

M1 Pacific Motorway Extension to Raymond Terrace – Black Hill to Tomago

EPL Monthly Monitoring Report – July 2025

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Revisions

Revisions

Draft issues of this document are identified as Revision A, B, C, etc. Upon initial issue (generally Contract Award) this will be changed to a sequential number commencing at Revision 0. Revision numbers will continue at Revision 1, 2, etc.

Rev	Date	Prepared By [Name]	Reviewed By [Name]	Approved By [Name]	Remarks
00	07/08/2025				

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1. Introduction

M12RT will extend the M1 Pacific Motorway from Black Hill to the Pacific Highway at Raymond Terrace, about 15 kilometres, bypassing Beresfield, Hexham, and Heatherbrae (refer Figure 2-1). M12RT traverses the City of Newcastle and Port Stephens Council local government areas (LGAs). The suburbs of Beresfield, Tarro, Heatherbrae, and Raymond Terrace are located to the north of the Project, with Black Hill, Hexham and Tomago located to the south of the Project. M12RT will provide a critical link in the National Land Transport Network, particularly for the coastal Sydney to Brisbane corridor.

M12RT includes the following key features:

- Black Hill: connection to the M1 Pacific Motorway
- Tarro: connection and upgrade (six lanes) to the New England Highway between John Renshaw Drive and the existing Tarro interchange at Anderson Drive
- Tomago: connection to the Pacific Highway and Old Punt Road
- Raymond Terrace: connection to the Pacific Highway
- A 2.6 kilometre viaduct over the Hunter River floodplain including new bridge crossings over the Hunter River, the Main North Rail Line, and New England Highway
- Bridge structure over local waterways at Tarro and Raymond Terrace, and an overpass for Masonite Road in Heatherbrae
- Connections and modifications to the adjoining local road network
- Traffic management facilities and features
- Roadside furniture including safety barriers, signage, fauna fencing and crossings, and street lighting
- Adjustment of waterways, including at Purgatory Creek at Tarro and a tributary of Viney Creek
- Environmental management measures, including surface water quality control measures
- Adjustment, protection and/or relocation of existing utilities
- Walking and cycling considerations, allowing for existing and proposed cycleway route access
- Permanent and temporary property adjustments and property access refinements
- Construction activities, including establishment and use of temporary ancillary facilities, temporary access tracks, haul roads, batching plants, temporary wharves, soil treatment and environmental controls

The M12RT delivery strategy includes construction via two collaborative Design and Construct (D&C) contracts:

- Stage 1 - Construction - Southern Package (BH2T), delivered by the John Holland Gamuda Australia Joint Venture (JHGA JV)
- Stage 2 - Construction - Northern Package (Heatherbrae Bypass), delivered by Seymour White.

JHGA JV will deliver the southern contract This report covers works for that southern contract package works.

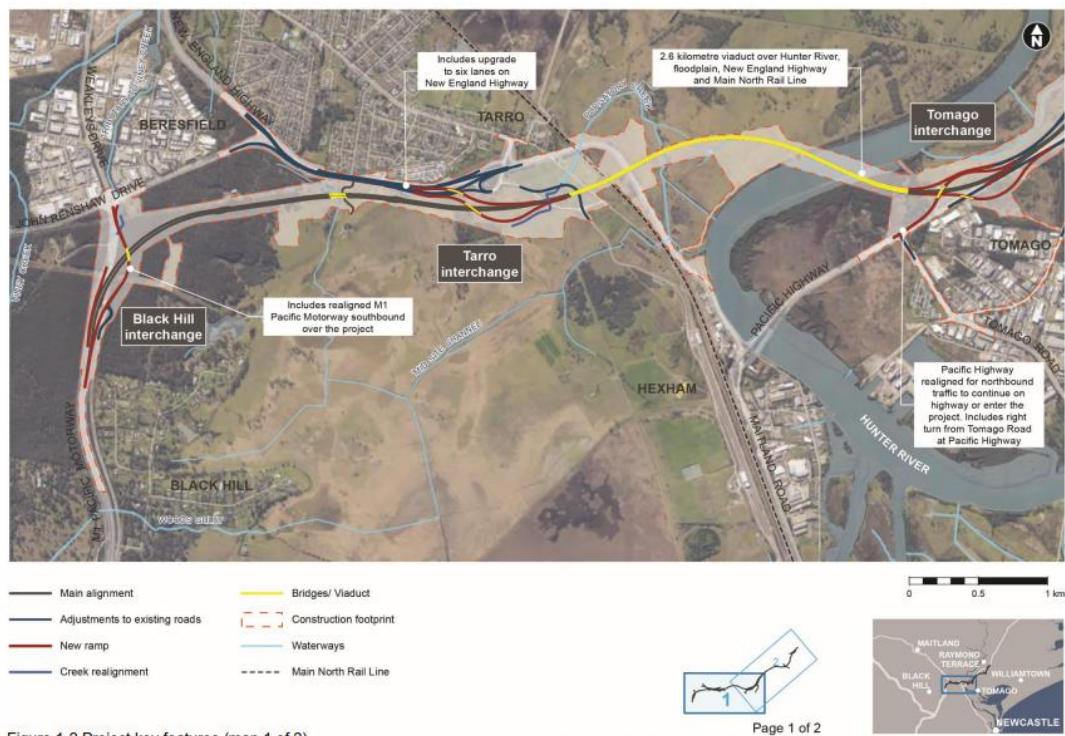


Figure 1: M12RT Project Overview – Southern Section (Source: M1 Pacific Motorway to Raymond Terrace EIS)

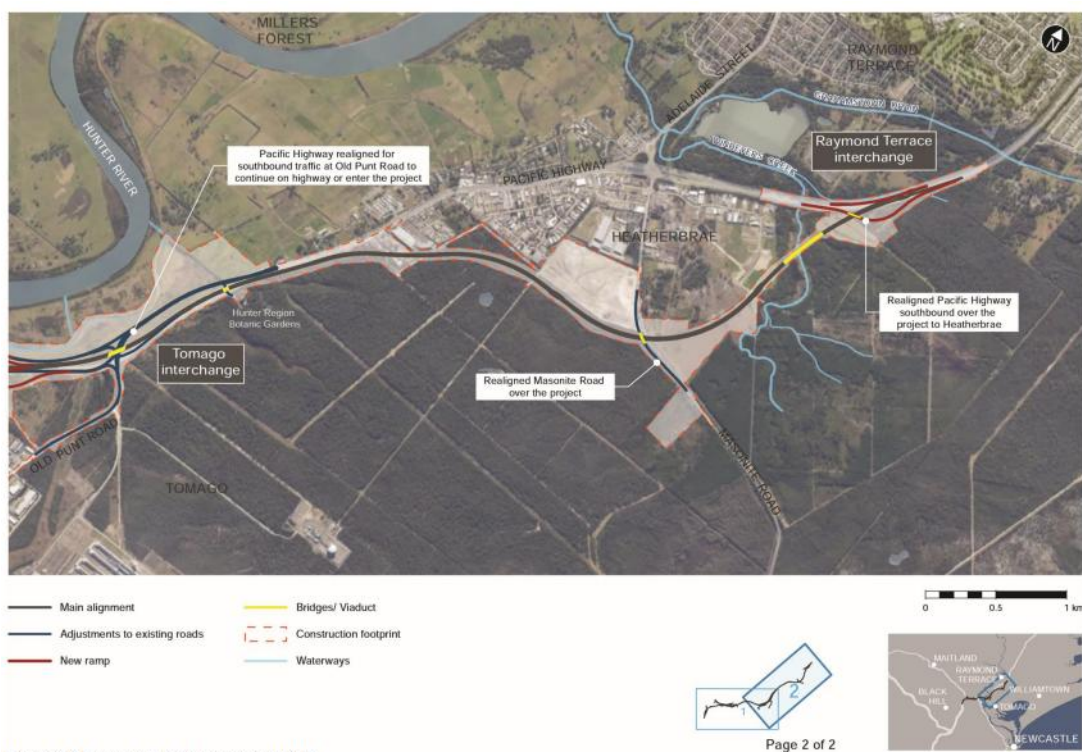


Figure 2: M12RT Project Overview – Northern Section (Source: M1 Pacific Motorway to Raymond Terrace EIS)

2. Environmental Protection Licence and Reporting Requirements

John Holland Gamuda JV obtained the Environment Protection Licence (EPL No. 21808) from the NSW Environment Protection Authority for the M1 Motorway Extension to Raymond Terrace – Black Hill to Tomago in September 2023. The licence is for construction works relating to Road Construction as defined under Schedule 1 of the *Protection of the Environment Operations Act*, 1997 (POEO Act).

The licence describes monitoring and reporting requirements for construction works, and specifically as they relate to:

- Water discharge limits
- Noise limits

The following report details environmental monitoring undertaken during this reporting month conducted in accordance with the EPL.

The EPL and current variations can be found by following the links below to the EPA's website:

[ViewPOEOLicence.aspx \(nsw.gov.au\)](https://www.epa.nsw.gov.au/ViewPOEOLicence.aspx)

[ViewPOEONotice.aspx \(nsw.gov.au\)](https://www.epa.nsw.gov.au/ViewPOEONotice.aspx)

3. Water Monitoring

There was 97.4mm rain recorded with the Project area during July 2025. The following discharge water quality monitoring results as per Condition M2.3 were recorded.

Table 1: Sediment Basin Water Quality Monitoring Results

Sediment Basin Number	Discharge Point Number	Date	Water Quality Monitoring Results		
			pH	Turbidity (NTU)	Oil/Grease
2	BH2T_1	04/07/2025	7.09	22.6	No
12	BH2T_10	04/07/2025	7.55	19.4	No
1	BH2T_1	16/07/2025	7.31	34.9	No
3	BH2T_2	07/07/2025	7.42	38.5	No
4	BH2T_2	07/07/2025	7.06	26.7	No
3	BH2T_2	08/07/2025	7.29	32.8	No
4	BH2T_2	15/07/2025	7.91	24.1	No
4	BH2T_2	8/07/2025	7.65	32.8	No
3	BH2T_2	09/07/2025	7.61	29.8	No
1	BH2T_1	10/07/2025	7.47	33.8	No
3	BH2T_2	11/07/2025	7.05	28	No
4	BH2T_2	12/07/2025	7.49	12	No
1	BH2T_1	14/07/2025	7.05	28	No

4. Noise Monitoring

Noise monitoring was undertaken during the July 2025 reporting period. Construction noise monitoring results were above NML in most cases however due to background noise levels (heavy continuous traffic M1/New England Hwy/Pacific Hwy/Tomago Road) and inaudibility of construction noise at sensitive receivers were generally compliant during this period. Where the predicted noise level was exceeded, this was result of extraneous activities (traffic passing etc). Construction noise was in line with the predicted levels. Table 2 contains detailed noise monitoring results.

Table 2: Noise Monitoring Results

Monitoring Location (Noise Catchment Area, Street, Suburb)	Date	Time (24hr)	Attended or Continuous Monitoring	Parameter	Goal/Target dB(A)	Actual dB(A)	Comments
NCA01A 23 Cahill Cl, Black Hill	14/07/2025	14:39	Attended	Laeq15 Minute	61	60	Compliant. Dominant noise source was caused by fauna and nearby lawn maintenance. Audible noise from traffic noise on M1. No audible noise from site construction works.
NCA01B 24 Walter Pde, Black Hill	14/07/2025	15:06	Attended	Laeq15 Minute	47	44.30	Compliant. Constant low level background noise from distant M1 and birds. Excavator movement audible but below NML.
NCA03 54 Weakleys Dr, Beresfield	14/07/2025	14:09	Attended	Laeq15 Minute	76	73.50	Compliant. Constant flow of traffic along Weakleys Dr. No audible noise from site construction works.
NCA04A 1/15 Quarter Sessions Rd, Tarro	14/07/2025	10:49	Attended	Laeq15 Minute	61	70.10	Non-compliant. Heavy traffic noise New England Highway.
NCA04B 22 Lenox St, Beresfield	14/07/2025	11:15	Attended	Laeq15 Minute	55	54.20	Compliant. Infrequent cars passing monitor and birds calling throughout monitoring period.
NCA05A 11 Anderson Dr, Tarro	14/07/2025	16:09	Attended	Laeq15 Minute	65	61.60	Compliant. Constant traffic on New England Highway and Anderson Drive. Occasional noise from project but did not spike since in conjunction with background noise from traffic.
NCA05B 49 Beresford Ave, Beresfield	25/07/2025	14:17	Attended	Laeq15 Minute	51	58.30	Non-compliant. Constant cars passing monitor. No audible noise from project.
NCA06 61 Red Bill Dr, Woodberry	14/07/2025	15:46	Attended	Laeq15 Minute	48	55.80	Non-compliant. Cars passing and dog constantly barking.
NCA07 1 Woodlands Cl, Tarro	25/07/2025	13:51	Attended	Laeq15 Minute	53	62.70	Non-compliant. Dominant noise from New England Highway. Project related noise was audible but did not spike readings.

Black Hill to Tomago

Monitoring Location (Noise Catchment Area, Street, Suburb)	Date	Time (24hr)	Attended or Continuous Monitoring	Parameter	Goal/Target dB(A)	Actual dB(A)	Comments
NCA08 213 Maitland Rd, Hexham	29/07/2025	15:49	Attended	Laeq15 Minute	51	78.60	Non-compliant. Constant traffic on New England Highway.
NCA09 838 Tomago Rd, Tomago	29/07/2025	15:19	Attended	Laeq15 Minute	62	72.60	Non-compliant. Constant traffic on Tomago Road.
NCA14A 2137-2171 Pacific Highway, Heatherbrae	28/07/2025	14:30	Attended	Laeq15 Minute	64	68.60	Non-compliant. Constant traffic on Pacific Highway. Project related noise was audible but stayed under PNL when traffic was minimal.

