

M1 Pacific Motorway extension to Raymond Terrace

Submissions Report | Project Update

June 2022



Australian Government

BUILDING OUR FUTURE



Artist's impression of Tomago interchange

About M1 Pacific Motorway extension to Raymond Terrace

The Australian and NSW governments have committed \$2.1 billion to deliver the M1 Pacific Motorway extension to Raymond Terrace and Hexham Straight projects. The M1 Motorway extension would boost the regional economy and improve connectivity, road transport efficiency and safety for local and interstate motorists.

The project addresses a key national motorway 'missing link' between Sydney and Brisbane as the existing M1 Pacific Motorway, New England Highway and Pacific Highway carry some of the highest traffic volumes across the Hunter.

The M1 Pacific Motorway extension to Raymond Terrace is expected to support around 2,700 jobs during construction and once complete, the extension would remove up to 25,000 vehicles a day from key congestion and merge points along this corridor. The project would also save motorists between seven and nine minutes of travel time during peak periods, and would help keep freight, commuters and tourists moving.

We have prepared a submissions report that responds to the submissions received from the community, NSW Government agencies and local councils during the EIS exhibition period. The submissions report is now available on our interactive portal and the Department of Planning and Environment (DPE) Major Projects website.

To read the submissions report please visit:



DPE Major Projects website:

www.planningportal.nsw.gov.au/major-projects/projects/m1-pacific-motorway-extension-raymond-terrace



M1 Pacific Motorway extension to Raymond Terrace interactive portal:

nswroads.work/m1rt



Artist's impression of Old Punt Road at Tomago

How you engaged with us on the EIS

The M1 Pacific Motorway extension to Raymond Terrace Environmental Impact Statement (EIS) was on public exhibition between Wednesday 28 July 2021 and Tuesday 24 August 2021.

We carried out a range of consultation activities to engage with you on the EIS, encourage feedback and support the submissions process.

We thank you for meeting our team, engaging with us and providing your valuable feedback. To protect the health of the community and our staff, we were unable to complete all of our planned doorknocking activities and our information sessions were held online rather than face-to-face.

We thank you for your flexibility as we adapted to the circumstances, engaging in a COVID-19 environment.

Submissions Report

We appreciate and thank all stakeholders and community members who provided a submission on the M1 Pacific Motorway extension to Raymond Terrace EIS during the exhibition period. We would also like to thank those of you who visited our interactive portal, called, emailed and attended our virtual information sessions.

We received 58 submissions. Of these submissions 37 were from members of the public, 10 were from organisations, and 11 were from NSW Government agencies and local councils.

We have prepared a submissions report to respond to submissions received. The submissions report also includes a number of additional assessments of key environmental impacts in response to community concerns raised during the EIS.

Since the exhibition of the EIS, we have continued to engage with the local community and key stakeholders to help further minimise and manage potential impacts of the project and provide more comprehensive responses as part of the submissions report.

For more information, please refer to the submissions report online.

More than
11,000
unique visitors and
over **22,677** page views
on the interactive portal



Reached
over **60,000**
on social media



Email blasts to
1,500
subscribers



Over **1,167**
video views



Letterbox drops to
16,500 properties



3 virtual
information sessions



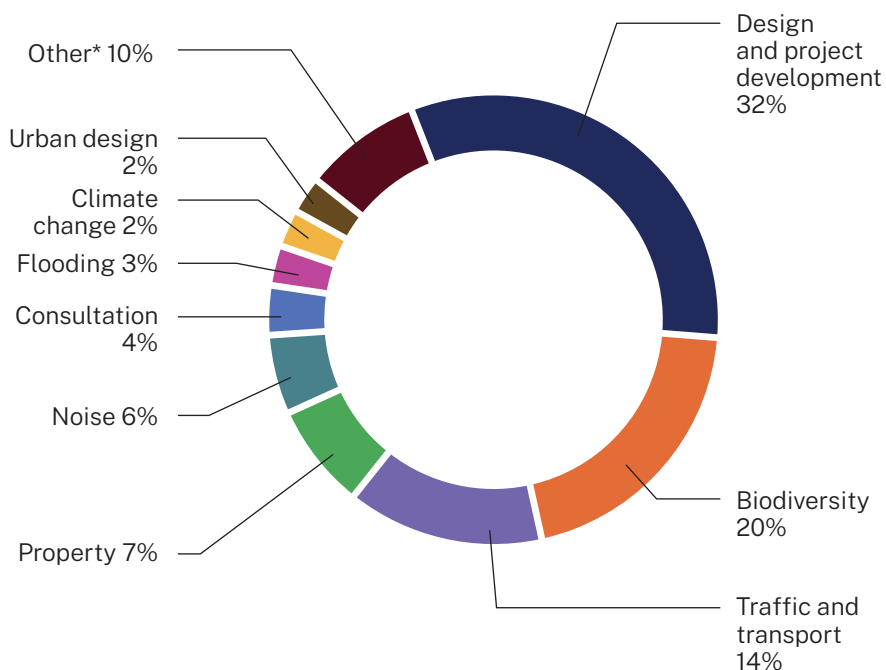
Key issues raised in community submissions

Each submission on the EIS has been examined individually to understand the concerns raised. Where similar issues have been raised in different submissions, only one response has been provided.

Key issues raised related to:

- biodiversity
- project development and design
- traffic and transport
- flooding
- noise
- property impacts
- construction work.

The key issues raised are broken down in the following chart. For more information on issues raised, please refer to Section A of the EIS submissions report.



* Other includes Construction, Cumulative impacts, Aboriginal heritage, Soils and contamination, Air quality, Assessment process, Project alternatives, Socio-economic, Surface and groundwater quality.

We have listened to your feedback and made changes

Changes prior to the EIS exhibition

We have carried out extensive community and stakeholder engagement since planning for the project started in 2004. This consultation has included public displays, community feedback and ongoing stakeholder meetings to help identify the preferred route and develop a concept design.

Since the release of the preferred route and concept design in 2010, we have worked with the community and listened to better understand community concerns.

Your feedback was critical in helping us refine the design and make a number of positive changes to the project, which were presented in the EIS. These changes included

- Improved direct access from the Pacific Highway into and out of the Hunter Region Botanic Gardens for motorists, pedestrians and cyclists
- A centralised interchange located at Old Punt Road to improve connectivity, road transport efficiency and safety for all motorists, and minimise impact with the proposed AGL Power Plant infrastructure project
- Improved access to the northbound M1 Motorway entry ramp at Tomago that allows motorists from Newcastle to access the M1 Motorway sooner.

Changes since the EIS exhibition

Your feedback received during the EIS exhibition has been used to further refine the project design and update environmental management measures. Further design refinements outlined in the submissions report include but are not limited to:

Improving connectivity from the John Renshaw Drive/Weakleys Drive intersection

We have improved the merge lane for traffic entering the motorway from the John Renshaw Drive/ Weakleys Drive intersection extending it south by about 200 metres. The merge lane extension includes minor widening to the existing M1 Pacific Motorway southbound carriageway and replacement of the existing adjacent noise wall at this location.

Developing an improved utility relocation plan that benefits the project and service providers

We have refined our utility relocation strategy following further consultation with service providers. These refinements include grouping of utilities into multi-utility corridors that reduce impacts to the environment, provide cost savings and improve construction staging.

Minimising flood impacts by refining ancillary facilities

Refinements to ancillary facilities and site access have been made along the project corridor. Refinements include reducing the size of ancillary facilities to minimise flood and biodiversity impacts during construction.

Improving cyclist connectivity

We understand the importance of incorporating cyclist improvements to the design wherever possible. Our refined design includes improvements to amenity at Tarro and Tomago, and will also provide connectivity for future cyclists using the proposed Richmond Vale Rail Trail.

Implementing improved earthworks management practices

Refinements to earthworks management practices have been made to improve materials handling, transport and usage along the project corridor. An earthworks borrow site (area where material has been dug for use at another location) would be established near Black Hill to source and transport materials.

Construction staging

As part of our ongoing consultation with potential construction partners and the wider community, we

have identified the opportunity for a staged opening of the project.

By engaging two major construction partners under two separate packages of work, motorists could access improved road networks earlier. The proposed two packages of work include:

1. Southern package - Black Hill to Tomago
2. Northern package - Heatherbrae bypass.

By carrying out this staged approach, the Northern package (Heatherbrae bypass) would have a shorter construction duration and could be opened to traffic before the Southern package (Black Hill to Tomago).

A temporary intersection at the tie-in point for the Heatherbrae bypass has been designed to accommodate the potential staged opening of the project.



Artist's impression of Masonite Road at Heatherbrae

Our commitment to you

We know building a project of this scale and significance does not occur without impact. Managing risks and reducing the impacts to the community is important to us. We will continue to work with you and our key stakeholders to implement environmental management measures to reduce impacts and refine this city-shaping project. We remain committed to:

Protecting the environment

- Offsetting the removal of native vegetation and potential fauna habitat, including koala habitat
- Installing wildlife crossings at the M1 Motorway, Black Hill and at Old Punt Road to provide safe crossing for animals and a safer journey for road users
- Pre-clearing surveys and appropriate fauna handling measures will be implemented during construction
- Installing fauna fencing along the project to maintain and improve existing habitat connectivity and minimise traffic incidents
- Minimising vegetation removal during further design development and detailed construction planning, where possible
- Strict water quality discharge criteria will be applied and appropriate erosion and sediment controls implemented for the project
- Before we start major construction, a Construction Environmental Management Plan (CEMP) will be developed to detail how the project will preserve, protect and manage any potential impact to the

local environment. The CEMP will be a working document, subject to ongoing changes and updated as necessary, to respond to specific requirements or issues.

Protecting your property

- Designing the project to the highest standards to minimise risks to your property
- Offering free pre- and post-construction property condition surveys to eligible properties in accordance with environmental management measures to enable us to monitor and, if required, respond to any changes
- If any damage to your property is found to be directly related to our project, the damage will be fixed at no cost to you.

Protecting heritage items

- Establishing exclusion zones around heritage items and adjusting work methods as required to minimise risk of impacts
- Managing unexpected discoveries of any potential archaeological or heritage items we find during construction in accordance with standard procedures
- Using photographic and digital technologies to create archival recordings of key Aboriginal sites to ensure they are recorded for future generations.

Managing health and safety

- Implementing noise mitigation measures early (road pavement treatments, noise barriers and/ or architectural treatments where necessary and appropriate) to address noise
- Working closely with our contractor/s to ensure the safety of our workers and community and compliance with all relevant work health and safety requirements
- Providing clear, timely and transparent communications about upcoming work near you.

Managing noise

- Using a range of measures to reduce construction noise at the source including installing hoardings and temporary noise barriers where appropriate, and turning off machinery and equipment when not in use
- Starting the at-property noise treatment process early for eligible property owners, to reduce some of the impacts of construction work
- Reducing the impact of operational traffic noise by including permanent noise walls and low noise pavement, where appropriate
- Working with the contractors to plan, coordinate and stage noisy works to reduce impacts
- Keeping you informed about the expected noise impact from our work and how we will minimise it
- Identify further mitigation measures to minimise noise, and work with residents and businesses to better understand and address your individual circumstances.

Minimising our impact on traffic and recreational users of the Hunter River

- Working closely with relevant stakeholders to continue to identify opportunities to minimise the impact of our work on land and along the Hunter River and local waterways.

Refining the project design

- Continuing to look for ways to reduce the impact of our work through further design development and the construction planning phase of the project
- Addressing key stakeholder concerns including reducing impacts during construction and minimising impacts to the local environment where possible.

What we've been up to since the EIS exhibition

The project team has been busy gathering information about what's underground along the M1 Pacific Motorway extension to Raymond Terrace corridor. For an engineer to build a bridge that is safe and strong they need to first find out what foundations the bridge will be built on. This is why geotechnical investigations are important. We extract rock and soil samples from deep underground and design appropriate bridge piles to sit the bridge upon. Follow NSW Transport on Facebook to see clips of the team out in the field such as our recent 77 metre drilling over water at Windeyers Creek, Heatherbrae.



Ongoing investigations in your area

To help inform the ongoing design development of the project, we will continue to carry out investigations to record the locations of utilities, test ground conditions, record and map the land and inspect existing infrastructure such as bridges and pipes. Our teams will be getting in touch with residents who are near this work, but you can also refer to our interactive portal to see if there are any investigations planned in your area.

Next steps

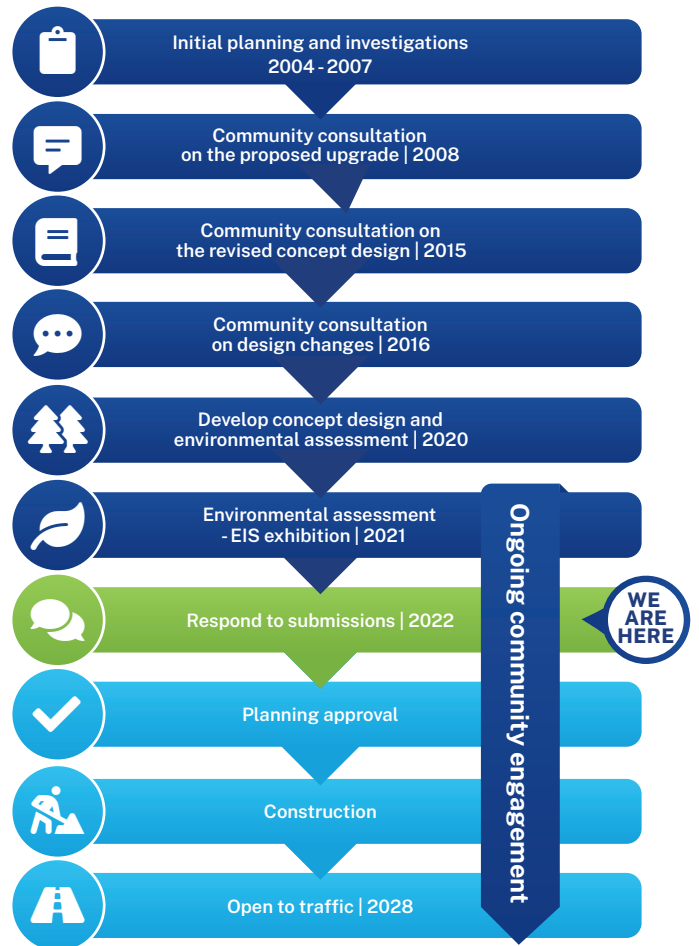
We have provided the submissions report to DPE to help inform the Minister for Planning when making a decision on approval of the project.

We expect to have a decision on the project later this year. If approved, the project will be built and operated in line with the conditions of approval set by the Minister for Planning.

The contractor/s, once appointed, subject to project approval, will also be required to develop detailed environmental management plans to minimise and manage construction impacts. These plans will cover noise and vibration, air quality, traffic and access, among others.

We will work with the appointed contractor/s to provide you with regular updates about our planned activities. At this stage we will also be able to provide you with more information on timing of key activities, details of traffic changes and how impacts will be managed.

We are committed to continuing to work collaboratively with our stakeholders and the community throughout the project.



*Timing for construction has not been confirmed and is subject to approval and funding availability.

Contact us

For more information on the M1 extension to Raymond Terrace or to join our mailing list (email or post), please contact our project team:

☎ 1800 094 895 (business hours) ✉ M1 to Raymond Terrace Project Manager
@ m1rt@transport.nsw.gov.au Locked Bag 2030,
🌐 nswroads.work/m1rt Newcastle NSW 2300



Translating and interpreting service

If you need help

understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 094 895



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