

Our Ref: 92/2 ((1143912))

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Scott Henderson

6 November 2015

M1 to Raymond Terrace Project Manager  
Roads and Maritime Services  
Locked Bag 2030  
Newcastle NSW 2300

Dear Sir or Madam,

**Re: M1 Pacific Motorway Extension to Raymond Terrace**

Maitland City Council provides the following comments in relation to Have Your Say on the Revised concept design of the M1 Pacific Motorway Extension to Raymond Terrace.

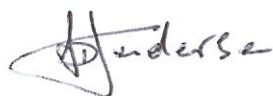
- The M1 Pacific Motorway Extension to Raymond Terrace is of interest to Maitland City Council as it is a key gateway to Maitland City. The half-interchanges at Black Hill and Tarro of this M1 Pacific Motorway extension will service significant traffic volumes to Maitland City.
- Many intra-regional commuter trips to/ from Newcastle, Lake Macquarie and Port Stephens travel through this section of the Pacific Highway. This includes Maitland commuters whose journey to work is outside the local government area, and commuters from outside the local government area who journey to work in Maitland. There are also many inter-regional trips through the Hunter Region that access Maitland City from the current end of the M1 Motorway at Beresfield or from the Pacific Highway from the north where it joins with the New England Highway.
- Maitland City has an annual growth rate of 2.1% with an estimated resident population at 75,170 (ABS ERP 2014). The Maitland Urban Settlement Strategy provides the broad direction for future urban growth in the Maitland LGA. This Strategy makes provision for on-going population growth over the next 15 – 25 years. The strategy suggests a medium growth rate of 2% pa for the Maitland LGA, and at this rate the population is estimated to be 104,000 by 2031. Urban growth will result in an increase in traffic on local and arterial roads including the New England Highway. Future urban investigation areas are identified in the Maitland Urban Settlement Strategy, which is available on Council's website.
- The Lower Hunter Regional Strategy identifies Central Maitland as one of four major centres in the Lower Hunter, with potential for increased densities in and around the CBD centre and a dominant role in the commercial hierarchy. In the Maitland LGA, greenfield urban release

areas have been proposed. This is consistent with Council's strategic planning policies and investigations, especially the Maitland Urban Settlement Strategy as mentioned.

- There may be a significant increase in the proportion of heavy vehicle traffic should there be development of the Thornton/Ashtonfield preliminary investigation area for future employment, and the future development of the Glenwood Drive Business Park. Heavy vehicle access needs to be considered in the design of the arterial road connections especially with longer heavy vehicle configurations, and for oversize overmass vehicles. Note the Maitland Urban Settlement Strategy for the Thornton/Ashtonfield preliminary investigation area (near Weakleys Drive); referred to as the Stoney Pinch.
- There are concerns with the proposed Tarro half-interchange concept layout. The concerns are with the merge and weave movements on and off the New England Highway during peak traffic periods especially during the weekday commute, during the holiday periods (e.g. Thursday AM Easter period), and in the long-term with increasing traffic. There are many merge manoeuvres required in sections of this upgrade including: merging on/ off the overtaking lane of the New England Highway, merge across multiple lanes on the New England Highway, or merging required over a relatively short distance. Other factors for consideration are: the 80 km/h speed environment, the level of driver ability, and mix of light/ heavy vehicle traffic.
- Existing traffic streams on John Renshaw Drive between M1 Motorway (at Weakleys Drive) and New England Highway that then merges into the New England Highway traffic bound for Hexham are: M1 Motorway traffic, Hunter Expressway traffic, and local traffic. Only the M1 Motorway traffic will be eliminated on John Renshaw Drive with the proposed M1 Motorway extension because there is no left-turn off the Hunter Expressway to the M1 Motorway for traffic Raymond Terrace bound. This traffic on John Renshaw Drive should be considered in the context of the merging traffic through this section.
- The concept planning stage of the project provides an opportunity to build in cycleways, and to understand how cyclists would use a future arterial road network with state and regional road links in this area. The project should draw on the local and regional cycleway strategies. Council's Maitland Bicycle Plan and Strategy 2013 provides information for the Maitland LGA. The M1 Motorway extension is central to the Lower Hunter region and may create a higher than expected demand for use by cyclists. A separated cycleway from vehicle traffic would provide a safer means of travel for active transport users on the arterial road network.
- The half-interchanges proposed will provide an efficient traffic flow; however will need to be well sign-posted for providing guidance to motorists.

Should you wish to discuss any of these matters further I can be contacted on 02 4934 9814.

Yours sincerely



**Scott Henderson**  
**Coordinator Infrastructure Planning Engineering**