

I wish to object to the Clouser of level crossing LX 1472 and the proposal to erect a 'noise wall' along parts of Main Street, Junee

### **Level Crossing LX 1472**

My objection are based on the following.

#### **1. Stock Access**

Wornes Gate Lane is the only effective stock crossing point between Junee and Bethungra as it provides an unrestricted crossing point. All the other stock crossings points have major obstacles attached to them.

- The Marinna crossing. Any livestock that use this crossing need to travel along the Olympic Highway for 500m before they can access Marinna Road.
- The crossing at Illabo has limitations as
  - Brabins Road isn't allowed to be used as a stock route due to a conservation order in place.
  - Illabo is a village with unfenced house yards and as far as I'm aware is not a designated stock route.
- The crossing at Harris Gates has no local access road, south of the crossing. Its closest local road is approx. 1k away and therefore is not suitable.
- The crossing at Bethungra has very similar limitations as with Illabo with unfenced house yards.

Wornes Gate Lane has been used as a stock route for as long as I can remember, 60 years, and due to its configuration is the only real suitable and indeed practicable place along the railway line for this operation.

At a Community meeting in Junee recently it was indicated that Wornes Lane is not a designated stock route, as indicated by the Lands Board, however I would contend that all roads in NSW are stock routes.

It was also indicated at this meeting that stock could use the crown road that runs along the southern side of the railway line to access the next available crossing. Yes, this true however if they went,

- West, from this point they would end up at the Marinna crossing.
- East, to LX605. The proposed changes to this crossing will use all of the crown road at LX605 therefor any stock using this crown road would have no legal access to this crossing because it's access would be from private land.

#### **2. Emergency Access**

While there is access across the railway line to the west and east of this crossing having this crossing usable for firefighting trucks would be a huge advantage in gaining access to any fire in that vicinity on the southern side of the railway line. The quicker that any fire can be extensihed the lesser damage is caused.

### 3. Railway Maintenance Access

When you look at the geometry of the railway line this crossing is in an excellent position for railway maintenance crews to gain access to the southern side of the railway line. In any wet situation maintenance trucks can't access sections of the line from the private crossing, LX605, to the east and the Marinna crossing to the west due to the configuration of the Gerelgambeth Creek and its tributaries to the west.

As far as I can ascertain no locals, neighbouring property owners, local Bush fire Brigades etc have been consulted about any proposed closure of this crossing.

At the same Community meeting it was indicated that due to the very low volume, nil, of traffic across this crossing for it to remain open it needs to be extensively upgraded. I maintain that we would accept the current configuration.

#### **Noise Wall along Main Street Junee**

From all the Community correspondence from Inland Rail this is the first time that the prospect of a 'noise wall' may be erected in Junee. There has been some talk about sound proofing some buildings in Junee, but the concept of a wall is totally abhorrent to the people of Junee.

Having seen such walls along motorways in Sydney where they blend into the landscape as against this proposal which will stick out 'like a sore thumb' seems totally absurd. The proposal that this wall may be some 5m high, or higher, when it won't hide a train which is around 7m high in a landscape which is relatively flat is just beyond belief.