



Director - Transport Assessment
Planning & Assessment, Department of Planning Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

24 August 2021

Attention: Director - Transport Assessment,

**RE: M1 Pacific Motorway extension to Raymond Terrace Environmental Impact Statement
Aurizon Submission**

Aurizon Operations Ltd. (**Aurizon**) refers to the Transport for NSW (**TfNSW**) M1 Motorway extension Environmental Impact Statement (**EIS**) currently on display for public submission between the 28 July 2021 and 24 August 2021.

The proposed M1 Pacific Motorway extension to Raymond Terrace (M1RT) impacts Aurizon's Hexham Train Support Facility (**TSF**) located at Hexham, NSW. The TSF was assessed and approved as State Significant Infrastructure under Part 5.1 of the *Environmental Planning and Assessment Act 1979*. The Site was approved by a delegate of the Minister for Planning and Infrastructure under MP07_0171, dated 10 October 2013. The modification MP07_0171 MOD 1 was approved on the 09 October 2019.

The TSF is Aurizon's only NSW locomotive and wagon maintenance facility and is responsible for maintaining Aurizon's NSW operational fleet. The TSF services 1,950 wagons and 62 locomotives on an annual basis with unit train maintenance completed on a 28-day roster. In 2020 there was 1,435 services provisioned at the TSF which equates to approximately four services per day. The TSF employs approximately 50 maintenance staff, 12 operational staff, 5 technical support staff and 10 general support staff.

Land parcels impacted by the M1RT are restricted to the northern end of the TSF. These land parcels are shown in **Attachment A** and consist of:

- Lot 102 DP1084709
- Lot 10 DP735235
- Lot 2 DP735456

Aurizon has identified potential flooding and access impacts to TSF operations and infrastructure associated with construction and operation of the M1RT. These matters are discussed below.

Flooding impact

The Aurizon TSF landholding is located within a low-lying section of the lower Hunter River floodplain. As a result, there is potential for floodwaters to inundate the site and surrounding land. In severe floods the depth of inundation across surrounding lands can be substantial and last at elevated levels for several days. Hence, there is potential for TSF employees, infrastructure and operations to be severely impacted by flood events.

On the 17 June 2021, TfNSW presented Aurizon with a high-level overview of the M1RT design features and modelled flooding impacts as they relate to affected TSF land parcels. The presentation identified a minor increase to the level and duration of modelled floods during construction and operation of the M1RT at the TSF.

As per project environmental management measure FH03, detailed in Chapter 24 of the EIS, Aurizon understands that additional consultation will be carried out with Aurizon due to modelled flood impacts from the project exceeding flood management objectives. Aurizon also notes that further modelling may be carried out at the detailed design phase to further assess impacts to property.

Notwithstanding the measures to be undertaken in accordance with FH03, due to the potential significant ramifications of flooding impacts on the TSF infrastructure and Aurizon's NSW operations, it is imperative that Aurizon have an opportunity to review and comment on any flood modelling data already in existence to assess the likely impacts on the TSF, prior to the M1RT being approved.

In this regard, Aurizon has formally requested provision of flood modelling data from TfNSW. Aurizon has requested this data on multiple occasions since 23 June 2020 with no data provided to date.

The findings of Aurizon's analysis would be shared with TfNSW to assist in the discussion of any flood related impacts and any necessary refinements to the design of the M1RT.

Access impacts

Construction of the proposed M1RT is likely to result in significant access impacts to the TSF, specifically in relation to the access off Anderson Drive. Any impacts that prevent or delay access to the facility is likely to have significant flow on effects to TSF operational efficiencies and Aurizon's wider NSW operations.

Consistent with project environmental management measure TT02 and TT03, as detailed in Chapter 24 of the EIS, Aurizon requests that access to the TSF during construction of the M1RT is prioritised for Aurizon employee's, contractors or deliveries and additional consultation is undertaken regarding how this will be implemented.

Due to the above raised issues Aurizon does not support the M1RT proposal. Further consultation is requested to identify and agree upon management measures to mitigate impacts to access issues during construction and provision of flood modelling data for Aurizon's independent review. Aurizon request that this be undertaken prior to the issuing of a project approval to ensure any outcomes can be incorporated into an approved project design.



Aurizon
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Safety, Health and Environment
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Attachment A – Impacted Land Parcels



Attachment A – Impacted Land Parcels



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5	10/04/2019	UG
ISSUE	DATE	ORIG

- Aurizon Track Centreline (Design)
- Aurizon Structure Footprint (Design)
- Hexham Land Schedule
- Cadastre
- Easement

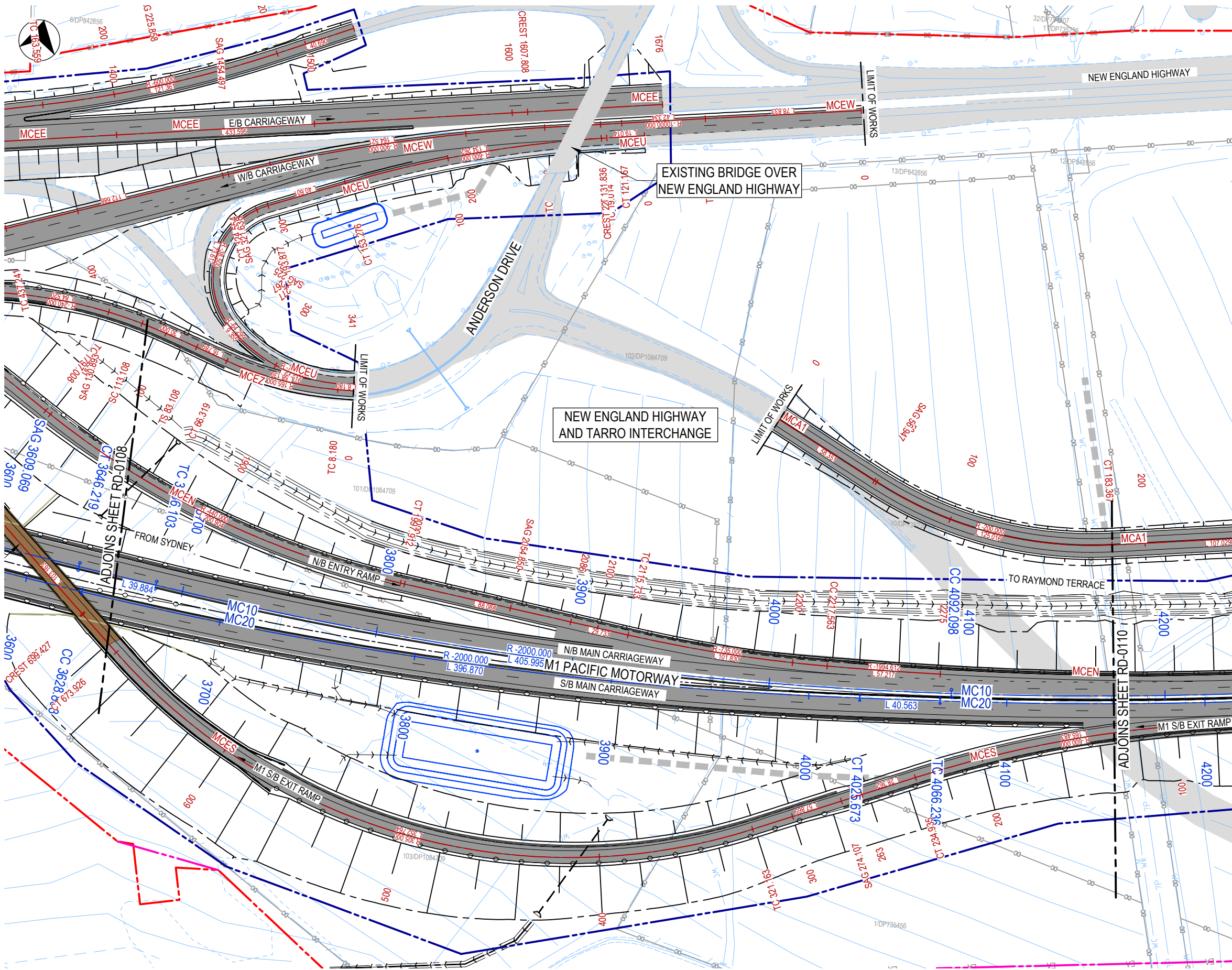


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A3	400940691-GIS-1	5

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

150mm ON A3 SIZE ORIGINAL



LEGEND

GENERAL

- EXISTING CARRIAGEWAY
- PROPOSED CARRIAGEWAY
- PROPOSED BRIDGE
- PROPOSED VIADUCT
- CONSTRUCTION BOUNDARY
- CONSTRUCTION BOUNDARY (PROPOSED ADDITIONAL AREAS)
- OPERATIONAL BOUNDARY
- SURVEY
- DIGITAL CADASTRE
- LOT AND DP NUMBER
- RETAINING STRUCTURE

ROAD GEOMETRY & ALIGNMENT

- CONTROL LINE / LABEL MAIN CARRIAGEWAY STATIONS - MAIN CARRIAGEWAY
- CONTROL LINE / LABEL LOCAL CARRIAGEWAY STATIONS - LOCAL CARRIAGEWAY

DRAINAGE

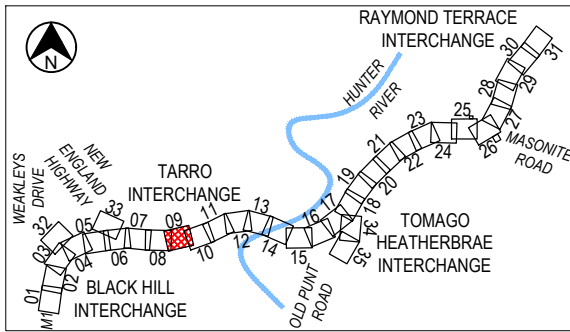
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- OPEN CHANNEL
- BASIN - BIO-RETENTION
- BASIN - PERMANENT OPERATIONAL ONLY
- BASIN - PERMANENT OPERATIONAL & CONSTRUCTION PHASE
- BASIN - CONSTRUCTION PHASE ONLY
- ACCESS TO SPILL BASIN

ENVIRONMENTAL

- ENVIRONMENTAL CONSTRAINTS
- HERITAGE AREAS

NOTES

- FOR TYPICAL ROAD SECTIONS REFER DRAWINGS RD-0051 TO 0066.
- FOR LONGITUDINAL SECTIONS REFER RD-0200 TO 0700 SERIES DRAWINGS.
- FOR CROSS SECTIONS REFER DRAWINGS RC SERIES DRAWINGS.



NOT FOR CONSTRUCTION

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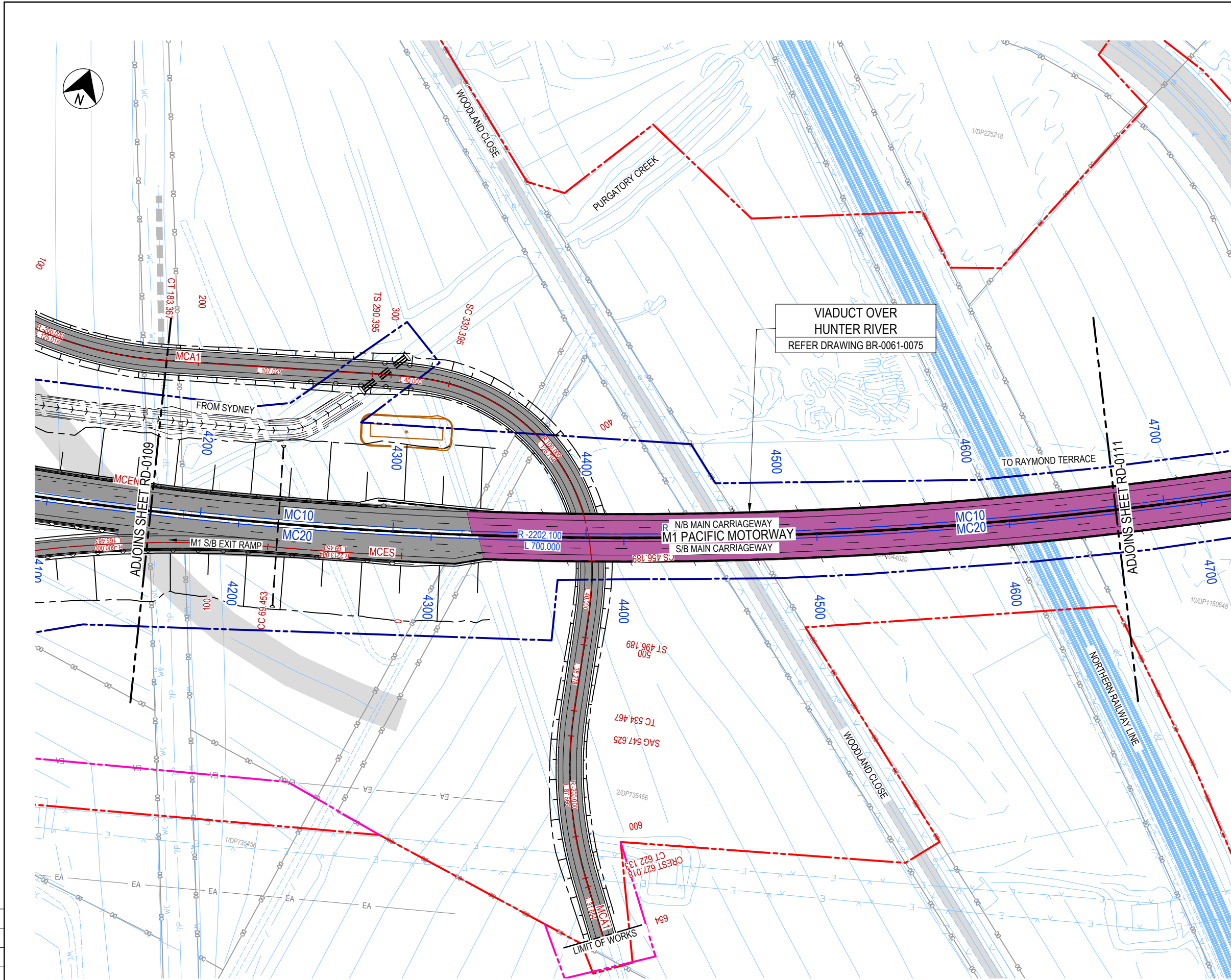
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TITLE DRAWN DRG CHECK DESIGN DESIGN CHECK DESIGN MNGR PROJECT MNGR	NAME S. HAIL M. O'ROURKE A. HYLAND, J. WEBBER D. VANECHOP D. ARMSTRONG K. COLLINGS	DATE 05.03.2020 05.03.2020 05.03.2020 05.03.2020 05.03.2020 05.03.2020

NEWCASTLE CITY COUNCIL LGA, PORT STEPHENS COUNCIL LGA HIGHWAY A1 - PACIFIC HIGHWAY PACIFIC HIGHWAY UPGRADE M1 EXTENSION TO RAYMOND TERRACE ROAD ALIGNMENT AND DETAIL PLAN - STN 3650 TO STN 4150	SHEET 9 OF 35
RMS REGISTRATION No. DS2017/001972/1	PART 1
ISSUE STATUS 80% CONCEPT DESIGN	EDMS No. RD-0109
SHEET No. RD-0109	REV 0

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150mm ON A3 SIZE ORIGINAL



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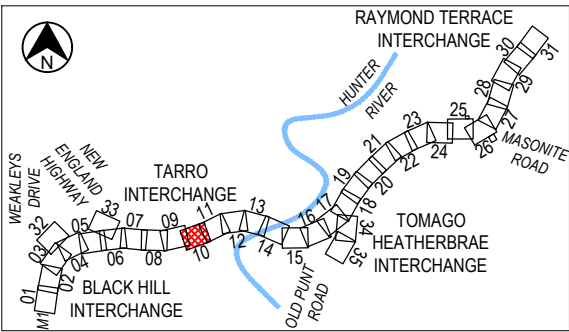
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