

M1 Pacific Motorway widening between the Tuggerah and Doyalson interchanges

Roads and Maritime Services is planning an upgrade of the M1 Pacific Motorway between the Tuggerah and Doyalson interchanges to improve traffic flow and safety.



A concept design and review of environmental factors have been carried out to identify potential impacts of the proposal and mitigation activities.

Stakeholders and the community are invited to comment on the review of environmental factors by **3 September 2014**. Roads and Maritime will consider feedback to finalise the concept design and review of environmental factors.

Background

The M1 Pacific Motorway is a critical link in the National Land Transport Network and is part of the Sydney to Brisbane corridor, which is one of the busiest transport corridors in Australia.

The 12 kilometre section between Wyong Road at Tuggerah and the Doyalson Link Road is currently two lanes in each direction and has the highest volume of traffic of the remaining four lane sections between Sydney and the end of the motorway at Beresfield. It is used by through traffic and traffic from north of Wyong accessing the Central Coast.

The proposed upgrade would cater for the increase in traffic forecast as a result of predicted growth in the Central Coast, Hunter Region and North Coast along with greater freight demand.

Roads and Maritime is also planning an upgrade of the M1 Pacific Motorway between the Kariong and Somersby interchanges, and at the northern end of the motorway at the Weakleys Drive and John Renshaw Drive intersection. Further details about these projects are available at rms.nsw.gov.au.

The proposal

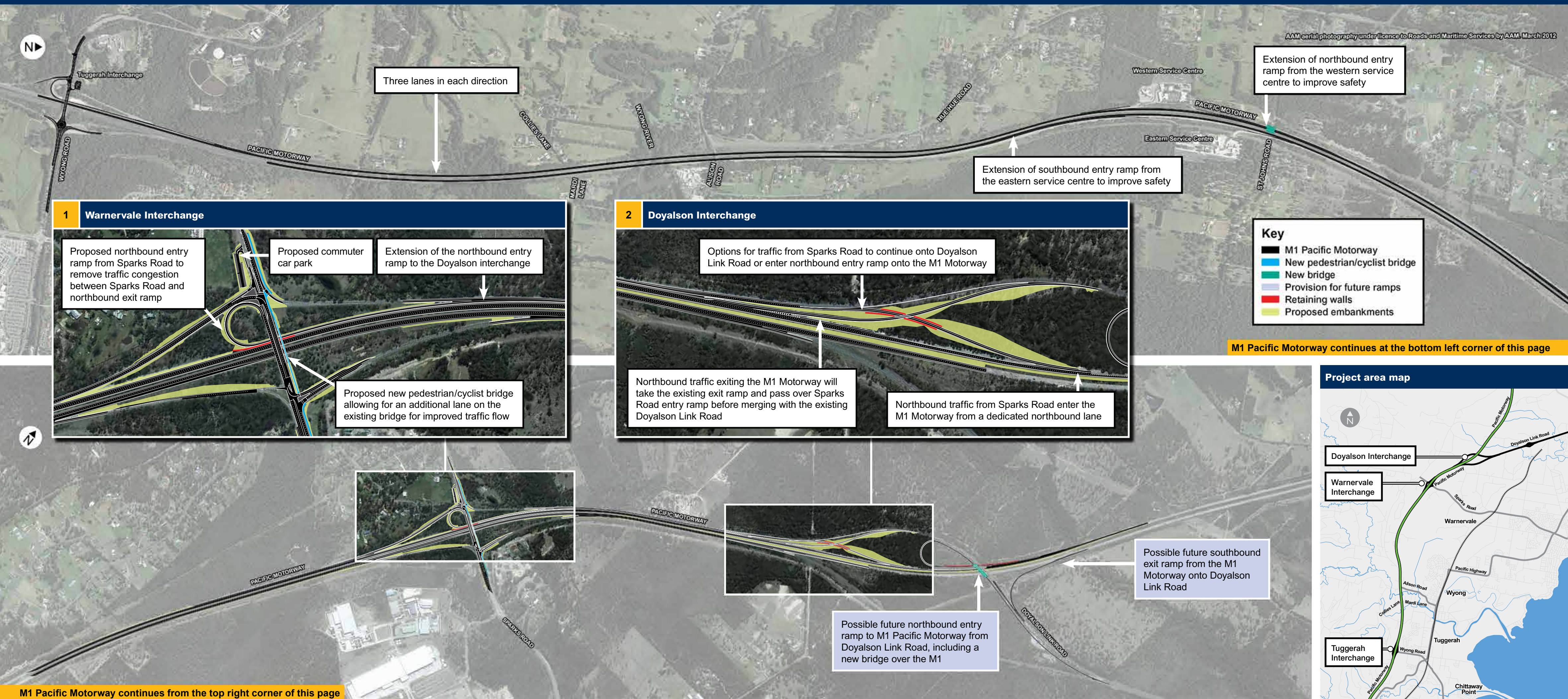
The proposed upgrade involves widening the motorway to provide three lanes in each direction. Key features include:

- Widening a 12 kilometre section of the motorway to provide three lanes in each direction between Wyong Road at Tuggerah and the Doyalson Link Road
- Removing and replacing a nine kilometre section of concrete pavement between Wyong River and the Doyalson interchange to provide a smoother road surface
- Improving road drainage for greater wet weather safety
- Providing safety and capacity improvements at key motorway interchanges at Warnervale and Doyalson.

Benefits

Key benefits of the proposed upgrade include:

- Increased traffic capacity along the motorway
- More reliable travel times now and into the future
- A smoother road surface for motorists
- Improved drainage for greater wet weather safety
- Improved safety for motorists using the Warnervale and Doyalson interchanges
- Reduced maintenance costs in the future.



Review of environmental factors

Roads and Maritime has carried out a review of environmental factors to assess the potential environmental and social impacts of the proposal and identify activities to manage and mitigate these impacts.

The review of environmental factors was carried out in consultation with a range of key stakeholders including technical specialists and considered feedback received from the community.

The investigations found that the proposal would not significantly affect the environment or the community with the application of a range of environmental mitigation and management measures.

Key considerations for assessment

The following key areas of potential impact have been identified in the environmental investigations. The review of environmental factors describes these impacts and activities to reduce them.

Roads and Maritime will work closely with potentially affected property owners in relation to all potential impacts during planning for this project.

Visual impact

Visual impacts would be managed by integrating structural elements with the surrounding infrastructure and landscape where feasible, and through careful landscaping and urban design. The visual impacts during construction and following project completion include:

- Changes to the existing motorway, including vegetation and landscape of the median where width permits
- New infrastructure including bridges and motorway ramps
- Temporary infrastructure during construction such as site compounds, plant and equipment facilities and material stockpiles.

Operational traffic noise

Operational traffic noise modelling was carried out to compare the current traffic background noise with future predicted noise levels. The results show that operational noise would increase gradually over the 10 year environmental assessment period due to predicted traffic growth. A very small increase in operational noise may take place when the proposed upgrade is completed due to slight changes in the road geometry. However improvements to the pavement surface may mitigate this potential noise increase.

Potential management measures outlined for consideration include road design, traffic management, quieter road surfaces and noise barriers. Properties that would be potentially affected by traffic noise have been identified and specific individual noise treatments for properties would be discussed with relevant property owners.

Construction noise

The proposal includes extended construction hours between 6am and 8pm on Monday to Friday and 7am to 5pm on Saturday. Some construction activities would generate substantial noise including earthworks, saw cutting and piling activities. Management measures would include limiting noise related work to standard construction hours and minimising noise generated by machinery wherever possible.

Night work

Some night work would be required as part of the proposal to minimise traffic disruptions and ensure the safety of workers. Night work would be carried out for emergency, safety, environmental or other related purposes and would be limited to activities of minimal noise impact.

Biodiversity

The environmental assessment has identified that by widening the motorway into the median there are not likely to be any significant impacts on flora and fauna. Some vegetation would need to be cleared to accommodate the upgrade but the overall impact on biodiversity and threatened species has been assessed as low impact.

Waste management

The proposal would generate substantial volumes of concrete, steel and other material wastes associated with the removal of the existing road pavement. The majority of these materials would be reused in the construction of the proposal or recycled. If waste materials are unable to be reused or recycled they would be removed from the site.

Proposed construction

The proposed upgrade involves widening the motorway into the median to provide the additional lane on each carriageway. Construction would require traffic switches and carriageway closures but two travel lanes in each direction would be maintained during peak periods with a reduced speed limit of 80 km/h for the duration of the construction period.

During widening of the three kilometre section between the Tuggerah interchange and Wyong River, traffic would be moved to the road shoulder and a construction zone established in the median. Both carriageways would remain open with two lanes in each direction.

Construction of the nine kilometre section of motorway between Wyong River and the Doyalson interchange would involve carriageway closures and traffic switches. All four travel lanes would operate on one carriageway.

Proposed construction (continued)

Two lanes in each direction would be maintained during peak periods. This section of work would be carried out in at least two stages to reduce delays to motorists, while ensuring safe and efficient construction.

Access to the service centres on the motorway at Warnervale would be maintained at all times with changed traffic conditions in place during the construction period.

Involving the community and stakeholders

Roads and Maritime is working with the community and stakeholders during the planning process to identify issues and minimise potential impacts of the proposed upgrade and construction activities.

The strategic design for the upgrade was displayed for comment in October 2013. The feedback received has been considered in preparing the concept design and review of environmental factors.

Stakeholders and the community are invited to comment on the review of environmental factors by **3 September 2014**.

Roads and Maritime will consider the feedback received when finalising the review of environmental factors and concept design.

Next steps

Upcoming planning activities include:

- Community and stakeholder discussions
- Consultation with nearby residents
- Finalising the review of environmental factors
- Detailed design.

Subject to planning approval, the project is funded for construction by 2019.



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Please send us your feedback by:

Phoning: Simon Cusack, Project Manager on
(02) 4379 7001 (during business hours)

Emailing: Central.Coast.Office@rms.nsw.gov.au

Writing to: Simon Cusack, Project Manager
RMS Central Coast office
PO Box 766
Woy Woy NSW 2256

Community information session

Stakeholders and the community are invited to attend information sessions on **Thursday 21 August 2014** between 4pm and 7pm or **Saturday 23 August 2014** between 9am and 12pm at:

Roads and Maritime Services
Wyong Motor Registry office – Training Room
(entry from Anzac Avenue)
Cnr Anzac Avenue and Hely Street
Wyong

Comments on the review of environmental factors are invited by **3 September 2014**.

Information is also available on the website at rms.nsw.gov.au

Project development process

