

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

EPL Monthly Monitoring Report – July 2026

Document Number: M1RTBH2T-JHGM-6003-EN-RPT-200107-EPL Monthly Monitoring Report - July 2026

Revision Number: 00

Issue Date: 12/08/2026



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	12/08/2026	ET			Upload to website

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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.

Black Hill to Tomago

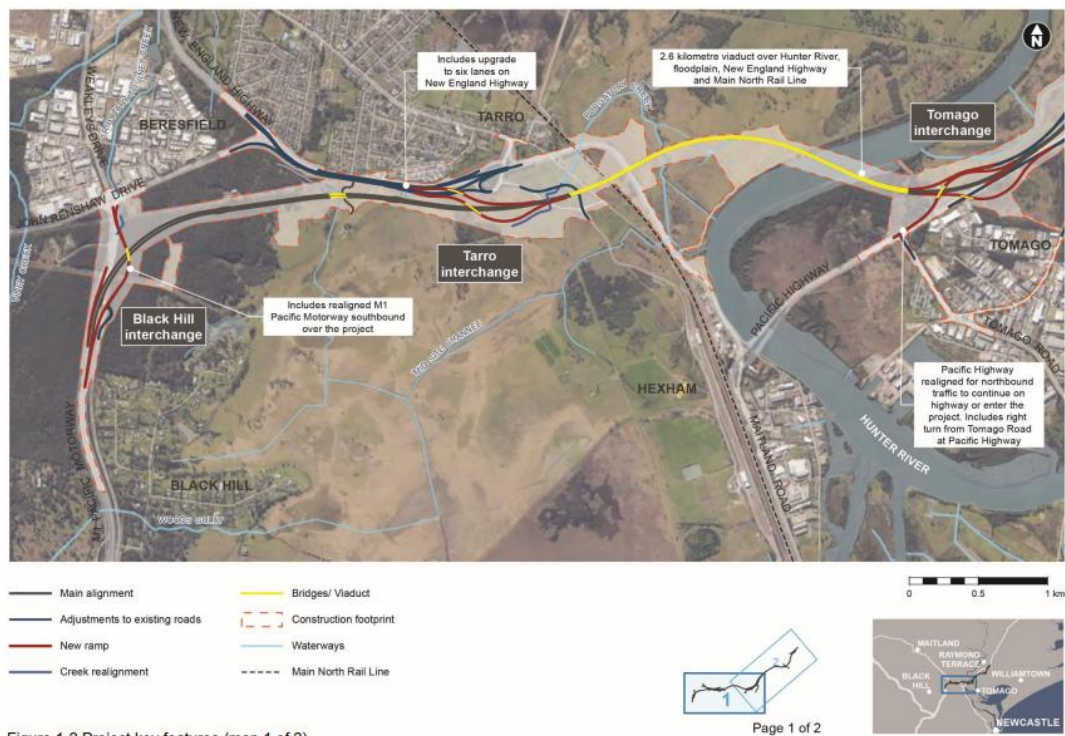


Figure 1: M12RT Project Overview – Southern Section (Source: M1 Pacific Motorway to Raymond Terrace EIS)

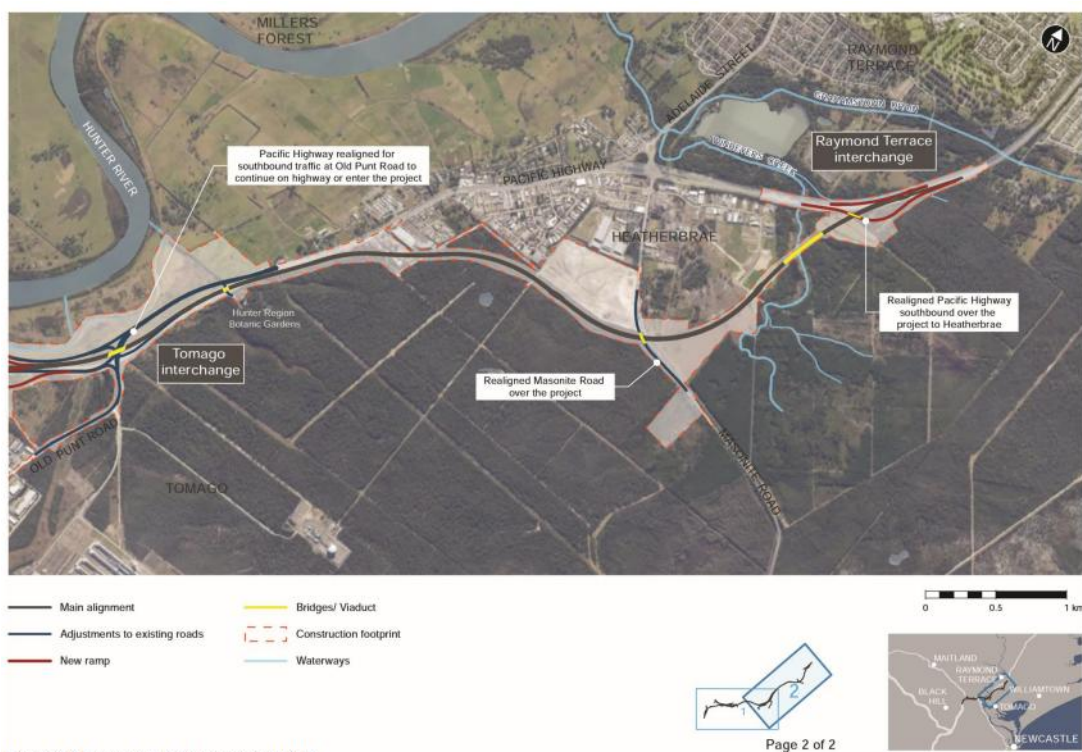


Figure 2: M12RT Project Overview – Northern Section (Source: M1 Pacific Motorway to Raymond Terrace EIS)

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 47.8mm rain recorded at the Project's Weather Station (Main Compound) during July 2026. As per condition M2.3 discharge water quality monitoring is recorded as 'Special Frequency 1' as defined within the EPL. Table 1 water discharges from the project during the reporting period.

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	13/07/2026	8.04	27.1	No
4	BH2T_2	14/07/2026	8.27	37.1	No
4	BH2T_2	15/07/2026	8.14	31.6	No
4	BH2T_2	24/07/2026	8.13	37.2	No
4	BH2T_2	27/07/2026	8.04	38.9	No
4	BH2T_2	28/07/2026	8.19	38.2	No
4	BH2T_2	29/07/2026	7.51	30.6	No

4. Noise Monitoring

Noise monitoring was undertaken during the July 2026 reporting period. Construction noise monitoring results were above NML in some 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	08/07/2026	13:02	Attended	LAeq15 Minute	61	55.50	Compliant. Dominant noise source was caused by traffic noise on M1 and local fauna audible. Project related noise was not audible.
NCA01B 24 Walter Pde, Black Hill	08/07/2026	13:27	Attended	LAeq15 Minute	47	49.00	Construction contribution compliant, no audible construction noise. Dominant noise source was residential construction noise, surrounding fauna, local cars, and distant M1 traffic.
NCA03 54 Weakleys Dr, Beresfield	23/07/2026	10:38	Attended	LAeq15 Minute	76	70.20	Compliant. Traffic along Weakley's Dr was the dominant noise source. No audible noise from project related works.
NCA04A 1/15 Quarter Sessions Rd, Tarro	09/07/2026	13:26	Attended	LAeq15 Minute	61	71.90	Construction contribution compliant. Heavy traffic noise from New England Highway was the dominant noise source.
NCA04B 22 Lenox St, Beresfield	09/07/2026	13:34	Attended	LAeq15 Minute	55	54.70	Compliant. No audible noise from project related works. Infrequent cars passing monitor and background noises (New England Hwy traffic and local fauna) was the dominant noise source.
NCA05A 11 Anderson Dr, Tarro	08/07/2026	15:11	Attended	LAeq15 Minute	65	66.00	Constant traffic on New England Highway and Andersons Dr junction was the dominant noise source. Project works inaudible.
NCA05B 49 Beresford Ave, Beresfield	09/07/2026	13:58	Attended	LAeq15 Minute	51	63.90	Traffic and environmental noise dominant noise source. No audible noise from project related works.
NCA06 61 Red Bill Dr, Woodberry	09/07/2026	13:58	Attended	LAeq15 Minute	48	63.90	Construction contribution compliant local traffic and environmental noise dominant noise source. No audible noise from project related works.

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
NCA07 51 New England Hwy, Tarro	23/07/2026	15:40	Attended	LAeq15 Minute	53	69.40	Given access restrictions to the property, monitoring was undertaken ~180m away for the premise. Construction noise was recorded at up to 81dB from the monitoring location, located 5m from the work front. The noise measurements were input into the TfNSW noise modelling tool which determined that the expect noise level at the resident's house was 40dB based on the site measurements. Therefore, works are considered compliant.
NCA08 213 Maitland Rd, Hexham	14/07/2026	14:32	Attended	LAeq15 Minute	51	79.00	Construction contribution compliant. Constant heavy and loud traffic on New England Highway was the dominant noise source. No audible noise from project related works.
NCA09 838 Tomago Rd, Tomago	23/07/2026	12:00	Attended	LAeq15 Minute	62	69.10	Construction contribution compliant. Constant traffic on Tomago Road was the dominant noise source. No audible noise from project related works.
NCA14A 2137-2171 Pacific Highway, Heatherbrae	23/07/2026	11:29	Attended	LAeq15 Minute	64	67.20	Construction contribution compliant. Traffic on the Pacific highway was the dominant noise source.