

## **SUBMISSION REGARDING INLAND RAIL NOISE ABATEMENT IN JUNE**

The proposal for noise abatement measures along the rail corridor adjoining Main Street (the Olympic Highway) through June raises a number of issues. While I recognise that there will be increased rail movements along this corridor with the commencement of Inland Rail operations, I question the appropriateness of the proposed solution.

As I understand it, the proposal is to erect a concrete 'wall' within the rail corridor along this section of the track. I object strongly to this for several reasons. I feel that Inland Rail has been unduly influenced by the outcry from a neighbouring town regarding noise and vibration from activity on the main Southern Line. It would appear that the current situation with regard to both noise and number of rail movements along the main Southern Line is not being factored in.

Main Street is primarily a residential area fronting the rail corridor. While some residents have noted that there may be increased noise due to more rail movements, I note that the EIS mentions the Baptist Church as being the structure which will be adversely affected. The value of residential properties will decrease significantly if the main view from the property is a concrete wall.

I have spoken to some residents who acknowledge that they are used to the current noise from the rail corridor and mostly this does not unduly affect them. The length of, for example, the 'steel' trains and the acceleration required to ascend the hill heading north, and the braking distance for southbound trains required to enable them to stop at the station for driver changeover, does not appear to unduly affect the adjoining residences. One resident commented that 'it is part of the normal background noise'. There are complaints however about the length of time the main level crossing is closed while driver changeover takes place, but not about the noise of the trains.

It is worth noting that the overall number of rail movements have decreased over the years.

The proposal to erect a concrete wall along Main Street is unacceptable on a number of grounds including:-

1. It will have an adverse impact on, and will in fact destroy, the amenity of the area. Currently both residents and passing traffic have a view of what is known as the Triangle area which has been the site of tree planting and 'greening' over the years. This will be replaced with an intrusive concrete wall.

June Shire Council has, over many years, made considerable efforts to beautify the town and make it more appealing to both residents and visitors. Particular effort has been put in to the maintenance and appearance of the main thoroughfares through town, including Main Street which is an entrance and thoroughfare for both rail and vehicular traffic. The planting of lemon scented gums along the length of Main Street has added to this and vastly improved the amenity of the area. This is often commented upon by tourists. The erection of a concrete wall will take away the effect of this beautification.

2. A large concrete wall will be a magnet for graffiti. June takes great pride in being a town of little or no graffiti and Council takes great pains, and expense, to remove any which does appear as soon as it is noticed, thus taking away the trophy aspect of it. Feedback from other areas suggest that these so called artists will travel some distances to claim and 'decorate' a blank canvass, especially a large one. Their efforts will only further destroy the amenity of the area. This raises the question of who will pay for the removal of the graffiti? Why should June ratepayers bear the cost of this when it is a structure on railway land? Will ARTC remove any graffiti or does ARTC intend to ignore any pictorial degradation of the structure?

While Junee has pride in being a railway town, it does not want to be known as a graffiti town.

3. Main Street is well known as a prime location for trainspotters and photographers. If trains are blocked from view by a concrete wall, this will deprive these enthusiasts of this location. One of the big advantages of this location, apart from the ability to have a clear view of the locomotive is the safety factor whereby photographers in particular have plenty of room to avoid being on a roadway or too close to traffic.
4. Safety aspects should be taken into consideration. While it is acknowledged that there should be no pedestrian access to the rail corridor, it is possible that photographers in particular will try to scale the wall to get better photographs of locomotives in particular as well as vintage trains. It is also anticipated that there will be increased pedestrian traffic on the northern side of the main Southern Line for access.

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