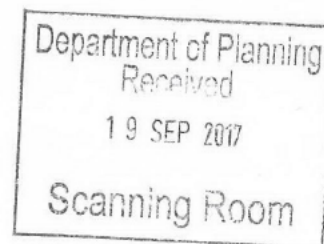


PCU072368

3 September 2017

NSW Department of Planning & Environment
Western Region Office
Level 1, 188 Macquarie St
DUBBO NSW 2830



Re: Submission regarding Environmental Impact Statement (EIS) for Inland Rail –
Parkes to Narromine Project

Dear Sir/Madam,

It has been brought to my attention, because of listening to a local Western Plains ABC news report on Wednesday 30th August 2017, that there have been 14 submissions received by the Department of Planning in comment to the Environmental Impact Statement (EIS) on Public display. It has been remiss of us to not provide a formal submission to the NSW Department of Planning and Environment, hence we would like to do so by way of this letter.

We have provided consistent feedback with our Inland Rail allocated representative, we have attended a number of group meeting and the recent Community Information Drop-in Session held in Narromine in August 2017, and we by no means want to cause grief to the 'messenger'. At every opportunity presented to us we have raised the following items of concern;

- Safety – as our house is located 350m from the Railway Crossing, and on the Eastern side of the Peak Hill Railway Road, we need to cross the railway line to enter and exit our property. Our concern of safety is for our children when in the vicinity of the railway line, and to access the school bus which stops at our mailbox morning and afternoon. We purchased our property which has a 'full sweep' of rural living attributes, and we believe high speed rail so close to our home shall take this amenity away from us. We purchased this property in 2005 at full market value, knowing that we were adjacent to a railway line, which currently has minimal trains with low speed, and estimate we have been held up at the line and had to wait approximately 10 times over 12 years. The prospect of Inland Rail utilising this route was never mentioned on any legal property searches from Council, the seller or the agent.
- Devaluation – Market value of rural property is currently escalating at a rapid rate in the Narromine area, and the fact that we are located only 20kms from Narromine, have

full bitumen access, a school bus at the front gate, are a fully operational farming and grazing property accompanied by an attractive home and garden, which we intend to continue to expand and develop for our current quality of life, makes the value of our property substantial. We fear that now that this announcement has been made, and even in this developing stage, our property value has been slashed. We are devastated by this, as per majority of rural farmers, this property is our superannuation, and we pour all our funds, our heart and soul into it, on the proviso that this shall then be returned in the sale price. As per the item mentioned above of safety that we are concerned for our young children, that too would be the case of any future buyer, and we believe it shall remove the opportunity/interest of any young family considering the purchase of our property when we choose to sell.

- Access – As estimated above, over the last 12 years, we have been stopped by a train when accessing our property, a minimum of times, and hence has not been considered an inconvenience as the trains are very infrequent and short in length. Our main access into our property at our mailbox is our only access onto the Peak Hill Railway Road, and hence our only all-weather access we have from our property and our home in the case of an emergency. We do have a non-all-weather access at the rear of our property to McLaren's Lane, but this is not serviceable in wet weather, and adds considerable distance to our commuting distance to Narromine.

As stated also above, our children access the school bus twice a day, Holly has a permanent Engineering role with a Government agency based in Dubbo, and Steve runs a contracting business from 'Lindvale', as well as all the farming operations and access required here at 'Lindvale'. These accesses are time dependent, and any considerable interruption is a huge inconvenience to us. We are yet to get a firm answer on what provisions are proposed for at our access, and we are eager to hear what is proposed so we can give further feedback. At a minimum, we would expect a physical border at least when a train is on approach and a 'real time' notification which we could access in our home so that we can plan all our in/out movements accordingly.

We are unique in our area, as all other homes in our vicinity are located on the western side of the railway line and of the Peak Hill Railway Road, so any access to their homes shall not be interrupted.

- Noise - As stated above, we purchased this property for the amenity and location. We were knowing and accepting of the existing noise that is heard from the existing trains that utilise the line. Any noise that is proposed to be above the existing is extremely concerning to us, and we would like to know what compensation and measures shall be taken.


What has now come to our attention in viewing the Environmental Impact Statement (EIS) for Inland Rail – Parkes to Narromine Project at the recent Community Information Drop-in Session held in Narromine in August 2017, that in the current 'Concept Design' the maps show a

proposed overtaking loop in front of our home, that when extended as is required in the second stage, this shall then in fact block/cross our only access to our home and farming/grazing property. We are deeply disturbed by this proposal. We gave feedback on the day, and further discussed this issue with our Inland Rail representative, who listened to our concerns. We appreciate that this is only the concept design and that they have strategically just worked on the nominated intervals of the overtaking loops required which I understand is 30km, and then the limitation of not crossing a public road.

For all the issues we have raised to date, prior to any overtaking loop, we were concerned, but now with this proposal of the loops location, it has amplified all our concerns 100-fold, we are devastated. We have been assured by our Inland Rail representative that our concerns have been raised, and we believe that they have been, but we feel it is essential that we put these issues in writing by way of submitting this submission in formal response to the EIS for Inland Rail.

We have investigated personally other possible locations within our area for the overtaking loops and we can nominate two sites which would be far more suitable from a terrain point of view, potential flooding, access prevention/disruption, amenity of noise to closest house etc. We look forward to all discussions and negotiations that are to come, especially regarding the overtaking loop, and then all other issues raised with the high-speed line in general.

Pending the discussions to come, and the resulting proposed location of the overtaking loop in the Final Design, and if it is still proposed to in future cross our primary access to our home, business, and property, we shall have no hesitation in seeking legal advice and action.

[REDACTED]

[REDACTED] [REDACTED]

Cc: NSW Department of Planning & Environment Information Centre, 320 Pitt St, SYDNEY

Cc: Inland Rail, GPO Box 14, SYDNEY NSW 2001