M1 Pacific Motorway extension to Raymond Terrace
Community Consultation Report

May 2016
Executive summary

This Community Consultation Report provides a summary of the community consultation carried out by Roads and Maritime Services for the display of the revised concept design in late 2015. This was for a future M1 Pacific Motorway extension to Raymond Terrace.

The revised concept design includes:

- Fifteen kilometres of dual carriageway motorway with two lanes in each direction, bypassing Hexham and Heatherbrae
- Interchanges at Black Hill, Tarro, Tomago Road and north of Heatherbrae
- A 2.6 kilometre bridge over Woodlands Close, the Main Northern Railway, New England Highway and Hunter River
- Minimum flood immunity along the new roadway between Black Hill and Tomago for a one in 100 year flood event
- Minimum flood immunity along the new roadway between Tomago and Raymond Terrace for a one in 20 year flood event.

The revised concept design was displayed for community feedback between 6 October and 27 November 2015. During the display we received 47 submissions. Stakeholders included affected landowners, councils, local businesses and community members.

The most commonly raised issues include:

- Timing of the project
- Access to Heatherbrae
- Impacts to the existing road network
- Traffic impacts
- Revised alignment.

The decision

We will take the community and stakeholder submissions into account when finalising the concept design and preparing the environmental assessment for the M1 Pacific Motorway extension to Raymond Terrace.
1. Introduction

1.1. Background
Roads and Maritime Services started planning for the M1 Pacific Motorway extension to Raymond Terrace in 2004. Planning activities have included extensive community consultation to identify a preferred route and develop a concept design. The concept design was displayed for community comment in 2008 with feedback considered to develop a refined design in 2010. The corridor was reserved in Newcastle and Port Stephens council’s local environmental plans.

In 2014 we initiated an extensive review of the 2010 concept design with an aim to:

- Improve functionality and performance of the road and traffic flow around interchanges, particularly at Black Hill, the New England Highway and Tomago
- Benefit from the lessons learnt during other Pacific Highway projects in similar floodplain environments such as the Pacific Highway bypass of Kempsey
- Minimise environmental impacts
- Address the changing needs of the adjoining road network, particularly after the opening of the Hunter Expressway in 2014.

Changes in the revised concept design include:

- Moving the road further north of the 2010 design and including a bridge across the Hunter River floodplain to minimise and avoid environmental impacts to the nearby protected wetlands
- Changes to the Black Hill interchange and providing a new interchange at Tarro to improve traffic flow and connectivity between the M1 Pacific Motorway, New England Highway and John Renshaw Drive
- Changes to the Tomago Road interchange design to improve access to and from Tomago Road, including a new link road behind Tomago industrial area connecting to Old Punt Road and Tomago Road.

Our objectives for the project are:

- Improved connection between the M1 Pacific Motorway and the Pacific Highway
- Improved traffic flow for motorists and freight for more reliable travel times
- Improved accessibility to the surrounding road network
- Improved safety for all road users.

The project is one of the last major stages of the M1 Pacific Motorway to be built between Sydney and Brisbane.
1.2. The proposal
The key features of the revised concept design include:

- Fifteen kilometres of dual carriageway motorway with two lanes in each direction, bypassing Hexham and Heatherbrae
- Interchanges at Black Hill, Tarro, Tomago Road and north of Heatherbrae
- A 2.6 kilometre bridge over Woodlands Close, the Main Northern Railway, New England Highway and Hunter River
- Minimum flood immunity along the new roadway between Black Hill and Tomago for a one in 100 year flood event
- Minimum flood immunity along the new roadway between Tomago and Raymond Terrace for a one in 20 year flood event.

2. Consultation approach

2.1. Consultation objectives
Our consultation objectives were to:

- Inform the community and stakeholders of the revised concept design and potential impacts
- Work with the community and stakeholders during the planning process to identify issues and minimise potential impacts
- Invite feedback on the revised concept design to further refine the proposal
- Expand the database of stakeholders who would like to be kept informed about the project.

2.2. Values
Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

- Customer focus - We place the customer at the centre of everything we do
- Collaboration - We value each other and create better outcomes by working together
- Solutions - We deliver sustainable and innovative solutions to NSW's transport needs
- Integrity - We take responsibility and communicate openly
- Safety - We prioritise safety for our people and our customers.

We consulted with the community during October and November 2015 on the revised concept design to:

- Seek comment, feedback, ideas and suggestions for us to consider when developing the proposal
- Build a database of interested and concerned community members with whom we can continue to engage with during the proposal’s development.
2.3. How consultation was done

Community members and stakeholders were encouraged to provide their feedback, leave comments and make submissions at the information sessions or via mail, email or phone contact with the project team. Our key consultation tools are listed below.

Table 1: Summary of consultation methods

| Media releases | • A media release announcing the public display was issued on 7 October 2015 and another reminding the community to provide feedback was issued on 29 October 2015  
|                | • A subsequent media release advising on the extension of the public display was issued on 2 November 2015  
|                | • Copies of the media releases are available at Appendix A. |
| Newspaper advertisements | • Maitland Mercury, Newcastle Herald and Cessnock Advertiser on 7 October 2015  
|                       | • Port Stephens Examiner on 8 October 2015  
|                       | • Maitland Mercury, Newcastle Herald and Cessnock Advertiser on 4 November 2015  
|                       | • Port Stephens Examiner on 5 November 2015  
|                       | • Newcastle Herald on 7 November 2015  
|                       | • Copies of the advertisements are available at Appendix B. |
| Project update | • Directly mailed to key stakeholders in the local area including government agencies, elected government representatives, schools, transport groups, community groups and environmental groups  
|                | • Available for collection at Roads and Maritime motor registries in Wallsend, Cessnock, Raymond Terrace and Nelson Bay; Service NSW centres at Newcastle and East Maitland; Newcastle City Council, Port Stephens Council, Cessnock City Council and Maitland City Council  
|                | • A copy of the project update is available at Appendix C and a copy of the stakeholder letter is available at Appendix D. |
| Project postcard | • Delivered to 13,000 properties including residences and businesses in Beresfield, Black Hill, Heatherbrae, Hexham, Lenaghan, Millers Forest, Nelsons Plains, Raymond Terrace, Tarro, Thornton, Tomago and Woodberry  
|                | • A copy of the project postcard is available at Appendix E. |
3. Consultation summary

3.1. Overview
The revised concept design was displayed for community feedback between 6 October and 27 November 2015. We received 47 submissions from the community and stakeholders in response to the display:

- 25 emails
- 7 letters
- 4 phone calls
- 5 web forms
- 6 handwritten feedback forms

A total of 37 issues were raised in submissions received. Some submissions contained multiple comments and raised multiple issues.

It is important to note we follow issues based decision making. This means that although preferences on options are noted, we examine the issues raised throughout the consultation period using the fact based assessment process to assist in finalising the concept design and preparing the environmental assessment.

The most commonly raised issues included:

- Timing of the project
- Access to Heatherbrae
• Impacts to the existing road network
• Traffic impacts
• Revised alignment.

Most of the responses received showed general support for the project. The feedback received will be considered when finalising the concept design and preparing the environmental assessment, which is expected to be displayed in 2017.

![Pie chart showing support, opposition, and neutral responses.]

**Figure 1: Number of submissions for/against proposal**

**Table 2: Number of comments by key issue category**

<table>
<thead>
<tr>
<th>Key issue</th>
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<tr>
<td>Access</td>
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<td>Access (Heatherbrae)</td>
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<td>Black Hill Interchange</td>
<td>2</td>
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<td>Bridges &amp; Structures</td>
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<td>Business Impacts</td>
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<td>Connecting roads &amp; intersections</td>
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<td>Connectivity to Tarro</td>
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<td>Construction Impacts</td>
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<td>Consultation</td>
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<td>Contaminated Land</td>
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<td>Cyclists</td>
<td>3</td>
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<tr>
<td>Existing Hexham Bridges</td>
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<td>Key issue</td>
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<td>Existing Road Network</td>
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<td>Fauna</td>
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<td>Flood Plain Bridge</td>
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<td>Flooding</td>
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<td>Future Road Classification</td>
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<td>Heritage Impacts</td>
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<td>Lighting</td>
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<td>M1 / Weakleys</td>
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<td>Masonite Road</td>
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<td>Motorway / Pacific Hwy cross over</td>
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<td>Noise Impacts</td>
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<td>Property Impact</td>
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<td>Property Impact (compensation)</td>
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<td>Timing</td>
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<td>M1 / Weakleys Drive intersection</td>
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<td>Masonite Road</td>
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| Motorway / Pacific Highway cross over | 2                 | - Can the motorway be bridged over Pacific Highway near the Botanic Gardens?  
- Why not leave the existing Highway as is for ease of construction? | There are many constraints at the location near the Botanical Gardens where the proposed motorway and the existing highway will cross each other. The design through this area will try to minimise the impacts on adjoining land uses while achieving the appropriate road design requirements for the motorway and highway. Any bridging of either the motorway or highway needs to enable ongoing operation of the highway during construction and be cost effective. Complexity and constructability of any bridge structures is a key issue to be considered. This area is currently being investigated for a potential northbound off ramp from the motorway to the south of Heatherbrae. This will require investigations to include a review of the motorway and highway cross over in this area. |
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<th>Issue category</th>
<th>Number of comments</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
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</table>
| Noise impacts          | 3                  | • Concern about noise impacts.  
• Existing noise and pollution barriers do not address issues.  
• Concern about compression braking. | We will carry out a noise impact assessment as part of the environmental assessment. This assessment will consider background noise levels and the potential operational noise impacts as a result of the project. Noise management strategies will be developed to reduce the impacts of both construction and operational noise and to meet criteria set by the NSW Environmental Protection Authority.  
The adequacy of existing noise mitigation measures, such as existing noise walls, will also be considered in this assessment.  
Background noise monitoring for the assessment started in early 2016.  
The environmental assessment will consider the noise and air quality impacts of the proposal and will be displayed for community comment in 2017. |
| Property impacts       | 2                  | • Concern about impact to property.  
• Concern about proximity to dwelling.  
• Private land has a number of uses. | We have tried to minimise impacts to private property during the development of the revised concept design wherever possible.  
The revised concept design needs to balance providing a motorway standard road with the existing environmental and infrastructure constraints, and the impacts on private property.  
More information about these constraints can be found in the 2015 Discussion Paper, which is available to view or download at [www.rms.nsw.gov.au/m1rt](http://www.rms.nsw.gov.au/m1rt)  
We will continue to assess impacts to private property and liaise directly with property owners as the project progresses. |
| Property impact        | 2                  | • The proposed project devalues property.                                     | Compensation to land owners directly impacted by the project (full or partial acquisitions) is governed by the Just Terms Compensation Act 1991.  
We would work with individual landowners as required. |
<p>| compensation           |                    |                                                                              |                                                                                                                                                                                                                           |</p>
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<tbody>
<tr>
<td>Rail</td>
<td>1</td>
<td>• Need to integrate with existing and potential future rail facilities.</td>
<td>The project has been developed to provide a motorway between the existing M1 Pacific Motorway and the Pacific Highway at Raymond Terrace. New rail projects are a matter for Transport for NSW and outside the scope of this project. The project has been designed to allow for rail infrastructure, such as the existing line at Hexham.</td>
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<td></td>
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<td>• Explore opportunities for rail linkages to Port Stephens, particularly Newcastle Airport.</td>
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<td>Raymond Terrace interchange</td>
<td>2</td>
<td>• Request to consider a full interchange with all movements for improved access.</td>
<td>A full interchange at the northern end of the project is not required. Motorists wishing to access the motorway from Heatherbrae can continue south on the Pacific Highway and join the motorway via the Tomago interchange. We are investigating a potential northbound off ramp from the motorway to the south of Heatherbrae. This potential off ramp may result in a design change at the Raymond Terrace interchange. We will notify stakeholders and the community of any design changes.</td>
</tr>
<tr>
<td>Revised alignment</td>
<td>5</td>
<td>• Concern about change in alignment. • Request to consider 2010 option or other options further east. • Concern about the route crossing the floodplain as proposed.</td>
<td>The new alignment best balances environmental, infrastructure and physical constraints in the project area. The benefits of the proposed alignment include improved connection to the existing road network, improved interchange function and increased avoidance of sensitive environmental areas and wetlands. Lessons learnt from projects in similar floodplain environments such as the Pacific Highway bypass of Kempsey has enabled us to change the alignment to provide these major improvements. More information about the revised concept design can be found in the 2015 Discussion paper, which is available to view or download at <a href="http://www.rms.nsw.gov.au/m1rt">www.rms.nsw.gov.au/m1rt</a></td>
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<tr>
<td>Road safety</td>
<td>1</td>
<td>• Concern about intermittent weather conditions such as fog along the proposed corridor.</td>
<td>We will consider these weather conditions in finalising the design for the project.</td>
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<tr>
<td>Signage</td>
<td>3</td>
<td>• Need to ensure signage is clear to motorists approaching new interchanges.</td>
<td>The final concept design will include signage. We will consider destinations such as Newcastle Airport, the Hunter Region Botanic Gardens and tourist amenities when planning signage. All project signage would be in designed in accordance with the current Australian standards and Roads and Maritime guidelines.</td>
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<tr>
<td></td>
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<td>• Need to signpost Newcastle Airport and promote access.</td>
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<tr>
<td>Staging</td>
<td>1</td>
<td>• Consider building the upgrade in stages if there is a lack of funding.</td>
<td>We are currently planning to build the extension as one project however we will also investigate building the project in stages.</td>
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<tr>
<td>Tarro interchange</td>
<td>2</td>
<td>• Concern about the existing and future operation of the New England Highway in the area of the proposed Tarro interchange, particularly in relation to weaving and merging.</td>
<td>We considered existing and future merging and weaving issues on the New England Highway during the design of the proposed New England Highway and Tarro interchange. The proposed interchange would improve merge conditions at this location by providing six lanes between John Renshaw Drive and the existing Tarro interchange, and extending the length of the existing eastbound merging lane from John Renshaw Drive onto the highway. Eastbound traffic on the highway wishing to travel north on the motorway would enter the motorway via an entry lane located before the existing John Renshaw Drive Bridge. This would further improve traffic conditions at the right hand merge from John Renshaw Drive to the highway. The eastbound on ramp from the highway to the motorway is under the realigned highway. This was incorrectly depicted in the broader map published in the October 2015 project update.</td>
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<td>• Inconsistency shown on October 2015 maps.</td>
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<td>Issue category</td>
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<td>Roads and Maritime response</td>
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<tr>
<td>Timing</td>
<td>10</td>
<td>• Concern the project has been in planning for a long time and is yet to be built or fully funded.</td>
<td>The NSW Government has provided $3 million in 2015-16 to progress planning for the project. The NSW Government has committed $200 million under Rebuilding NSW to get the project ready for construction.</td>
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<td>• The project should be prioritised and constructed in the short term.</td>
<td>The project is one of the last major stages of the Pacific Motorway to be built between Sydney and Brisbane.</td>
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<td>• Concern over a lack of funding.</td>
<td>The timing for construction is not confirmed and is dependent on planning approval, future traffic needs and funding availability.</td>
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<td>The current stage of concept design and environmental assessment forms a critical part of gaining approval to progress the project to stages such as detailed design and construction.</td>
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<td>Current planning activities carried out by Roads and Maritime would form the basis of a submission to the Australian Government for construction funding.</td>
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<td>Traffic impacts</td>
<td>5</td>
<td>• The traffic assessment needs to take into account future development and population growth.</td>
<td>We have considered predicted population increases and future employment growth when carrying out traffic modelling and developing a traffic assessment for the upgrade.</td>
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<td></td>
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<td>• Would the project improve traffic conditions on the New England Highway?</td>
<td>The existing roads in the project area are some of the key routes within the Hunter. The existing motorway and the New England and Pacific highways carry some of the highest traffic volumes across the region. The extension is predicted to improve traffic conditions on roads within the project area and reduce traffic volumes across the existing network.</td>
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<td>• Were interchanges located in consideration of traffic conditions?</td>
<td>The interchange locations have been selected to provide access to key destinations and existing routes such as the Tomago industrial area and the New England Highway.</td>
</tr>
<tr>
<td>Utilities</td>
<td>1</td>
<td>• Proximity of the proposed motorway to the Hunter Water pipeline.</td>
<td>We will continue to liaise with utility asset owners such as Hunter Water to ensure the extension is compatible with existing and future infrastructure.</td>
</tr>
<tr>
<td>Issue category</td>
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<td>Visual impacts</td>
<td>1</td>
<td>• Concern about the visual impact of the project.</td>
<td>The environmental assessment will consider visual impacts of the proposal and will be displayed for community comment in 2017.</td>
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3.2. **Recommendations**

We will continue to work closely with potentially affected property owners and stakeholders in relation to potential impacts during the planning for this project.

3.3. **Next steps**

We have considered all submissions and are aware of concerns raised by the community. We will ensure issues highlighted by stakeholders and the community are appropriately addressed when finalising the concept design and preparing the environmental assessment.

During the next phase of the project we will:

- Continue to consult with property owners, residents, project focus groups and other impacted stakeholders
- Continue to engage through the Roads and Maritime website, project updates and postcards to keep the community and stakeholders informed as planning progresses
- Display the environmental assessment for community comment before obtaining project approval
- Consult with stakeholders and the community if any significant design changes are made before the environmental assessment display.

We will continue to keep the community informed as the project progresses.
Appendix A – Media releases
7 OCTOBER 2015

HAVE A SAY ON NEXT STAGE OF PLANS TO EXTEND M1 PACIFIC MOTORWAY

Roads and Maritime Services is inviting the community to have a say on a revised concept design for the M1 Pacific Motorway extension project to the Pacific Highway at Raymond Terrace.

“The NSW Government allocated $3 million this financial year to continue planning this major upgrade which aims to ease congestion, reduce travel times and improve road user safety,” a Roads and Maritime spokesperson said.

“This is one of the final major stages of the Pacific Highway/Motorway to be built between Sydney and Brisbane.

“Roads and Maritime has recently reviewed and improved the project design from 2010 to ensure the future extension provides the best outcome for road users, the environment and the community.

“The road alignment has been moved further north between Black Hill and Tomago and would include a new 2.6 kilometre bridge across the Hunter River and floodplain.

“The change in alignment means a new major interchange can be included at Tarro to improve traffic flow and connectivity between the M1 Pacific Motorway, New England Highway and John Renshaw Drive.”

The spokesperson said the Tomago Road interchange has also been redesigned to improve access to and from the major industrial and employment area.

“The revised design has increased flood immunity across the route and avoids environmentally sensitive areas like protected wetlands.

“Feedback on the revised concept design is invited by 6 November and will be used to finalise the concept design and inform the environmental assessment.”

To learn more about the changes or to provide feedback call 1800 094 895, email M1RT@jacobs.com or visit www.rms.nsw.gov.au/m1rt.

Community members are invited to community drop-in sessions to speak directly to the project team at MarketPlace Shopping Centre Raymond Terrace between 3pm and 7pm on Thursday 15 October, and Stockland Shopping Centre Green Hills between 10am and 2pm on Saturday 17 October.

Building timing is to be confirmed.
COMMUNITY REMINDED TO HAVE A SAY ON PLANNING TO EXTEND M1 PACIFIC MOTORWAY TO RAYMOND TERRACE

Roads and Maritime Services is reminding the community to have a say on the revised concept design for the M1 Pacific Motorway extension to the Pacific Highway at Raymond Terrace before comments close on Friday 6 November.

A Roads and Maritime spokesperson said $3 million has been allocated this financial year to continue planning the upgrade which is one of the final major stages of the Pacific Highway/Motorway to be built between Sydney and Brisbane, bypassing Hexham and Heatherbrae.

“The 2010 project design was recently reviewed and improved by Roads and Maritime to ensure the future extension provides the best outcome for road users, the environment and the community,” the spokesperson said.

“The improvements aim to ease congestion, reduce travel times and improve road user safety.”

“The community is invited to comment on the revised concept design and all feedback will be taken into account to finalise the concept design and inform the environmental assessment.”

The Roads and Maritime spokesperson said the road alignment has been moved further north between Black Hill and Tomago and would include a new 2.6 kilometre bridge across the Hunter River and floodplain.

“The change in alignment means a new major interchange can be included at Tarro to improve traffic flow and connectivity between the M1 Pacific Motorway, New England Highway and John Renshaw Drive,” the spokesperson said.

“The Tomago Road interchange has been redesigned to improve access to and from the major industrial and employment area.

“The revised design also improves flood immunity across the route and minimises the impact to environmentally sensitive areas like protected wetlands.”

The community can learn more about the revised design online by visiting www.rms.nsw.gov.au/m1rt and can provide feedback by emailing M1RT@jacobs.com or calling 1800 094 895 until Friday 6 November.

For more information please visit www.rms.nsw.gov.au/m1rt.
2 NOVEMBER 2015

COMMENT TIME EXTENDED FOR REVISED M1 PACIFIC MOTORWAY TO RAYMOND TERRACE PLANS

Roads and Maritime Services is extending the opportunity for the community to have a say on the revised concept design for the M1 Pacific Motorway extension to the Pacific Highway at Raymond Terrace to Friday 27 November.

A Roads and Maritime spokesperson said $3 million was allocated this financial year to continue planning one of the final stages of the Pacific Highway/Motorway to be built between Sydney and Brisbane, bypassing Hexham and Heatherbrae.

“Due to the large amount of public interest in this project with many people attending information sessions last month, the closing date for comments which opened on Tuesday 6 October has been extended to the end of this month,” the spokesperson said.

“Roads and Maritime reviewed and improved the 2010 project design to ensure the planned future extension provides the best outcome for the community.

“The improvements are aimed at improving road user safety, reducing travel times and easing traffic congestion.”

The Roads and Maritime spokesperson said the revised design includes changes to the road alignment which has been moved further north between Black Hill and Tomago and would include a new 2.6 kilometre bridge across the Hunter River and floodplain.

“The change in alignment means a new major interchange can be included at Tarro to improve traffic flow and connectivity between the M1 Pacific Motorway, New England Highway and John Renshaw Drive.

“The Tomago interchange has also been redesigned to improve access to and from the major industrial and employment area.

“The revised design includes improvements to flood immunity across the route and minimises the impact on environmentally sensitive areas like protected wetlands.”

The community can learn more about the revised design online by visiting www.rms.nsw.gov.au/m1rt and can provide feedback by emailing M1RT@jacobs.com or calling 1800 094 895 until Friday 27 November.

For more information please visit www.rms.nsw.gov.au/m1rt.
Appendix B – Newspaper advertisements

**Have your say**
M1 Pacific Motorway extension to Raymond Terrace – Revised concept design

You are invited to have your say on the revised concept design for a future extension of the M1 Pacific Motorway to Raymond Terrace.

The revised concept design includes changes since the 2010 design. To learn more about the changes and view a project map visit rms.nsw.gov.au/m1rt

We invite you to meet our team and provide feedback at a drop-in community information sessions:

**MarketPlace Shopping Centre, Raymond Terrace**
William Street, Raymond Terrace
Thursday 15 October 2015
3pm to 7pm

**Stockland Shopping Centre, Green Hills**
Molly Morgan Drive, Green Hills
Saturday 17 October 2015
10am to 2pm

Drop in any time. We look forward to seeing you there.

Feedback is invited from 6 November 2015 and will be considered when finalising the concept design and carrying out the environmental assessment.

For more information contact the project team on 1800 094 895 (toll free, business hours), email M1RT@jacobs.com or visit rms.nsw.gov.au/m1rt

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**Have your say**
M1 Pacific Motorway extension to Raymond Terrace – Comment period extended

Your feedback is invited on the revised concept design for a future extension of the M1 Pacific Motorway to Raymond Terrace.

The revised concept design includes changes since the 2010 design. To learn more about the changes and view a project map visit rms.nsw.gov.au/m1rt

Feedback is invited until 27 November 2015 and will be considered when finalising the concept design and carrying out the environmental assessment.

For more information contact the project team on 1800 094 895 (toll free, business hours), email M1RT@jacobs.com or visit rms.nsw.gov.au/m1rt
Appendix C – Project update
M1 Pacific Motorway
Extension to Raymond Terrace

Have your say – Revised concept design

October 2015

The NSW Government is providing $3 million in 2015-16 to continue planning for a future extension of the M1 Pacific Motorway to the Pacific Highway at Raymond Terrace. A revised concept design has been developed, which includes major improvements for connectivity to the surrounding road network and minimises environmental impacts. Feedback is being invited on the proposal by 6 November 2015 and will be considered in completing the concept design and carrying out the environmental assessment.

Background

The M1 Pacific Motorway and Pacific Highway are critical links in the National Land Transport Network and among the busiest transport corridors in Australia.

Planning for the M1 Pacific Motorway extension to the Pacific Highway at Raymond Terrace began in 2004 and has involved an extensive community consultation program to identify a preferred route and develop a concept design.

A design was displayed for community comment in 2008 with feedback considered to develop a refined design which was announced in 2010. The route was reserved in the Newcastle and Port Stephens Local Environmental Plans.

Roads and Maritime has since reviewed and improved the 2010 design to ensure the extension provides the best outcome for road users, the environment and the community.

This project update includes information on the revised proposal including changes made since the 2010 design.

The NSW Government has committed $200 million under Rebuilding NSW to get the project ready for construction.

The timing of construction is not confirmed and is dependent on planning approval, future traffic needs and funding availability.
The proposal

The proposed upgrade includes:

- 15 kilometres of dual carriageway motorway with two lanes in each direction, bypassing Hexham and Heatherbrae
- Interchanges at Black Hill, Tarro, Tomago Road and north of Heatherbrae
- A 2.6 kilometre bridge over Woodlands Close, the Main Northern Railway, New England Highway and Hunter River
- Minimum flood immunity along the new roadway between Black Hill and Tomago for a one in 100 year flood event
- Minimum flood immunity along the new roadway between Tomago and Raymond Terrace for a one in 20 year flood event.

Benefits

Key benefits of the proposal include:

- Improved connection between the M1 Pacific Motorway and the Pacific Highway
- Improved traffic flow for motorists and freight for more reliable travel times
- Improved accessibility to the surrounding road network
- Improved safety for all road users.

Changes since the 2010 design

Since the 2010 design was completed, Roads and Maritime has gained considerable knowledge and experience in building large bridge structures across floodplains through projects such as the Pacific Highway bypass of Kempsey.

This knowledge and experience has been used to review the design for the M1 Pacific Motorway extension to Raymond Terrace.

As a result, there have been several changes made to the design at the southern end of the alignment between Black Hill and Tomago to improve connectivity to the surrounding road network and minimise or avoid environmental impacts.

The changes include:

- Moving the road alignment further to the north of the 2010 design and including a bridge structure across the Hunter River floodplain. This would minimise and avoid environmental impacts to protected wetlands next to the Hunter River and the floodplain.
- Changes to the Black Hill interchange and providing a new interchange at Tarro to improve traffic flow and connectivity between the M1 Pacific Motorway, New England Highway and John Renshaw Drive.
- Changes to the Tomago Road interchange design to improve accessibility to and from Tomago Road, which includes a new link road behind Tomago industrial area connecting to Old Punt Road and Tomago Road.
Environmental assessment

An environmental assessment has started to determine the potential environmental and social impacts of the proposal and to identify management and mitigation measures.

The investigations will consider:

- Biodiversity and environmentally sensitive areas
- Hydrology and flooding
- Property impacts including acquisition and changes to land use
- Aboriginal and European heritage
- Traffic impacts
- Operational and construction noise
- Socio economic impacts.
New England Highway and Tarro interchange

A 2.6 kilometre bridge across floodplain and Hunter River.

M1 Pacific Motorway extension to Raymond Terrace

Alignment moved further north to avoid environmentally sensitive areas and improve connectivity to New England Highway, John Renshaw Drive and Tomago Road.

Key:
- New motorway and upgraded road
- 2010 alignment
- Existing roads
- New motorway entry/exit lanes
- Main North rail line
- Bridge
- Environmentally sensitive area
- Traffic direction

See inset for full interchange map.

Existing Pacific Highway

Existing interchange at Tarro retained

New bridge takes Masonite Road over motorway

Proposed motorway

TO TAREE

TO MAITLAND

TO SYDNEY

Three lanes in each direction separated by M1 entry lanes in centre.

Protected wetlands

2010 design

Hunter River

Two lanes in each direction

Northbound entry ramp to M1

New link road

New roundabout

Access to Pacific Highway via Tomago and Old Punt roads

Single lane in each direction

New Intersection

Start of entry lane to M1 from New England Highway

Start of entry lane to M1 from John Renshaw Drive

Right lane on overpass to merge onto New England Highway

Merge to single lane entry to M1

Bridges over floodplain

Westbound lanes on New England Highway moved further south to accommodate M1 entry lanes.

Retain existing two lane overpass from John Renshaw Drive

Existing Beresfield interchange modified to improve connection to surrounding road network.

See inset on reverse side.

Protected wetlands

See inset on reverse side.

See inset on reverse side.

Exit ramp Tomago Road

Old Punt Road

New link road
Involving the community
Roads and Maritime is working with the community and stakeholders during the planning process to understand issues and minimise potential impacts.

Feedback received will be considered to finalise the concept design and prepare the Environmental Impact Statement, which is expected to be displayed for community and stakeholder feedback in early 2017.

More information will be provided to the community and stakeholders as the project progresses.

What happens next?
Upcoming planning activities include:
• Community and stakeholder discussions
• Finalise the concept design
• Prepare the Environmental Impact Statement for display in early 2017.

The timing of construction is not confirmed and is dependent on planning approval, future traffic needs and funding availability.

Project development process

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004 – 2007</td>
<td>Initial planning and investigations</td>
</tr>
<tr>
<td>2008</td>
<td>Community consultation on the proposed upgrade</td>
</tr>
<tr>
<td>2010</td>
<td>Announcement of concept design</td>
</tr>
<tr>
<td>Community consultation on the revised concept design</td>
<td>WE ARE HERE</td>
</tr>
<tr>
<td>Start environmental assessment</td>
<td></td>
</tr>
<tr>
<td>Early 2017</td>
<td>Display Environmental Impact Statement</td>
</tr>
<tr>
<td>Approval to proceed*</td>
<td></td>
</tr>
<tr>
<td>Detailed design*</td>
<td></td>
</tr>
<tr>
<td>Construction*</td>
<td></td>
</tr>
</tbody>
</table>

*Timing subject to planning approval and funding

Have your say
Feedback on the revised concept design is invited by 6 November 2015.

Please send your feedback by:
Phoning: 1800 094 895 (during business hours)
Emailing: M1RT@jacobs.com
Writing to: M1 to Raymond Terrace Project Manager Roads and Maritime Services Locked Bag 2030 Newcastle NSW 2300

Visit a display
Stakeholders and the community are invited to view the plans and attend a community information session to meet the project team and find out more about the project:

**MarketPlace Shopping Centre, Raymond Terrace**
William Street, Raymond Terrace
Thursday 15 October 2015
3pm to 7pm

**Stockland Shopping Centre, Green Hills**
Molly Morgan Drive, Green Hills
Saturday 17 October 2015
10am to 2pm

Further information
More information including frequently asked questions and detailed information on technical and environmental investigations are available to view at rms.nsw.gov.au/m1rt.
Appendix D – Stakeholder letters
6 October 2015

[Select and type recipient name]
[Select and type recipient company]
[Select and type recipient address line 1]

Dear [Select and type salutation and name]

M1 Pacific Motorway extension to Raymond Terrace revised concept design – Have your say

Roads and Maritime is progressing planning for a future extension of the M1 Pacific Motorway to the Pacific Highway at Raymond Terrace. As part of the planning process we have reviewed the 2010 design to ensure the project provides the best outcome for road users, the environment and the community.

As a result, there have been several changes made to the design at the southern end of the alignment between Black Hill and Tomago to improve connectivity to the surrounding road network and minimise or avoid environmental impacts.

A copy of the project update is attached, which provides an overview of the revised concept design and changes made since 2010. Details of the technical and environmental investigations carried out as part of the design review can be found in the 2015 discussion paper, available to download from rms.nsw.gov.au/m1rt.

Your feedback on the revised design is invited by 6 November 2015. Feedback received will be considered when finalising the concept design and carrying out the environmental assessment.

Please provide your feedback by:
- Email: M1RT@jacobs.com
- Phone: 1800 094 895 (during business hours)
- Mail: M1 to Raymond Terrace Project Manager, Roads and Maritime Services, Locked Bag 2030, Newcastle NSW 2300.

Yours sincerely

Garry McPherson

for Bradley Parkes
Project Development Manager

Roads and Maritime Services

59 Darby Street, Newcastle NSW 2300 | Locked Bag 2030 Newcastle NSW 2300 | www.rms.nsw.gov.au/m1rt | 1800 094 895
30 October 2015

Dear stakeholder

**M1 Pacific Motorway extension to Raymond Terrace revised concept design – Have your say**

Roads and Maritime is progressing planning for a future extension of the M1 Pacific Motorway to the Pacific Highway at Raymond Terrace. As part of the planning process we have reviewed the 2010 design to ensure the project provides the best outcome for road users, the environment and the community.

As a result, there have been several changes made to the design at the southern end of the alignment between Black Hill and Tomago to improve connectivity to the surrounding road network and minimise or avoid environmental impacts.

A copy of the project update is attached, which provides an overview of the revised concept design and changes made since 2010. Details of the technical and environmental investigations carried out as part of the design review can be found in the 2015 discussion paper, available to download from rms.nsw.gov.au/m1rt.

**The display period has been extended to 27 November 2015 and your feedback on the revised design is invited.** Feedback received will be considered when finalising the concept design and carrying out the environmental assessment.

Please provide your feedback by:
- Email: M1RT@jacobs.com
- Phone: 1800 094 895 (during business hours)
- Mail: M1 to Raymond Terrace Project Manager, Roads and Maritime Services, Locked Bag 2030, Newcastle NSW 2300.

Yours sincerely

Garry McPherson
for Bradley Parkes
Project Development Manager

Roads and Maritime Services
Appendix E – Project postcard
M1 Pacific Motorway extension to Raymond Terrace
Have your say - Revised concept design

Features:
• 15 kilometre dual carriageway with two lanes in each direction
• Interchanges at Black Hill, Tarro, Tomago Road, and north of Heatherbrae
• 2.6 kilometre bridge across the Hunter River floodplain.
M1 Pacific Motorway extension to Raymond Terrace

Have your say - Revised concept design

The NSW Government is providing $3 million in 2015-16 to continue planning for a future extension of the M1 Pacific Motorway to the Pacific Highway at Raymond Terrace.

A revised design has been developed, which includes changes since the last design was announced in 2010.

The revised design includes major improvements for connectivity to the surrounding road network and minimises environmental impacts.

To learn more about the changes visit rms.nsw.gov.au/m1rt

You can also collect a printed project update including map from:

- Roads and Maritime motor registries in Wallsend, Cessnock, Raymond Terrace and Nelson Bay
- Service NSW centres at Newcastle and East Maitland
- Newcastle City Council, Port Stephens Council, Cessnock City Council and Maitland City Council.

Feedback is invited until 6 November 2015. Please send your feedback by:

Phoning: 1800 094 895 (during business hours)

Emailing: M1RT@jacobs.com

Writing to:
M1 to Raymond Terrace Project Manager
Roads and Maritime Services
Locked Bag 2030
Newcastle, NSW 2300

Drop-in community information sessions

Come and meet the project team at:

MarketPlace Shopping Centre, Raymond Terrace
William Street, Raymond Terrace
Thursday 15 October 2015
3pm to 7pm

Stockland Shopping Centre, Green Hills
Molly Morgan Drive, Green Hills
Saturday 17 October 2015
10am to 2pm
Appendix F – Frequently Asked Questions
Frequently Asked Questions
M1 Pacific Motorway extension to Raymond Terrace

October 2015

This information has been developed to provide more detail about the extension of the M1 Pacific Motorway to Raymond Terrace and to provide answers to frequently asked questions from stakeholders and the community.

The NSW Government is providing $3 million in 2015-16 to continue planning for a future extension of the M1 Pacific Motorway to the Pacific Highway at Raymond Terrace. A revised concept design has been developed, which includes major improvements for connectivity to the surrounding road network and minimises environmental impacts.

Project benefits and features

Why is the M1 Pacific Motorway being extended?
The M1 Pacific Motorway and Pacific Highway are critical links in the National Land Transport Network and among the busiest transport corridors in Australia.
The motorway is being extended to:

- Improve connection between the M1 Pacific Motorway at Black Hill and the Pacific Highway at Raymond Terrace
- Improve traffic flow for motorists and freight for more reliable travel times
- Improve accessibility to the surrounding road network
- Improve safety for all road users
- Provide one of the last major motorway stages of the Pacific Motorway between Sydney and Brisbane.

What will the proposed upgrade involve?
The proposed upgrade involves:

- 15 kilometres of dual carriageway motorway with two lanes in each direction, bypassing Hexham and Heatherbrae
- Interchanges at Black Hill, Tarro, Tomago Road and north of Heatherbrae
- A 2.6 kilometre bridge over Woodlands Close, the Main Northern Railway, New England Highway and Hunter River
• Minimum flood immunity along the new roadway between Black Hill and Tomago for a one in 100 year flood event
• Minimum flood immunity along the new roadway between Tomago and Raymond Terrace for a one in 20 year flood event.

What is the status and cost of the proposed upgrade?
The NSW Government is providing $3 million in 2015-16 to progress planning for the project. The NSW Government has committed $200 million under Rebuilding NSW to get the project ready for construction.
The timing for construction is not confirmed and is dependent on planning approval, future traffic needs and funding availability.
The M1 Pacific Motorway is part of the National Land Transport Network and funding for planning, improvements and upgrading is led by the Australian Government.
Planning activities carried out by Roads and Maritime would form the basis of a submission to the Australian Government for construction funding.

Design review

What planning has happened so far?
Planning for the M1 Pacific Motorway extension to the Pacific Highway at Raymond Terrace began in October 2004 and has involved an extensive community consultation program to identify a preferred route and develop a concept design.
A design was displayed for community comment in 2008 with feedback considered to develop a refined design which was announced in 2010. The route was reserved in the Newcastle and Port Stephens Local Environmental Plans.
Roads and Maritime has since reviewed and changed the 2010 design to ensure the proposal provides the best outcome for road users, the environment and the community.
Details of the technical and environmental investigations carried out as part of the design review can be found in the 2015 discussion paper, available to download from rms.nsw.gov.au/m1rt.

Why has the route been changed?
Since the 2010 design was completed, Roads and Maritime has gained considerable knowledge and experience in building large structures across floodplains through projects such as the Pacific Highway bypass of Kempsey.
In early 2015, Roads and Maritime updated the project objectives and reviewed the 2010 design. This review was carried out to ensure the extension provides the best and safest outcome for road users, the environment and the community.
Roads and Maritime reviewed the 2010 design and route with an aim to:
• Improve functionality and performance of the road, and the traffic flow around interchanges, particularly at Black Hill, the New England Highway and Tomago
• Benefit from the lessons learnt during other Pacific Highway projects in similar floodplain environments
• Minimise environmental impacts of the road alignment
• Address the changing needs of the adjoining road network, in particular following the opening of the Hunter Expressway in 2014.

What has changed since the 2010 design?
The changes include:
• Moving the road alignment further north of the 2010 design and including a bridge structure across the Hunter River floodplain. This would minimise and further avoid environmental impacts to protected wetlands next to the Hunter River and the floodplain.
• Changes to the Black Hill interchange and providing a new interchange at Tarro to improve traffic flow and connectivity
Assessing and managing potential environmental impacts

How will the project’s environmental impacts be assessed?

An Environmental Impact Statement will be prepared to assess the potential environmental and social impacts of the proposal and to identify management and mitigation measures.

The investigations will consider:

- Biodiversity and environmentally sensitive areas
- Hydrology and flooding
- Property including acquisition and changes to land use
- Aboriginal and European heritage
- Traffic impacts
- Operational and construction noise
- Socio economic impacts.

The Environmental Impact Statement is expected to be completed and displayed for community and stakeholder comment in early 2017.

How are impacts to native flora and fauna being addressed?

The project would require clearing of native vegetation and disturbance of some waterways and wetlands. This could impact important habitat for threatened and non-threatened plant and animal species.

The Environmental Impact Statement will consider the project’s impact on the ecology within the project area and identify mitigation and management measures.

How are Aboriginal heritage impacts being addressed?

Preliminary archaeological investigations have been carried out within the project area in recent years and provide valuable information to assess the impact of the upgrade on Aboriginal cultural heritage.

An Aboriginal cultural heritage assessment report will be prepared as part of the Environmental Impact Statement.

Roads and Maritime will continue to consult with the local Aboriginal community, including the Mindaribba and Worimi Local Aboriginal Land Councils.

Roads and Maritime protects Aboriginal heritage and manages impacts that may arise from its projects in accordance with the Roads and Maritime Services Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI). This sets out a four step due diligence and consultation process that is applied to all projects, regardless of scale or size.

General information about how Roads and Maritime manages Aboriginal heritage during infrastructure developments is available at rms.nsw.gov.au.

Will the motorway be affected by flooding?

The project crosses the Hunter River floodplain so flood risk was a key consideration in the design review. The proposed design will offer minimum flood immunity to the edge of each carriageway for a one in 100 year flood event between Black Hill and Tomago, and for a one in 20 year flood event between Tomago and Raymond Terrace.

The 2.6 kilometre bridge across the floodplain would have flood immunity for a one in 100 year flood event.
A hydrology and flooding assessment will be prepared as part of the Environmental Impact Statement. This will identify the potential flooding impacts and mitigation measures to minimise flooding on surrounding areas.

Will the motorway make flooding worse in surrounding areas?

Construction work on the floodplain may cause temporary changes in drainage patterns which could impact the characteristics of a flood. Once the motorway is built, structures such as bridges, viaducts and culverts could cause changes in flow.

A hydrology and flooding assessment will be prepared as part of the Environmental Impact Statement. This will identify the potential flooding impacts and mitigation measures to minimise flooding on surrounding areas.

Will the motorway create a lot of noise?

Roads and Maritime will carry out noise studies for the Environmental Impact Statement. The noise studies will consider existing noise levels and predicted noise levels taking into consideration predicted traffic volumes and road type.

Mitigation measures will be dependent on Roads and Maritime noise guidelines at the time of construction.

Property acquisition and access

Will any property acquisitions be required for the proposed upgrade?

Roads and Maritime will work with potentially affected property owners throughout the planning process.

Properties directly impacted by the project would need to be either partially or totally acquired. This generally occurs following project approval.

Will Roads and Maritime need to enter my property?

Roads and Maritime may need to enter private property to carry out field investigations to assist in the development of road projects. You will be contacted by Roads and Maritime if access to your property is required. A fact sheet answering some commonly asked questions about property access is available at rms.nsw.gov.au.

Community engagement

How have stakeholders and the community been involved so far?

An extensive consultation program has been carried out since planning started in 2004. Consultation has included public displays, discussions with potentially affected land owners and a community liaison group to help identify the preferred route and develop a concept design.

Roads and Maritime will continue to work with the community and stakeholders during the planning process to understand issues and minimise potential impacts.

How can I provide comments?

All previous feedback is being considered along with any new feedback to finalise the concept design, understand issues and minimise potential impacts of the proposal.

Please send us your comments by:

- Email: M1RT@jacobs.com
- Phone: 1800 094 895 (during business hours)
- Mail: M1 to Raymond Terrace Project Manager, Roads and Maritime Services, Locked Bag 2030, Newcastle NSW 2300.

You are invited to provide feedback until 6 November 2015.

How will my comments be used?

Following the revised concept design display, Roads and Maritime will consider all comments received for the project. Community and stakeholder feedback will be used to finalise the concept design and inform the Environmental Impact Statement.
How will the community be notified of project progress?

Stakeholders and the community will be kept informed of progress through regular project updates and the project website.

The website, phone, email and mail contact points are available for project information as part of ongoing community engagement.

Roads and Maritime will continue to meet regularly with key stakeholders and potentially affected property owners as the project progresses.

What happens next?

Upcoming planning activities include:

- Community and stakeholder discussions
- Finalise the concept design
- Prepare the Environmental Impact Statement for display in early 2017.

The timing of construction is not confirmed and is dependent on planning approval, future traffic needs and funding availability.

More information

For more information about the project please contact the project team by:

- **Email**: M1RT@jacobs.com
- **Phone**: 1800 094 895 (during business hours)
- **Mail**: M1 to Raymond Terrace Project Manager Roads and Maritime Services
  Locked Bag 2030
  Newcastle NSW 2300

Information is also available on the Roads and Maritime website [rms.nsw.gov.au/m1rt](http://rms.nsw.gov.au/m1rt).