

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

EPL Monthly Monitoring Report – February 2026

Document Number: M1RTBH2T-JHGM-6003-EN-RPT-200090-EPL Monthly Monitoring Report -
February 2026

Revision Number: 00

Issue Date: 02/03/2026



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	02/03/2026	[REDACTED]			



Table of Contents

Revisions.....	1
1. Introduction.....	3
2. Environmental Protection Licence and Reporting Requirements.....	5
3. Water Monitoring	6
4. Noise Monitoring.....	6

Figures

Figure 1: M12RT Project Overview – Southern Section (Source: M1 Pacific Motorway to Raymond Terrace EIS).....	4
Figure 2: M12RT Project Overview – Northern Section (Source: M1 Pacific Motorway to Raymond Terrace EIS).....	4

Tables

Table 1: Sediment Basin Water Quality Monitoring Results	6
Table 2: Noise Monitoring Results	7



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.

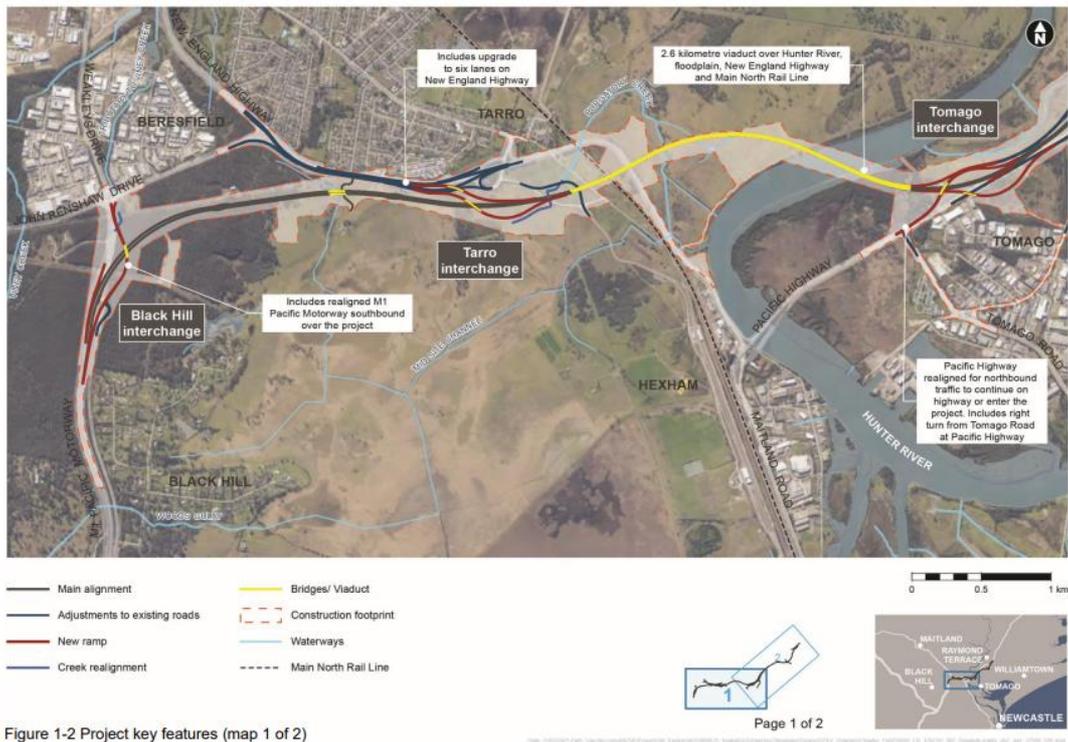


Figure 1-2 Project key features (map 1 of 2)

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

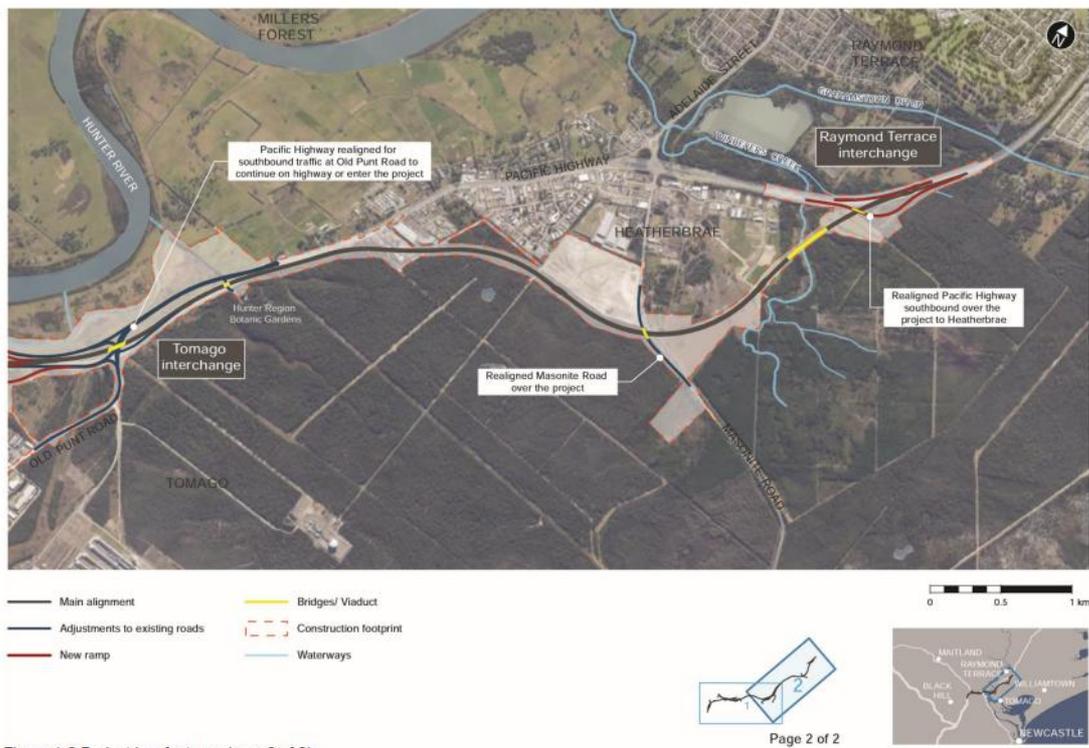


Figure 1-2 Project key features (map 2 of 2)

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 \(nsw.gov.au\)](http://ViewPOEOLicence.aspx(nsw.gov.au))

[ViewPOEONotice.aspx \(nsw.gov.au\)](http://ViewPOEONotice.aspx(nsw.gov.au))

3. Water Monitoring

There was 21.4mm rain recorded with the Project area during February 2026. 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
4	BH2T_2	03/02/2026	7.12	28.9	No
3	BH2T_2	04/02/2026	7.59	15.4	No
4	BH2T_2	04/02/2026	7.76	30.1	No
3	BH2T_2	06/02/2026	8.27	21.8	No

4. Noise Monitoring

Noise monitoring was undertaken during the February 2026 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 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	24/02/2026	08:52	Attended	LAeq15 Minute	61	52.80	Compliant. Dominant noise source was caused by traffic noise on M1 and noises from calling birds. No audible noise from project related works.
NCA01B 24 Walter Pde, Black Hill	24/02/2026	13:30	Attended	LAeq15 Minute	47	46.00	Compliant. Constant low level background noise from surrounding fauna and local cars. No audible noise from project related works.
NCA03 54 Weakleys Dr, Beresfield	24/02/2026	14:05	Attended	LAeq15 Minute	76	69.00	Compliant. Constant flow of traffic along Weakleys Dr. No audible noise from project related works.
NCA04A 1/15 Quarter Sessions Rd, Tarro	17/02/2026	09:45	Attended	LAeq15 Minute	61	68.50	Construction contribution compliant. Heavy traffic noise on New England Highway (NEH). Excavator and truck noises from the project were audible, however only during the breaks within the NEH traffic.
NCA04B 22 Lenox St, Beresfield	17/02/2026	09:24	Attended	LAeq15 Minute	55	54.30	Compliant. Infrequent cars passing monitor and birds calling throughout monitoring period. No audible noise from project related works.
NCA05A 11 Anderson Dr, Tarro	24/02/2026	14:35	Attended	LAeq15 Minute	65	63.60	Compliant. Constant traffic on New England Highway and Anderson Drive. No audible noise from project related works.
NCA05B 49 Beresford Ave, Beresfield	17/02/2026	09:00	Attended	LAeq15 Minute	51	52.70	Construction contribution compliant. Constant cars passing monitor. No audible noise from project related works.
NCA06 61 Red Bill Dr, Woodberry	17/02/2026	08:35	Attended	LAeq15 Minute	48	59.30	Construction contribution compliant. Cars passing by monitor during monitoring period. Various noises

Monitoring Location (Noise Catchment Area, Street, Suburb)	Date	Time (24hr)	Attended or Continuous Monitoring	Parameter	Goal/Target dB(A)	Actual dB(A)	Comments
							from residents. No audible noise from project related works.
NCA07 51 New England Hwy, Tarro	20/02/2026	07:05	Attended	LAeq15 Minute	53	56.60	Construction contribution compliant. Audible noise from the New England Highway was ~54.4dB when site related noise was minimal. All site related noise was occurring from ~90m away from Noise Monitor. Noise levels ranged from 51-55dB for site related noise and spiked when an excavator around ~190m away would love its tracks. Monitoring occurred ~124m from sensitive receiver. Using Inverse Square Law, monitored dB equated to ~50.6dB(A) to the closest sensitive receiver.
NCA08 213 Maitland Rd, Hexham	17/02/2026	08:10	Attended	LAeq15 Minute	51	75.00	Construction contribution compliant. Constant traffic on New England Highway. No audible noise from project related works.
NCA09 838 Tomago Rd, Tomago	25/02/2026	14:18	Attended	LAeq15 Minute	62	73.60	Construction contribution compliant. Constant traffic on Tomago Road. No audible noise from project related works.
NCA14A 2137-2171 Pacific Highway, Heatherbrae	25/02/2026	13:45	Attended	LAeq15 Minute	64	67.70	Construction contribution compliant. Constant noise from the traffic on Pacific Highway. Franna was audible when loading a flatbed truck, however, did not exceed PNL when traffic was at a minimal.

