Executive summary

This Community Consultation Report provides a summary of the community consultation carried out by Roads and Maritime Services in August and September 2016. The consultation supported the display of changes to the revised concept design for a future extension of the M1 Pacific Motorway to Raymond Terrace.

The proposed upgrade includes:

- fifteen kilometres of dual carriageway motorway with two lanes in each direction, bypassing Hexham and Heatherbrae
- interchanges at Black Hill, Tarro, Tomago and Raymond Terrace
- 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 changed in response to community and stakeholder feedback received during the 2015 display. We invited community feedback on the design changes between 29 August and 28 September 2016 and received 48 submissions. Stakeholders included affected landowners, councils, local businesses and community members.

The most commonly raised issues include:

- impacts to businesses
- timing and funding of the project
- access
- Hunter Region Botanic Gardens access
- signage and line marking.

The decision

We will take the community and stakeholder submissions into consideration as we progress this project and continue our investigations. The results of these investigations will be subject to further consultation with the community as we progress towards completing the concept design and environmental assessment for the M1 Pacific Motorway to Raymond Terrace project.
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1. Introduction

1.1. Background
Roads and Maritime Services started planning for the M1 Pacific Motorway extension to the Pacific Highway at Raymond Terrace in 2004. Planning activities have included extensive community consultation to identify a preferred route and develop a concept design.

In October and November 2015 we displayed a revised concept design for community and stakeholder comment. The feedback was collated and addressed in a community consultation report, which is available to view at rms.nsw.gov.au/m1rt.

In response to the community and stakeholder feedback we changed the design of the project. These changes provide better access to Heatherbrae from the motorway and improve traffic flow and safety at Black Hill and Tomago.

Design changes since 2015 include:
- relocating the northbound motorway exit ramp from the proposed Raymond Terrace interchange to the proposed Tomago interchange to improve access to businesses
- a free flowing interchange at Tomago to replace the previously proposed roundabout design
- moving the link road near Tomago Aluminium further west
- a separate access road to the Botanic Gardens connecting to Old Punt Road
- moving the New England Highway and Tarro interchange closer to the existing New England Highway to avoid the wetland area and eliminate the need for a bridge
- access to Raymond Terrace would be via the northbound exit ramp to south of Heatherbrae or via the existing interchange on the Pacific Highway at Richardson Road
- adding an extra lane on the northbound exit ramp of the Black Hill interchange to improve traffic capacity and safety approaching the Weakleys Drive and John Renshaw Drive intersection.
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, Heatherbrae and Raymond Terrace
- a 2.6 kilometre bridge over Woodlands Close, the Main Northern Railway, New England Highway and Hunter River
- a minimum flood immunity along the new roadway of one in 20 year flood event.

Our objectives for the project are to improve:

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

2. Consultation approach

2.1. Consultation objectives
Our consultation objectives were to:

- inform the community and stakeholders of the changes to the revised concept and potential impacts
- work with the community and stakeholders during the planning process to identify issues and minimise potential impacts
- invite feedback on the design changes 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 August and September 2016 on the changes made to 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 during the proposal’s development.

2.3. How consultation was done
Community members and stakeholders were encouraged to provide their feedback and make submissions via mail, email and phone. 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 30 August 2016  
|                | • A media release reminding the community to have their say was issued on 14 September 2016  
|                | • Copies of the media releases are available at Appendix A. |
| Newspaper advertisements | • *Maitland Mercury* and *Newcastle Herald* on 29 August 2016  
|                     | • *Cessnock Advertiser* on 31 August 2016  
|                     | • *Port Stephens Examiner* on 1 September 2016  
|                     | • 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  
|                 | • Five hundred delivered to residences and businesses in Heatherbrae and Tomago  
|                 | • Available for collection at the Roads and Maritime motor registry at Nelson Bay; Service NSW centres at Newcastle, Wallsend, East Maitland, Cessnock and Raymond Terrace; 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. |
### 3. Consultation summary

#### 3.1. Overview

Changes to the revised concept design were displayed for community feedback between 29 August and 28 September 2016. We received 48 submissions from the community and stakeholders in response to the display, including:

- twenty four emails
- eight letters
- nine phone calls
- seven survey forms.

A total of 29 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 help finalise the concept design and prepare the environmental assessment.

The most commonly raised issues included:

- impacts to businesses – 12 per cent
- timing and funding of the project – 12 per cent
- access – 7 per cent
- Hunter Region Botanic Gardens access – 8.5 per cent
- signage and line marking – 7 per cent.

The submissions indicated more general support for the project than opposition.
Table 2: Number of comments by key issue category

<table>
<thead>
<tr>
<th>Key issue</th>
<th>Number of comments</th>
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<tbody>
<tr>
<td>Access</td>
<td>6</td>
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<tr>
<td>Biodiversity offset</td>
<td>1</td>
</tr>
<tr>
<td>Botanic Gardens access</td>
<td>7</td>
</tr>
<tr>
<td>Business impacts</td>
<td>10</td>
</tr>
<tr>
<td>Connecting roads and intersections</td>
<td>2</td>
</tr>
<tr>
<td>Construction impacts</td>
<td>3</td>
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<tr>
<td>Consultation</td>
<td>3</td>
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<tr>
<td>Contaminated land</td>
<td>1</td>
</tr>
<tr>
<td>Cyclists</td>
<td>1</td>
</tr>
<tr>
<td>Design changes and revised alignment</td>
<td>4</td>
</tr>
<tr>
<td>Existing Hunter River bridges</td>
<td>1</td>
</tr>
<tr>
<td>Existing road network</td>
<td>1</td>
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<tr>
<td>Flooding</td>
<td>4</td>
</tr>
<tr>
<td>Flora and fauna</td>
<td>1</td>
</tr>
<tr>
<td>Groundwater</td>
<td>1</td>
</tr>
<tr>
<td>Heatherbrae access</td>
<td>2</td>
</tr>
<tr>
<td>Landscaping</td>
<td>1</td>
</tr>
<tr>
<td>Masonite Road</td>
<td>1</td>
</tr>
<tr>
<td>New England Highway/Pacific Highway intersection</td>
<td>1</td>
</tr>
<tr>
<td>Noise impacts</td>
<td>1</td>
</tr>
<tr>
<td>Property impacts</td>
<td>2</td>
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<tr>
<td>Property impact compensation</td>
<td>2</td>
</tr>
<tr>
<td>Rest areas</td>
<td>2</td>
</tr>
<tr>
<td>Signage and line marking</td>
<td>6</td>
</tr>
<tr>
<td>Tarro interchange</td>
<td>1</td>
</tr>
<tr>
<td>Timing and funding</td>
<td>10</td>
</tr>
<tr>
<td>Tomago Road intersection</td>
<td>4</td>
</tr>
<tr>
<td>Traffic impacts</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>82</strong></td>
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</table>

Table 3: Responses to issues raised

<table>
<thead>
<tr>
<th>Issue category</th>
<th>Number of comments</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
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</thead>
<tbody>
<tr>
<td>Access</td>
<td>6</td>
<td>• Impact project would have on access to private property.</td>
<td>Access to private property and other infrastructure during construction and operation of the project has been considered during concept design development. We will continue to liaise with affected property owners about access as the project progresses.</td>
</tr>
<tr>
<td>Biodiversity offset</td>
<td>1</td>
<td>• Biodiversity offsets should consider the local strategic</td>
<td>We will prepare a biodiversity offset strategy as part of the environmental impact statement (EIS). This strategy will</td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of comments</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
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|                                |                    | priorities surrounding the corridor and engagement should be carried out with key stakeholders.                                                                                                         | consider the availability of local and regional offset sites.  
We will continue to liaise with key stakeholders on these issues as the project progresses.                                                                                                                                                 |
| Botanic Gardens access         | 7                  | • Concern about proposed access to the Botanic Gardens  
• Concern over the lack of visibility for motorists accessing the gardens  
• Consider location of bus stops and pedestrian links for better access to the gardens.                                                                                           | Access to the Hunter Region Botanic Gardens has been closely examined.  
Changes to the proposed interchange at Tomago are needed to provide a northbound motorway off ramp to improve access to Heatherbrae.  
The design changes mean direct access to the gardens from the Pacific Highway could not be provided due to road safety concerns.  
Access to the gardens would be via an access road connecting to Old Punt Road. This would provide safe connection to the existing Pacific Highway and the proposed motorway.  
A signage strategy to direct road users to the gardens is also being developed.  
Existing bus stops in front of the gardens will be affected by the project. Impacts to the bus stops are under review but the stops will need to be relocated. |
| Business impacts               | 10                 | • Loss of trade and impact on Heatherbrae businesses  
• Loss of business exposure and impact on the Botanic Gardens                                                                                                                                                                                                 | We are carrying out a socio-economic study to assess the potential impacts on businesses. This assessment will be included in the EIS.                                                                                                           |
| Connecting roads and intersections | 2                  | • Concern over potential increase in traffic on adjoining roads, particularly Tomago Road and Quarter Sessions Road.                                                                                                                                                  | All roads and intersections connected to the proposal will be examined in a comprehensive traffic assessment as part of the EIS. We will continue to work with local councils to ensure the surrounding road network will operate effectively when the project is built.  
At this stage, assessment has indicated work to the adjoining road network outside of the project area would not be required. |
<table>
<thead>
<tr>
<th>Issue category</th>
<th>Number of comments</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
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</thead>
<tbody>
<tr>
<td>Construction impacts</td>
<td>3</td>
<td>• Concern about traffic delays during construction</td>
<td>The EIS will consider construction impacts of the proposal.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consider building the upgrade in stages.</td>
<td></td>
</tr>
<tr>
<td>Consultation</td>
<td>3</td>
<td>• Consultation with the community and business owners about the project should continue during construction and operation.</td>
<td>We will continue to engage with stakeholders and the community throughout the development and delivery of the project. Although timing for construction is not confirmed, during construction updates would be issued throughout construction to the immediately affected community as well as road users. Information for road users would be communicated using tools such as permanent and temporary variable message signs and information on LiveTraffic. Residents and businesses would be informed about construction activities through letterbox notifications and project updates.</td>
</tr>
<tr>
<td>Contaminated land</td>
<td>1</td>
<td>• Properties in the project area could be contaminated.</td>
<td>Specialists will be involved in assessing contaminated land and developing strategies to safely build and operate the project.</td>
</tr>
<tr>
<td>Cyclists</td>
<td>1</td>
<td>• Consider cycling facilities in the design, in line with existing and future cycleways.</td>
<td>We will examine cyclist access and safety, identify potential facilities and consider opportunities to cost effectively integrate facilities into existing and future cycleway networks adjoining the project. There are no current plans to include separate cycleway facilities for the project, however there would be an opportunity for on-road cycling in road shoulders. We expect the project would improve cycling conditions on the existing network by reducing traffic volumes on adjoining roads.</td>
</tr>
<tr>
<td>Design changes and revised alignment</td>
<td>4</td>
<td>• Convenience of interchange arrangements at Heatherbrae</td>
<td>The alignment and recent design changes best balance environmental, infrastructure and physical constraints in the project area. The current arrangements and locations for interchanges are the best options for the motorway and are considered to best</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consider an interchange at Masonite Road</td>
<td></td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of comments</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
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<tr>
<td></td>
<td></td>
<td>• Suggestion to leave the motorway through Heatherbrae and not build a bypass • Consider a new alignment across Hexham swamp</td>
<td>connect to the existing road network. Additional interchanges are not being considered at this stage. We would consider building the project in stages.</td>
</tr>
<tr>
<td>Existing Hunter River bridges</td>
<td>1</td>
<td>• Consider making the southbound Hexham Bridge single lane with a cycle lane.</td>
<td>There are currently no plans for additional work beyond the scope of the proposed project.</td>
</tr>
<tr>
<td>Existing road network</td>
<td>1</td>
<td>• Consider further motorway extensions beyond the project to link with the Hunter Expressway and Newcastle Airport.</td>
<td>There are currently no plans for additional works beyond the proposed project scope.</td>
</tr>
<tr>
<td>Flooding</td>
<td>4</td>
<td>• Concern the project would impact flooding and drainage • Project needs to address the existing flooding and drainage impacts adjacent to the project • Flood immunity of the upgrade.</td>
<td>A flood assessment is being developed for the EIS. Flooding is one of the key issues identified for this project. We have established a flood focus group to ensure specialist advice and local knowledge is considered when developing flood management strategies. We will continue to liaise with landowners on localised flooding issues throughout the development of the project. Drainage will also be examined as part of the design and environmental assessment. We have designed the project to be consistent with other Pacific Highway upgrade projects, which provide a minimum of one in 20-year flood immunity to the edge lines of the carriageway. The proposal includes a number of bridge structures which would provide one in 100-year flood immunity between Black Hill and Tomago.</td>
</tr>
<tr>
<td>Flora and fauna</td>
<td>1</td>
<td>• Consider impact on wildlife habitat in Botanic Gardens bushland.</td>
<td>The project currently runs outside the boundary of the Hunter Region Botanic Gardens.</td>
</tr>
<tr>
<td>Issue category</td>
<td>Number of comments</td>
<td>Issues raised</td>
<td>Roads and Maritime response</td>
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</tr>
<tr>
<td>Groundwater</td>
<td>1</td>
<td>• Impact on Tomago Sandbeds</td>
<td>About two kilometres of the proposed extension crosses the Tomago Sandbeds. We have been liaising with Hunter Water throughout the development of the project to ensure our design best meets requirements to protect the Tomago Sandbeds. Groundwater impacts will be considered in the EIS.</td>
</tr>
<tr>
<td>Heatherbrae access</td>
<td>2</td>
<td>• Southbound access to the motorway from Heatherbrae</td>
<td>The design changes at Tomago, Heatherbrae and Raymond Terrace now enable motorway access to and from Heatherbrae from the north and south. No direct private property access would be permitted to the motorway.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>1</td>
<td>• Consider non-allergenic vegetation for landscaping.</td>
<td>A landscape character and visual impact assessment would be developed for the EIS. This will consider urban design impacts and landscaping for the project, including the plant species to be used.</td>
</tr>
<tr>
<td>Masonite Road</td>
<td>1</td>
<td>• Bridge over Masonite Road.</td>
<td>Masonite Road would be shifted slightly to the south where it crosses over the motorway. This would allow the bridge to be built away from the existing road, reducing impacts to motorists during construction.</td>
</tr>
<tr>
<td>New England Highway/Pacific Highway Intersection</td>
<td>1</td>
<td>• Remove southbound right turn from existing Hexham Bridge onto New England Highway.</td>
<td>The major New England Highway and Pacific Highway intersection at Hexham would experience a significant reduction in right turn movements when the project is built. There would be opportunities to improve the intersection after the project is completed, however the ongoing demand for right turn movements would need to be considered.</td>
</tr>
<tr>
<td>Noise impacts</td>
<td>1</td>
<td>• Concern about noise impacts resulting from the proposed floodplain bridge (viaduct).</td>
<td>We are carrying 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 construction and operational noise impacts and to meet criteria set by the NSW Environmental</td>
</tr>
<tr>
<td>Issue category</td>
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<td>Issues raised</td>
<td>Roads and Maritime response</td>
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</table>
| Property impacts            | 2                  | • Concern about proximity of proposed alignment to dwelling and impact to private property  
• Impact to existing uses on land.                                                                                          | We have tried to minimise impacts to private property during the development of the revised concept design wherever possible.  
The design needs to balance providing a motorway standard road with the existing environmental and infrastructure constraints, and the impacts on private property.  
We will continue to assess impacts to private property and liaise directly with property owners as the project progresses.                                                                                                                                                                         |
| Property impact compensation| 2                  | • The proposed project devalues property.                                                                                                                                                                    | We would need to acquire properties to build the proposed extension.  
Compensation to landowners 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.  
| Rest areas                  | 2                  | • Consider acquiring nearby land for service centres, to provide rest stops and generate revenue for ongoing road maintenance  
• Location of rest areas and access to rest areas to consider heavy and oversized vehicles.                                                                 | There are no plans to provide additional rest areas or service centres as part of the project.  
Access to existing service centres and rest facilities would be via the proposed interchanges at Black Hill, Tarro, Tomago, Heatherbrae and Raymond Terrace.                                                                                                                                 |
| Signage and line marking    | 6                  | • Consider using audio tactile line markings for road safety  
• Consider directional signage for Newcastle Airport  
• Consider directional signage for Newcastle Airport                                                                                                                                 | The final concept design will include signage and line markings.  
We will consider destinations such as Newcastle Airport, the Botanic Gardens, local businesses and tourist facilities when planning signage.  
All project signage and line markings would be in designed in line with the |
<table>
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<th>Issue category</th>
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<th>Roads and Maritime response</th>
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<tbody>
<tr>
<td></td>
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<td>signage for businesses in Heatherbrae, similar to tourist signage.</td>
<td>current Australian standards and Roads and Maritime guidelines.</td>
</tr>
<tr>
<td>Tarro interchange</td>
<td>1</td>
<td>• Design changes to the Tarro interchange.</td>
<td>The proposed layout of Tarro interchange has not been changed from the 2015 community display.</td>
</tr>
</tbody>
</table>
| Timing and funding             | 10                 | • The project should be prioritised and built in the short term  
• Concern the project has been in planning for a long time and is yet to be built or fully funded  
• Clarity around construction timeframes  
• Concern about cost of the project and floodplain bridge (viaduct)  
• Concern about the additional cost of bypassing Heatherbrae. | The NSW Government has provided $7 million in 2016-17 to progress planning for the project. The NSW Government has committed $200 million under Rebuilding NSW to get the project ready for construction.  
The project is one of the last major stages of the Pacific Motorway and Pacific Highway to be built between Sydney and Brisbane.  
The timing for construction is not confirmed and is dependent on planning approval, future traffic needs and funding availability. A staged construction could be considered, subject to funding availability and benefits to the road network.  
Current planning activities would form the basis of a submission to the Australian Government for construction funding. |
| Tomago Road intersections      | 4                  | • Concern over traffic congestion at the intersection of the new link road and Tomago Road  
• Request to provide access to the Pacific Highway from the new link road  
• Consider heavy and oversized vehicles in the design of Tomago link road  
• Ensure that new link road is designed in line with future growth | The new Tomago Link Road has been proposed to improve access to the motorway and conditions along Tomago Road.  
The intersections along the new link road will be examined in a traffic assessment. This assessment considers the project’s impact on traffic, particularly heavy vehicles, and will be included in the EIS.  
The Tomago Link Road and connecting intersections would cater for heavy and oversized vehicles. |
### Issue category

<table>
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<th>Number of comments</th>
<th>Issues raised</th>
<th>Roads and Maritime response</th>
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</table>
| 3                  | • Congestion from weekday peak traffic heading to Newcastle  
|                    | • Increased traffic volumes on road network surrounding Williamtown Airport  
|                    | • Impact of the project on the existing road network. | While the project mainly caters for north-south motorway traffic, there would also be benefits to the surrounding road network by reducing traffic on existing routes and intersections.  
A traffic assessment is being completed over the broader project area and includes key adjoining routes such as the existing Pacific Highway, New England Highway and other roads such as Old Punt Road. The traffic assessment considers long term growth to ensure the proposed route and interchanges cater for forecasted traffic volumes. The traffic assessment will form part of the EIS. |

### 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. Community consultation will continue throughout the project, as we progress towards completing the concept design and environmental assessment.

### 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 progress
- progress investigations into possible changes to the project that better address future transport and community needs
- consult with stakeholders and the community if any further significant design changes are made before the environmental assessment display
- display the environmental assessment for community comment before obtaining project approval.

We will continue to keep the community informed as the project progresses.
Appendix A – Media releases
MEDIA RELEASE

Tuesday, 30 August 2016

EXTENSION OF M1 PACIFIC MOTORWAY AT RAYMOND TERRACE

Roads and Maritime Services is inviting the community to have a say on changes to the design of the M1 Pacific Motorway extension to the Pacific Highway at Raymond Terrace.

Parliamentary Secretary for the Hunter Scot MacDonald said the NSW Government is providing $200 million under Rebuilding NSW to get the project ready for construction including $7 million this financial year to continue planning.

“Roads and Maritime Services has made improvements to the design of the extension since it was displayed for community comment late last year,” Mr MacDonald said.

Mr McDonald said the changes would provide better access to Heatherbrae from the south and improve traffic flow and safety at Tomago and Black Hill near the Weakleys Drive intersection.

“Access arrangements at Tomago and Heatherbrae were revised and improved after community and stakeholder feedback,” Mr MacDonald said.

“Changes to the design include providing a motorway exit ramp south of Heatherbrae to improve access to businesses and a free flowing interchange at Tomago to replace the previously proposed roundabout design.”

A separate road to the Botanic Gardens is proposed to provide safe access via Old Punt Road.

“Other changes in the design include moving the link road near Tomago Aluminium further west and an extra lane on the northbound exit ramp approaching the Weakleys Drive and John Renshaw Drive intersection at Beresfield.

Planning for the project started in October 2004 and has involved an extensive community consultation program to identify a preferred route and develop a concept design.

Timing to build the extension is not confirmed and is dependent on planning approval, future traffic needs and funding availability.

Feedback is invited by Wednesday 28 September via email at M1RT@jacobs.com, in writing to Locked Bag 2030, Newcastle or by phoning 1800 094 895 during business hours.

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

Media:
Scot MacDonald | 02 9230 2393
Appendix B – Newspaper advertisements
Transport
Roads & Maritime
Services

Have your say
M1 Pacific Motorway extension to
Raymond Terrace – Design changes

Roads and Maritime Services is planning for a future extension of the M1 Pacific Motorway to the Pacific Highway at Raymond Terrace.

You are invited to have your say on design changes, which have been made in response to community feedback since the concept design was displayed for comment in late 2015.

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

Feedback is invited until 28 September 2016 and will be considered in finalising the concept design and environmental impact assessment.

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

Have your say – Design changes
August 2016

The NSW Government is providing $7 million in 2016-17 to continue planning for a future extension of the M1 Pacific Motorway to the Pacific Highway at Raymond Terrace.

Roads and Maritime Services has changed the design of the extension since it was displayed for community comment in late 2015.

Feedback on these changes is invited by 28 September 2016 and will be considered in finalising the concept design and completing 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 started in 2004 and has involved an extensive community consultation program to identify a preferred route and develop a concept design.

In October and November 2015 Roads and Maritime displayed a revised concept design for community and stakeholder comment.

The feedback received was collated and addressed in a community consultation report, which is available to view at rms.nsw.gov.au/m1rt

Feedback from 2015 and this current display will be considered in finalising the concept design and environmental assessment. This is expected to be displayed for community and stakeholder feedback in 2017.

This project update provides information about these changes, which provide better access to Heatherbrae from the motorway and improve traffic flow and safety at Black Hill and Tomago.

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

Timing for construction is not confirmed and would be dependent on planning approval, future traffic needs and funding availability.
**Design changes since 2015**

**Tomago interchange and access to Heatherbrae and the Botanic Gardens**

Roads and Maritime has revised access arrangements at Tomago and Heatherbrae in response to community and stakeholder feedback.

Changes include:

- Relocating the northbound motorway exit ramp from the proposed Raymond Terrace interchange to the proposed Tomago interchange to improve access to businesses
- A free flowing interchange at Tomago to replace the previously proposed roundabout design
- Moving the link road near Tomago Aluminium further west
- A separate access road to the Botanic Gardens connecting to Old Punt Road.

**New England Highway and Tarro interchange and alignment**

This interchange has been moved closer to the existing New England Highway to avoid a wetland area and eliminate the need for a bridge.

**Raymond Terrace interchange**

The northbound exit ramp at this interchange has been relocated to the Tomago interchange. Access to Raymond Terrace would be via the northbound exit ramp to south of Heatherbrae or via the existing interchange on the Pacific Highway at Richardson Road.

**Black Hill interchange**

An extra lane on the northbound exit ramp has been added to improve traffic capacity and safety approaching the Weakleys Drive and John Renshaw Drive intersection.

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**The proposal**

The proposed upgrade includes:

- Fifteen kilometres of dual carriageway motorway with two lanes in each direction, bypassing Hexham and Heatherbrae
- Interchanges at Black Hill, Tarro, Tomago and Raymond Terrace
- 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.
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 environmental assessment, which is expected to be displayed for community and stakeholder feedback in 2017.

What happens next?

Upcoming planning activities include:

- Community and stakeholder discussions, including a survey of local businesses
- Finalise the concept design
- Prepare the environmental assessment for display in 2017.

Timing for construction is not confirmed and would be dependent on planning approval, future traffic needs and funding availability.

Further information

More information about the project is available at rms.nsw.gov.au/m1rt

Project development process

- **2004 – 2007** Initial planning and investigations
- **2008** Community consultation on the proposed upgrade
- **2010** Announcement of concept design
- **2015** Community consultation on the revised concept design
- **Community consultation on design changes**
- **WE ARE HERE**
- **Environmental assessment**
- **2017** Display Environmental Impact Statement
- Approval to proceed*
- Detailed design*
- Construction*

*Timing subject to planning approval and funding

Privacy

Your personal information in correspondence is collected for the sole purpose of assisting in the assessment of the proposal. All information received, including names and addresses of respondents, may be published in subsequent assessment documents unless a clear indication is given in the correspondence that such information is not to be published. Otherwise Roads and Maritime Services will only disclose your personal information, without your consent, if authorised by law. Your personal information will be held by Roads and Maritime at 59 Darby Street, Newcastle NSW 2300. You have the right to access and correct the information if you believe that it is incorrect.
Appendix D – Stakeholder letters
29 August 2016

Dear Stakeholder

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

Roads and Maritime Services is progressing planning for a future extension of the M1 Pacific Motorway to the Pacific Highway at Raymond Terrace.

We have changed the design in response to community feedback since it was displayed for community comment in late 2015.

Information about these changes can be found in the attached project update.

Your feedback on the changes is invited by 28 September 2016. Feedback received will be considered in finalising the concept design and 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

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
Appendix E – Project postcard
M1 Pacific Motorway
Extension to Raymond Terrace

Have your say – Design changes

The NSW Government is providing $7 million in 2016-17 to continue planning for a future extension of the M1 Pacific Motorway to the Pacific Highway at Raymond Terrace.

Roads and Maritime Services has changed the design since it was displayed for community comment in late 2015.

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

You can also collect a printed project update from:

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

Have your say

Feedback on the design changes is invited by 28 September 2016.

Phone: 1800 094 895

Email: M1RT@jacobs.com

Mail: M1 to Raymond Terrace Project Manager Roads and Maritime Services Locked Bag 2030 Newcastle, NSW 2300
Tomago interchange / Hunter Region Botanic Gardens access

Key
- New motorway
- Upgraded/new roads
- Existing roads
- New motorway entry/exit lanes
- Bridge
- Changes since 2015 design

Northbound exit ramp from motorway to south of Heatherbrae

Northbound entry ramp to motorway

Pacific Highway separates over motorway

Southbound exit ramp from motorway

New Botanic Gardens access road

Minor adjustments to intersection to improve safety

Free flowing interchange to provide access to Tomago

New link road

New roundabout

New link road

Proposed link road and intersection moved further west

Single lane in each direction

New Intersection

Access to bowling club and Tomago Aluminium retained

Visit rms.nsw.gov.au/m1rt for information about changes at other interchanges