



Weealla

MERINOS & POLL MERINO STUD

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Submission I D SUB 14119491

Submission for Inland Rail Inquiry.

We OBJECT to The Inland Rail project in it's current form.

This submission relates to the section from Narromine to Narrabri our section is Burroway to Curban.

We are a family operation running three properties along Milpulling Road Balladoran, we are a grazing and cropping enterprise as well as a Merino & Poll Merino Stud, and sell Rams, Ewes & Semen internationally and have won the Australian Supreme Merino Ram twice, this is a prestigious award among the Merino Stud Industry. We have two properties in the focus area, Lot 7 DP752590 Lot 14 DP752590 and Lot 5 DP752590 Lot 10 DP752590 Lot 12 DP752590 either side of Milpulling Road. We use Milpulling Road to get from one property to the other. The interruption of having a train also running through our property Brooklyn" will be detrimental to our lambing ewes. When there is an existing track that was an option, but because it takes longer, the Government has bowed down to big business. The proposed track is bypassing towns, which means there will be of no benefit for businesses to grow.

After reading the response to submissions ARTC Inland Rail Narromine to Narrabri, we would like the following issues answered.

ISSUE. FENCING MAINTENANCE.

ARTC have stated that they will not be under taking clearing of trees to protect fences. This is irresponsible on their part., Who will be at fault when a tree falls on the fence and stock get on the track?

ISSUE. CALLING TRAIN CONTROL.

ARTC have stated that they would develop Call Train Control" process to enable landowners to use the level crossing as a stock crossing. Can you please advise us with no mobile phone coverage how this would happen? Is ARTC going to install towers so mobile phone coverage is achievable, along the track as well as in the outer area?

ISSUE 10 TRAINS A DAY (BOTH WAYS).

As we move stock between properties, crossing the proposed rail line with 10 trains per day, will be very difficult, adding to our cost of 2 more employees to move the stock so they don't go up the line.

ISSUE MILPULLING ROAD LEVEL CROSSING.

In Transport of NSW Submission 18th February 2021, it reads (The crossing is located on a slight curve in the road and a slight curve in the rail, a combination of these factors has the potential to reduce the ability of a driver to observe an approaching train. A passive control crossing may not provide an adequate level of safety.)

Safety on Milpulling Road is a major concern to us we drive across this line every day to get to our other farm what has ARTC in place to alleviate this problem?

ISSUE ROAD MAINTENANCE & DUST

With 16 buses a day (both ways) plus other work vehicles coming to construction sites, plus trucks with ballast etc., which will continue for some time. Will the rural roads be maintained? The dust will be an issue for our livestock in the paddocks, the dust will penetrate the wool on the sheep, making it less valuable. What has ARTC put in place to counteract this problem.

ISSUE ARTC DROP IN SESSION.

We attended a drop-in session in Gilgandra on 7th Sept, 2022 to speak with Dept of Planning Mick Fallon, the map we had to look at was a 2020 map, surely there should have been an up-to-date map at that session incompetent by ARTC.

ISSUE WATERWAYS DRAINAGE.

It was brought to the CCC attention that ARTC now need extra land from landholders for drainage purposes, why was this not factored in initially in the project?

ISSUE SOCIAL ASSESSMENT CONSULTATION

In the Gilgandra Shire submission, the Council identified several groups they believe were not consulted, these groups were health providers. To procure an appointment with a doctor in Gilgandra or Dubbo you have to wait one to two weeks now, that's before 500 Inland Rail Workers come to Gilgandra; this will put a burden on our medical staff.

PRECAUTIONARY PRINCIPLE.

The precautionary principle is a broad epistemological, philosophical and legal approach to innovations with potential for causing harm **when extensive scientific knowledge on the matter is lacking**. It emphasizes caution, pausing and review before leaping into new innovations that may prove disastrous.

Having the proposed Inland Rail track going through our properties will impact our business, by adding significant cost. ARTC do not realise that a farmer can have 2 properties adjoining each other in other family names.

As we have this situation the costs we will incur are; -

Having to employ two extra staff to move stock across the line, from one property to another.

With 10 trains a day the noise of them plus horn blowing, disturbing our Stud ewes while lambing. As we have sold Rams internationally for \$43000, this will impact on our business substantially, if lambs get miss mothered.

We are concerned about a rail bridge over Milpulling Creek. The creek catches a lot of water, is near our house and sheds, when debris builds up against it has the potential of flooding our buildings.

For the last 40 years we have not had the inconvenience and danger of crossing a rail track going between properties every day. The crossing is obscured as it's on a hill with a bend in the road, with many trees surrounding it. We agree with NSW Transport it's a safety issue.

As far as I can see ARTC are trying to make farmers make a decision about their properties on a reference design and cannot tell us about the detail design as yet, which is quite disconcerting.

Hoping the Department of Planning take on board these issues, and disapproves of the project in its current form, and move it back on existing track where it will benefit towns.

Yours Truly

David McBurnie Karen McBurnie Stuart McBurnie

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