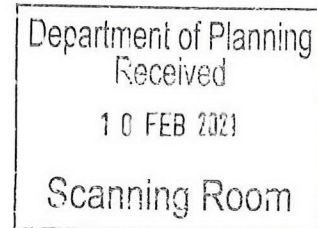


Director – Transport Assessments  
Planning and Assessment  
Department of Planning – Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124



4 February 2021

Dear Sir,



**INLAND RAIL – NARROMINE TO NARRABRI**  
**APPLICATION NUMBER SSI-9487**  
**OBJECTION SUBMISSION** [REDACTED]

I wish to enter my submission expressing my concern and objection as an impacted Landholder in the proposed corridor of the Narromine section of the Inland Rail project. My submission covers all areas of the implications to my family farming business and our personal lives because of the corridor, despite the assertions of Mitch Carr (the then Project Manager) at a Community Forum held in Narromine that “NO FARMER WILL BE WORSE OFF” because of this project.

Our family property, [REDACTED], is located 7.43kms south of Narromine on the Tomingley Road. The proposed railway corridor will sever our land into two separate blocks of land as shown on the attached map. In accordance with the original plans for the rail corridor, we were led to believe we would be given a private level crossing to ensure access between the blocks would be maintained, allowing us to continue to run our business. On the 1<sup>st</sup> September 2020, we had a further consultation with Inland Rail and were told that we would no longer be provided a private crossing. This is despite a previous call for information from us regarding the type of crossing we would require for which we were expected to provide information about all vehicle movements and sizes that would utilise the crossing.

[REDACTED] (in its current form) covers 810 hectares of land. The proposed corridor will cut this land into two blocks of 729 hectares and 81 hectares. As is highlighted on the attached map, all of the farming business infrastructure (workshop, machinery shed, silos, fuel, storage sheds, office) would be located on the 81-hectare block following the split. The family home is also located on this smaller block. Without direct access to the 729 hectares, our farming business will no longer be viable. The impact the severance would have is enormous. We will not be able to move our stock, machinery or vehicles between the two blocks without a private crossing. Any stock on the 729 hectares **will not** be accessible with our 4-wheel motorbike, nor with any farm vehicle that is not registered. Heavy vehicle access would also be removed from the 81 hectares by the proposed railway line, meaning trucks loading from the silos to deliver to GrainCorp in Narromine will not have heavy

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vehicle access. Any service vehicles, deliveries of parts or machinery will also not be possible.

The solution proposed is to access the 729 hectares via Tomingley Road which would mean using the main public crossing. On a normal working day, we would access the 729 hectares at least 4 times (8 crossings). This access would simply not be possible. The Tomingley road is a major public road with high levels of traffic (ARTC's own reports demonstrate this). Even if we had heavy vehicle access, we would need pilot vehicles to move our oversized machinery from block to block when on the Tomingley Road. You cannot walk stock on this road let alone over a major crossing with lights and boom gates. We will not be able to drive our unregistered farm vehicles on this road either. Many tasks which are currently able to be completed by a single person, would become at least two people tasks. All of this, combined with the added time, inconvenience and cost associated with moving stock and machinery, would mean our business will not be viable.

In addition, the main water supply for the 81 hectare block will be detrimentally impacted with the railway line running straight through the middle of the existing dam (shown on map). This dam is currently in the best location for the most effective water catchment on the property. The proposed replacement has no guarantee of the same catchment as the current position. The natural water course will be severely affected by the proposed railway line. We would need to be provided with a pipeline from other water sources to keep this dam at the level it has always maintained (even in drought) which in turn would reduce the viability of the other sources. This dam supplies our workshop, stock, our family home and garden.

Our personal home life will also be severely impacted with both the noise and vibration from the trains and the traffic that will be stopping and starting at the proposed public level crossing. With the high level of trucks utilising the Tomingley Road, the compression brake noise will be significant.

Since the proposal was raised over three years ago, my family's mental health has suffered greatly with the uncertainty and stress associated with the implementation of the corridor. Initially we were promised a level crossing, which was then later reneged. As a husband and a father, it is my responsibility to protect my family's farming business which has been in the [REDACTED] family since first settlement in 1890. I am expected to take the time to attend information meetings, consultation meetings, let contractors, surveyors and other workmen access my property, and make submissions for consideration in order to maintain our livelihood. All for which I am provided no compensation. The [REDACTED] family has passed the land down through 4 generations and I have been working towards doing the same for my family. The stress associated with the ambiguity of the proposed change, has taken its toll.

Please consider the implications that this corridor, without a private level crossing, will have on our business and our mental health, which has already been compromised by the recent relentless, drought.



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**OBJECTION SUBMISSION** [REDACTED]

In closing I would hope that you understand now how the decision to take away the private crossing, will effectively make our family farming business unviable. We simply will not have the funds or the resources to continue. We want to continue as a family run business, even with a crossing we will be making sacrifices to our business for which we will not be compensated for.

Yours Faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

**INLAND RAIL – NARROMINE TO NARRABRI**

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**OBJECTION SUBMISSION** [REDACTED]

