



# Picton Road upgrade

## Between Nepean River and Almond Street, Wilton

Project update | Review of Environmental Factors  
February 2024



Australian Government



Artist impression of Picton Road upgrade near Almond Street, looking west

You are invited to provide feedback on the Review of Environmental Factors by 5pm on Thursday 29 February 2024.

Transport for NSW is carrying out planning and design work for the upgrade of Picton Road between the Nepean River and the M1 Princes Motorway, including the interchanges at the M31 Hume Motorway and the M1 Princes Motorway.

The western section of the upgrade, between the Nepean River and Almond Street, Wilton is progressing first, with the Review of Environmental Factors (REF) to be placed on public display from Thursday 1 February to Thursday 29 February 2024.

This update provides information about the proposal, the REF and how you can have your say. We encourage you to read the full REF document available on our website at [nswroads.work/pictonupgrade](https://nswroads.work/pictonupgrade) to gain a complete understanding of all impacts before you provide your feedback.



# Background

The NSW Government and Australian Government have committed \$44 million and \$80.7 million respectively to the planning of the upgrade of Picton Road.

Picton Road is a key east-west transport corridor connecting the Illawarra-Shoalhaven to Sydney and the Greater Macarthur and Wilton growth areas. The Picton Road upgrade would support growing communities and businesses across Western Sydney and the Illawarra-Shoalhaven by providing safer, easier and faster access to jobs, services, education and suppliers for generations to come.

Picton Road is also a critical freight link between Port Kembla and the Illawarra-Shoalhaven and the rapidly expanding Western Sydney industrial and employment precincts. The delivery of this upgrade is vital in supporting NSW's growing freight task.

The Picton Road upgrade would include about 30 kilometres of Picton Road, between the Nepean River and the M1 Princes Motorway. The upgrade has been divided into three areas:

- **Western section** – between the Nepean River and Almond Street, Wilton including the M31 Hume Motorway interchange
- **Central section** – Almond Street, Wilton to around Mount Keira Road
- **Eastern section** – Mount Keira Road to M1 Princes Motorway interchange.



Map of the Picton Road upgrade



Artist impression of the Picton Road upgrade

## Western section (the proposal)

The proposal forms the western section of the broader Picton Road upgrade and includes:

- widening and upgrading about five kilometres of Picton Road between the Nepean River and Almond Street in Wilton
- upgrading the existing Picton Road and M31 Hume Motorway interchange into a diverging diamond layout
- new and upgraded shared paths on Picton Road
- reconfiguring the existing Picton Road intersections with Wilton Park Road, Aerodrome Drive, Janderra Lane and Almond Street
- a reduced speed limit of 60 km/h from the western end of the proposal to Pembroke Parade.

The key features of the proposal are outlined on the map on page 4.

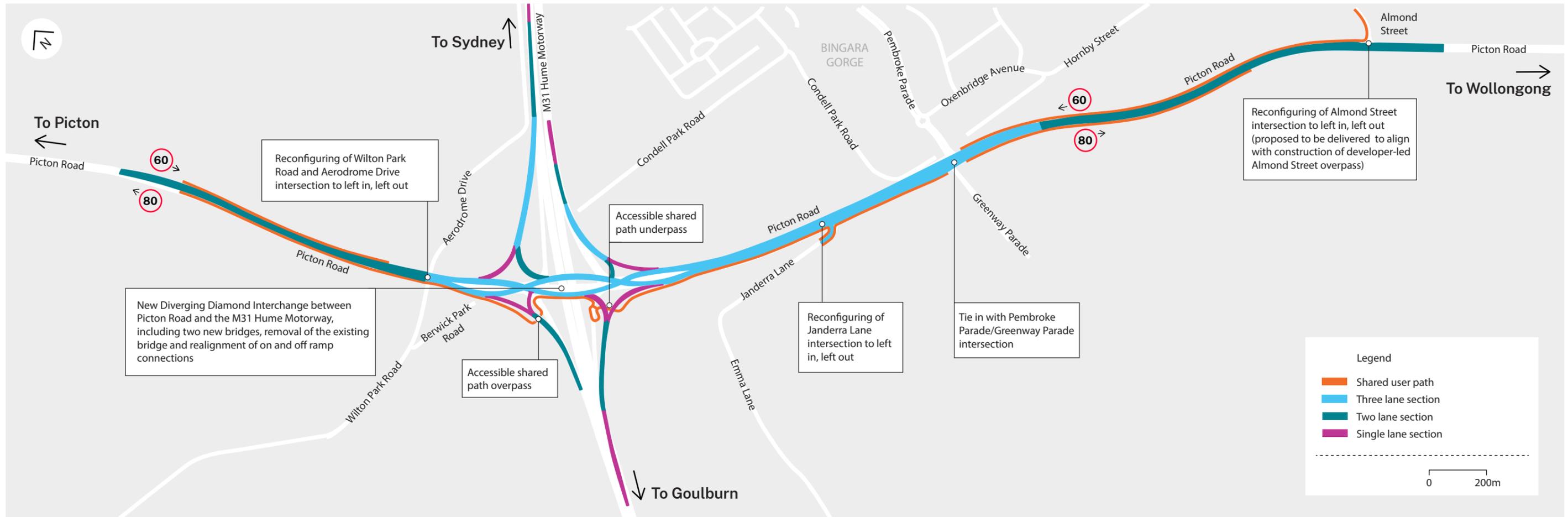
## Review of Environmental Factors

Transport has prepared a REF for the proposal. The REF assesses the potential environmental, social and economic impacts of the proposal and recommends measures to reduce these impacts. The REF is now on public display and you are invited to have your say by making a submission by 5pm on Thursday 29 February 2024.



Visit our interactive web portal at [nswroads.work/pictonupgrade](https://nswroads.work/pictonupgrade) to find out more about the Review of Environmental Factors and to have your say.

# Key features of the proposal



## Diverging Diamond Interchange

The design of the interchange at Picton Road and the M31 Hume Motorway is a Diverging Diamond Interchange (DDI).

This unique design provides additional lanes for traffic to cross the interchange under the safety of traffic signals which allows for free flowing turns when exiting and entering Picton Road. Right turns from Picton Road onto the M31 Hume Motorway will only pass through one set of traffic signals.

The traffic signals have simplified traffic light phasing which will provide increased green time and improved traffic flow when compared to the existing arrangement.

The DDI includes a four-metre-wide active transport path on the southern side of Picton Road which is fully separated from vehicles with an underpass of the south bound on ramps and an overpass of the north bound off ramps.

While the layout of the DDI is new to NSW drivers, it would be easy and safe to navigate.



**View an animation of the DDI in operation.**

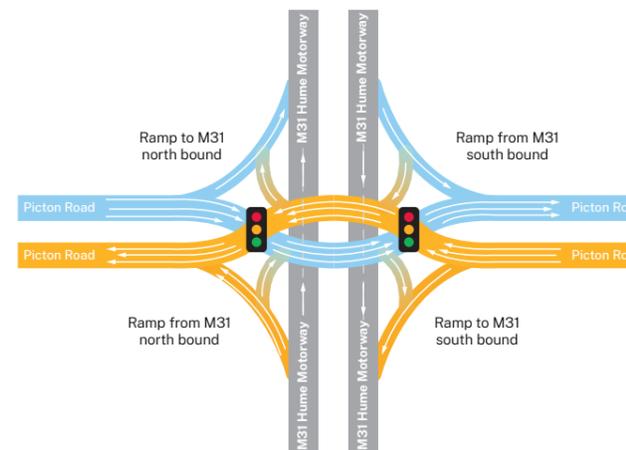


Diagram of the Diverging Diamond Interchange



Artist impression of the Diverging Diamond Interchange



**Supporting growing communities**



**Better and more reliable trips**  
for people, business and freight



**Improved freight connections**



**Improving safety**

# Assessment of key issues

Key areas assessed in the REF are summarised below and the full report can be found on the project website.

## Biodiversity

The project has been designed to minimise potential impacts to biodiversity as much as possible, however some vegetation removal will be required, mainly along the edge of the existing road corridor. Most of the vegetation to be removed is grasses and exotic species, however up to 11.50 hectares of threatened ecological communities would be impacted. This includes habitat for threatened fauna and flora species. Overall the potential impacts on these species and communities are not considered significant in line with relevant legislation.

A range of safeguards would be implemented to manage and further minimise potential impacts including a Biodiversity Offset Strategy and a Flora and Fauna Management Plan.

## Traffic and transport

During construction, access would be maintained for residents, freight and general traffic. However, short delays may occur from traffic management measures in place to ensure safety of construction workers and road users.

When operational, the proposal would improve the road network performance including travel times, journey time reliability and road safety for all road users. The proposal would also improve resilience by providing additional capacity to manage vehicle movements during disruptions.

Changes to arrangements at intersections of Picton Road and Wilton Park Road, Aerodrome Drive, Janderra Lane and Almond Street would improve safety for all road users.

## Noise and vibration

Noise associated with the construction of the interchange may impact residences near Picton Road and the M31 Hume Motorway. Some receivers may also notice vibration during works where a vibratory roller or similar equipment is used. Construction noise and vibration would be managed through the implementation of a Construction Noise and Vibration

Management Plan that would include reasonable and feasible mitigation measures to minimise impacts.

When operational, the proposal would not substantially change traffic noise experienced in most locations. Noise mitigation, where reasonable and feasible, would be considered during detailed design and in consultation with impacted residents.

## Resilience

The proposal has been designed to minimise flood hazards for road users under 1 in 200 year flood events. It would also provide additional capacity for evacuation routes for the future Wilton Town Centre and Picton during emergencies such as bushfires and floods, traffic incidents and planned closures. This would increase the adaptive capacity and resilience of local communities.

## Cumulative impacts

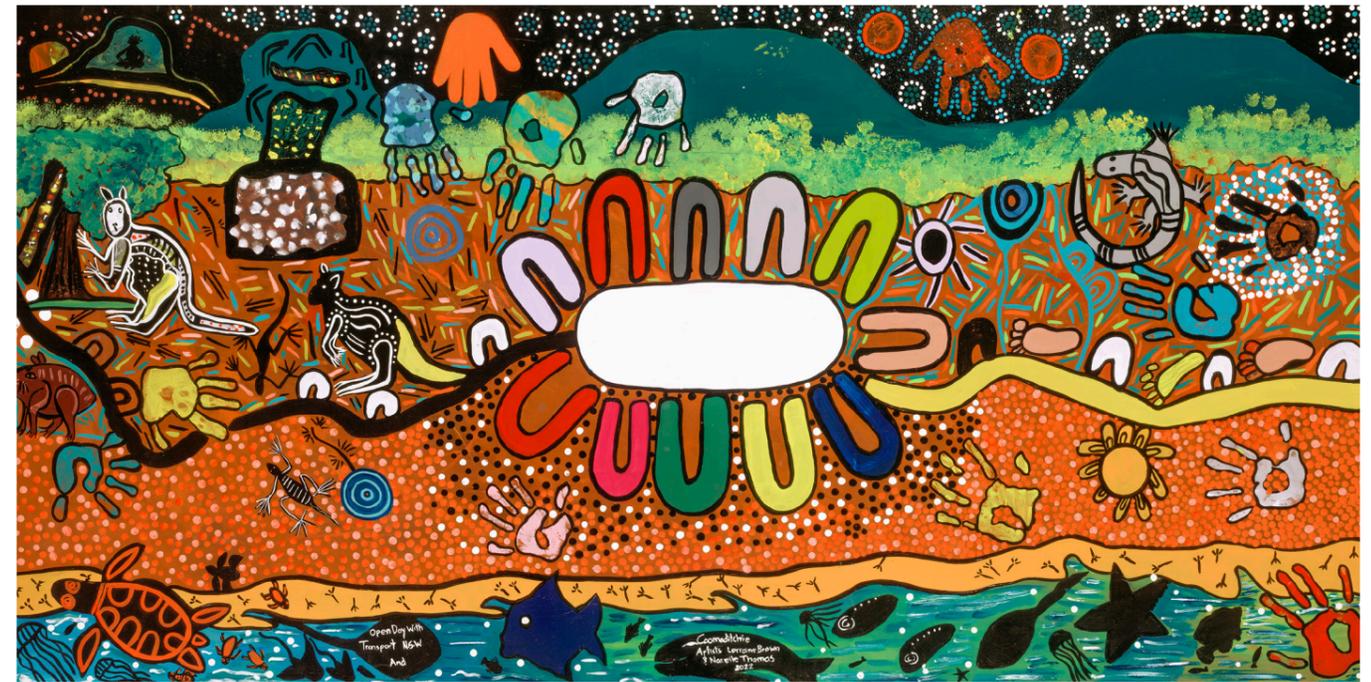
During construction, appropriate measures would be implemented to ensure that cumulative impacts of work in the area on traffic, transport and access are satisfactorily mitigated and managed.

Once complete, the various improvement projects along Picton Road would improve traffic flow for all road users, including freight vehicles. There would be long term access and connectivity benefits for local and regional communities, business and industry.

## Property and land use

Some land next to the existing road corridor would need to be acquired temporarily and permanently to build and operate the proposal.

Transport would contact property owners directly to discuss individual impacts. All acquisitions would be carried out in consultation with landowners and in line with the *Land Acquisition (Just Terms Compensation) Act 1991* and the NSW Government's *A guide to property acquisition in NSW*.



Woolyungah – Merrigong, our place between the mountains and the sea, Coomaditchie Elders Aunty Lorraine and Aunty Narelle from Coomaditchie United Aboriginal Corporation

## Aboriginal cultural heritage

Consultation has been carried out with Aboriginal stakeholders, including Registered Aboriginal Parties, in line with the Transport for NSW Procedure for Aboriginal Cultural Heritage Consultation and Investigation.

The proposal may impact six known Aboriginal heritage sites and one potential archaeological deposit. Two sites contain highly significant culturally-modified trees which would not be directly impacted.

An Aboriginal Cultural Heritage Management Plan will be prepared with Registered Aboriginal Parties, to provide specific measures and controls to be implemented for managing impacts to Aboriginal heritage. An Aboriginal Heritage Impact Permit would be sought for impacts to the Aboriginal heritage sites that cannot be avoided in line with the *National Parks and Wildlife Act 1974*.

Throughout the design process Transport has engaged with Aboriginal knowledge holders to listen to their stories and incorporated their feedback into the design. These stories, as well as ongoing input from Aboriginal knowledge holders, will assist in development of a cultural narrative for the upgrade, and recommend project-specific initiatives to integrate cultural values.

Visit the **Yanmanjang - Walking together storymap** to find out more about Aboriginal cultural heritage associated with the proposal.



## Have your say

You are invited to have your say on the REF.

To have your feedback formally considered, and receive a response in the submissions report, please make a written submission by **5pm on Thursday 29 February 2024** via:

- Post:** Picton Road upgrade, PO Box 477, Wollongong NSW 2520
- Email:** [pictonroad@transport.nsw.gov.au](mailto:pictonroad@transport.nsw.gov.au)
- REF portal:** Visit our web portal at [nswroads.work/pictonupgrade](https://nswroads.work/pictonupgrade) to find out more about the REF.

## Meet the project team

The team will be out and about in the community to discuss the project and answer your questions during the display period.

You can join us at one of the drop-in sessions below:

### Saturday 10 February 2024

10am to 2pm at Wollondilly Shire Hall,  
52 Menangle Street, Picton

### Thursday 15 February 2024

4pm to 7pm at Wilton Plaza,  
1 Greenbridge Drive, Wilton

### Wednesday 21 February 2024

2pm to 5pm at Wilton Recreation Reserve,  
20 Broughton Street, Wilton

Copies of the REF are available to read at:

Wollondilly Shire Council

Wollondilly Library

## Next steps

Transport will collate and consider the submissions received during the public display of the REF and prepare a submissions report.

Feedback received will help further refine the design of the proposal. We will keep the community updated as the project progresses.

Timing and funding for construction of the proposal are yet to be confirmed.



## Contact us



Project Infoline **1800 290 613**



**pictonroad@transport.nsw.gov.au**



**nswroads.work/pictonupgrade**



PO Box 477  
Wollongong, NSW 2520



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