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# M1 Pacific Motorway upgrade at the Weakleys Drive and John Renshaw Drive intersection at Beresfield

## Concept design and environmental assessment

November 2016

Roads and Maritime Services is planning to upgrade the M1 Pacific Motorway, Weakleys Drive and John Renshaw Drive intersection at Beresfield. The proposal involves replacing the existing roundabout with traffic lights to improve traffic flow, travel times and safety for motorists.

An environmental assessment has been carried out to identify potential impacts of the proposal and mitigation activities.

Comments from stakeholders and the community are invited by **7 December 2016**. We welcome your feedback and will consider it as part of finalising the proposal.

### Background

The M1 Pacific Motorway is an important 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.

This intersection is the critical connection between the M1, Pacific Highway, New England Highway and local industrial and commercial precincts.

The existing two lane roundabout is used by about 4000 vehicles per hour in peak periods and can't effectively cater for the current level of demand.

The NSW Government has allocated \$1.5 million this financial year to continue planning. This project is part of the Australian and NSW Governments' jointly funded \$400 million M1 Productivity Package which also includes upgrading the M1 between the Tuggerah and Doyalson interchanges and between the Kariong and Somersby interchanges. More information about these projects is available at [rms.nsw.gov.au](http://rms.nsw.gov.au).

Planning is also underway for a future extension of the M1 Pacific Motorway to Raymond Terrace.

The intersection proposal considers the potential impact of this future extension.



## Benefits

Key benefits of the proposal include:

- Improved traffic capacity and safety at the intersection
- Improved freight and traffic flow and more reliable travel times through the intersection
- Compatibility with future upgrades across the road network, including the proposed extension of the M1 to Raymond Terrace.

## The project

The proposed upgrade provides the best overall balance between environmental, social, and technical considerations.

Key features include:

- Replacing the roundabout with traffic lights
- Two through lanes on all approaches
- Additional turning lanes on all approaches, including two right turn lanes from the motorway to John Renshaw Drive
- Extending the two northbound lanes on Weakleys Drive from the traffic lights to Enterprise Drive
- Upgrading the existing left turn slip lane from John Renshaw Drive to the motorway to improve safety
- An additional left turn lane from John Renshaw Drive to the motorway to manage times of peak holiday southbound traffic
- On-road provisions for cyclists
- Permanently closing the informal car park located in the south-western corner of the existing intersection which operates as a Driver Reviver during peak holiday times
- Permanently closing the southbound oversize overmass truck stop bay on the motorway.

## Environmental assessment

Roads and Maritime has carried out an environmental assessment to identify the potential environmental and social impacts of the proposal and identify activities to manage and mitigate the impacts.

The assessment was carried out in consultation with a range of key stakeholders and considered feedback received from the community.

The investigations found the proposal is unlikely to have a significant impact on the environment 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 environmental assessment describes these impacts and measures to reduce them.

### *Traffic, transport and access*

During construction there would be some delays impacting on all road users. We would build the upgrade in stages and work with road users to ensure any adverse impacts or delays are minimised.

To reduce impacts leading up to and during peak hours, work would be carried out away from traffic and behind safety barriers. The intersection would be fully operational with a speed limit of 60km/h during these times. This arrangement would also be in place during peak holiday times.

Work involving lane or shoulder closures would be carried out in non-peak times with a reduced speed limit of 40km/h. Traffic control would be in place to minimise traffic disruptions and ensure the safety of both road workers and road users.

Temporary cyclist routes would be provided during construction except during any construction activities which may be unsafe for cyclists. These activities would be carried out overnight wherever possible.

The proposal involves permanently limiting access to the old Boral asphalt facility on the western side of the motorway to left in/left out movements only.

The oversize overmass vehicle stopping bay on the motorway will be permanently removed to accommodate the upgraded southbound slip lane.

Another left turn lane from John Renshaw Drive to the motorway will be provided to manage times of peak holiday southbound traffic.

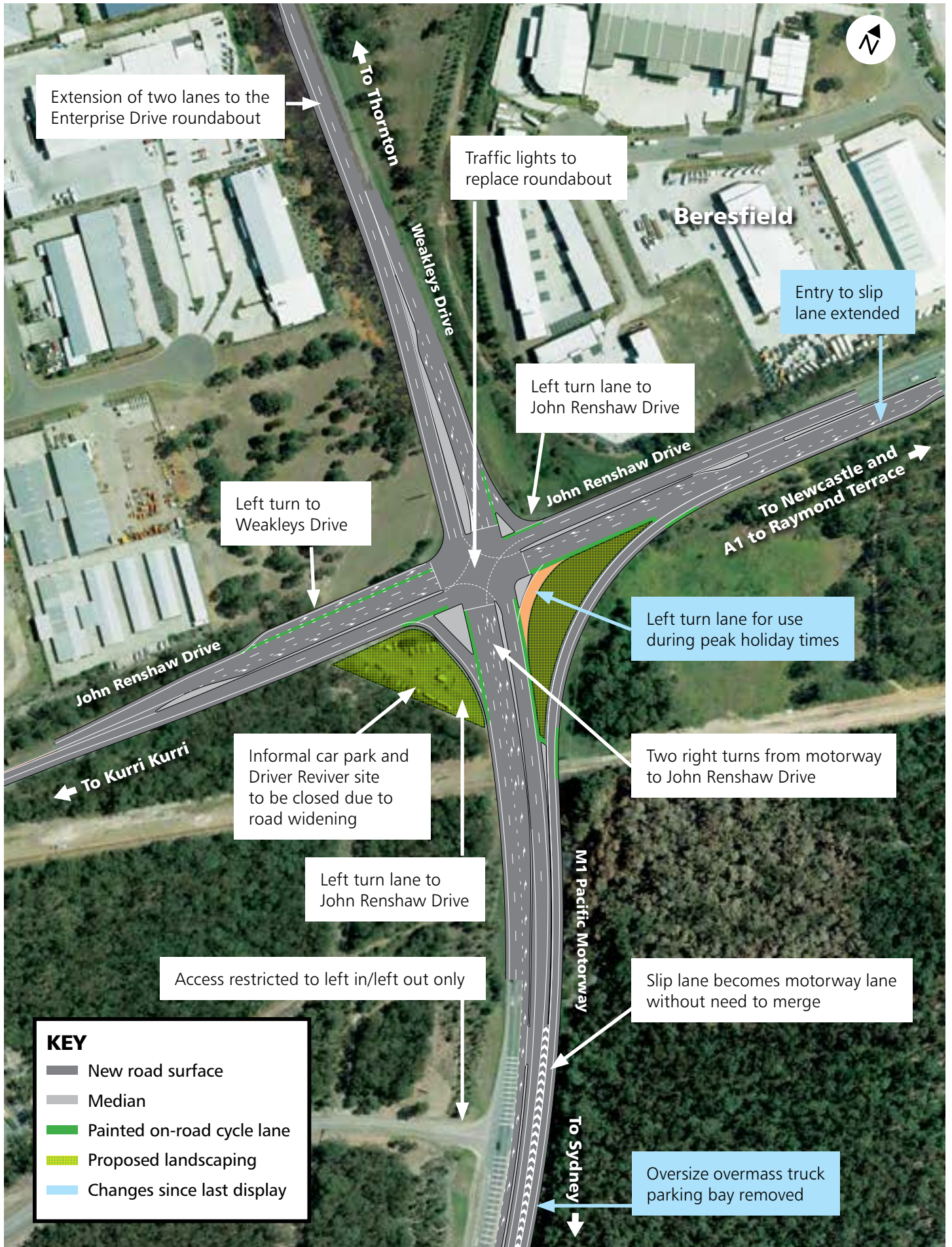
### *Socio-economic*

The proposal requires road widening into the informal car park on the south-western corner of the intersection, which operates as a Driver Reviver during peak holiday times. This site will be permanently closed as part of the upgrade.

We are investigating alternative sites for a Driver Reviver. Any new site would be considered under a separate proposal and environmental assessment.

On street parking opportunities exist within the Beresfield industrial estate.

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## Noise and vibration

Work would be carried out 24 hours a day seven days a week, separated into peak times and non-peak times to reduce traffic impacts.

Peak times are between **4.30am and 9.30am** and **2.30pm and 7pm**.

Non-peak times are between **7pm and 4.30am** and **9.30am and 2.30pm**.

Due to the location of the proposal, construction noise and vibration impacts would have a low impact on nearby businesses. Management measures to reduce noise and vibration impacts would include limiting high level noise related work and minimising noise generated by machinery wherever possible.

## Biodiversity

This project would involve removal of native vegetation including several vulnerable bottle brush plants, hollow bearing trees and a small amount of an endangered bushland.

Where possible, impacts would be minimised by protecting areas from over clearing during construction. Hollow-bearing trees will be replaced with nest boxes.

The environmental assessment identified there would not likely be any significant impact on flora and fauna if all mitigation measures are adopted. A species impact statement is not required for this proposal.

## Involving the community and stakeholders


We are working with the community and stakeholders during planning to identify issues and minimise potential impacts of the proposed upgrade and construction activities.

### Have your say

Comments on the proposal are invited until 7 December 2016.

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## Next steps

You are invited to comment on the environmental assessment by **7 December 2016**.

Roads and Maritime will consider the feedback received when finalising the proposal.

The timing of construction is not yet confirmed.



## Visit a display

The environmental assessment is now on display. You may collect a project update or view the display until **7 December 2016** at the Roads and Maritime Services Regional Office, 59 Darby Street, Newcastle. Opening hours are Monday to Friday from 9am to 4pm.

The environmental assessment and more information are also available at [www.rms.nsw.gov.au/projects](http://www.rms.nsw.gov.au/projects)



131 450

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