

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

Review of Environmental Factors

## Appendix M

Issues raised during  
stakeholder consultation

# M

Issues raised by stakeholders, and Transport's responses to issues raised, are provided in Table M.1.

**Table M.1: Issues raised during stakeholder consultation**

Agency	Issue raised	Response / where addressed in REF
Bingara Gorge Residents Association	Concerns about congestion in and out of the Bingara Gorge estate during peak times.	An upgrade of Picton Road would improve safety, accessibility and efficiency for transport customers and residents in new and emerging housing developments, better connecting them to diverse employment opportunities and to retail, health, education and recreation facilities.
	Concerns that the proposal has not planned for the future growth of the area or emergency evacuations.	<p>Picton Road will play a key role in opening up substantial employment and business opportunities in the future, fostering and supporting connectivity and creating great places to live.</p> <p>An upgrade of Picton Road would improve safety, accessibility and efficiency for transport customers and residents in new and emerging housing developments, better connecting them to diverse employment opportunities and to retail, health, education and recreation facilities.</p> <p>See sections 2.1 and 2.2 for more information.</p>
	Concerns about potential cumulative impacts with the Almond Street upgrade.	<p>The proposal has been developed with consideration of other infrastructure upgrades included in the Wilton Growth Area infrastructure phasing plan (NSW Government, 2020), including the future upgrade of Almond Street.</p> <p>The proposal includes converting the existing Picton Road/Almond Street intersection to left-in and left-out arrangements; however, it would be staged and delivered in conjunction with the Almond Street upgrade, which would be undertaken by private developers as described in sections 1.1.3 and 3.1.1. As such, traffic movements in all directions would be maintained at this location.</p>
	Concerns about impacts during construction.	During construction, access would be maintained for residents, businesses, and through traffic. Where temporary disruption of existing access is unavoidable, alternative access arrangements would be provided in consultation with Wollondilly Shire Council and affected property and business owners as described in section 6.2.4.
Freight Industry companies	Support for the proposal.	Transport thanks stakeholders and the community for their support and interest in the proposal.
Freight Industry representatives including Business Illawarra, NSW Road Freight and NatRoad	<p>Concerns about disruptions during construction, including potential diversions through Bulli Pass being impossible for oversized trucks.</p> <p>Request for advance notice to minimise impacts on freight businesses and their customers.</p>	<p>As described in section 3.3.7, during construction, access would be maintained for residents, property owners/occupants and through traffic. Alternative access provisions would be undertaken in consultation with key stakeholders. Potential access impacts, and measures to manage these impacts, are described in section 6.2.</p> <p>Road users would be notified of any access changes as per NSW Government notification guidelines.</p>

Agency	Issue raised	Response / where addressed in REF
	Request for ongoing early consultation with the freight industry, including dedicated email lists and participation in planning/steering committee meetings.	Stakeholders and the community will continue to be informed about the proposal as it progresses, as described in section 5.7.
	Concerns about traffic flow, lane changes and private property access onto Picton Road being a safety issue.	The proposal would provide additional lane capacity that would improve traffic flow and reduce the need to overtake or move away from queuing issues, as described in section 3.2.
	Concerns over why the proposed diverging diamond interchange was chosen over other configurations.	<p>Transport considered a range of factors during the planning phase to assess and identify a preferred option for the interchange, including safety, transport and performance, environment and sustainability, and constructability.</p> <p>The <i>Picton Road and M31 Hume Motorway Interchange Preferred Option Report</i> (Transport for NSW, 2022) (available at: <a href="#">Preferred Option Report</a>) details the option assessment process, including the analysis carried out. Further information is provided in section 2.4.1.</p>
	Request for traffic modelling around light and heavy vehicle queuing at traffic lights.	Traffic modelling suggests that the new interchange and associated proposal work would improve network performance as a result of increased average speeds and decreased delays as described in section 6.2.4.
	Concerns about increased traffic impacts from residential developments in Wilton.	<p>The proposal has been developed with consideration of other infrastructure upgrades included in the Wilton Growth Area infrastructure phasing plan (NSW Government, 2020).</p> <p>Picton Road will play a key role in opening up substantial employment and business opportunities in the future, fostering and supporting connectivity and creating great places to live.</p> <p>An upgrade of Picton Road would improve safety, accessibility and efficiency for transport customers and residents in new and emerging housing developments, better connecting them to diverse employment opportunities and to retail, health, education and recreation facilities.</p>
Emergency Services Management Committee including:	Concerns about the capacity of the Picton Road and M31 interchange and to accommodate future growth.	Transport considered the expected future growth of the area and the network operation following implementation of the proposal as described in sections 2.1, 6.2.3 and 6.2.4.

Agency	Issue raised	Response / where addressed in REF
Department of Communities and Justice Fire & Rescue NSW NSW Ambulance NSW Police NSW Reconstruction Authority NSW Rural Fire Service South Western Sydney Local Health District Water NSW Wollondilly Shire Council	Comments about safe pedestrian movements and active transport links through the interchange and at crossings.	The proposal includes the provision of a shared user path along the southern side of Picton Road for the length of the proposal site and a shared user path on the northern side of Picton Road between Pembroke Parade and Almond Street, and between the future new intersections west of the M31 Hume Motorway.  The provision of this infrastructure would improve active transport connectivity and safety and support the proposed strategic cycle route identified in the Wollondilly Bike Plan, as described in sections 2.5.3 and 6.2.4.
	Request to consider ultimate arrangement at Wilton Park Road based on 12,000 new homes are being planned for the Western Precinct.	Picton Road will play a key role in opening up substantial employment and business opportunities in the future, fostering and supporting connectivity and creating great places to live.  An upgrade of Picton Road would improve safety, accessibility and efficiency for transport customers and residents in new and emerging housing developments, better connecting them to diverse employment opportunities and to retail, health, education and recreation facilities.
	Request for geolocated information on site compounds and gates to be used by the dispatch system in case of emergencies.	The suggestion is acknowledged and would be actioned as required.
	Comment about change in speed limit coming off the M31 Hume Highway into interchange, managing driver behaviour.	The design of the Picton Road and M31 Hume Motorway interchange would allow free flowing turns when exiting and entering Picton Road and reduce the number of conflicts with oncoming traffic, resulting in fewer traffic light phases, making the interchange safer and more efficient.  The proposal would have a posted speed 60 km/h for Picton Road between Pembroke Parade and the western-most future intersection, including ramps as described in section 3.2.1.
NSW Rural Fire Service	Concerns about left-in and left-out arrangement at Almond Street and Wilton Park Road leading to 'unacceptable' impacts to RFS's emergency management response.	The proposal includes converting the existing Picton Road/Almond Street intersection to left-in and left-out arrangements; however, it would be staged and delivered in conjunction with the Almond Street upgrade, which would be undertaken by private developers as described in sections 1.1.3 and 3.1.1. As such, traffic movements in all directions would be maintained at this location.
Utility authorities including: APA, NBN, NextGen Optus, Telstra, TPG	APA noted the potential impacts of the proposal on the high-pressure gas asset in the vicinity of the Picton Road/Pembroke Parade Intersection.	Survey and potholing investigations have been undertaken to confirm the location and depth of existing services that may be impacted. Where possible the design has been modified to avoid utility impacts. Potentially impacted utilities would be relocated or protected to avoid impacts to assets and customers. Vibration management measures (including vibration limits) would be used to minimise the potential for impacts on the Upper Nepean Canal tunnels under Picton Road. Further information is provided in section 3.5.
	Comments about the potential impacts of the proposal on existing infrastructure.	

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WaterNSW	Concern regarding environmental constraints such as potential impact on Koala habitats and on fire trails.	<p>The proposal site has been refined to minimise impacts on areas of remanent native vegetation, particularly at the western end of the proposal between the interchange and the Nepean River as described in section 2.4.3.</p> <p>Potential impacts on Koalas were considered as part of the biodiversity assessment, described in section 6.1.</p>
Wilton Action Group	Concerns about left-in and left-out arrangement at Almond Street and Wilton Park Road would lead to road safety risks to use other access points to turn onto Picton Road.	<p>The proposal includes converting the existing Picton Road/Almond Street intersection to left-in and left-out arrangements; however, it would be staged and delivered in conjunction with the Almond Street upgrade, which would be undertaken by private developers as described in sections 1.1.3 and 3.1.1. As such, traffic movements in all directions would be maintained at this location. This would result in improved road safety benefits.</p>
	Queries about future proofing the proposal and whether future developments and the M9 traffic was included in the modelling	<p>Transport considered the expected future growth of the area and the network operation following implementation of the proposal as described in sections 2.1 and 6.2.</p>
	Concerns about how traffic will merge from the proposal into the narrower end of Picton Road.	<p>The proposal would provide additional lane capacity that would improve traffic flow and reduce the need to overtake or move away from queuing issues, as described in section 3.2.</p>
	Concerns about construction staging and potential truck diversions through other towns.	<p>During construction, access would be maintained for residents, businesses, and through traffic. Where temporary disruption of existing access is unavoidable, alternative access arrangements would be provided in consultation with Wollondilly Shire Council and affected property and business owners as described in section 6.2.4.</p>
	Concerns about the potential impacts on unofficial car-pooling parking areas.	<p>No formal parking is proposed along Picton Road. However, it is proposed to provide 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.</p> <p>It would no longer be permitted to utilise the road shoulder along Picton Road for long-term parking as observed in the current conditions and described in section 3.5.</p> <p>There are a number of existing rest areas for heavy vehicles, located on the M31 Hume Motorway (about four kilometres north of the proposal site and about 6.5 kilometres south of the proposal site) as well as on Picton Road (about six kilometres south-east of the proposal site). Safe opportunities for parking for light vehicles are also available within nearby local roads within Wilton.</p> <p>Based on the above, there would be improvement to parking safety compared to the current situation.</p>

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Wilton Public School	Concerns about the cumulative impact of construction in the area.	During construction, access would be maintained for residents, businesses, and through traffic. Where temporary disruption of existing access is unavoidable, alternative access arrangements would be provided in consultation with Wollondilly Shire Council and affected property and business owners as described in section 6.2.4.
Wollondilly Shire Council	Request for information about engagement with indigenous communities.	Throughout the development of the Picton Road upgrade (including the proposal), Transport has actively consulted with the Aboriginal community as described in section 5.3.  Stakeholders and the community will continue to be informed about the proposal as it progresses, as described in section 5.7.
	Queries about visual amenity.	The potential visual impacts of the proposal are considered in section 6.10.
	Queries about ongoing consultation with residents.	Stakeholders and the community will continue to be informed about the proposal as it progresses, as described in section 5.7.
	Queries about the proposal in consideration of Cumberland Plain Conservation Plan and impacts to biodiversity including Koalas.	The proposal site has been refined to minimise impacts on areas of remnant native vegetation, particularly at the western end of the proposal between the interchange and the Nepean River as described in section 2.4.3.  Potential impacts on Koalas were considered as part of the biodiversity assessment, described in section 6.1.
	Queries about flood considerations for the proposal.	Potential flooding impacts are considered as described in section 6.5.
	Queries about mining lease considerations.	Stakeholders (including leaseholders) and the community will continue to be informed about the proposal as it progresses, as described in section 5.7.
Wollongong City Council	Queries about maintenance of corridor following construction of the proposal.	Wollondilly Shire Council will continue to be informed and consulted about the proposal as it progresses.
Wollongong City Council	Support for the proposal.	Transport thanks stakeholders and the community for their support and interest in the proposal.
	Queries about the proposal planning for the future growth of the area.	Picton Road will play a key role in opening up substantial employment and business opportunities in the future, fostering and supporting connectivity and creating great places to live.  An upgrade of Picton Road would improve safety, accessibility and efficiency for transport customers and residents in new and emerging housing developments, better connecting them to diverse employment opportunities and to retail, health, education and recreation facilities.  See sections 2.1 and 2.2 for more information.

Agency	Issue raised	Response / where addressed in REF
	<p>Comments about safe pedestrian movements and active transport links through the interchange and at crossings.</p>	<p>The proposal includes the provision of a shared user path along the southern side of Picton Road for the length of the proposal site and a shared user path on the northern side of Picton Road between Pembroke Parade and Almond Street, and between the future new intersections west of the M31 Hume Motorway.</p> <p>The provision of this infrastructure would improve active transport connectivity and safety, and support the proposed strategic cycle route identified in the Wollondilly Bike Plan, as described in sections 2.5.3 and 6.2.4.</p>
	<p>Request for dual separation in both directions along the proposal.</p>	<p>The proposal would provide additional lane capacity and further separation of carriageways that would improve traffic flow and reduce the need to overtake or move away from queuing issues, as described section 3.2.</p> <p>Safety barriers would be installed along the majority of the proposal within the median between the eastbound and westbound lanes to separate the directions of travel. The types of barriers to be installed would be considered further during detail design, as described section 3.2.3.</p>
	<p>Request for improved road safety features including improvement to Intelligent Transport Systems and review of all the intersections to ensure they are best practice for current and future demands.</p>	<p>Installation of new intelligent transport systems and best practice intersection designs are part of the proposal as described in section 3.3.</p>