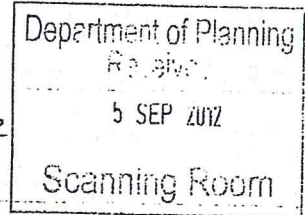




P.O. Box 258
Tea Gardens 232.
1-9-2012

The Director
Infrastructure Projects
Major Projects Assessment
Dept. of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001



App. No. 551-4992

Dear Sir,

HEXHAM RELIEF ROADS

Statement of Support. I, R.C. Wallin, PO Box 258, Tea Gardens, 2324, support the proposal because it is important infrastructure for the prosperity of NSW. This support is conditional upon all stakeholders being treated fairly & equitably.

Introduction Having sold to Queensland Rail Pt. Lot 100 (adjoining the main northern railway line), also swapped them Lot 5 (adjoining the Tarrago Interchange) for Lot 1 to give them alternate access to the New England Highway, I felt I had helped QR enough. However this EIS talks about land resumption and, included in the project area, is more of my land. So I am a neighbour & stakeholder interested in the outcome of this EIS.

On reading the EIS (with much difficulty) there were three matters of major concern to me. — ACCESS, FENCING & DRAINAGE

1. ACCESS I feel strongly about losing more land as even now this holding is

only marginally viable. This matter has been discussed with UHVA & I have now been assured they will not be requiring any more of my land. I have asked for written confirmation.

2. FENCING Negotiations re the fencing of the common boundary with Queensland Rail are progressing & a quote has been obtained for its construction.

3. DRAINAGE This is a common problem for all land users on the flood plain. My two areas of concern are the two arms of Purgatory Creek.

(1) The Southern Arm of Purgatory Creek (Also called "MID-SITE Creek" in the EIS) Its original course has been partly altered by the Newcastle Wallescand Coal Co. who made it turn a right angle when building their shunting yards.

This creek continuously drains the northern end of the Hexham Swamp which has quite a large catchment area. Minor flooding often occurs causing environmental events & siltting all water courses on the flood plain. Periodic de-silting is required to prevent prolonged flooding & ponding on upstream properties.

This remedial work is carried out by the Dept. of Public Works for the section from the Hunter River to the New

4

delivered into the Hunter River. The hurdles
are (a) to get under Woodlands Close
(b) " " " the railway system
(c) " " " the New England Highway
(where the culvert base is
too high)

The answer is to keep the culverts clean
but who is going to be responsible for it?

SUMMARY

I realise the points I have raised are very
minor in the overall EIS document but request
again that all stakeholders be treated fairly
& equitably.

Yours faithfully,

R. C. Wallin

England Highway. The Hexham Drainage Union maintains all upstream from Woodlands Close. The short no-man's land inbetween is cluttered with the - New England Highway

- Main Northern Railway
- Coal haulage railway
- Motor vehicle road (Junction of Woodlands Close & private road - railways)
- underground electrical cables
- &/or underground railway signalling gear
- underground telephone cables.

All these cross the creek here in a cluster.

This current proposal will add at least one more rail line to this plus making extra silt available.

This short section of the creek is where all the big troubles have been in the past. Some single authority should be made responsible for desilting & keeping this section clean of partial blockages. Can you help?

(ii) The Northern Arm of Purgatory Creek

This drains the NE corner of the Project Area. It is a small catchment area but a high % has a sealed surface. Although the temporary road from the Tarro interchange to Woodlands Close will not be sealed, it will have to be compacted & runoff & silt must accumulate.

It is accumulation of silt over the years that is causing the problem. This proposed development just adds a bit more to the problem. The drainage water has to overcome three hurdles before being taken over by the Public Works Dept. &