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 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.
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.

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.

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

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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.

Project development process

<table>
<thead>
<tr>
<th>Year</th>
<th>Activity</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>
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<tr>
<td>2010</td>
<td>Announcement of concept design</td>
</tr>
<tr>
<td>2015</td>
<td>Community consultation on the revised concept design</td>
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<tr>
<td></td>
<td>Community consultation on design changes</td>
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<tr>
<td>2017</td>
<td>Display Environmental Impact Statement</td>
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<tr>
<td></td>
<td>Approval to proceed*</td>
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<tr>
<td></td>
<td>Detailed design*</td>
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<tr>
<td></td>
<td>Construction*</td>
</tr>
</tbody>
</table>

*Timing subject to planning approval and funding

Have your say

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

Please send your feedback by:

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

Further information

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

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