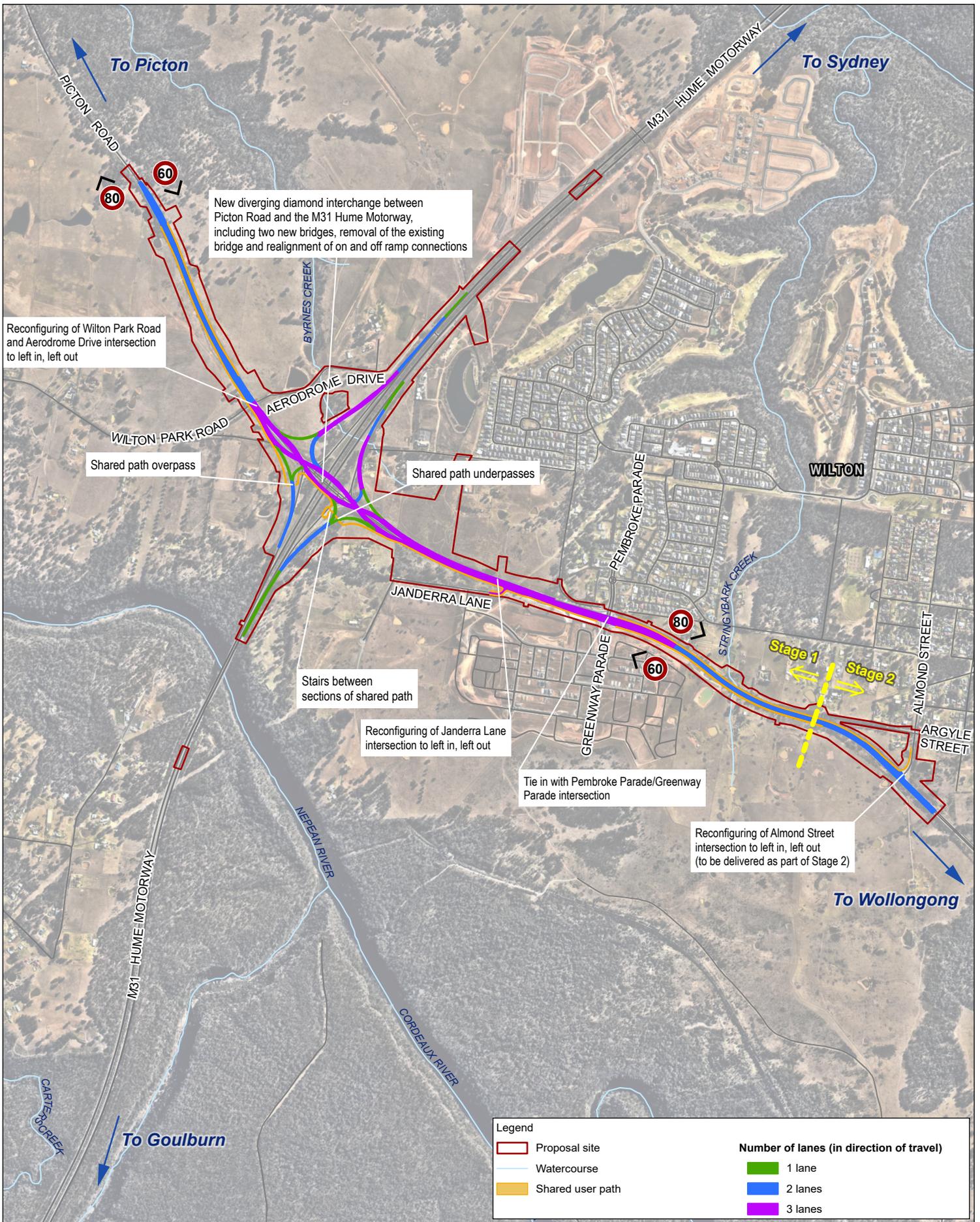


Transport for NSW  
**Picton Road upgrade between  
 Nepean River and Almond Street, Wilton –  
 SEIA**

Project No. 12560200  
 Revision No. 0  
 Date 25/10/2023

**Location of the proposal**

**FIGURE 1.1**



Transport for NSW  
**Picton Road upgrade between  
 Nepean River and Almond Street, Wilton –  
 SEIA**

Project No. 12560200  
 Revision No. 0  
 Date 25/10/2023

**The proposal**

**FIGURE 1.2**

## 2. Methodology

This section describes the approach to the SEIA, including relevant guidelines, and how the SEIA was prepared. It also defines the study area for the SEIA.

### 2.1 Approach to this assessment

#### 2.1.1 Relevant guidelines

##### **Environmental Impact Assessment Practice Note: Socio-Economic Assessment**

The *Environmental Impact Assessment Practice Note: Socio-Economic Assessment* (Transport for NSW, 2020) (the Practice Note) defines the scope and methodology for socio-economic assessments undertaken for Transport projects as part of the environmental impact assessment process.

The guidance provided by the Practice Note specifies the methodology for a socio-economic assessment should:

- scope potential socio-economic impacts (both positive and negative)
- identify the study area
- describe the existing socio-economic environment (baseline)
- identify and assess potential impacts
- develop management and mitigation measures.

The Practice Note specifies three levels of socio-economic assessment (basic, moderate and comprehensive) depending on the nature and scale of potential impacts and whether these can be appropriately managed.

##### **Social Impact Assessment Guideline**

The *Social Impact Assessment Guideline* (DPE, 2023) (the SIA Guideline) was developed to provide a clear and consistent approach to assessing the social impacts of State significant projects. The SIA Guideline provides a framework to identify, predict and evaluate likely social impacts of major projects. It defines the required approach to social impact assessment for major projects. It establishes eight assessment categories to be used in the identification of social impacts. The aim of the categories is to ensure that projects are assessed from the perspective of people and that they deliver socially sustainable outcomes.

#### 2.1.2 Application of the guidelines to this SEIA

This SEIA presents a moderate level of assessment in accordance with the Practice Note. A moderate level of assessment was selected as it reflects the scale and magnitude of potential socio-economic impacts for the proposal, in line with the definition in Table 1 of the Practice Note. As outlined in the Practice Note, moderate level socio-economic assessments include desktop research and targeted consultation with some key community and government stakeholders (Transport for NSW, 2020).

The steps used to undertake the SEIA (described in section 2.2) are as defined in the Practice Note. The study area for the SEIA (described in section 2.2.2) was identified in accordance with the extent and scale of potential impacts as per Section 4.1 of the Practice Note and aligns with Section 4.2 of the SIA Guideline. In accordance with Section 2.1 of the Practice Note, scoping of socio-economic impacts has been undertaken by preparing a project scoping checklist. The scoping checklist (see Appendix A) determines the level of SEIA and establishes the extent of the study or focus of the socio-economic assessment. Evaluation of the identified positive and negative socio-economic impacts was undertaken using a sensitivity and magnitude significance rating, in accordance with the significance criteria provided in the Practice Note.

Although the proposal is not a State significant project, the SEIA has also considered the SIA Guideline in the overall approach. By applying the process defined by the Practice Note, the SEIA is also consistent with the SIA Guideline, which uses a similar approach to identify and assess potential socio-economic impacts. Additionally, the SEIA has applied the relevant assessment categories from the SIA Guideline to assess, group and report on potential impacts. Each impact that has been identified and assessed in the SEIA has been assigned a corresponding impact category from the SIA Guideline.

## 2.2 Steps to prepare the SEIA

### 2.2.1 Scoping of social issues

A review of the proposal description, preliminary social context research, and previous stakeholder engagement outcomes was undertaken to determine the scope and extent of potential socio-economic impacts. In accordance with Section 2.1 of the Practice Note, scoping of socio-economic impacts has been undertaken by preparing a scoping checklist (see Appendix A).

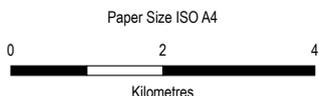
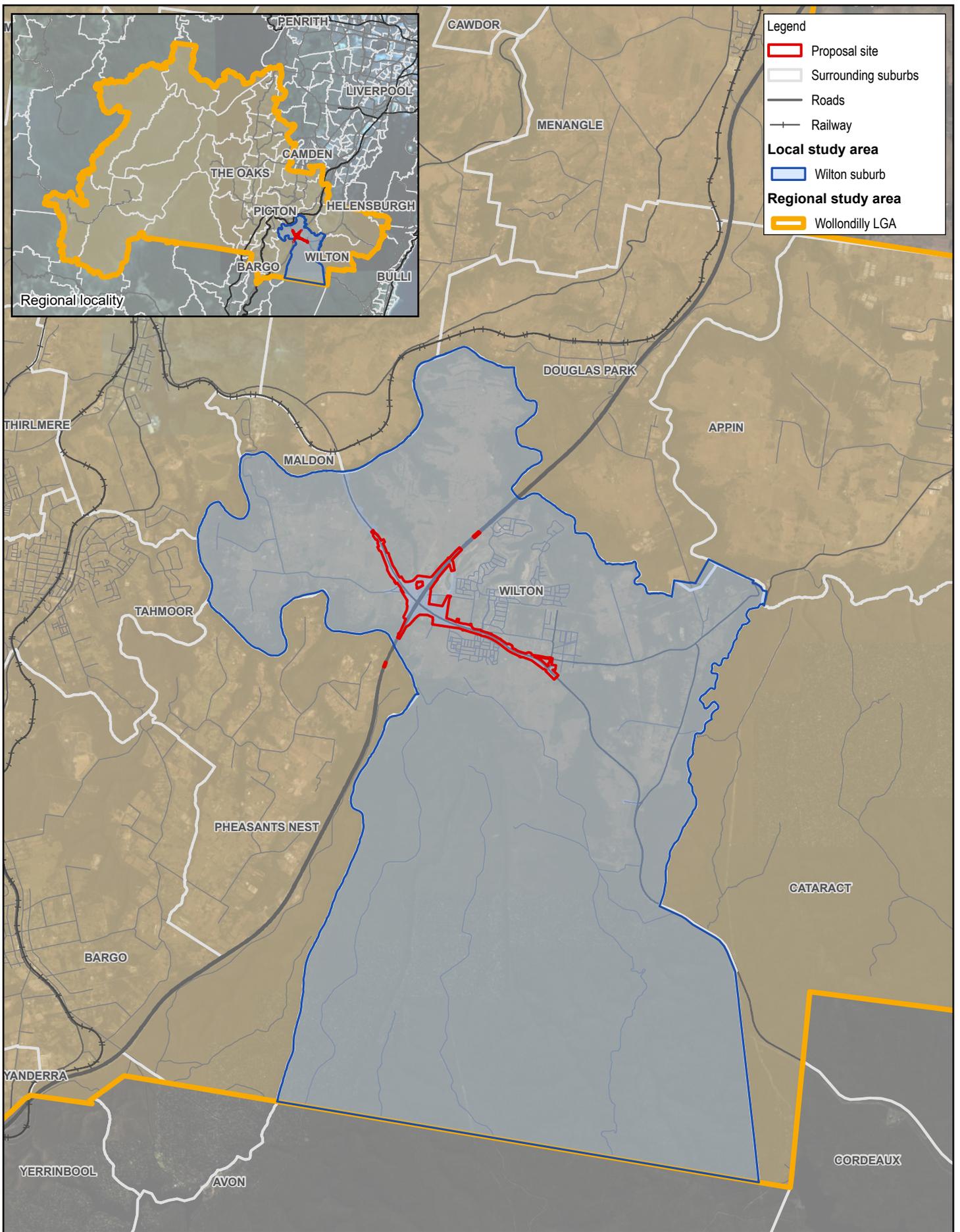
The scoping checklist was completed based on a review of the proposal design and activities that would occur during construction and operation, and the potential for cumulative impacts. This informed the understanding of potential socio-economic impacts, such as changes to local amenity, access and connectivity, community facilities and community values (see Table 2.3).

### 2.2.2 Determining the socio-economic study area

The study area for an SEIA includes the communities that are most likely to experience socio-economic impacts (both positive and negative) resulting from a proposal, as well as the extent and scale of potential impacts. The study area for this SEIA includes a local and regional study area, which are defined in Table 2.1 and shown in Figure 2.1 and Figure 2.2.

**Table 2.1** Socio-economic study area

Study area	Area (ABS Census area)	Interaction with proposal
Local study area	Wilton Suburb and Locality (SAL)	<p>The proposal is located in the Wilton SAL (see Figure 2.1). Wilton communities (including residents, businesses, users of community facilities) have the potential to be affected by impacts (both positive and negative), particularly during construction, including changes to local amenity, property impacts, and traffic and access changes. Existing and future residents living in new developments in the area would have the potential to benefit from new and improved connections to the Illawarra Shoalhaven, Southern Highlands, greater Western Sydney, and Razorback areas.</p> <p>There is also a small number of rural residential properties located in the Pheasants Nest SAL, adjacent to Wilton SAL, and residents of these properties may also experience impacts and benefits resulting from the project. However this SAL has not been included in the local study area for the purpose of demographic analysis, as the affected number of residents would be small, and these potentially affected residents have been profiled in the regional study area as part of the overall socio-economic study area.</p>
Regional study area	Wollondilly local government area (LGA)	The proposal site is located in the Wollondilly LGA (see Figure 2.1). Communities across the LGA may experience regional impacts (both positive and negative) during construction and operation of the proposal. Future communities living and working in new developments across the LGA would also have the potential to benefit from operation of the proposal. The Wollondilly LGA includes nearby suburbs to the proposal site, including Pheasants Nest, Picton, Tahmoor, Douglas Park, Razorback and Appin.
	Douglas Park/ Appin Region Statistical Area 2 (SA2)	The proposal site is located within the Douglas Park / Appin Region SA2 (see Figure 2.2). Existing communities across this area may experience regional impacts (both positive and negative) during construction of the proposal. Future communities living and working in new developments across this area would also have the potential to benefit from operation of the proposal.
	Sydney – Outer South-West Region Statistical Area 4 (SA4)	The regional study area also considers the Sydney – Outer South-West SA4 (see Figure 2.2) as the Australian Bureau of Statistics provides frequent updates to employment and economic data at every Census date. The Sydney – Outer South-West SA4 also includes several new growth areas, and these communities would have the potential to benefit from operation of the proposal.

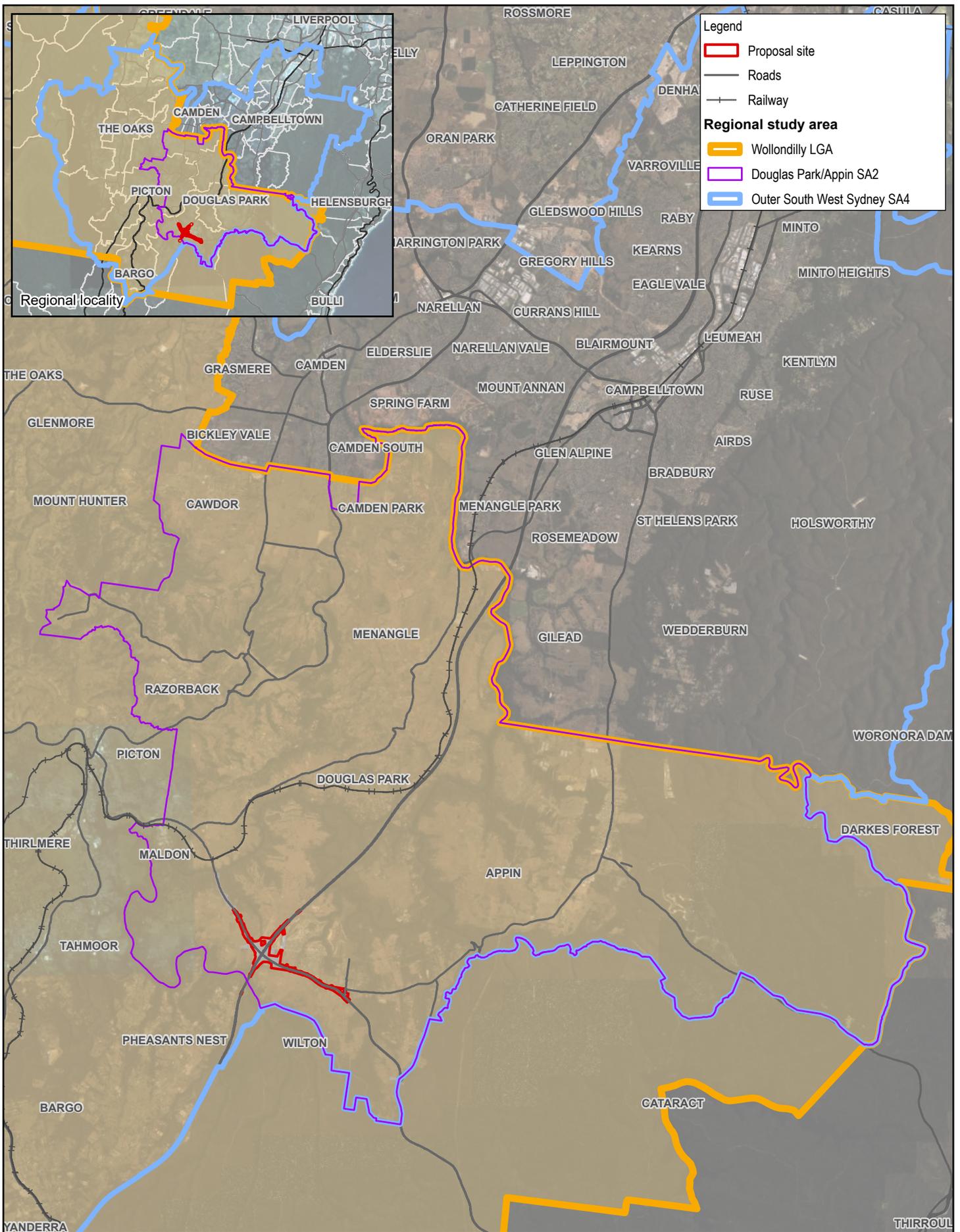


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SEIA study area

FIGURE 2.1

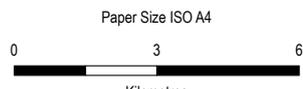


**Legend**

- Proposal site
- Roads
- Railway

**Regional study area**

- Wollondilly LGA
- Douglas Park/Appin SA2
- Outer South West Sydney SA4



Transport for New South Wales  
 Picton Road upgrade between  
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 SEIA

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SEIA regional study area

FIGURE 2.2

## 2.2.3 Establishing the socio-economic baseline

The socio-economic baseline defines the current social characteristics within the study area for the SEIA. It is used to inform the prediction of the potential socio-economic impacts (both positive and negative) of the proposal. A socio-economic baseline has been prepared for the local and regional study area (see section 5).

The local study area baseline describes:

- key features, local amenity, and character of the proposal site and surrounds
- select demographic and economic indicators for the suburb of Wilton compared to Wollondilly LGA.

The regional study area baseline describes:

- demographic indicators
- access and connectivity
- community values and priorities
- economic and employment profile.

This assessment was undertaken based on publicly available information, consultation undertaken as part of the SEIA and broader consultation undertaken by Transport. Data to inform the socio-economic baseline has been gathered from the following sources:

- Australian Bureau of Statistics (ABS) Census, 2021 (ABS, 2022)
- local, State and Australian Government websites and publications
- various online sources
- information from stakeholder consultation (see section 4).

A list of sources used to inform the SEIA is provided in section 11.

## 2.2.4 Stakeholder consultation

Transport has been engaging with the community and stakeholders throughout the planning, scoping and design process for the proposal, and the proposed Picton Road upgrade as a whole, between 2021 and 2023. Chapter 5 of the REF describes these activities and the stakeholders that have been consulted, and provides a summary of key issues raised. Section 4.1 presents outcomes of consultation with stakeholders that are relevant to this SEIA, including general community and stakeholder consultation activities (section 4.1.1), Aboriginal stakeholder consultation (section 4.1.2), and consultation with emergency services (section 4.1.3).

Targeted consultation with several stakeholders was also undertaken to inform this SEIA. SEIA-specific consultation involved interviews via telephone and face-to-face between 24 and 30 May 2023.

The purpose of SEIA-specific consultations was to validate and gather additional information for the development of the socio-economic baseline, the identification of potential socio-economic impacts, and development of recommended mitigation and management measures. Additional consultation included key community stakeholders who represent communities and stakeholder groups who would potentially experience impacts.

A summary of stakeholder consultation activities undertaken for the SEIA is provided in Table 2.2.

**Table 2.2** Summary of SEIA consultation activities

Stakeholder category	Stakeholder name	Timing	Overview of consultation activity
Community facilities	Wilton Public School	30 May 2023	An in-person meeting was held with staff of Wilton Public School on the premises of the school to discuss the social baseline of the local area, as well as to discuss the potential construction and operational impacts of the proposal and potential mitigation measures.
Community organisations	Wilton Action Group	30 May 2023	An online meeting was held with representatives from Wilton Action Group to discuss the social baseline of the local area, as well as to discuss the potential construction and operational impacts of the proposal and potential mitigation measures.
	Bingara Gorge Residents Association	30 May 2023	An in-person meeting was held with representatives of the Bingara Gorge Residents Association on the premises of the Pulse Facility to discuss the social baseline of the local area, as well as to discuss the potential construction and operational impacts of the proposal and potential mitigation measures.
Local government	Wollondilly Shire Council	30 May 2023	An online meeting was held with Wollondilly Shire Council representatives to discuss the social baseline of the local area, as well as to discuss the potential construction and operational impacts of the proposal and potential mitigation measures.

## 2.2.5 Impact identification and assessment

Potential impacts have been identified and described based on the initial scoping of potential socio-economic issues (see Appendix A), understanding of the existing socio-economic environment (see section 5), results of community and stakeholder consultation (see section 4.1), and a review of other technical studies and chapters prepared for the REF.

Relevant technical studies have been reviewed to gather sound evidence to identify and assess the socio-economic changes resulting from the proposal. These include:

- Traffic and Transport Impact Assessment (Appendix D of the REF)
- Aboriginal Cultural Heritage Working Paper (Appendix E of the REF)
- Non-Aboriginal Heritage Assessment (Appendix F of the REF)
- Noise and Vibration Assessment (Appendix J of the REF)
- Urban Design, Landscape Character and Visual Impact Assessment (Appendix K of the REF)
- Technical documents that informed the Aboriginal Cultural Heritage Working Paper (Appendix E of the REF)
- Air quality assessment (section 6.9 of the REF).

Potential socio-economic impacts resulting from the construction and operation of the proposal are assessed in sections 6 and 7. Cumulative impacts are assessed in section 8.

The socio-economic impacts have been categorised based on the Practice Note. For this SEIA, the matters to be considered according to the Practice Note have been grouped into categories to ensure they are relevant to the nature of the proposal. The socio-economic impact categories from the Practice Note which have been applied to this assessment include property and land use, access and connectivity, community values, amenity and character and economy, business and employment.

The social impact categories identified in the SIA Guideline have also been considered in the assessment (see Table 6.1 and Table 7.1). As described in Section 4.3 of the SIA Guideline, social impacts involve changes to one or more of the following categories (DPE, 2023):

- Way of life, including how people live, how they get around, how they work, how they play, and how they interact each day.
- Community, including composition, cohesion, character, how the community functions, resilience, and people’s sense of place.
- Accessibility, including how people access and use infrastructure, services and facilities, whether provided by a public, private or not-for-profit organisation.
- Culture, both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings.
- Health and wellbeing, including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.
- Surroundings, including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.
- Livelihoods, including people’s capacity to sustain themselves through employment or business.
- Decision-making systems, including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.

Table 2.3 outlines the SEIA impact categories from the Practice Note used in this assessment, the matters to be considered, and the corresponding SIA Guideline category.

**Table 2.3** Socio-economic impact categories

<b>Practice Note Socio-economic impact category</b>	<b>SIA Guideline category</b>	<b>Matters to be considered</b>
Property and land use	Surroundings	Changes that relate to the partial or complete acquisition of residential and commercial land. This can impact people’s way of life due to relocation or changes to property or business.
Access and connectivity	Accessibility Way of life	Changes to how people move about an area for day-to-day activities. Changes to access can impact people’s way of life, access to their place of work and community services, facilities and social networks, community cohesion and perceptions about safety.
Amenity and character	Surroundings	Changes to the acoustic, air quality or visual environment as a result of the proposal. Changes to amenity can impact people’s way of life, and what people value about their community. This category considers the social impacts on residents, social infrastructure and general community members.
Community values	Community Culture	Changes to areas or features of importance to local or regional communities including local character and identity, community cohesion, community safety, environmental values, sense of place and heritage. This category considers the social impacts areas of Aboriginal cultural significance and community values.
Economy, business and employment	Livelihoods	High-level positive and negative impacts on the local and regional economy, including business development and employment opportunities. Social implications of impacts to businesses resulting from property acquisition, and changes to access and amenity. This includes how business owners, employees and customers are affected by these changes. Social implications of changes to job availability and employment resulting from impacts on businesses.

The evaluation of the identified positive and negative socio-economic impacts was undertaken using a sensitivity and magnitude significance rating (see Table 2.4 to Table 2.6), based on the significance criteria provided in the Practice Note.

The significance assessment considers the level of sensitivity of receptors and the magnitude of the proposed changes based on the information available at the time research was carried out to prepare the SEIA, other technical studies, and review of consultation outcomes.

For potential negative impacts, sensitivity refers to the qualities of the receptor that influence its vulnerability to change and capacity to adapt. In this context, the receptor may include the environmental characteristics, communities, businesses, business clusters, social infrastructure, or residences. Table 2.4 describes the levels of sensitivity for negative impacts.

**Table 2.4** *Level of sensitivity*

<b>Sensitivity</b>	<b>Example</b>
Negligible	No vulnerability and able to absorb or adapt to change.
Low	Minimal areas of vulnerability and a high ability to absorb or adapt to change.
Moderate	A number of vulnerabilities but retains some ability to absorb or adapt to change.
High	Multiple vulnerabilities and/or very little capacity to absorb or adapt to change.

Magnitude refers to the scale, duration, intensity and scope of the proposal, including how it would be constructed and operated. Qualities of magnitude include, but are not limited to:

- scale and intensity (the types of works, operational uses and built form etc.)
- spatial extent (e.g., the geographical area affected, which may be local, suburb, regional, State, international or to community groups etc.)
- duration (short, medium or long-term, hours of works, frequency, reversibility etc.).

The levels of magnitude are set out in Table 2.5.

**Table 2.5** *Level of magnitude*

<b>Magnitude</b>	<b>Example</b>
Negligible	No discernible positive or negative changes caused by the impact. Change from the baseline remains within the range commonly experienced by receptors.
Low	A discernible change from baseline conditions. The tendency is that the impact is on a small proportion of receptors over a limited geographical area and mainly within the vicinity of the proposal. The impact may be short term or some impacts may extend over the life of the proposal.
Moderate	A clearly noticeable difference from baseline conditions. The tendency is that the impact is on a small to large proportion of receptors and may be over an area beyond the vicinity of the proposal. The duration may be short to medium term or some impacts may extend over the life of the proposal.
High	A change that dominates over existing baseline conditions. The change is widespread or persists over many years or is effectively permanent.

Table 2.6 is used to assess the level of significance of the potential impacts. This is done by combining the level of sensitivity and magnitude. The significance of potential impacts has been determined on the assumption that the mitigation measures recommended in other technical studies would be implemented.

**Table 2.6** *Assessing the level of significance*

		<b>Magnitude</b>			
		High	Moderate	Low	Negligible
<b>Sensitivity</b>	High	<i>High</i>	<i>High-moderate</i>	<i>Moderate</i>	<i>Negligible</i>
	Moderate	<i>High-moderate</i>	<i>Moderate</i>	<i>Moderate-low</i>	<i>Negligible</i>
	Low	<i>Moderate</i>	<i>Moderate-low</i>	<i>Low</i>	<i>Negligible</i>
	Negligible	<i>Negligible</i>	<i>Negligible</i>	<i>Negligible</i>	<i>Negligible</i>

The level of impact within this SEIA has considered the implementation of recommended mitigation and management measures as outlined in section 9 and those identified by other relevant technical studies prepared for the REF.

## 2.2.6 Recommended socio-economic impact mitigation measures

Specific measures developed to avoid, minimise, mitigate or manage the socio-economic impacts are recommended in section 9. These were formulated based on the findings of the socio-economic baseline study, results of stakeholder consultation, and the outcomes of the impact assessment. They have been developed using adaptive management principles, recognising that impacts may change over time, and that ongoing monitoring of impacts would provide the flexibility to accommodate such changes.

Other technical studies from the REF have been considered with regard to the effect or specific mitigation measures identified in those studies which contribute to mitigating potential socio-economic impacts identified in this report. These measures can be found in the REF.

## 2.3 Limitations

*This report has been prepared by GHD for Transport for NSW and may only be used and relied on by Transport for NSW for the purpose agreed between GHD and Transport for NSW as set out in section 1.1.3 of this report.*

*GHD otherwise disclaims responsibility to any person other than Transport for NSW arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this document are based on conditions encountered and information identified in the references at the date of preparation of the report. GHD has no responsibility or obligation to update this document to account for events or changes occurring subsequent to the date that the report was prepared.*

*GHD has prepared this document on the basis of information provided by Transport for NSW and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.*

### 3. Legislative and policy context

This section summarises the key legislation, policies and plans relevant to the SEIA.

#### 3.1 Australian and NSW Government legislation and policies

Table 3.1 summarises key legislation, policies and strategies relevant to this assessment.

Table 3.1 Key Commonwealth and NSW Government legislation and policies

Title	Description and relevance to the SEIA
<p><i>EP&amp;A Act</i> (NSW)</p>	<p>The proposal is subject to assessment in accordance with Part 5, Division 5.1 of the EP&amp;A Act. This SEIA supports the REF, which has been prepared to fulfill Transport’s obligations as the proponent and determining authority for the proposal in accordance with Division 5.1.</p> <p>The objects of the EP&amp;A Act (section 1.3 of the Act) are the guiding principles that need to be considered by planning authorities when making decisions under the Act. Objects of the EP&amp;A Act that are relevant to the proposal and SEIA include:</p> <ul style="list-style-type: none"> <li>(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources</li> <li>(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment</li> <li>(c) to promote the orderly and economic use and development of land</li> <li>(g) to promote good design and amenity of the built environment</li> <li>(j) to provide the opportunity for community participation in environmental planning and assessment.</li> </ul>
<p><i>Disability Discrimination Act 1992</i> (Commonwealth)</p>	<p>The Commonwealth <i>Disability Discrimination Act 1992</i> provides protection against discrimination based on disability. The Act requires places used by the public to be accessible to people with a disability.</p> <p>This SEIA considers the changes to the existing environment that may affect accessibility. It also highlights potential impacts that may affect vulnerable groups, including those who experience disability.</p>
<p><i>Wilton 2040, A Plan for Wilton Growth Area</i> (DPE, 2018) (Wilton 2040)</p>	<p>The Wilton Growth Area surrounds Picton Road and the M31 Hume Motorway in the vicinity of the proposal. The Department of Planning and Environment (DPE) and Wollondilly Shire Council are planning for Wilton to become a new town providing about 15,000 homes and 15,000 jobs across six precincts, including a new town centre (the Wilton Town Centre) adjoining the north-western side of the Picton Road and M31 Hume Motorway interchange.</p> <p>Wilton 2040 will guide the growth of the Wilton community over the next 20 years. Wilton 2040 supports the strategic planning undertaken for the Wilton Growth Area since 2011 and provides a high-level planning framework for the Wilton Town Centre, its supporting residential neighbourhoods, infrastructure, and commercial and employment areas.</p> <p>Key goals of the plan include accessibility and connectedness of Wilton to the surrounding areas. Wilton will have access to Western Sydney International Airport via the planned Outer Sydney Orbital. One of the key planning principles of the plan is to facilitate safe, convenient, and direct access to and from the new Wilton Town Centre.</p> <p>The proposal is aligned with Wilton 2040 as it would, via the provision of the proposed shared user path, contribute to active transport connections across the M31 Hume Motorway between development areas to the south-west and south-east of the interchange.</p> <p>The proposal would improve the accessibility and connection of Wilton and surrounding areas in the Western Parkland City, supporting growth in commercial and employment opportunities, as well as population growth and residents’ access to services and infrastructure.</p>

Title	Description and relevance to the SEIA
	The NSW Government released an update to Wilton 2040 (the Wilton Growth Area Update) in June 2023 (DPE, 2023). The Wilton Growth Area Update confirms that significant progress has been made in precinct planning, and notes that DPE and Transport have identified the need to reprioritise transport infrastructure and opportunities for improved transport services in anticipation of the future communities in the Wilton Growth Area.
<i>Transport Sustainability Plan 2021</i> (Transport for NSW, 2022)	<p>The <i>Transport Sustainability Plan</i> provides a vision for integrated sustainability for transport systems, processes and structures through set focus areas and goals. Goals set out for the focus area of 'procure responsibly' include going beyond minimum compliance targets in the <i>Aboriginal Procurement Policy</i>. The proposal would provide opportunity for Aboriginal procurement during construction and along the supply chain.</p> <p>Goals set out for 'partner with communities' include to leave a positive legacy for communities as a result of projects, and to enable, apply and report on community engagement. Community and stakeholder engagement is being carried out for the proposal, and feedback has informed decision-making and refinements at the strategic and concept design stages. Ongoing engagement would be carried out as described in chapter 5 of the REF, including as part of land acquisition discussions, as well as notification and coordination of potential construction impacts, such as change to access, noise impacts, and traffic changes.</p> <p>The <i>Transport Sustainability Plan</i> highlights the goal to 'empower customers to make sustainable choices', including to reducing private car use as a means to achieve this goal. In line with this, the proposal would provide a more connected active transport network, which would encourage walking and cycling within the proposal site.</p>
<i>Future Transport Strategy</i> (Transport, 2022a)	<p>The <i>Future Transport Strategy</i> sets the strategic directions and principles for customer mobility in NSW, guiding transport investment over the longer term. The strategy is aligned with current work by the NSW Government to develop a new regional plan for the 'Six Cities Region'. The Six Cities Region encompasses the Illawarra-Shoalhaven City, Western Parkland City (of which Wilton forms part and where the proposal is located), Central River City, Eastern Harbour City, Lower Hunter and Greater Newcastle City, and Central Coast City.</p> <p>One of the six principles within the strategy is 'successful places for communities', involving enhancing liveability and amenity through transport initiatives. Safe and easy connectivity of places and spaces contributes to strong communities and the creation of successful places. The proposal would provide improved active transport facilities along a key east–west link across the M31 Hume Motorway, which would benefit cyclists and pedestrians.</p> <p>The 'safety and performance' principle is set out to work towards a target of zero trauma on the transport system by 2056. Initiatives to achieve this include better performing systems, and prioritising safety during planning, design, construction, management and operation of major transport projects. The proposal would improve the performance of a busy road, with safer, more reliable, and higher performing infrastructure.</p>

## 3.2 Local and regional policies and plans

This section provides a summary of the relevant plans and policies from Wollondilly Shire Council (see Table 3.2).

**Table 3.2** Local government policies and plans

Community plan	Description and relevance to the SEIA
<i>Wollondilly 2033 Community Strategic Plan</i> (Wollondilly Shire Council, 2023)	<p>Community strategic plans describe the community's vision and long-term aspirations and defines a council's related goals, strategies, and actions.</p> <p>Safety and ease of movement through the provision of appropriate road infrastructure is established as an aspiration within the Community Strategic Plan. The provision of active transport infrastructure is also seen to contribute to achieving mobility and accessibility within the LGA.</p> <p>A priority set out in the plan is to manage growth and change, a key component of achieving this is improving the quality of the road network within Wollondilly LGA.</p> <p>Consistent with these aspirations, the proposal would provide improved transport access, safety and efficiency for motorists, public bus services and active transport.</p>
<i>Wollondilly 2040 Local Strategic Planning Statement</i> (Wollondilly Shire Council, 2020a)	The proposal is identified in the <i>Wollondilly 2040 Local Strategic Planning Statement</i> as a key proposal to support upgrading the Wollondilly LGA's road network and improve efficiency. The proposal would improve transport access, safety and efficiency within the LGA, for motorists, public bus services and active transport. The planning statement identifies public transport as a desirable way to move around the LGA and supports improved infrastructure to encourage this.

Community plan	Description and relevance to the SEIA
<p><i>Wollondilly Economic Development Strategy</i> (Wollondilly Shire Council, 2020b)</p>	<p>The <i>Wollondilly Economic Development Strategy</i> identifies agri-business, tourism, industry, professional services, and healthcare as key areas of growth to support the Wollondilly LGA over the next 20 years. The strategy identifies that creating new opportunities for growth and change will be essential to supporting the growth of Wilton New Town and the Wollondilly LGA. Land allocation and zoning, support for existing businesses, marketing and promotion, and investment attractive are identified in the strategy as essential to support the growth of Wilton New Town. The proposal is expected to support the growth of Wilton, and the Wollondilly economy more broadly.</p>

# 4. Community and stakeholder consultation

This section provides an overview of the key outcomes of consultation relevant to the SEIA. The issues raised and information provided have informed the development of the socio-economic baseline (see section 5) and the assessment of potential impacts (see sections 6 to 8).

## 4.1 Project consultation outcomes

### 4.1.1 Community and stakeholder consultation

Transport has been undertaking an engagement program with stakeholders, landholders and communities during development of the Picton Road upgrade as a whole. Transport has engaged regularly with the community and key stakeholders via meetings, briefings and written correspondence between 2021 and 2023. Chapter 5 of the REF describes these activities, the stakeholders that have been consulted, the key issues raised, and where they have been addressed in the REF.

A summary of key issues and themes raised during these engagement activities that are relevant to the SEIA is provided in Table 4.1.

**Table 4.1** Engagement outcomes relevant to this SEIA

Issue category	Overview of issues raised
Road safety on Picton Road	<ul style="list-style-type: none"> <li>– Concerns regarding dangerous driving, particularly speeding. Numerous comments noted the importance of finding a better way to mitigate speeding and create a safer environment for drivers.</li> <li>– Concerns about traffic incidents and suggestions for hard centre barriers along the entire length of Picton Road.</li> <li>– Concerns about the high volume of heavy vehicles using the road, leading to road safety concerns.</li> <li>– Comments about current queuing issues on and off Picton Road from various points during peak times.</li> <li>– Comments that there should be more lighting along Picton Road to increase safety for drivers.</li> <li>– Comments about the lack of cycling opportunities due to lane constraints and absence of dedicated cycling lanes.</li> </ul>
Property	<ul style="list-style-type: none"> <li>– Property owners wanted to know more about land acquisition requirements.</li> </ul>
Proposal design	<ul style="list-style-type: none"> <li>– Interest in more lanes, including overtaking lanes.</li> <li>– Interest in having a dual carriageway along the length of the proposal.</li> <li>– Comments about potential impacts of traffic lights on the traffic efficiency of the new interchange.</li> <li>– Concerns about the right-hand turn from Wilton village into the westbound carriageways of Picton Road.</li> <li>– Concerns about managing potential impacts to utilities and water supply during construction.</li> <li>– Comments that improvements to intersections and the road alignment would support future growth.</li> </ul>
Amenity	<ul style="list-style-type: none"> <li>– Comments about reduced air quality during construction and operation</li> </ul>
Business	<ul style="list-style-type: none"> <li>– Comments about current lease agreements held by businesses located within the proposal area, and discussion about construction and operation timeframes.</li> </ul>

### 4.1.2 Aboriginal stakeholder consultation

#### Consultation activities

Throughout the development of the Picton Road upgrade (including the proposal), Transport has actively consulted with the Aboriginal community in accordance with Transport’s *Procedure for Aboriginal Cultural Heritage Consultation and Investigation* (Roads and Maritime, 2011) (PACHCI) and *Aboriginal cultural heritage consultation requirements for proponents 2010* (DECCW, 2010).

The purpose of consultation has been to provide the Aboriginal community with an opportunity to input to the Aboriginal cultural heritage assessment and management, integration of cultural values into the project planning and the planned consultation strategy. Consultation activities included:

- identifying and notifying registered Aboriginal parties (RAPs)engaging with RAPs during forums and events to present the proposal, discuss the assessment process, methodologies, outcomes and recommended management measures related to Aboriginal cultural heritage
- carrying out site surveys in accordance with the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (DECCW, 2010) to inform the development of the concept design and environmental assessment.

## Aboriginal cultural values assessment

Aboriginal archaeological and cultural heritage assessments undertaken for the Picton Road upgrade and the proposal have included undertaking a cultural values assessment and preparing an Aboriginal Cultural Heritage Sensitivities and Values Mapping Report, and Aboriginal Cultural Heritage Assessment Report which are summarised in the Aboriginal Cultural Heritage Working Paper (Appendix E of the REF). These have been informed by consultation with RAPs and other identified knowledge holders. Consultation activities included emails, phone calls, personal visits, online surveys, a focus group meeting, Aboriginal community forums and events, oral history interviews, on-Country visits and an archaeological survey.

Chapter 5 of the REF and the Aboriginal Cultural Heritage Assessment Working Paper (see Appendix E of the REF) include a description of the consultation undertaken and key findings.

The cultural values assessment was undertaken for the Picton Road upgrade as a whole, based on existing available information and meetings, workshops and oral history interviews with members of the Aboriginal community. The outcomes of the study informed the assessment of potential impacts on Aboriginal heritage, as described in the Aboriginal Cultural Heritage Assessment Working Paper.

Consultation for the cultural values assessment considered a very broad cultural area and the smaller survey area. The cultural area extends east to the coast, west to the Great Dividing Range including Warragamba and the Wollondilly and Coxs River, north to the Georges River, and south to the Shoalhaven River. The survey area included about 30 kilometres of Picton Road, between the Nepean River and the M1 Princes Motorway. This includes the area directly surrounding the Picton Road upgrade, including the Western, Central and Eastern sections.

A summary of key issues and themes relevant to the SEIA is provided in Table 4.2 and are considered in sections 5.1, 6 and 7 of this SEIA.

**Table 4.2** Aboriginal consultation outcomes

Category	Description
Cultural values	<p>A range of cultural values across the study area relevant to the Picton Road upgrade as a whole were identified in consultation with Aboriginal stakeholders. Those that relate to the proposal include the following broad categories:</p> <ul style="list-style-type: none"> <li>– spiritual and ceremonial</li> <li>– resource gathering</li> <li>– travel routes</li> <li>– historic sites</li> <li>– archaeological sites.</li> </ul> <p>Several categories of broad landscape features across the cultural area were described as being of high cultural value during the consultation, including:</p> <ul style="list-style-type: none"> <li>– undisturbed bushland</li> <li>– walking and travelling routes</li> <li>– natural features (such as freshwater creek lines and flora and fauna)</li> <li>– culturally-modified trees</li> </ul>

Category	Description
	<ul style="list-style-type: none"> <li>– places with personal, familial or community significance or documented historical places in the broader area surrounding the proposal such as camping sites, workplaces, historical Aboriginal reserves, Mount Keira and Mount Kembla</li> <li>– resource gathering areas and places where Aboriginal people lived such as archaeological sites.</li> </ul>
Potential impacts and recommendations	<p>Aboriginal stakeholders identified several broad risks and potential impacts to cultural values as a result of the wider Picton Road upgrade (of which the proposal forms the western section), including disturbances to undisturbed natural bushland, creek lines and other watercourses.</p> <p>Recommendations were made by Aboriginal participants in interviews in relation to the landscape-level features and places identified as having specific cultural values and significance. These included:</p> <ul style="list-style-type: none"> <li>– an unexpected finds protocol should be applied</li> <li>– a smoking ceremony should be undertaken prior to the commencement of construction works.</li> </ul> <p>Several general recommendations were also made, including replanting roadside areas with local native species, preventing impacts to waterways, creating interpretation strategies of the cultural landscape, and enable opportunity for employment during construction for members of the Aboriginal community.</p>

### 4.1.3 Emergency services consultation

Transport engaged with the Wollondilly Local Emergency Management Committee (LEMC) on 4 August 2023. Key issues raised relevant to the SEIA are summarised in Table 4.3.

**Table 4.3** Summary of emergency services consultation outcomes

Category	Description
General comments	<ul style="list-style-type: none"> <li>– concerns around the capacity of the interchange to accommodate future growth</li> <li>– importance of safe pedestrian movements through the interchange and at crossings</li> <li>– comments around the proposed active transport links and ensuring that these connect with other planned active transport links in the area.</li> </ul>
Emergency services response	<ul style="list-style-type: none"> <li>– during construction, information should be provided to emergency services in relation to the location of construction compounds, gates and access routes</li> <li>– concerns around speed limits on the off ramps from the M31 Hume Motorway</li> </ul>
Almond Street arrangements	<ul style="list-style-type: none"> <li>– concerns about changes to access arrangements at Almond Street and Wilton Park Road and potential impacts to emergency management responses</li> </ul>

## 4.2 SEIA consultation outcomes

A summary of key issues and themes raised during the targeted SEIA consultation activities (see section 2.2.4) is provided in Table 4.4.

**Table 4.4** Key themes and issues raised in SEIA consultation

Key issue	Description	Where addressed in this SEIA
Community values	Stakeholders noted that the community: <ul style="list-style-type: none"> <li>– appreciates the natural landscape and semi-rural character of the local study area</li> <li>– is close knit, both in the local and regional study area.</li> </ul>	Section 5
<b>Potential construction impacts</b>		
Access and connectivity	Stakeholders raised concerns that: <ul style="list-style-type: none"> <li>– there are existing congestion and traffic management issues in and around access between Picton Road, the Bingara Gorge estate and Wilton, particularly during peak commuting hours</li> <li>– construction of the proposal may cause further delays and more congestion, particularly during peak hours</li> <li>– the local community are in an at-risk bushfire area, and congestion issues have in the past prevented safe evacuation for residents.</li> </ul> Stakeholders raised concerns that the Wilton/Bingara Gorge area: <ul style="list-style-type: none"> <li>– is poorly connected to other regions other than by car, with very minimal bus services and no other public transport links</li> <li>– local residents are very dependent on private cars for transport and are sensitive to traffic and congestion changes.</li> </ul>	Sections 5 and 6
Amenity and character	Stakeholders noted that: <ul style="list-style-type: none"> <li>– existing construction activities have caused dust and noise pollution in the local area, therefore residents are likely to be sensitive to potential impacts as a result of additional construction activities</li> <li>– there is a strong preference for ownership of dust and noise pollution by construction companies and for mitigation measures to be in place, such as cleaning services and reduced hours of operation.</li> </ul>	Sections 5 and 6
<b>Potential operation impacts</b>		
Access and connectivity	Stakeholders raised concerns that: <ul style="list-style-type: none"> <li>– the proposed diverging diamond interchange would change the dynamics of the traffic flow along Picton Road, and that the off ramps would be into the narrower end of Picton Road</li> <li>– operation of the proposal may not alleviate congestion and traffic issues and may increase existing issues</li> <li>– the future growth of the Wilton area will require significant amenity and infrastructure improvements</li> <li>– the design of the interchange may not be effective in addressing congestion, and instead may result in increased traffic flows to and from the Wilton area</li> <li>– without concurrent improvements in public transport services, traffic congestion and unsafe driving behaviours could increase as a result of construction and operation of the proposal.</li> </ul>	Section 7
<b>Potential cumulative impacts</b>		
Cumulative impacts	Stakeholders raised concerns that: <ul style="list-style-type: none"> <li>– the proposed Almond Street upgrade could worsen issues such as congestion, unsafe driving from residents and construction workers, dust, and noise</li> <li>– coexistence of these projects must be considered when considering impact mitigation.</li> </ul>	Section 8

## 5. Socio-economic baseline

This section provides the socio-economic baseline for the SEIA, describing the existing socio-economic characteristics of the local and regional study areas.

### 5.1 Local study area baseline

#### 5.1.1 Overview of existing environment

The proposal site comprises the upgrade of about five kilometres of road, including the intersection of Picton Road and the M31 Hume Motorway (the Picton Road and M31 Hume Motorway interchange), and is located in Wilton, about 65 kilometres south-west of the Sydney central business district (CBD). The interchange is a key connection for the regions of the Illawarra Shoalhaven, Southern Highlands, Razorback Range, and south-west Sydney. The proposal site is currently mainly surrounded by semi-rural lands, and land subject to residential development (including Bingara Gorge).

In 2021, the population of Wilton was 3,767 people, comprising seven per cent of the Wollondilly LGA population (ABS, 2022). The proposal site is located within the Wilton Growth Area. As described in section 3.2, DPE and Wollondilly Council are planning for Wilton to provide about 15,000 homes and 15,000 jobs across six precincts, including a new town centre (the Wilton Town Centre) adjoining the north-western side of the interchange.

Wilton is located on Dharawal Country and contains both Aboriginal and colonial heritage sites and items (Biosis, 2022). Picton Road has been identified as an important travelling corridor for Aboriginal people prior to colonisation, facilitating movement between the inland and Illawarra coast, and likely used seasonally by Dharawal people to move between the coast and areas atop the escarpment (Biosis, 2022). Culturally-modified trees have also been identified within and close to the proposal site, and these hold cultural significance to Traditional Custodians (Biosis, 2022).

Anglo-European settlers arrived in the Wilton area in the 1820s, and often worked on farms or grazing properties within and adjacent to Aboriginal sites (NSW Heritage, 2022). The area is associated with the early colonial history of NSW and has been used for wool production, viticulture, and farming wheat (NSW Heritage, 2022). A search conducted by the Native National Title Tribunal listed no Registered Native Title Claims or Registered Indigenous Land Use Agreements within the proposal site. There are several listed heritage items located in close proximity to the proposal site, including the St Luke's Anglican Church, a cottage on Argyle Street, and the Upper Canal System/Upper Nepean Scheme (further information is provided in section 6.4 of the REF).

The Wilton Growth Area contains large areas of bushfire prone land on the Wollondilly Bush Fire Prone Land Map. The majority of the bushfire prone land in the area will coincide with environmental conservation areas identified under the draft Cumberland Plain Conservation Plan (Blackash Bushfire Consulting, 2021).

#### 5.1.2 Community values

SEIA consultation indicates that many residents value the connection to key metropolitan and regional hubs such as south west Sydney, the Southern Highlands, Wollongong, and the Blue Mountains. SEIA consultation also found that many residents had chosen Wilton as a place to live to avoid environments of urban sprawl and high density living. Wilton was described during SEIA consultation as an area where 'everyone knows each other'. Many residents have chosen to live in Wilton for the sense of a small community, and for the benefits of this in raising a young family. Some stakeholders also indicated there is community sentiment that overdevelopment would impact the existing character of Wilton.

SEIA consultation found there is a delineation in community identity between the Bingara Gorge estate development, also referred to as 'New Wilton', and 'Old Wilton'. This is influenced by the community title arrangement of Bingara Gorge Estate, with some community facilities (i.e., the golf course and gym) not accessible to Wilton residents outside of the estate (SEIA consultation).

A range of Aboriginal cultural values across the study area relevant to the Picton Road upgrade as a whole were identified in consultation with Aboriginal stakeholders (see section 4.1.2). The Aboriginal Cultural Heritage Working Paper (Appendix E of the REF) identifies that the proposal site contains six Aboriginal cultural heritage sites and five types of areas that hold Aboriginal cultural value. Potential impacts to these sites are assessed in section 6.

## 5.2 Land use and community facilities

### Land use

As shown in Figure 5.1 land surrounding the proposal site includes a mix of land zoned RU2 Rural Landscape and land zoned UD Urban Development. Development areas include Bingara Gorge, South East Wilton, Wilton Town Centre, North Wilton, and West Wilton (DPE, 2018). There is also a portion of land west of the proposal site that is classified to be C2 Environmental Conservation land.

Land adjoining the proposal site to the north-west has been rezoned for the Wilton Town Centre.

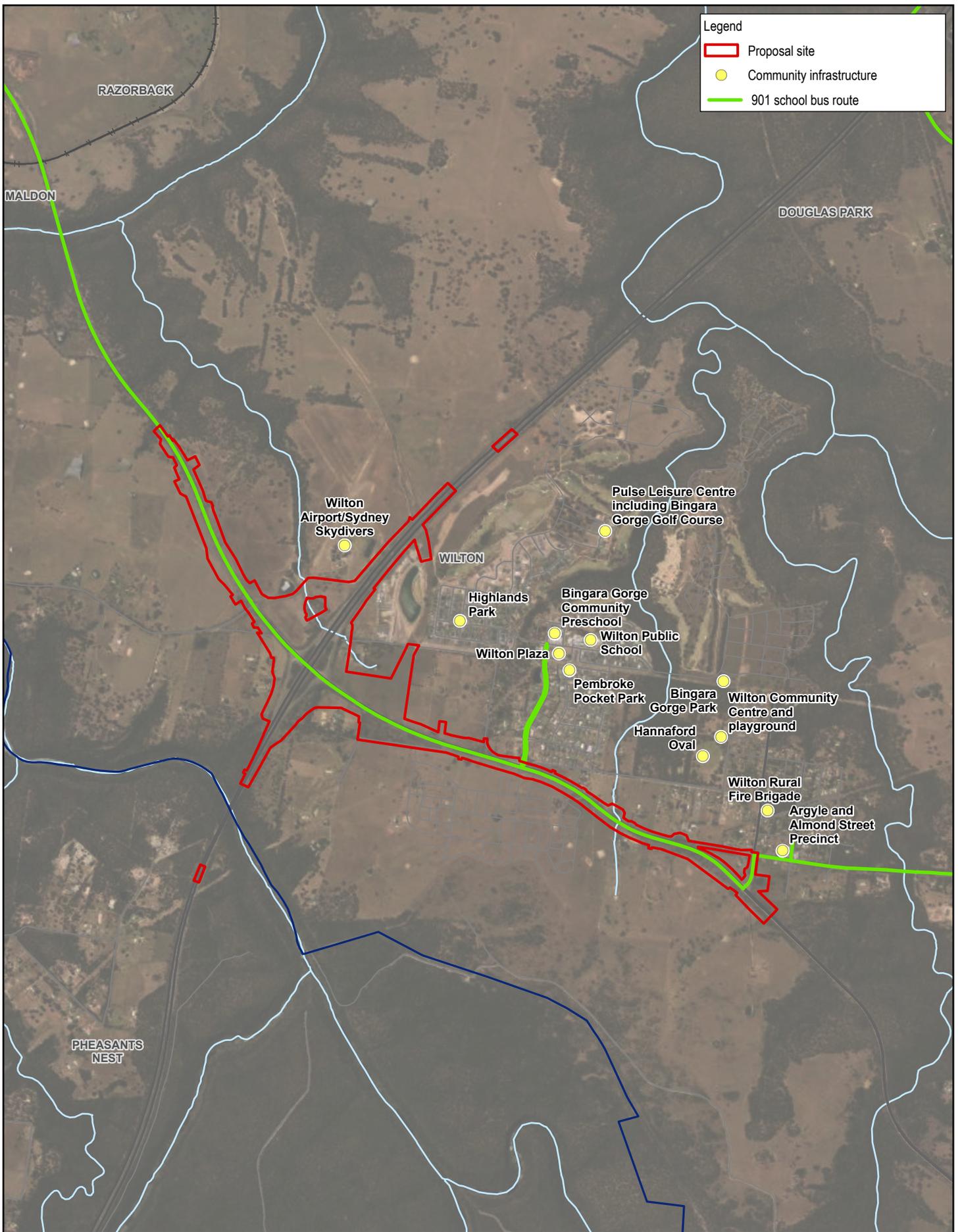
Further information on existing and future land use is provided in section 6.11 of the REF.

### Community facilities and services

Community facilities located in the local study area are listed in Table 5.1 and shown on Figure 5.1.

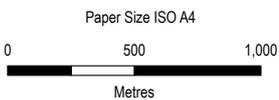
Table 5.1 Community facilities

Facility type	Facility name	Location	Approximate distance from the proposal site (metres)
Public recreation (open space/parks/reserves)	Bingara Gorge Park	1 Eather Street, Wilton	950
	Hannaford Oval	29 Broughton Street, Wilton	480
	Pembroke Pocket Park	Corner of Jeffery, Horden and Chisolm Street, Wilton	610
	Highlands Park	26 Sutton Crescent, Wilton	285
	Wilton Community Playground	25 Broughton Street, Wilton	630
Private recreation	Pulse Facilities/Bingara Gorge Golf Course	50 The Irons Drive, Wilton	785
Education/child care	Wilton Public School	11 Greenbridge Drive, Wilton	820
	Bingara Gorge Community Preschool	1 Jackson Lane, Wilton	750
Other	Wilton Community Centre	Broughton Street, Wilton	630
	Wilton Rural Fire Brigade	59 Almond Street, Wilton	255



**Legend**

- Proposal site
- Community infrastructure
- 901 school bus route



Transport for New South Wales  
**Picton Road upgrade between  
 Nepean River and Almond Street, Wilton  
 SEIA**

Project No. 12560200  
 Revision No. 0  
 Date 25/10/2023

Map Projection: Transverse Mercator  
 Horizontal Datum: GDA2020  
 Grid: GDA2020 MGA Zone 56

**Key community/social features**

**FIGURE 5.1**

## 5.2.1 Access and connectivity

Wilton is mainly accessed from Picton Road via the intersections with Almond Street and Pembroke Parade, which are located within the proposal site. There are alternative access points into Wilton from Douglas Park Drive, beginning in Douglas Park (about seven kilometres north of the proposal site) and from Appin via Wilton Road (about 12 kilometres north-east of the proposal site). Picton Road connects Wilton to the south-west of Sydney via the M31 Hume Motorway, as well as to other surrounding regions (including the Illawarra Shoalhaven to the east). The M31 Hume Motorway is the main road for Wilton and other Southern Highland residents to access south west Sydney. Residents of Wilton use the M31 Hume Motorway to travel both northbound and southbound. Issues raised during SEIA consultation, and broader consultation undertaken by Transport, included existing congestion and traffic management issues at Picton Road, Almond Street and Pembroke Parade (see section 4.1.3). Stakeholders consulted by Transport noted that road safety, and in particular, dangerous driving and speeding is an issue along Picton Road.

During consultation for the SEIA, stakeholders also noted that most residents are employed outside of the region and are therefore required to travel along Picton Road and the M31 Hume Motorway to access their place of work.

There is one bus service (route 901) operating in the Wilton area, provided by Picton Buslines. The 901 service runs from Douglas Park and Picton via Wilton, with bus stops at Wilton shops, Wilton Public School, and Bingara Estate Sales Centre. The 901 route runs twice per day every weekday and operates specific times on school days to accommodate local students. Picton Buslines also operate several specific school bus routes which operate through the local study area and on Picton Road in the morning and afternoon during school term and travel to and from Wilton Public School.

There are also a number of coach services that travel along the M31 Hume Motorway. There are no bus stops on Picton Road and no buses running between Wilton and Picton on weekends. According to SEIA consultation there is an additional ad hoc bus service provided by Wollondilly Shire Council in the summer holidays, to enable direct travel between the Wollondilly area and Wollongong beaches. Stakeholders consulted by Transport during SEIA consultation noted that there is a lack of cycling opportunities in the area due to lane constraints and absence of dedicated cycling lanes along Picton Road.

Stakeholders noted during SEIA consultation that a key concern for Wilton communities is the lack of public transport links, with residents dependent on private cars for transport to travel locally and to connect to other regions to access services and employment. Stakeholders noted that there are currently two areas within the shoulder of Picton Road where cars and trucks stop regularly. The first is at the Wilton Airport/Sydney Skydivers site, which is primarily used by workers who carpool, and an area in the road shoulder opposite Almond Street, which is used by trucks travelling from Dombarton. Stakeholders also noted construction workers for the Bingara Gorge estate often use on street parking, which limits availability for local residents.

## 5.2.2 Economy and business

Overall, Wilton residents have higher incomes compared to the LGA average, along with a higher labour force participation rate. The median weekly personal income in Wilton was \$1,149 in 2021, which was higher than Wollondilly LGA (\$877). There is also a smaller proportion of low-income households (below \$650 per week) in Wilton (21.1 per cent) compared to Wollondilly LGA (27.5 per cent).

The labour force participation rate in Wilton is 72 per cent, which is higher than Wollondilly LGA (64.5 per cent). Of those in the labour force, two per cent of Wilton residents were unemployed in 2021, representing a lower unemployment rate compared to Wollondilly LGA (2.9 per cent).

Wilton features a small town centre with a small shopping centre (Wilton Plaza), including several food and beverage businesses, a medical centre, and retail stores, accessed from Pembroke Parade. There are also several businesses located along Argyle Street and Camden Street including a service station and medical centre, as well as several small businesses operating from homes in the Wilton area. Table B.1 in Appendix B provides a list of businesses located in Wilton. Businesses located within or close to the proposal site are summarised in Table 5.2.

Table 5.2 *Businesses near the proposal site*

Business or business category	Description / relationship to proposal site	Address
Wilton Airport and Sydney Skydivers	<p>A small private airport leased by the Sydney Skydivers business located on the north-western side of the Picton Road and M31 Hume Motorway interchange. The eastern edge of the site on which the airport is located is within the proposal site.</p> <p>This business is currently subject to a lease agreement with a developer. The business may cease operating prior to the proposal commencing operation, depending on future planning in relation to this site.</p>	745 Picton Road, Picton NSW 2571
Argyle Street and Camden Street businesses	<p>A collection of businesses located on Argyle Street and Camden Street, accessed via the eastern entry road for Wilton, Almond Street, including a service station, medical centre, café, beauty store, and several home-based businesses.</p> <p>The closest business is located about 180 metres from the proposal site at the nearest point.</p>	Argyle Street and Camden Street, Wilton NSW 2571
Pulse Facilities and Bingara Gorge Golf Course	<p>A private golf course located in the northern portion of Wilton within the Bingara Gorge estate. The western edge of the golf course is located parallel to the M31 Hume Motorway.</p> <p>The facility is located about 785 metres from the proposal site at the nearest point.</p>	50 The Irons Drive, Wilton NSW 2571
Wilton Plaza businesses	<p>A collection of businesses in and around the small Wilton Plaza shopping centre, accessed via the main Bingara Gorge entry road, Pembroke Parade. Businesses include food and beverage services, a pharmacy, medical centre, personal services and real estate agency.</p> <p>Wilton Plaza is located about 745 metres from the proposal site at the nearest point.</p>	1 Greenbridge Drive, Wilton NSW 2571

### 5.2.3 Key socio-economic indicators

The indicators summarised in Table 5.3 provide an overview of the population of Wilton in 2021 compared to Wollondilly LGA (ABS, 2022):

Table 5.3 *Key socio-economic indicators*

Key indicator	Description
Population	The total population in Wilton in 2021 was 3767 persons. Wilton is characterised by a lower proportion of Aboriginal/Torres Strait Islander residents (2.2 per cent) compared with Wollondilly LGA (4.4 per cent).
Age	Wilton has a younger age profile, with a median age of 34 years compared to 37 years for Wollondilly LGA. The proportion of children under 18 years was greater in Wilton (31.8 per cent) than Wollondilly LGA (25.9 per cent). Overall, Wilton residents are younger and have lower levels of disadvantage compared to Wollondilly LGA. As the area continues to grow, the community profile is changing.
Household composition	Wilton is predominantly comprised of family households (89.8 per cent), which is higher than Wollondilly LGA (81.7 per cent). This is reflective of Wilton's age profile, where the largest age group was the 35 to 49 year-old 'career and home building' cohort at 12.3 per cent (compared to 9.6 per cent for Wollondilly LGA). SEIA consultation confirmed that many residents of the Wilton area are young families, but there is growing diversity in the community including multi-generation households.
Industry of employment	<p>For both Wilton and Wollondilly LGA, construction was the largest industry of employment, representing 15 per cent and 16.7 per cent of the labour force respectively. This was followed by education and training in Wilton (11.3 per cent) and health care and social assistance for Wollondilly (11.1 per cent). Other key industries for both areas included manufacturing and retail.</p> <p>SEIA consultation found that a large portion of Wilton residents travel outside of the Wilton area for work. Additionally, residents are very car dependent due to the limited options for public transport.</p>

Key indicator	Description
Home ownership	A higher proportion of Wilton residents own their home (87.3 per cent), compared to Wollondilly LGA (79.8 per cent).
Disadvantage	In 2021, Wilton had a higher level of socio-economic disadvantage, with an Index of Relative Socio-Economic Advantage/Disadvantage (IRSAD) decile of 10, compared to eight for the LGA (SEIFA, 2021).
Vulnerable groups	In 2021, the proportion of Wilton residents who required assistance with daily activities (1.6 per cent) was lower than Wollondilly LGA (2.4 per cent).
Mobility	Wilton had a lower proportion of residents who lived at the same address in 2021 as they did in 2016 (58.1 per cent) compared to Wollondilly LGA (61.3 per cent).

## 5.3 Regional study area baseline

### 5.3.1 Overview of existing environment

The Wollondilly LGA is located in outer south western Sydney. The LGA covers about 2,560 square kilometres, most of which is characterised by national parks and water catchment areas (Wollondilly Shire Council, 2020a). The LGA is bordered by areas of recreational value including Burrangong Valley in the west, Warragamba Dam in the north, Yanderra Village in the south, and Appin Township and Menangle Razorback Mountains in the east (Wollondilly Shire Council, 2022a).

There are numerous growth projects led by the NSW DPE that are located in or affect the LGA, including Wilton Growth Area and Town Centre, Sydney Peri-Urban Network, Greater Macarthur Growth Area, Western Sydney City Deal, Western Sydney Airport, and the M9 Orbital and M12 Motorway Developments (Wollondilly Shire Council, 2022b).

Through the examination of demographic data and SEIA consultation, it was found that the regional area is characterised by a semi-rural and outer metropolitan network of small-town communities, with an older population and slightly higher than average income. SEIA consultation indicates the future demographic profile of the LGA is expected to become younger and more ethnically diverse over time.

### 5.3.2 Access and connectivity

Picton Road is an important transport corridor linking the Illawarra Shoalhaven Region with Greater Sydney and the Wilton and Greater Macarthur Growth Areas. It is one of two major east–west links between the M31 Hume Motorway and the M1 Princes Motorway. It provides access to the Illawarra Shoalhaven region from the Southern Highlands and outer south west Sydney, and provides the main connection to Sydney and the Illawarra Shoalhaven (including Wollongong) for surrounding small towns, including Wilton, Picton (about 8.5 kilometres north-west), Bargo (about 10 kilometres south-west), and Tahmoor (about seven kilometres west).

Wollondilly communities have a high reliance on the road network for travel, with residents more likely to travel to work via car in 2021 (52.6 per cent) compared with Greater Sydney (34.2 per cent). Wollondilly residents are also less likely to work from home (23.7 compared to 38.9 per cent), and almost two thirds of residents (63.7 per cent) travel outside of the LGA for work (.id, 2022). Picton Road is a major freight corridor for the surrounding regions and provides an important link between the M31 Hume Motorway and M1 Princes Motorways.

A very small number of Wollondilly LGA workers use the bus network to travel to work (0.1 per cent) (.id, 2022). This likely reflects the low availability of bus services in the LGA, which include Picton Buslines, Busabout (Campbelltown and Camden), and CDC NSW (NSW Government, 2023). As detailed in Wilton 2040 (DPE, 2018), a bus hub facility is planned for Wilton Town Centre to provide public transport for residents of the growth area.

There is an active train line (the Southern Highlands Line) that connects Picton to the Southern Highlands towns of Tahmoor, Bargo, Hill Top, Mittagong, Bowral, and Moss Vale, and on to Goulburn in the south. The train line runs from Picton to Menangle and through to Campbelltown. A corridor for a potential future Maldon to Dombarton Railway is located across the proposal site. The corridor is proposed for a 35-kilometre single-track rail freight line between the Main South Line at Maldon (in the Southern Highlands) and Dombarton (near Port Kembla), in the Illawarra region of NSW.

Identified as a National Key Freight Route, Picton Road also provides an important connection between Port Kembla and the Illawarra Shoalhaven region, and the rapidly expanding Western Sydney industrial precincts and Moorebank Intermodal Terminal. Picton Road plays a significant role in the movement of supplies from key industries including manufacturing, construction, mining and logistics from the region to Melbourne, Canberra, Sydney and broader areas of western NSW.

### 5.3.3 Community values, opportunities, and challenges

Wollondilly LGA is known for its natural beauty and rural pastures and features natural landscapes of great environmental and heritage value, including the Greater Blue Mountains World Heritage Area (Wollondilly Shire Council, 2022a; Wollondilly Shire Council, 2020a). The community values the laid-back quality of life and environment, as well as the opportunity for sustainable growth (Wollondilly Shire Council, 2022a).

The growth and development of areas across Wollondilly and surrounds, including in the Wilton Growth Area and Greater Macarthur Growth Area, is identified as an opportunity for the LGA (Wollondilly Shire Council, 2020a). The location of the LGA and surrounds as a rural setting close to other regions and metropolitan centres is also highlighted as an opportunity for sectors such as agriculture, tourism, and mining (Wollondilly Shire Council, 2020a).

However, some Wollondilly community members have expressed concerns about the expected development, including concerns about land banking and land fragmentation, limited infrastructure and services, and limited employment opportunities if industry cannot keep up with growth (Wollondilly Shire Council, 2020a).

According to SEIA consultation, Wollondilly communities generally value the semi-rural and 'relaxed' lifestyle, network of close-knit communities, and proximity to areas such as the Southern Highlands, Wollongong, south west Sydney, and the Blue Mountains.

### 5.3.4 Economy and business

The Gross Regional Product (GRP) of Wollondilly LGA is estimated to be \$2.41 billion in 2021 (.id, 2022). Wollondilly LGA has a diverse economy, ranging from goods and household services, mining, and agriculture, forestry, and fishing (.id, 2022). Industries with the largest value add in Wollondilly LGA were mining (24.4 per cent), construction (17.2 per cent), and education and training (8.9 per cent) in 2021 (.id, 2022).

In 2021, the largest industry in Wollondilly LGA in terms of output was mining, with an output of \$1.1 million or 25.3 per cent of the LGA's total output (.id, 2022). The construction industry employed the most workers (17 per cent of LGA workforce) and was the second largest output sector at 21.5 per cent (.id, 2022). This was followed by agriculture, forestry and fishing which contributed 5.7 per cent of total output for the region and employed 6.2 per cent of the workforce (.id, 2022).

The unemployment rates in Wollondilly LGA and Douglas Park/Appin SA2 in the December quarter of 2022 (2.1 and 1.1 per cent) were about half the rate of Outer South West Sydney at the 2021 census (4.9 per cent) (ABS, 2022; Jobs and Skills Australia, 2022).

According to Wollondilly Shire Council's Economic Development Strategy (Wollondilly Shire Council, 2020b), 15,000 jobs need to be created by 2040 for Wollondilly LGA to support its growing population. Council has identified agri-business, tourism, industry, professional services, and healthcare industries as key sectors for growth. Council has identified a need for investment in local jobs growth and opportunities, with the high proportion of residents who leave the LGA to work a concern identified in the strategy (Wollondilly Shire Council, 2020b).

## 5.3.5 Key socio-economic indicators

The total population of Wollondilly LGA was 54,039 people in 2021, representing 18.2 per cent of the broader Outer South West Sydney SA4. Across the Outer South West Sydney SA4, the population is expected to grow as the area develops, with a total population of 392,393 people estimated to live across region by 2040 (NSW Government, 2022b).

Table 5.4 presents a summary of selected key socio-economic indicators for the regional study area.

**Table 5.4** Regional study area – select socio-economic indicators

Indicator	Douglas Park/Appin SA2		Wollondilly LGA		Outer South West Sydney SA4	
	Number	%	Number	%	Number	%
Total population	11,112	-	54,039	-	297,292	-
Aboriginal population	358	3.2	2,365	4.4	12,008	4
2041 population projection	42,753	273.6	90,356	67.2	392,393	32
Labour force participation rate	5,487	65.1	27,316	64.7	139,743	60.5
Median age	36	-	37	-	35	-
Non-main English-speaking country of birth	612	5.5	2,936	5.4	62,396	21.0

Source: (ABS, 2022; ABS, 2016; NSW Government, 2022)

As shown in Table 5.4, the following characteristics provide an overview of communities in the regional study area:

- Douglas Park/Appin SA2 is projected to experience a very high increase in the population by 2041, increasing from 11,112 people to 42,753.
- The population of Wollondilly LGA is projected to be 90,356 people by 2041, representing a 67.2 per cent increase from 2021.
- The proportion of the population in Wollondilly LGA who identify as Indigenous was 4.4 per cent in 2021, slightly higher than the broader Outer South West Sydney SA4 (4 per cent)
- The median age in Wollondilly LGA was 37 years of age, which is slightly older compared to Douglas Park/Appin SA2 (36 years of age) and Outer South West Sydney (35 years of age).
- The proportion of people born in a non-main English-speaking country is lower in Douglas Park/Appin SA2 and Wollondilly LGA than across the Outer South West Sydney SA4.

In addition, indicators related to socio-economic disadvantage and community safety and wellbeing indicate that:

- Wollondilly LGA has lower levels of socio-economic disadvantage and was ranked in the eighth decile in NSW for the Index of Relative Socio-Economic Advantage and Disadvantage (SEIFA, 2021).
- Wollondilly LGA residents generally feel less safe walking alone after dark compared to the NSW average (35 per cent feel safe/very safe walking alone in the local area after dark compared to 53.4 per cent) (PHIDU, 2022).
- Compared to the NSW average, there are fewer residents in Wollondilly LGA who have high or very high levels of psychological distress (eight per cent compared to 12.4 per cent for NSW), and fewer residents who were modelled to have 'fair' or 'poor' health (eight per cent compared to 13.5 per cent for NSW) (PHIDU, 2022).

## 5.4 Summary

Key findings relevant to the SEIA are summarised below:

- Picton Road and the Picton Road and M31 Hume Motorway interchange are regionally significant, connecting motorists between the Illawarra Shoalhaven, Southern Highlands, Razorback and lower Blue Mountains, and south west Sydney.
- The closest existing residential community to the proposal site is Wilton, including people living in the Bingara Gorge estate. There are also future residential developments that will be located around the proposal site, including Wilton Greens (South East Wilton precinct) and Panorama (North Wilton precinct) and future developments in the Wilton Town Centre and Wilton West precincts.
- The study area is experiencing a high rate of development and change, with a projected increase of about 15,000 homes across the Wilton Growth Area by 2040, and the population increasing in the coming decades.
- Residents in the study area have a high reliance on personal vehicles to travel to work. A high proportion of residents also travel outside of the LGA for work, with many residents using Picton Road and the M31 Hume Motorway for their daily commute.
- Local and regional communities value the small and close communities, natural environment, and being in a location that is connected to Sydney, the Illawarra, Southern Highlands and Blue Mountains.
- Vulnerable communities within the local and regional study area include residents who required assistance with daily activities, representing 1.6 per cent of the population in Wilton and 2.4 per cent in Wollondilly LGA and lower proportion of Aboriginal/Torres Strait Islander residents in Wilton (2.2 per cent) compared with Wollondilly LGA (4.4 per cent). Overall, the existing residential community of Wilton is younger and has lower levels of socio-economic disadvantage compared to Wollondilly LGA. Wilton residents also have a high reliance on cars for travel, and travel outside of the LGA for work. The broader region is projected to experience a high rate of population growth over the next 20 years, which may lead to a change in the resident profile over time.

## 6. Construction impact assessment

This section assesses the potential positive and negative socio-economic impacts associated with construction of the proposal, according to the criteria described in section 2.2.5.

Table 6.1 Construction impact assessment results

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Property and land use							
Impact on private properties as a result of the proposal's permanent land acquisition requirements	<p>The proposal would require some land outside the existing road reserve and land owned by Transport. The potential social impacts due to the proposal's land requirements would start to occur from the pre-construction phase as final land requirements are determined and the acquisition process progressed.</p> <p>At this stage of the design process, it is estimated that the proposal's land requirements have the potential to impact about 29 private properties of which two would require total acquisition and about 27 would require partial acquisition or adjustments.</p> <p>The private properties requiring full acquisition are currently vacant, and do not contain residential dwellings.</p>	<p><b>Negative</b></p> <p>Direct</p> <p>Long term</p>	<b>Surroundings</b>	Residents of properties subject to acquisition	<p><b>Moderate</b></p> <p>Property owners are likely to be sensitive to property acquisition and negotiation requirements.</p> <p>While some landholders may experience increased exposure to construction activities and traffic during operation, most residents are expected to adapt to these change over time.</p>	<p><b>Low</b></p> <p>Changes are expected to be long term but would be limited to a small number properties on Picton Road. The majority of partial acquisitions or adjustments would comprise strip acquisition.</p>	<b>Moderate - low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
	<p>Property acquisition negotiations may create time demands for affected landholders, disrupting daily life.</p> <p>Residents living in properties adjacent to those that are fully acquired may feel a sense of exposure to the road and associated infrastructure, which may reduce feelings of privacy and security.</p> <p>Partial property acquisition can lead to construction activities and road infrastructure moving closer to private yards or residences and businesses. Residents and businesses may experience reduced enjoyment or pride in their properties due to decreased amenity (e.g., increased noise and views of construction activities and road infrastructure during operation). Implementation of the Construction Noise &amp; Vibration Management Plan (CNVMP) and ongoing consultation with affected neighbours and sensitive receivers would be carried out to reduce potential impacts. Local businesses, residents and other key stakeholders (e.g. schools, local councils and community groups) affected by disruptions, amenity impacts or access to properties and local roads will be notified at least five working days prior to commencement of the activity.</p>						

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Impact on private properties as a result of the proposal's temporary land acquisition requirements	<p>Additional areas within the proposal site may require partial temporary lease agreements to allow for the construction of the proposal.</p> <p>Temporary lease agreements at some properties would be required to establish ancillary facilities, provide access to construction work areas, and to facilitate manoeuvring of construction plant and machinery.</p> <p>The temporary use of properties during construction may lead to construction activities and road infrastructure moving closer to yards or residences and businesses. Residents and businesses may experience reduced enjoyment or pride in their properties due to decreased amenity (e.g., increased noise and views of construction activities and road infrastructure during operation).</p> <p>Lease negotiations may also create demands on time for affected landholders, disrupting daily life. To support the property acquisition process, Property Adjustment Plans will be developed and agreed to with impacted land owners.</p>	<p><b>Negative</b> Direct Temporary</p>	<b>Surroundings</b>	Residents of properties being temporarily leased	<p><b>Low</b></p> <p>While some landholders may experience increased exposure to construction activities and traffic, impacts would be limited to the construction period.</p>	<p><b>Low</b></p> <p>Changes are expected to be temporary and would be limited to a small number of properties on Picton Road.</p>	<b>Low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Changes to property access during construction	<p>During construction, access would be maintained for residents, businesses, and through traffic. Alternative access provisions would be undertaken in consultation with Wollondilly Shire Council and affected property and business owners. In the case of properties adjoining the road corridor, temporary access would be provided as required.</p> <p>Changes to access to properties may be inconvenient for some residents and cause frustration, however the relevant stakeholders would be notified at least five working days prior to commencement of activities with the potential to result in these impacts</p>	<p><b>Negative</b> Direct Long term</p>	<b>Surroundings</b>	Local communities	<p><b>Moderate</b> Some residents may be sensitive temporary access changes to their properties. However, these changes would be short term during construction.</p>	<p><b>Low</b> Changes are expected to be short term during construction and would be limited to a small number of properties on Picton Road.</p>	<b>Moderate-low</b>
<b>Community values</b>							
Potential impacts to areas of Aboriginal cultural significance during construction	<p>As described in Table 4.2 a range of cultural values across the study area relevant to the Picton Road upgrade as a whole were identified in consultation with Aboriginal stakeholders.</p> <p>Identified potential impacts to cultural values include disturbances to, or loss of undisturbed natural bushland (see Table 4.2).</p> <p>The Aboriginal Cultural Heritage Working Paper (Appendix E of the REF) identifies that the proposal site contains six Aboriginal cultural heritage sites, two of which have high significance (culturally-modified trees). Additionally, the Aboriginal</p>	<p><b>Negative</b> Direct Long term</p>	<b>Culture</b>	Aboriginal communities	<p><b>Moderate</b> Aboriginal communities are likely to be sensitive to potential impacts to cultural values during construction.</p>	<p><b>Low</b> Implementation of the measures recommended in the Aboriginal Cultural Heritage Working Paper are expected to avoid impacts where possible, and support increased understanding of the potential impacts of the project on cultural values.</p>	<b>Moderate-low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
	<p>Cultural Heritage Working Paper (Appendix E of the REF) identifies there are five place-based cultural values that may be subject to harm This has the potential to result in cultural or spiritual loss for some Aboriginal people.</p> <p>The Aboriginal Cultural Heritage Working Paper (Appendix E of the REF) recommends a range of mitigation measures for the pre-construction and construction phase of the project, summarised below:</p> <ul style="list-style-type: none"> <li>– archaeological test excavation and avoidance of significant sites through design</li> <li>– aboriginal cultural heritage management plan</li> <li>– interpretation strategy ensure that the traditional, historical and contemporary cultural values and meanings held by Aboriginal people of the region are indelibly integrated into the project in a meaningful, culturally appropriate and practical way</li> <li>– additional strategies as identified by participants in the cultural values consultations.</li> </ul>						

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
	Implementing these mitigation measures is expected to support avoiding impacts where possible, and increased understanding about the potential impacts of the project on cultural values. There is also potential that implementing the recommendations, particularly the Interpretation Strategy, in partnership with local Aboriginal stakeholders (particularly knowledge holders for the proposal), could contribute to positive cultural and heritage outcomes, such as increased recognition of local Aboriginal cultural values.						
Community values	Changes to local amenity and traffic impacts during construction may change the local character, which has the potential to decrease some resident's enjoyment of their local area, and affect community values associated with 'small communities' and 'rural character' (see Sections 5.1.2 and 5.3.3). However, these potential impacts would be temporary and would be managed by implementing the safeguards and management measures provided in the impacts to amenity detailed below.	<b>Negative Direct Temporary</b>	<b>Community</b>	Local communities	<b>Low</b> Residents may be sensitive to changes in the local character of the area during construction.	<b>Low</b> Changes are expected to be temporary and limited to a small geographical area.	<b>Low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Access and connectivity							
Increased travel time as a result of construction activities	<p>During various stages of the construction works, temporary traffic diversions and reductions in speed limits are expected at different sections of Picton Road.</p> <p>During SEIA consultation, stakeholders noted that people living in Bingara Gorge and Wilton use Picton Road and the M31 Hume Motorway to travel to places of employment and for accessing higher order services. Increased time spent travelling may cause delays in getting home, to work, or other commitments. This may be inconvenient for some road users and cause frustration.</p>	<b>Negative</b> Direct Temporary	<b>Accessibility</b> <b>Way of life</b>	Local communities General road users	<b>Moderate</b> SEIA consultation noted that residents of Bingara Gorge and Wilton already experience delays when traveling along Picton Road and are expected to be sensitive to further disruptions to travel times.	<b>Moderate</b> Potential impacts would extend over the construction phase and potentially impact a number of road users.	<b>Moderate</b>
	<p>Emergency services are mainly located in Picton and Wilton. SEIA consultation noted that residents are aware that they are located in a bushfire prone area, with the Wilton Growth Area containing large areas of bushfire prone land on the Wollondilly Bush Fire Prone Land Map.</p> <p>During construction, there may be delays to travel times, which may impact emergency response services, including fire brigade services traveling along Picton Road.</p>	<b>Negative</b> Direct Temporary	<b>Accessibility</b> <b>Way of life</b>	Emergency services	<b>Moderate</b> Emergency services are likely to be sensitive to increased travel times along Picton Road, particularly in bushfire prone areas.	<b>Moderate</b> Potential impacts would extend over the construction phase.	<b>Moderate</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
	<p>This may affect emergency response times in some cases. During consultation, stakeholders noted that it will be important for emergency services to understand the location of construction compounds, gates and access routes to understand potential impacts to response time impacts. Consultation would be carried out with emergency services throughout the construction process to discuss potential impacts during each construction stage.</p>						
	<p>During SEIA consultation, stakeholders noted that when the M31 Hume Motorway is congested, road users often use alternate routes, or 'rat runs' along local roads. Potential increases to travel time along Picton Road during construction may result in a higher proportion of road users using these alternate routes, adding pressure to the local road network. This may reduce actual or perceived safety on these roads.</p>	<p><b>Negative</b> Direct Temporary</p>	<p><b>Accessibility</b> <b>Way of life</b></p>	<p>Local communities General road users</p>	<p><b>Moderate</b> Residents in the local area are expected to be sensitive to increased traffic volumes on local roads given this is an existing concern.</p>	<p><b>Moderate</b> Potential impacts would extend over the construction phase and potentially impact a number of road users.</p>	<p><b>Moderate</b></p>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
	Users of community facilities in the local study area identified in Section 5.2 (including Wilton Public School, Wilton Community Centre and public recreation facilities) may be affected by increased travel times due to traffic delays and disruptions. This may cause people to be late for appointments/services offered by facilities and/or cause frustration if people don't allow additional travel time. The Construction Traffic Management Plan (CTMP) would involve measures to ensure satisfactory capacity and a minimum level of service on roads associated with construction of the proposal.	<b>Negative</b> Direct Temporary	<b>Surroundings</b>	Users of community facilities	<b>Low</b> Some users of community facilities may be sensitive to increased travel times and disruptions.	<b>Low</b> Changes would be short term during the construction phase.	<b>Low</b>
Changes to pedestrian and cyclist access	Although no dedicated walking or cycling facilities are provided along Picton Road or the M31 Hume Motorway within the proposal site, cyclists are permitted to ride along the road shoulders.  Construction activities may result in disruptions to cycle routes and may reduce safety for cyclists utilising the road shoulders as a cycle path. Impacts on pedestrians and cyclists would be managed in accordance with the CTMP.	<b>Negative</b> Direct Long term	<b>Accessibility Way of life</b>	Pedestrians and cyclists	<b>Low</b> Cyclists would be able to continue to use Picton Road throughout construction and are likely to adapt to changes in connectivity due to construction activity.	<b>Low</b> Changes are expected to be short term and would be limited to a small number of cyclists.	<b>Low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Increase in construction traffic	<p>It is anticipated there would be a maximum of about 116 heavy vehicle movements per day during construction. The number of truck movements would peak during the early phases of construction when bulk earthworks would be carried out.</p> <p>Increased construction traffic may cause minor delays for users of Picton Road.</p> <p>Construction vehicle movements may cause delays for community members accessing Bingara Gorge and Wilton suburbs.</p> <p>Increased traffic may also lead to a perception of decreased road safety for some local communities and road users, particularly along Picton Road.</p> <p>During SEIA consultation, stakeholders noted that there is existing congestion at entry and exit points into Wilton during peak times. As part of the CTMP, there would be a requirement to consult with and inform the community of impacts to local roads so that appropriate solutions can be developed. In addition, a minimum level of service would be maintained on roads affected by construction of the proposal.</p>	<p><b>Negative</b> Direct Short term</p>	<p><b>Accessibility</b> <b>Way of life</b></p>	<p>Local communities General road users</p>	<p><b>Moderate</b> Local community members are expected to be sensitive to increased traffic volumes on local roads given this is an existing concern.</p>	<p><b>Moderate</b> Potential impacts would extend over the construction phase and potentially impact a number of road users and community members.</p>	<p><b>Moderate</b></p>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Impacts to stopping areas along the Picton Road Shoulder	<p>Stakeholders noted that commuters and trucks often stop on the shoulder of Picton Road for periods of time, particularly at the Wilton Airport site (construction workers carpool), and opposite Almond Street (trucks travelling from Dombarton).</p> <p>Removing the use of the road shoulder during construction may require users of these areas to stop elsewhere, which may be inconvenient for these users, and may impact community members in parking locations. However, alternative locations have been identified and described in the Traffic and Transport Impact Assessment (TTIA). Site specific traffic control measures such as signage would be implemented as part of the CTMP to support road users through the period of adjustment of the changed use of the shoulders.</p>	<p><b>Negative</b> Direct Long term</p>	<p><b>Accessibility</b> <b>Way of life</b></p>	<p>Road users stopping on the shoulder of Picton Road Local communities</p>	<p><b>Low</b> Some road users may be sensitive to the loss of stopping areas along the shoulder of Picton Road.</p>	<p><b>Low</b> Changes are expected to be long term but would be limited to the users of these areas, and any affected community members in alternate locations.</p>	<p><b>Low</b></p>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Overflow construction vehicle parking from construction activities	<p>It is anticipated that light vehicles for construction site workers would arrive at the site each day and park in the designated worker parking in the site compound/s. If construction workers use street parking within local streets, this may increase demand for on-street parking.</p> <p>Reduced parking availability may be inconvenient for local residents and may lead to an increase in time spent finding a parking space. However, there would be dedicated construction parking within ancillary sites and construction compounds, reducing the potential for this impact being realised.</p>	<p><b>Negative</b> Direct Short term</p>	<p><b>Accessibility</b> <b>Way of life</b></p>	Local communities	<p><b>Low</b> Some residents may be sensitive to loss of on-street parking, especially if they rely on on-street parking for their own use.</p>	<p><b>Low</b> Potential impacts would extend over the construction phase.</p>	<p><b>Low</b></p>
Delays to commuter bus services due to construction activities	<p>Increased time spent travelling may cause delays in the 901 bus service which travels along Picton Road. This may be inconvenient for some public transport users, which may cause frustration. Measures in the CTMP would be implemented to minimise delays.</p>	<p><b>Negative</b> Direct Short term</p>	<p><b>Accessibility</b> <b>Way of life</b></p>	Bus passengers	<p><b>Low</b> Commuters utilising the 901 bus service may be sensitive to changes to travel time.</p>	<p><b>Low</b> Changes are expected to be short term during construction and limited to a small geographical area.</p>	<p><b>Low</b></p>
Delays to school bus services due to construction activities	<p>Increased time spent travelling may cause delays in students getting to school on the various Picton Buslines school bus services detailed in Section 5.2.1. This may be inconvenient for school children and families who use the bus service, which may cause frustration. Measures in the CTMP would be implemented to minimise delays.</p>	<p><b>Negative</b> Direct Short term</p>	<p><b>Accessibility</b> <b>Way of life</b></p>	Families and school children who utilise the bus service	<p><b>Low</b> Some students utilising the various school bus routes detailed in Section 5.2.1 may be sensitive to changes to travel time.</p>	<p><b>Low</b> Changes are expected to be short term during construction and limited to a small geographical area.</p>	<p><b>Low</b></p>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Amenity and character							
Increased noise, vibration and dust levels due to construction activities	<p>Increased noise, vibration and dust from construction activities, including construction traffic, may disturb some residents.</p> <p>The Noise and Vibration Impact Assessment (Appendix J of the REF) identifies that there would be the potential for exceedances of relevant criteria during construction. However, most predicted exceedances would be of a low magnitude (exceedances of less than 10 dBA).</p> <p>The assessment found that during the construction scenario with the highest potential for exceedances of the noise criteria (i.e property adjustments and demolition works) there would be the potential for exceedances of the highly-noise affected management level at about 54 properties.</p> <p>During the daytime, this may lead to individuals changing their behaviours, such as spending more time indoors and closing windows to prevent excess noise and dust.</p> <p>During night-time, any out-of-hours work required would have the potential to disturb people's night-time peacefulness, relaxation or sleep. This can affect some people's moods and quality of life. Out-of-hours work would be limited as described in Chapter 3 of the REF.</p>	<p><b>Negative</b></p> <p>Direct</p> <p>Temporary</p>	<b>Surroundings</b>	Residents in close proximity to construction activities	<p><b>Moderate</b></p> <p>During SEIA consultation, residents noted existing concerns about dust and noise levels due to ongoing construction within the estate. This may increase some individual's sensitivity to construction amenity impacts.</p>	<p><b>Low</b></p> <p>Changes are expected to be temporary and limited to a small geographical area.</p>	<b>Moderate-low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
	Recreational users of the Bingara Gorge Golf Course may experience reduced amenity due to proximity of construction activities at the Picton Road and M31 Hume Motorway interchange. This has the potential to reduce enjoyment for golfers when they are using parts of the course close to the M31 Hume Motorway.	<b>Negative</b> Direct Temporary	<b>Surroundings</b>	Users of Bingara Gorge Golf Course	<b>Low</b> Some users may be sensitive to reduced amenity due to the nature of golfing as a sport which generally involves a quiet setting; however, the golf course is already exposed to amenity impacts from the M31 Hume Motorway, and most golfers are likely to spend a short amount of time in areas close to the Motorway.	<b>Low</b> Changes are expected to be temporary and affect a small number of golf course users at times.	<b>Low</b>
	Increased noise and dust may be disruptive to businesses in close proximity to construction activities, which may include home based businesses close to Picton Road. While this may cause temporary disturbance to some business owners and employment, this is not expected to deter most customers. Air quality impacts would be managed through the Air Quality Management Plan (AQMP).	<b>Negative</b> Direct Temporary	<b>Surroundings</b>	Businesses in close proximity to construction activities	<b>Low</b> Most businesses are expected to have a low level of sensitivity to these temporary impacts.	<b>Low</b> Changes are expected to be temporary and limited to a small geographical area.	<b>Low</b>
	Pedestrians and cyclists may experience increased noise levels when walking/cycling in areas close to Picton Road. This may reduce their enjoyment of the environment when in proximity to construction works.	<b>Negative</b> Direct Temporary	<b>Surroundings</b>	Pedestrians and cyclists	<b>Low</b> Most pedestrians and cyclists are expected to have a low level of sensitivity to these temporary impacts.	<b>Low</b> Changes would be temporary and limited to a small geographical area.	<b>Low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Changes to visual amenity	Residents near Picton Road and in some parts of Bingara Gorge and Wilton may be able to view construction activities from their properties. This may lead to some residents reducing use or enjoyment of outdoor areas, including balconies, or reducing time or enjoyment looking out of windows. Impacts associated with construction noise would be managed through the CNVMP, including consultation with affected neighbours and sensitive receivers.	<b>Negative</b> Direct Temporary	<b>Surroundings</b>	Local residents	<b>Low</b> Local residents are expected to adapt to these temporary changes.	<b>Low</b> Changes are expected to be temporary and limited to a small geographical area and impact a small number of residential receivers.	<b>Low</b>
	As detailed in the Urban Design, Landscape Character and Visual Impact Assessment (Appendix K of the REF), Bingara Gorge and Wilton Greens (are currently experiencing residential development) have low landscape value, and the rural Wilton areas (located outside areas experiencing residential development) contain moderate landscape value.  Residents in Bingara Gorge and Wilton may experience changes to visual surroundings as a result of vegetation removal to support construction activities. This may alter some views from windows and frontages and may decrease some resident's enjoyment of these areas.	<b>Negative</b> Indirect Long term	<b>Surroundings</b>	Local residents	<b>Low</b> Local residents are expected to adapt to these short term changes.	<b>Moderate</b> This change would be discernible from baseline conditions.	<b>Moderate-low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
	Residents in Bingara Gorge and Wilton may experience a loss of privacy (perceived and actual) as viewing construction activities their properties and construction activities moving closer to dwellings due to property acquisition. This may lead to some residents reducing use or enjoyment of outdoor areas, including balconies, or reducing time or enjoyment looking out of windows and may lead to feelings of stress and anxiety.	<b>Negative</b> Indirect Temporary	<b>Surroundings</b> <b>Health and wellbeing</b>	Local residents	<b>Low</b> Some residents may be sensitive to perceived or actual loss of privacy.	<b>Low</b> Changes are expected to be temporary and limited to a small geographical area and impact a small number of residents.	<b>Low</b>
Economy, business and employment							
Traffic changes resulting in delays for freight operators	Picton Road is a key freight link between Port Kembla and the Illawarra Shoalhaven. Construction works, lane closures and reductions in speed along Picton Road would have the potential to result in delays for traffic, which could affect freight deliveries.  Increased time spent travelling may cause delays for freight haulage, which may impact freight company efficiency. Additional consultation specific to traffic impacts to for freight would be implemented as part of the Community and Stakeholder Engagement Management Plan (CESP) to minimise these impacts.	<b>Negative</b> Direct Long term	<b>Way of life</b>	Freight operators	<b>Moderate</b> Freight operators are expected to be sensitive to disruptions to travel times.	<b>Low</b> Potential impacts would extend over the construction phase and potentially impact a number of road users.	<b>Moderate-low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Traffic changes resulting in delays in businesses receiving freight	<p>Construction works, lane closures and reductions in speed along Picton Road would have the potential to result in delays for freight drivers.</p> <p>Increased time spent travelling may cause delays in freight haulage. As Picton Road is a key freight link, delays to freight haulage efficiency may have implications to freight deliveries. The CESP would be implemented to minimise these impacts.</p>	<p><b>Negative</b> Direct Temporary</p>	<b>Accessibility</b>	Businesses receiving freight	<p><b>Low</b></p> <p>While businesses are likely to be sensitive to changes in delivery times for goods, delays would likely be communicated to potentially affected businesses.</p>	<p><b>Low</b></p> <p>Changes are expected to be short term during construction.</p>	<b>Low</b>
Impacts to businesses as a result of the proposal's land requirements	<p>The edge of the site occupied by Wilton Airport/Sydney Skydivers is located within the proposal site.</p> <p>During construction, there is the potential for some changes to access to this site. This may be an inconvenience to employees and customers, however, it is anticipated that access to the site will be maintained throughout the construction period, as a requirement of the CTMP</p>	<p><b>Negative</b> Direct Long term</p>	<b>Way of life</b>	Wilton Airport and Sydney Skydivers	<p><b>Moderate</b></p> <p>Business owners likely to be sensitive to changes in access during construction.</p>	<p><b>Low</b></p> <p>Changes are expected to be temporary.</p>	<b>Moderate - low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Increased employment opportunities during construction.	<p>The proposal is expected to require a peak construction workforce of about 100 personnel per day.</p> <p>The increase in employment opportunities may result in direct employment opportunities for skilled and unskilled workers from the region including roles such as engineers, designers, and labourers. Opportunities for local employment would be addressed through the construction of the proposal, as aligned with the Sustainability Implementation Management Plan.</p>	<p><b>Positive</b> Direct Short term</p>	<b>Way of life</b>	Local and regional skilled and unskilled workers	<p><b>Low</b></p> <p>As there are a number of similar job opportunities in the region, it is considered that job seekers would not be sensitive to this change.</p>	<p><b>Low</b></p> <p>The employment opportunities would be short term.</p>	<b>Low</b>
Increased opportunities for local businesses to supply goods and services to construction activities.	<p>Potential demand for local businesses close to the proposal to increase due to construction workers spending their wages and procurement opportunities. Businesses that could benefit include retail and food and beverage shops and services located within the Bingara Gorge and Wilton. The Sustainability Implementation Management Plan would identify and embed opportunities to enhance the local economy, where feasible and practicable.</p>	<p><b>Positive</b> Direct and Indirect Temporary</p>	<b>Way of life</b>	Businesses in the local and regional study area	<p><b>Moderate</b></p> <p>Businesses are likely to have a moderate level of sensitivity to potential increase in revenue.</p>	<p><b>Low</b></p> <p>Changes are expected to be temporary.</p>	<b>Low</b>

## 7. Operational impact assessment

This section assesses the potential positive and negative socio-economic impacts associated with operation of the proposal, according to the criteria described in section 2.2.5.

Table 7.1 Operation impact assessment results

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Access and connectivity							
Improved travel times and reduced congestion resulting from overall traffic flow improvements	<p>The proposal would increase the capacity of the Picton Road and M31 Hume Motorway interchange and would improve the performance of the Picton Road corridor. As described in the Traffic and Transport Impact Assessment (Appendix D of the REF), performance improvements result from increased average speeds and decreased delays, and reduced travel time.</p> <p>This would improve travel times and reliability in the road network as a result of overall traffic flow.</p> <p>This would benefit local and regional road users, particularly given existing concerns about traffic conditions in the local area raised during SEIA consultation.</p>	<p><b>Positive</b></p> <p>Direct</p> <p>Long term</p>	<p><b>Accessibility</b></p> <p><b>Way of life</b></p>	<p>Local and regional communities</p> <p>General road users</p>	<p><b>Moderate</b></p> <p>Picton Road is a major road, with SEIA consultation confirming there are existing concerns about traffic conditions, and a desire for improved traffic efficiency. Further, SEIA consultation found that some local stakeholders are concerned that the proposal may not result in improved traffic conditions. Local communities and road users are expected to be sensitive to these changes.</p>	<p><b>High</b></p> <p>The changes would be long term and may be a noticeable improvement for a large number of road users.</p>	<p><b>High-moderate</b></p>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
	<p>The Wilton Growth Area is planned to experience considerable growth with a projected increase of 15,000 homes by 2040.</p> <p>Land adjoining the proposal site to the north-west has been rezoned for the Wilton Town Centre.</p> <p>Operation of the proposal would contribute to improved connectivity for future residential and commercial areas, improving accessibility to jobs, goods, services and education opportunities, and better links between clusters of growing business activity. This would result in benefits for road users as well as residents and local communities.</p>	<p><b>Positive</b> Direct Long term</p>	<p><b>Accessibility</b> <b>Way of life</b></p>	<p>Local and regional communities General road users</p>	<p><b>Moderate</b> Because Picton Road is a major road, and many road users use it frequently, it is expected that road users would be sensitive to these changes. SEIA consultation found that local communities are likely to be sensitive to improvements active transport connectivity, particularly given some local stakeholders are concerned the proposal may not result in traffic improvements.</p>	<p><b>High</b> The changes would be long term, and may be a noticeable improvement for a large number of road users.</p>	<p><b>High-moderate</b></p>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
	From a social perspective, the proposal would have the potential to deliver benefits to the regional study area through an improved connection between Wilton and the M31 Hume Motorway. This would have the potential to alleviate traffic which is currently experienced when entering the M31 Hume Motorway from Picton Road.	<b>Positive</b> Direct Long term	<b>Accessibility</b> <b>Way of life</b>	Local residents General road users	<b>Moderate</b> Because Picton Road is a major road, and many road users use it frequently, it is expected that these road users would be sensitive to these changes. SEIA consultation found that local communities are likely to be sensitive to improvements active transport connectivity, particularly given some local stakeholders are concerned the proposal may not result in traffic improvements.	<b>High</b> The changes would be long term and may be a noticeable improvement for a large number of road users.	<b>High-moderate</b>
	Traffic flow improvements would have the potential to benefit emergency service response times. Additionally, road shoulders within the proposal site would be marked as Emergency Stopping Lane only.	<b>Positive</b> Direct Long term	<b>Accessibility</b> <b>Way of life</b>	Emergency services	<b>Moderate</b> As Picton Road is a major road, and emergency services use it frequently, it is expected that emergency services would be sensitive to these changes.	<b>High</b> The changes would be long term, and may be a noticeable improvement.	<b>High-moderate</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
	The proposal would include pedestrian underpasses (located under the southbound on ramp connections to the M31 Hume Motorway), and an overpass (located over the northbound off ramp connection from the M31 Hume Motorway). There is potential for some active transport users, particularly vulnerable community members to have perceived safety concerns related to using the underpass and overpass. However, this risk is expected to be reduced by implementation of Crime Prevention Through Environmental Design principles, including lighting.	<b>Negative</b> Direct Long term	<b>Accessibility</b> <b>Health and wellbeing</b>	Pedestrians and cyclists Vulnerable communities	<b>Moderate</b> Vulnerable communities may be sensitive to perceived safety impacts.	<b>Low</b> The design features would be long term, but may not be noticeable to all community members.	<b>Moderate-low</b>
	As detailed in the Traffic and Transport Impact Assessment (Appendix D of the REF) the proposal would include a three-metre-wide shoulders in each direction along Picton Road, which can facilitate emergency access and stopping in case of vehicle breakdown and increased vehicle run-off road recovery area.  Removal of stopping areas for commuters and other road users from road shoulders on Picton Road may be inconvenient for these users, however would provide a safer alternative to current arrangements.	<b>Positive</b> <b>Direct</b> <b>Long term</b>	<b>Accessibility</b> <b>Way of life</b>	General road users	<b>Moderate</b> Some road users may be sensitive to the loss of stopping areas along the shoulder of Picton Road, however alternative, and safer parking is available in surrounding areas and nearby rest areas.	<b>High</b> The changes would be long term and may be a noticeable safety improvement	<b>High-moderate</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Improved active travel facilities	<p>The proposal would include new and improved active transport facilities in the form of new shared user paths. The shared user path would also connect users to the north–south crossing points described above to provide connectivity to other destinations, including the future Wilton Town Centre.</p> <p>This would have the potential to increase accessibility and opportunities for active transport, contributing to enhanced health and wellbeing outcomes.</p> <p>Increased pedestrian and cyclist accessibility is anticipated to be particularly beneficial for vulnerable populations who are more likely to be reliant on active transport, such as younger people, people without cars, and people with mobility aids.</p> <p>Active transport connections across the M31 Hume Motorway would also improve future connectivity between the new Wilton Town Centre and other precincts.</p>	<p><b>Positive</b> Direct Long term</p>	<p><b>Accessibility</b> <b>Way of life</b></p>	<p>Pedestrian and cyclists</p>	<p><b>Moderate</b> SEIA consultation found that local communities are likely to be sensitive to improvements active transport connectivity.</p>	<p><b>High</b> The changes would be long term, and are expected to be a noticeable improvement for local communities.</p>	<p><b>High-moderate</b></p>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Changes to access to Picton Road from Wilton Park Road, Aerodrome Drive and Janderra Lane	The proposal would involve the removal of existing right turn access to and from Picton Road via Wilton Park Road, Aerodrome Drive and Janderra Lane. Changes in access to a left-in-left-out arrangement to Picton Road from Wilton Park Road, Aerodrome Drive and Janderra Lane, may be inconvenient for some road users and residents and may cause frustration.	<b>Negative</b> Direct Long term	<b>Accessibility</b> <b>Way of life</b>	Local and regional communities General road users	<b>Low</b> Road users may be sensitive to these changes. It is expected that the Wilton Park Road will be upgraded in the future as part of Wilton 2040, which would reduce the duration and magnitude of this impact.	<b>Moderate</b> The changes would be long term, and are expected to be noticeable for some road users, however it is expected that most road users would adapt over time.	<b>Low</b>
	Access to the Wilton Airport and Sydney Skydivers is currently from Aerodrome Drive. Changes in access to a left-in-left-out arrangement to Picton Road may be inconvenient for the Wilton Airport and Sydney Skydivers employees and customers and may cause frustration. However the Wilton Airport and Sydney Skydivers businesses are currently subject to a lease with a developer, and the businesses may cease operating prior to the proposal commencing operation depending on future planning in relation to the site.	<b>Negative</b> Direct Long term	<b>Accessibility</b> <b>Way of life</b>	Sydney Skydivers / Wilton Airport employees and customers	<b>Low</b> These businesses are likely to be sensitive to these changes, however they may cease operating prior to the proposal commencing operation depending on future planning in relation to the site.	<b>Low</b> The changes would be long term but would be limited to the Sydney Skydivers / Wilton Airport business.	<b>Low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Improved safety of new access to Picton Road from Almond Street, Wilton Park Road, Aerodrome Drive and Janderra Lane	Together with the Almond Street upgrade (undertaken by others) the proposal would provide safe and efficient access and egress to residential areas to the north of Picton Road via Almond Street.  The removal of existing right turn conflicts would improve access and safety at the Picton Road and Almond Street intersection, and would benefit local and regional road users.	<b>Positive</b> Direct Long term	<b>Accessibility</b> <b>Way of life</b>	Local and regional communities General road users	<b>Moderate</b>  The Picton Road and Almond Street intersection is a key intersection in the local study area, with SEIA consultation confirming there are existing concerns access arrangement. Road users are expected to be sensitive to these changes.	<b>Moderate</b>  The changes would be long term and may be a noticeable improvement for some road users.	<b>Moderate</b>
	The proposal would provide safe and efficient access and egress to residents and businesses located off Picton Road, from Wilton Park Road, Aerodrome Drive and Janderra Lane  The removal of existing right turn conflicts would improve access and safety at the Picton Road / Wilton Park Road, Aerodrome Drive and Janderra Lane intersections, and would benefit local and regional road users.	<b>Positive</b> Direct Long term	<b>Accessibility</b> <b>Way of life</b>	Local and regional communities General road users	<b>Moderate</b>  Road users are expected to be sensitive to these changes.	<b>Moderate</b>  The changes would be long term and may be a noticeable improvement for some road users.	<b>Moderate</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Amenity and character							
Increased traffic related noise	<p>The Noise and Vibration Impact Assessment for the REF (Appendix J) found that increased noise from traffic on Picton Road may be noticeable for some residents located close to Picton Road. This may also include future residents in properties south of the intersection between Picton Road and Pembroke Parade. However, some residents may not discern a difference from existing road traffic noise along Picton Road. The assessment concluded that up to eight existing residential buildings would qualify for consideration of additional noise mitigation (see section 6.8.4 of the REF) and up to 18 future residential dwellings may qualify for noise mitigation consideration.</p> <p>There is potential for some people to spend less time outdoors in backyards or on balconies or closing windows while indoors due to increased noise levels.</p>	<p><b>Negative</b> Direct Long term</p>	<b>Surroundings</b>	Residents in close proximity to proposal site	<p><b>Low</b> Some residents may be more sensitive to an increase in noise, however some resident may adapt more easily or may not notice these changes.</p>	<p><b>Low</b> The changes would be long term, but may not be noticeable to all residents.</p>	<b>Low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Reduced air quality for residents near the proposal during operation	<p>Air quality impacts during operation would have limited potential to impact residents in close proximity to the proposal site, particularly for those located along Picton Road (within 10 metres of the kerb) and the M31 Hume Motorway (within 20 metres of the kerb).</p> <p>A decrease in air quality would generally not be noticeable to most people and is not expected to deter people from daily activities.</p> <p>Vulnerable residents may be more sensitive to air quality changes. This may include young children, aged residents, or people with asthma.</p> <p>As identified in the air quality assessment (see section 6.9 of the REF), the nearest sensitive receptors to the kerbs of Picton Road and the M31 Hume Motorway are about 30 metres and 40 metres away respectively. As a result, air quality impacts as a result of the proposal are not expected for any existing sensitive receptors.</p>	<p><b>Negative</b> Direct Long term</p>	<b>Surroundings</b>	Residents in close proximity to proposal site	<p><b>Low</b></p> <p>Some residents may be more sensitive to changes in air quality, particularly vulnerable residents.</p>	<p><b>Low</b></p> <p>The changes would be long term, but may not be noticeable to all residents.</p>	<b>Low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Changes to the visual environment due to the presence of upgraded road infrastructure including a new intersection, shared pathways and footpaths, and the removal of some vegetation	<p>During operation, the proposal would have the potential to change the visual environment of the local study area, most notably for residences located along Picton Road.</p> <p>As detailed in the Urban Design, Landscape Character and Visual Impact Assessment (Appendix K of the REF), changes to visual amenity during operation would be associated with the removal of vegetation, widening of the road corridor, addition of a new interchange, shared user paths and tunnels and street lighting.</p> <p>Residents who value the existing rural character of area would be more sensitive to changes to their visual environment; however, this visual change would be part of the overall changes due to development in surrounding areas.</p>	<b>Negative Direct Long term</b>	<b>Surroundings</b>	Residents in close proximity to proposal site	<b>Low</b> Some residents may be more sensitive to changes in visual amenity, however most are expected to adapt to these changes over time.	<b>Low</b> The changes would be long term, but may not be noticeable to all residents.	<b>Low</b>
	<p>As detailed in the Urban Design, Landscape Character and Visual Impact Assessment (Appendix K of the REF), the high-quality design of the overbridge would result in an improved urban interchange and improved visual amenity outcome for residents and road users. This would be enhanced through the maturation of vegetation planting within the proposal area.</p>	<b>Positive Direct Long term</b>	<b>Surroundings</b>	Residents in close proximity to proposal site Road users	<b>Low</b> Some residents and road users may be sensitive to improvements in visual amenity.	<b>Moderate</b> The changes would be long term, and are likely to be noticeable to most community members	<b>Moderate-Low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Community values							
Opportunities to enhance understanding of local Aboriginal cultural values	<p>The Urban Design, Landscape Character and Visual Impact Assessment (Appendix K of the REF) identifies a design principle which seeks to incorporate Designing with Country principles into the landscape and bridge design. The following design responses have been identified in the paper:</p> <ul style="list-style-type: none"> <li>– Bridge finishes that reflect the community. This can be informed by the community through consultation and/or Aboriginal consultation.</li> <li>– Planting design, particularly in areas near Aboriginal cultural landscape items are to be led by consultation with Aboriginal stakeholders.</li> <li>– Development of a high amenity shared user path which includes places to pause/rest encourages appreciation of local culture integrated within the corridor.</li> </ul> <p>Through careful implementation of the design responses and recommendations of the Aboriginal Cultural Heritage Working Paper, particularly the Interpretation Strategy, there are opportunities to enhance understanding of local Aboriginal cultural values.</p>	<b>Positive Direct Long term</b>	<b>Culture</b>	Aboriginal communities	<b>Moderate</b> Aboriginal communities are likely to be sensitive to potential positive impacts to cultural values during operation.	<b>Low</b> The changes would be long term, and may be noticeable to some community members.	<b>Moderate-low</b>

Change as a result of the proposal	Potential impact description	Nature, type and duration	SIA Guideline Category	Stakeholders affected	Sensitivity	Magnitude	Significance
Community values	During operation, combined improvements to travel times, reliability in the road network, safety and the addition of active transport connections has the potential to address community concerns about traffic conditions and safety in the local area raised during consultation. This may improve overall community connectivity within the local and regional area, contributing to community values associated with connectivity and accessibility.	<b>Positive</b> <b>Direct</b> <b>Long term</b>	<b>Community</b>	Local and regional communities	<b>Low</b> SEIA consultation found that local communities are likely to be sensitive to improvements active transport connectivity, particularly given some local stakeholders are concerned the proposal may not result in traffic improvements.	<b>Low</b> The changes would be long term, but may not be noticeable to all residents.	<b>Low</b>
<b>Economy, business and employment</b>							
Improvements to the freight network	Picton Road is a key freight link between Port Kembla and the Illawarra Shoalhaven. Heavy vehicles using the road would experience travel benefits in terms of delay reduction, improved travel time, and safety benefits. The proposal, as part of the broader upgrade of Picton Road, would improve freight efficiency for heavy vehicles through improvements to traffic lane capacity and intersection upgrades. Freight companies are expected to benefit from improved efficiency on Picton Road.	<b>Positive</b> Direct Long term	<b>Way of life</b>	Freight operators	<b>Moderate</b> Picton Road is a major freight link, and it is expected that freight operators would be sensitive to these changes.	<b>Moderate</b> The changes would be long term, and are expected to be a noticeable improvement to freight operators.	<b>Moderate</b>

## 8. Cumulative impacts

Cumulative impacts are those that result from the successive, incremental, and/or combined effects of a proposal when added to other existing, planned, and/or reasonable anticipated future projects. The cumulative impact assessment has considered the social impact categories, focused on the key potential cumulative social impacts. The cumulative effect of multiple proposals may decrease or intensify the socio-economic impacts on a particular receiver. Cumulative socio-economic impacts associated with transport and infrastructure proposals generally include:

- extended periods of construction impacting local amenity, disruption to traffic and pedestrian networks
- incremental change to community values
- economic effects including changes to business operation and revenue
- construction traffic from multiple projects placing additional pressure on road networks and parking capacity
- consultation and construction fatigue for local communities due to the concurrent or sequential planning and construction of a number of projects and developments.

As identified in chapter 6 of the REF, the cumulative impacts from the broader Picton Road upgrade have been considered, which includes:

- the western section of Picton Road between Nepean River and Almond Street, Wilton (the proposal)
- the central section of Picton Road from Almond Street, Wilton to around Mount Kiera Road
- the eastern section of Picton Road from Mount Kiera Road to M1 Princes Motorway interchange.

Additionally, the development of the Wilton Growth Area contributes to potential cumulative impacts due to the number of projects that are currently proposed or could occur in the future as land is released and subdivisions are approved.

Construction fatigue relates to receivers that experience construction impacts from various developments over an extended period of time with few or no breaks between construction periods. Construction fatigue may be brought on through traffic and access disruptions, increased noise and vibration, reduced air quality, reduced visual amenity, or any combination of these factors and may result in increased frustration, stress and anxiety, and disruptions to daily life for residents.

As detailed in Chapter 6 of the REF, ongoing coordination and consultation will be undertaken with the proponents of nearby projects to identify the potential for cumulative impacts to occur.

The following sections provide a discussion of the key potential cumulative socio-economic impacts likely to result from the proposal.

### 8.1 Construction

#### 8.1.1 Access and connectivity

Impacts from construction traffic across multiple projects in the Wilton Growth Area may contribute to additional pressure to the road network. This includes vehicles travelling to and from surrounding construction areas due to ongoing development in the Wilton Growth Area. Additional light and heavy vehicles which are required for multiple projects may result in additional traffic delays during standard and out of hours work periods.

This has been identified as an ongoing source of frustration in the community (see section 4.1.3).

## 8.1.2 Amenity and character

Construction across multiple projects in the Wilton Growth Area may contribute to cumulative amenity changes due to increased noise, dust and visual impacts for local communities. This is most likely to occur for residents and businesses located in proximity to Picton Road, where other adjacent developments are under construction. There is potential for amenity change to be extended and compounded for some individuals.

Consecutive and concurrent construction projects could result in both consultation and construction fatigue for local communities and stakeholders, which can affect some individual's quality of life and wellbeing. As discussed in section 4.1.3, local communities have existing concerns about amenity impacts due to construction projects in the area, which is likely to increase some individual's sensitivity to cumulative impacts.

## 8.2 Operation

When the Picton Road upgrade is complete, there would be improved road safety, travel times, connectivity and reliability in the road network as a result of overall traffic flow improvements. Once complete, various improvement projects along Picton Road would also improve overall freight efficiency for heavy vehicles, supporting the key freight link between Port Kembla and the Illawarra Shoalhaven and supporting the region's economy.

## 9. Recommended safeguards and management measures

Key potential socio-economic impacts include those related to property impacts, access and amenity changes. Implementing the safeguards and management measures provided in Chapter 7 of the REF would minimise the potential for access and amenity impacts. These measures include, but are not limited to, developing and implementing a Construction Traffic Management Plan, Construction Noise and Vibration Management Plan, location and activity specific construction noise and vibration impact assessments, a Construction Air Quality Management Plan, and Urban Design Plan (including landscape treatments).

Additional recommended measures to avoid, minimise and manage the potential socio-economic impacts of constructing and operating the proposal are provided in Table 9.1. These measures focus on ongoing consultation and communication with impacted stakeholders. Comprehensive and appropriate communication and engagement with the community and other key stakeholders would play a key role in managing potential socio-economic impacts during construction.

As detailed in Chapter 6 of the REF, ongoing coordination and consultation will be undertaken with the proponents of nearby projects to identify the potential for cumulative impacts to occur and opportunities for management.

Together with the measures provided in the REF, these measures are expected to manage the potential socio-economic impacts resulting from the proposal.

**Table 9.1** Recommended mitigation measures

Social impacts	Environmental safeguard	Responsibility	Timing	Reference
Property impacts	Property owners and occupants affected by acquisition will be consulted, and acquisition will be undertaken, in accordance with the <i>Land Acquisition Information Guide</i> (Transport, 2014) and the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> and in accordance with the land acquisition reforms announced by the NSW Government in 2016 and the recommendations of the Auditor General's 2021 review of Transport for NSW's acquisition practices.	Transport	Pre-construction	Additional safeguard
Socio-economic impacts	A Communication Plan (CP) will be prepared and implemented as part of the Construction Environmental Management Plan (CEMP) to help provide timely and accurate information to the community during construction. The CP will include (as a minimum): <ul style="list-style-type: none"> <li>– Mechanisms to provide details and timing of proposed activities to affected stakeholders, including changed traffic and access conditions</li> <li>– toll free number and email address for enquiries and complaints</li> <li>– how the project webpage will be maintained for the duration of the proposal</li> <li>– a complaint's handling procedure</li> <li>– consultation activities to be carried out.</li> </ul>	Transport	Pre-construction / construction	Additional safeguard

Social impacts	Environmental safeguard	Responsibility	Timing	Reference
	<p>Transport will continue to consult with the community until completion of the proposal. This will include approaches to:</p> <ul style="list-style-type: none"> <li>– Consult with landowners, landholders and businesses in close proximity to the proposal to notify them about the proposal design, construction activities and timing of construction works</li> <li>– identify and engage with vulnerable persons that might be affected by the proposal</li> <li>– communicate information about potential access changes and delays, including targeted communication to affected local stakeholders (e.g., affected residents, businesses, emergency services, bus services, Wilton Public School).</li> </ul>	Transport	Pre-construction/ construction	Additional safeguard
	<p>Opportunities for Aboriginal employees and procurement will be prioritised in accordance with the <i>Aboriginal Procurement Policy</i> (NSW Government, 2021) and <i>Aboriginal Participation Strategy</i> (Transport for NSW, 2023).</p>	Transport / contractor	Detailed design / pre-construction / construction	Additional safeguard
Aboriginal cultural values	<p>The design and construction methodology for the proposal will continue to be refined to avoid, manage and/or mitigate impacts to cultural values as far as practicable in accordance with the recommendations of the Aboriginal Cultural Heritage Working Paper.</p>	Transport / contractor	Detailed design	Additional safeguard

# 10. Conclusion

This report provides an assessment of the potential socio-economic impacts of the proposed upgrade of Picton Road between Nepean River and Almond Street, Wilton. The report has identified and addressed the key potential socio-economic impacts associated with the proposal (both positive and negative) and provides recommended safeguards and management measures to support those identified by other technical assessments undertaken for the REF.

The key positive socio-economic impacts with the potential to occur during construction include an increase in employment opportunities for local and regional residents, procurement opportunities for businesses to supply goods and services, and a minor increase in revenue for local businesses due to construction workers purchasing meals and other services. There may also be opportunities for increased understanding of local Aboriginal cultural values through landscape and bridge design elements.

Potential negative socio-economic impacts during construction include:

- disruptions for landowners/landholders affected by the proposal's land requirements and associated acquisition requirements
- changes to traffic conditions, with the potential for delays and increased travel times for people travelling in the local and regional area
- potential impacts to areas and items that have Aboriginal cultural value
- reduced amenity for some residents close to construction activities, particularly as a result of noise and vibration, air quality and visual impacts.

Subject to detailed design, operation of the proposal may lead to some amenity impacts for nearby community members. However, overall, the proposal is expected to result in long term benefits for local and regional communities. The key positive socio-economic impacts of the proposal during operation include improved road network performance, road safety and travel times, and reduced congestion. During operation, the proposal would contribute to improved connectivity for existing and future residential and commercial areas, improving access to jobs, goods, services, recreation and education opportunities, and providing better links between clusters of growing business activity. This would result in benefits for road users as well as local and regional residents. SEIA consultation found that traffic efficiency measures were desired by the community and that the existing traffic volumes and conditions have led to traffic congestion and unsafe behaviours. Other benefits relate to improved active transport connectivity as a result of the proposed new shared user paths.

The potential impacts identified and assessed in this report would be managed and mitigated through a range of measures, including those provided in the REF. In addition to the safeguards and management measures provided in the REF, which were developed as an outcome of a range of technical assessments including noise and vibration, traffic and transport, landscape and visual, and air quality, the SEIA has identified other measures to minimise potential negative social impacts, and to enhance positive socio-economic impacts. Measures recommended include procedures in relation to undertaking property acquisition, ongoing consultation with the community, protecting Aboriginal cultural values, and opportunities for Aboriginal employees and procurement.

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## 12. Glossary of terms and abbreviations

Term	Definition
Aboriginal and Cultural Heritage Assessment Report	The Aboriginal and Cultural Heritage Assessment Report is a comprehensive document that evaluates the potential impacts of a proposed development or project on Aboriginal cultural heritage. It typically includes a detailed assessment of the site, area, or project's potential effects on cultural heritage values, including physical and intangible heritage.
ABS	Australian Bureau of Statistics
AQMP	Air Quality Management Plan
CBD	Central Business District
CP	Communication Plan
CNVMP	Construction Noise & Vibration Management Plan
CTMP	Construction Traffic Management Plan
CESP	Community and Stakeholder Engagement Management Plan
DECCW	Department of Climate Change, Energy, the Environment and Water
DPE	Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
GHD	GHD Pty Ltd
GRP	Gross Regional Product
Index of Relative Socio-Economic Advantage/Disadvantage (IRSAD)	The ABS produces four socio-economic indices for areas (SEIFA) based on Census data, which identify areas of relative advantage and disadvantage. The Index of Relative Socio-Economic Advantage/Disadvantage (IRSAD) was examined for the social locality. The IRSAD divides a population into ten equal groups, called a decile. The lowest scoring 10 per cent of these groups are given a decile number of 1, which indicates the highest level of disadvantage, and the highest scoring 10 per cent are given a decile of 10, which indicates the highest level of advantage.
IRSAD	Index of Relative Socio-Economic Advantage/Disadvantage
Km/h	kilometres per hour
Labour force	The portion of the population that is either employed or actively seeking employment.
LEMC	Local Emergency Management Committee
LGA	Local Government Area
NSW	New South Wales
PACHCI	Procedure for Aboriginal Cultural Heritage Consultation and Investigation
PHIDU	Public Health Information Development Unit
RAP	Registered Aboriginal parties
REF	Review of Environmental Factors
REF	Review of environmental factors
SA2	Statistical Area Level 2
SA4	Statistical Area Level 4
SAL	Suburb and Locality
SEIA	Socio-economic Impact Assessment
Transport	Transport for NSW
TTIA	Traffic and Transport Impact Assessment

# Appendix A

## Scoping checklist

Table A.1 Scoping checklist

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community / economy	Towns / suburbs / town centres		
Property impacts	Are property acquisitions likely?	Yes				Yes – by implementing the land use and property safeguards and management measures provided in section 6.11 of the REF.	At this stage of the design process it is estimated that about 29 private properties of which two would require total acquisition and about 27 would require partial acquisition or adjustments as described in section 3 of the REF.  The proposal would require some land outside the existing road reserve and land owned by Transport. The potential social impacts due to the proposal's land requirements would depend on the nature of ownership of properties, and the final potential impacts to be confirmed during acquisition negotiations.
	Is there a potential for displacement of residents or businesses due to property acquisition?	Unknown				Yes – as noted above	As noted above
	Will there be impacts on vulnerable groups (i.e. elderly, people in need of assistance, communities that demonstrate higher levels of disadvantage)?	Unknown				Yes – as noted above	As noted above

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community / economy	Towns / suburbs / town centres		
	Will the project impact upon any property improvements?	No				N/A	N/A
	Does the project result in fragmentation of rural properties?	No				N/A	N/A
Changes to population and demography	Will residents need to relocate as a result of property acquisition?	Unknow				Yes – as noted above	As noted above
	Will the project's construction result in a large influx of workers to the study area?	No				N/A	The proposal is located in an outer-metropolitan area, the construction workforce is not likely to result in significant social impacts for local community. There may be minor benefits for local businesses due to workers spending wages on breaks.
Economy	Will the project impact on local employment?			Yes		Yes – positive impact could be enhanced by liaising with local business chamber and/or Indigenous groups about local employment and procurement opportunities.	The proposal may provide local employment opportunities (construction workforce) and benefit local businesses during construction.

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community / economy	Towns / suburbs / town centres		
	Will the local population benefit from improvements in income as a result of the project?			Yes		Yes – positive impact could be enhanced by liaising with local business chamber and/or Indigenous groups about local employment and procurement opportunities.	Potential increase in income for those employed on the proposal.
Business and industry	Does the project impact (either directly or indirectly) on businesses/ commercial enterprises, including agricultural businesses?		Yes			Yes – through ongoing consultation with affected businesses.	Two businesses are located within the proposal area. Changes to access in construction and operation may affect businesses. Business opportunities in procurement. Construction workforce spend at local businesses. During operation, the proposal may have a positive impact on businesses due to improved traffic efficiency, safety and access.
	Are impacts on businesses likely to have flow on effects for employees?		Yes			Yes – through ongoing consultation with affected businesses.	Improvements in accessibility could have positive impact on employees' safety.
	Is the project likely to have direct or indirect effects on the regional economy?				Yes – positive	N/A – positive impact.	The proposal may contribute to supporting the freight industry and broadly support regional economy.

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community / economy	Towns / suburbs / town centres		
	Will the project result in changes in access to or bypass of businesses?		Unknown			Yes – consultation with affected businesses, maintain access during construction.	Access will be maintained, however general traffic changes could affect access for workers, customers etc.
	Does the project impact on the composition of regional industries (i.e., tourism, agriculture, mining and resources, manufacturing)?			No		N/A	N/A
Social infrastructure	Will the project impact (directly or indirectly) any community services or facilities such as hospitals, schools, recreational facilities, aged care, etc?		Yes			Yes – maintain alternate access during construction.	General traffic changes during construction may lead to delays for people travelling through the local area, including users of community facilities located in Wilton.
	Will the project impact on places that are used by the homeless for shelter or socially disadvantaged to congregate?	No				N/A	N/A
Community values, including community health and safety, and community cohesion/severance	Does the project impact on any places of Aboriginal or non-Aboriginal heritage?		Yes			Yes – implementing the Aboriginal safeguards and mitigation measures provided in section 6.3 of the REF will avoid and mitigate the potential impacts of the proposal on Aboriginal heritage values.	Impacts to Aboriginal sites and cultural values are assessed in the Aboriginal Cultural Heritage Working Paper.

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community / economy	Towns / suburbs / town centres		
	Does the project impact on any places likely to be of importance to the local community (i.e. environmental areas, local parks, local monuments, etc)?	No				N/A	No direct impacts to places of importance to the community have been identified.
	Do sections of the community have a strong attachment to place (e.g. large number of generations of a family have lived in the same area)?	Yes				N/A	The proposal is not expected to directly change the character of the locality.
	Is there a potential for impacts (real or perceived) on community health or safety due to emissions to air or water, noise or chemical hazards?	No				N/A	N/A
	During construction, is there a potential for impacts (real or perceived) on community health or safety due to emissions to air or water, noise or chemical hazards?	No				N/A	N/A
	Is there the potential for severance of communities or towns?	No				N/A	N/A
	Will the project change the way people use and access community facilities?		Yes			Yes – potential traffic impacts to be managed through standard measures.	Traffic changes may increase travel times for people accessing facilities in local and regional area.

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community / economy	Towns / suburbs / town centres		
	Will the project change the unique character of the place or community in which it is located?			No		N/A	The proposal on its own is not expected to change character; however, may contribute to overall change to the character of the area already occurring through residential development.
	Will the project result in changes to places of commemoration or memorialisation or with other intangible values?	No				N/A	N/A
Local amenity	Will the project change the amenity for residents, businesses, or community facilities? (i.e. through changes in air quality, visual and landscape impacts, noise and vibration)		Yes			Yes – through noise and visual measures.	N/A
	During construction, will the project change the amenity of residents, businesses or community facilities? (i.e. through changes in air quality, visual and landscape impacts, noise and vibration)	Yes				Yes – through standard construction measures.	N/A

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community / economy	Towns / suburbs / town centres		
Access and connectivity	Will the project change:						
	– travel patterns (e.g. introduce turning restrictions, traffic signals, road closures, new connections, etc)	Yes – positive				N/A – positive impact	The proposal includes a diverging diamond interchange that is designed to improve traffic flow between Picton Road and the M31 Hume Motorway. Traffic conditions and access are expected to be improved by the proposal.
	– cyclist facilities or access	Yes – positive				N/A – positive impact.	The proposal includes dedicated walk and cycle ways.
	– pedestrian access (i.e. access to public transport, and to/ within commercial precincts, town centres, recreational locations, shops)	Yes – positive				N/A – positive impact.	The proposal includes dedicated walk and cycle ways.
	– public transport services or facilities	No				N/A	N/A
– parking	Yes				N/A	Stakeholders noted that commuters and trucks often stop on the shoulder of Picton Road for periods of time, particularly at the Wilton Airport site (construction workers carpool), and opposite Almond Street (trucks travelling from Dombarton).	

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community / economy	Towns / suburbs / town centres		
	– property access	No				N/A	N/A
	– access for people with special needs (i.e. people with mobility difficulties, elderly, children, etc).	No				N/A	N/A
	During construction, will the project:						
	– generate large volumes of traffic		No			N/A	N/A
	– change pedestrian, cyclist or property access	No				Yes – through standard traffic measures	Although no dedicated walking or cycling facilities are provided along Picton Road or the M31 Hume Motorway within the proposal site, cyclists are permitted to ride along the road shoulders.  Construction activities may result in disruptions to cycle routes and may reduce safety for cyclists utilising the road shoulders as a cycle path.
	– alter public transport services or facilities		Yes			Yes – through standard traffic measures.	There is a school bus service that travels through the local study area.

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community / economy	Towns / suburbs / town centres		
	– alter travel patterns			Yes		Yes – through traffic measures.	The Picton Road and M31 Hume Motorway interchange is a key intersection for both main roads, any interruption in usual traffic flow has the potential to cause traffic congestion.
	– impact on traffic flow.	Yes				Yes – through traffic measures.	The Picton Road and M31 Hume Motorway interchange is a key intersection for both main roads, any interruption in usual traffic flow has the potential to cause traffic congestion.

# **Appendix B**

**Businesses located in the local study area**

**Table B.1** *Businesses in the local study area*

<b>General location of businesses</b>	<b>Business name</b>	<b>Description of services</b>	<b>Business address</b>
Wilton Plaza and Wilton Town Centre	Macs Country Café	A café located in Wilton Plaza.	1 Greenbridge Drive, Shop 7, Wilton Plaza, Wilton NSW 2571
	BWS Bingara Gorge	A liquor store located in Wilton Plaza.	Cnr Greenbridge Drive and Spearing Street, Wilton NSW 2571
	Ocean Nails Wilton	A nail salon located in Wilton Plaza.	Shop 10b/1 Greenbridge Drive, Wilton NSW 2571
	Mr So Chinese	A chinese restaurant located in Wilton Plaza.	Shop T9/1 Greenbridge Drive, Wilton NSW 2571
	Wilton Pharmacy	A pharmacy located in Wilton Plaza.	Shop T3/1 Greenbridge Drive, Wilton NSW 2571
	Wilton Medical Centre	A medical centre located in Wilton Plaza.	Shop T1-T2 1, Greenbridge Drive, Wilton NSW 2571
	Agency Central	A real estate agency located in Wilton Town Centre.	10/1 Greenbridge Drive, Wilton NSW 2571
	Barber Hub	A barber shop located in Wilton Town Centre.	1 Greenbridge Drive, Wilton NSW 2571
	Domino's Pizza Wilton	A pizza chain located in Wilton Plaza.	Plaza, Shop T5/1 Greenbridge Drive, Wilton NSW 2571
Argyle and Camden Street Precinct	Shell Wilton	A petrol station located in the Almond / Argyle Street precinct of eastern Wilton.	1109 Argyle Street, Wilton New South Wales 2571
	Angela's Nail and Beauty Bar	A nail salon located in the Almond / Argyle Street precinct of eastern Wilton.	Shop 2, 1105 Argyle Street, Wilton, NSW 2571
	Grace the Table	A home-based glassware store located in the Almond / Argyle Street precinct of eastern Wilton.	1091 Argyle Street, Wilton NSW 2571
	Raw Courage Transformations	A home-based gym located in the Almond / Argyle Street precinct of east Wilton.	56 Almond Street, Wilton NSW 2571
	Adapt a Home	A home builder service located in the Almond / Argyle Street precinct of east Wilton.	10 Swaine Drive, Wilton NSW 2571
	Café Wilton	A small café located in the Almond / Argyle Street precinct of east Wilton.	Shop 5/29 Camden Street, Wilton NSW 2571
	Wilton Doctors Medical Centre	A medical centre located in the Almond / Argyle Street precinct of east Wilton.	29 Camden Street, Wilton NSW 2571
Other Wilton residential streets	Wilton Landscape Supplies	A landscape supply store based on the far eastern side of Wilton.	122 Hornby Street, Wilton NSW 2571
	GDS Financial Services	An accounting firm based in Wilton.	No business address.
	Malibu Homes	A Home builder service based on the far eastern side of Wilton.	8 Hornby Street, Wilton NSW 2571
	Gorgeous Picnics and Events	A party equipment rental service based in Bingara Gorge Estate.	26 Hordern Street, Wilton NSW 2571
	MC Auto Electrical	An auto electrical service based in Bingara Gorge Estate.	10 Doneley Street, Wilton NSW 2571

General location of businesses	Business name	Description of services	Business address
	Fit Club Health and Fitness	A gym and personal training service located in Bingara Gorge Estate.	3 Hordern Street, Wilton NSW 2571
	Hume Building Pty Ltd	A home builder service based in Bingara Gorge Estate.	20 Pembroke Parade, Wilton NSW 2571
	MTJ Towing	A Bingara Gorge estate based towing service.	Pembroke Parade, Wilton NSW 2571
	Teas and Greens Café	A café based in the Bingara Gorge estate nearby Wilton Plaza.	31 Pembroke Parade, Wilton NSW 2571
	All Sun Solar Clean	A suburban based solar energy contractor based in the Bingara Gorge estate.	54 Balmoral Rise, Wilton NSW 2571
	Bingara Gorge Sales and Information Centre	A real estate agency based in the Bingara Gorge Estate.	31 Pembroke Parade, Wilton NSW 2571
	AF Photographer – Amanda Keats	A home-based photography service based in the Bingara Gorge estate.	70 Condell Park Road, Wilton NSW 2571
	Hood Electrical	A mobile electrician service based in the Bingara Gorge estate.	47 Balmoral Rise, Wilton NSW 2571
	Velvet Beauty and Wellness	A home-based beauty salon located in the Bingara Gorge estate.	Cnr Penrose Street and Elmwood Way, Wilton NSW 2571
	Wick'd Candles	Wick'd Candles is a home-based candle store located in the Bingara Gorge estate.	8 Stirling Drive, Wilton NSW 2571
	Jagua Tattoos	A tattoo parlour located on the far eastern side of the Wilton suburb.	10 Ashwood Road, Wilton NSW 2571
	QuickFire Wireless firing systems	A fire protection equipment supplier located on the far eastern side of the Wilton suburb.	35 Ashwood Road, Wilton NSW 2571
	Cards by Tia	A home-based gift shop located in the Bingara Gorge estate.	13 Pembroke Parade, Wilton NSW 2571
	Pulse Facilities, including Bingara Gorge Golf Course	Sporting facilities (including a gym, pool, tennis course and golf course located in the Bingara Gorge estate.	50 The Irons Drive, Wilton NSW 2571
Other nearby businesses	NLH Body Care	A beauty product supplier based on a regional road on the western side of the Picton Road and M31 Hume Motorway interchange.	25 Wilton Park Road, Wilton NSW 2571
	Printcrastination	A home-based gift shop based on a regional road on the western side of the Picton Road and M31 Hume Motorway interchange.	25 Wilton Park Road, Wilton NSW 2571
	Sydney Skydivers – 1300 SKYDIVE	A skydiving centre based on a regional road on the western side of the Picton Road and M31 Hume Motorway interchange.	745 Picton Road, Picton NSW 2571
	Wilton Airport	An airport based on the western side of the Picton Road and M31 Hume Motorway interchange.	745 Picton Road, Wilton NSW 2571



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