Transport for NSW

Hunter River viaduct (bridge) construction starts in early September 2024

M1 Pacific Motorway extension to Raymond Terrace – Black Hill to Tomago

August 2024

Australian Government
BUILDING AUSTRALIA

NSW GOVERNMENT

Transport for NSW acknowledges the Wonnarua, Worimi and Awabakal people as the Traditional Custodians of the lands on which the M1 Pacific Motorway extension to Raymond Terrace project is being built and pay our respect to Elders past and present.

The project team will begin construction of the over-water section of the 2.6-kilometre viaduct across the floodplain in early September 2024. The viaduct is part of the 10-kilometre section of the M1 extension from Black Hill to Tomago.

What's happening?

Following extensive consultation with the community and stakeholders, Transport for NSW has refined our construction methodology to reduce potential impacts from flooding.

We will use a single 80-metre temporary rock platform on the western side of the river, a small jetty on the eastern side of the river and barges to build the over-water section of the 2.6-kilometre viaduct across the Hunter River and surrounding floodplain. This approach will fast-track the project's completion by up to four months, reduce congestion on the surrounding road network sooner, reduce environmental risks and improve safety for workers.

Work in the Hunter River will start in early September 2024, for a period of about 18 months, weather permitting.

What does the work involve?

Work will involve building a single rock platform up to 80-metres in length from the western side of the river. This is to allow the project team access to a very shallow section of the river which would otherwise require dredging to operate barges.

Barges will be used to build the viaduct in the deeper sections of the river including to build the viaduct piles. Viaduct piles consist of tubular steel casings which are driven deep into the riverbed until they reach hard rock and then filled with reinforcement cages and concrete.

Cranes and other machinery will operate on the temporary rock platform to build the viaduct piles in that area and build the viaduct. The rock platform will be removed at the completion of the work.

Example of rock platform construction (Nowra Bridge)

What bridge construction options were considered as part of the consultation process?

As part of the project's Environmental Impact Statement (EIS), this consultation process was required to focus on mitigation measures with potentially affected property owners, should a flood event occur.

We will continue to consult with affected property owners on mitigation measures for their individual circumstances. We sought feedback from the community on two bridge construction options. These options involved:

1. **Using small rock jetties (25 metres), dredging and large barges in the Hunter River.** This option was proposed in the EIS submissions report and approved as part of the project's planning approvals. This option also requires dredging of the Hunter River.
2. **Using temporary rock platforms in the Hunter River up to 180 metres in length.** This option included the staged construction and removal of extended rock platforms in the Hunter River, reducing construction time and reducing environmental risk and providing worker safety benefits.

As part of the consultation process we listened to the community and have refined our construction methodology based on overall feedback preferences, to achieve faster delivery and reduced flooding and environmental impacts.

We recognise that although some stakeholders acknowledged the benefits of the longer 180-metre platform, many were concerned about the potential flood impacts of the second option on their property.

As outlined earlier, we have refined our construction methodology and will now use a single 80-metre rock platform to eliminate the need for dredging. Additionally, we will use barges and a small jetty to dock the barges which will eliminate the need for the 100-metre rock platform on the eastern side of the river. This retains many of the benefits associated with the second option but significantly reduces potential flood impacts.

What are the benefits of this construction method?

There are a range of benefits associated with the rock platform construction method. These include:

- reduced safety risk for construction workers
- reduced construction time
- environmental benefit (no dredging of the Hunter River)
- reduced period for increased flood risk in the event of a flood.

How will the work affect you?

Work in the Hunter River will not create any flood impacts under normal circumstances. In the event of a flood, there may be some minor impacts on properties upstream of the work location. This includes some slight increases in flood levels and some increases in flood duration. The project team has contacted the owners of the affected properties to discuss individual property and business-related issues.

There will be increased noise and vibration associated with this work near the works. We will make every effort to minimise impacts and will undertake noise monitoring during these activities. Moderate, consistent noise will be heard when piling is occurring in the river.

The project team has contacted property owners who are predicted to be affected by changes in flood level

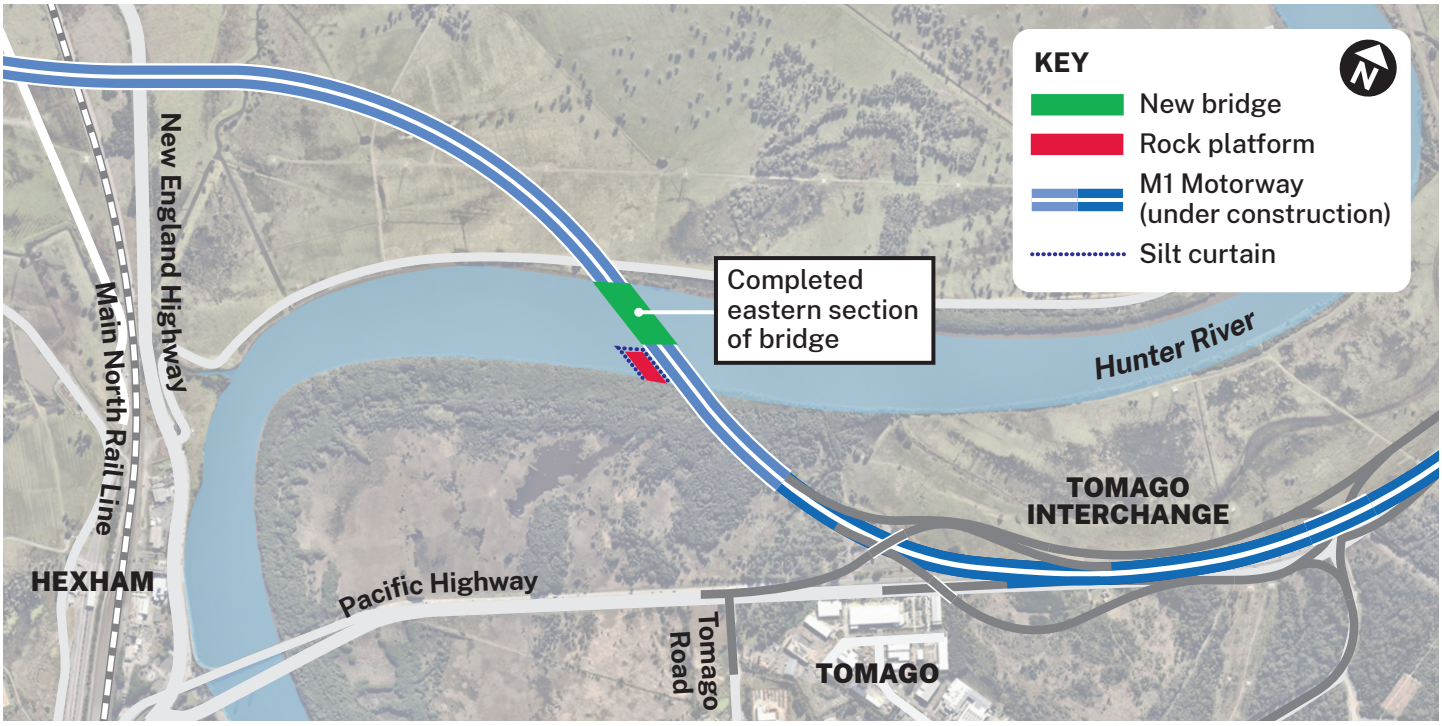
Will construction activities impact commercial fishing/trawling and marine navigation?

During construction, commercial fishing and trawling will not be permitted in the construction exclusion area. There will be changes to river navigation which will communicated to stakeholders and will be marked out with buoys.

Standard work hours

Our approved standard construction hours are **7am to 6pm Monday to Friday** and **8am to 5pm on Saturday**. Where possible, we will carry out work during the day, however, work outside of standard construction hours may be required to maintain safety for road users and workers, and to keep people moving during peak travel times. The community will be notified if out-of-hours work is planned.

Work area



The approved revised construction method involves a shorter, 80-metre rock platform on the western side of the river only. A short jetty will be installed on the eastern side to allow barges to dock and be used to build the bridge in the deeper sections of the river. Dredging is no longer required.

Will there be any road or river traffic changes?

During the work there may be temporary lane closures with intermittent stop/slow traffic control and reduced speed limits on the M1 Motorway, Pacific Highway, New England Highway and John Renshaw Drive.

Please keep to the posted speed limits and follow the direction of traffic controllers.

For the latest traffic updates, you can call **132 701**, visit **livetraffic.com** or check the **Live Traffic App**.

A clear navigation channel will be maintained to allow the passage of all vessels along the Hunter River. However, there may also be periodic river channel closures which will be managed by personnel working on vessels.

During the work there may be temporary lane closures with intermittent stop/slow traffic controls

Contact us:

24-hour project Infoline **1800 094 895**

M12rt-southern@jhga.com.au

nswroads.work/m12rt

Customer feedback: Locked Bag 2030 Newcastle NSW 2300

Visit the online portal at nswroads.work/m12rt.

For the latest traffic updates: **Call 132 701, visit live traffic.com or download the app Live Traffic NSW**

Interpreter service

For languages other than English call **131 450**

www.transport.nsw.gov.au/privacy-statement#Your_Privacy