

## M2 Noise Complaints

- Transport for NSW have raised the issue of increased noise from the M2 Motorway, on behalf of Beecroft and Cheltenham residents, with the motorway's operator - The Hills Motorway Limited (THML).
- THML advised that the noise mitigations implemented post-construction for the M2 Motorway Upgrade (2013) are performing as intended.
- The M2 Motorway Upgrade considered operational noise as part of the project's Environmental Assessment. Noise mitigation treatment for operational noise was offered to property owners identified in the environmental assessments as potentially impacted by operational noise. Other noise mitigation strategies we also implemented, including noise walls, to reduce operational noise impacts to the community.
- THML are compliant with the requirements of the Project Deed, the M2 Motorway Upgrade Environmental Impact Statement, and the Minister of Planning Conditions of Approval.
- Independent post construction operational noise compliance monitoring was completed one year after opening to ensure the noise model used to predict the future noise impacts was valid. The compliance monitoring also tested the performance and effectiveness of the noise mitigation measures. The results of the compliance monitoring indicated the noise mitigation measures were performing as intended and there is no requirement to assess additional noise mitigation for the project within the period of the environmental assessment.
- Significant growth in Greater Sydney over recent years may be a contributing factor to an overall increase in traffic and traffic noise.
  
- THML are under no obligation to amend or increase noise mitigation beyond what has been approved.
  
- THML are trialling a new asphalt surface that should result in better noise absorption. The trial is expected to be rolled out around end of this year (2023). The trial's results will confirm if this proposed new surface will be applied across certain sections of the motorway.
- Community members from Beecroft and Cheltenham concerned with increased noise from the M2 Motorway can contact the Transurban Community Engagement team via their email [NSWMotorwayEnquiries@transurban.com](mailto:NSWMotorwayEnquiries@transurban.com).

## Background

- The motorway was upgraded by adding an extra lane in each direction between Windsor Road at Baulkham Hills and Lane Cove Road, which was completed in 2013.
- Noise levels of the existing motorway were measured and a noise model was created before this upgrade work had started and during the Environmental Assessment stage.
- The noise assessment that was completed modelled three scenarios:
  1. Future Existing Scenario: Determining the noise levels at the time of opening if the project did not go ahead.
  2. Future Design Scenario: Determining the noise levels up to 10 years after opening.
  3. Validation Scenario: Determining after Year 1, as-built noise model against the post-construction operation noise survey data.

- The noise assessment modelled a mix of traffic volumes, vehicle speed, road gradient, reflections off of building surfaces, ground absorption, and shielding from ground topography and physical noise barriers.
- All recommended noise abating measures, including changes to the noise walls, based on the noise model, were implemented during the upgrade's construction works, where necessary.
- THML completed a post-construction validation noise study a year after the motorway's upgrade. Noise levels were monitored at the same locations where monitoring was done pre-construction, to validate the model and mitigation measures.
- The post-construction assessment concluded that the mitigations were performing as intended and there was no requirement to assess additional noise mitigation for the project.

### **The Noise Abatement Program (NAP)**

- The NAP is aimed at providing noise mitigation treatment for dwellings and noise sensitive land-uses such as schools, hospitals and churches that are exposed to high levels of road traffic noise.
- Access to the NAP is subject to certain eligibility criteria for registered applicants.
- Noise abatement treatment must be assessed as being feasible and reasonable using the process described in the 'Noise Mitigation Guideline'.
- Noise reduction treatment under the Noise Abatement Program is offered to eligible applicants only and based on the date of application to the Noise Abatement Program.
- Further information about the program is available at:  
<https://www.transport.nsw.gov.au/operations/roads-and-waterways/environment-and-heritage/reducing-road-traffic-noise/noise-abatement>

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