

My name is David Carter. I own the property "Gerelgambeth" Illabo situated at 1272 Olympic Highway Illabo. My principal access into my property is over a private crossing, known as LX605. This crossing is an agreement between myself, as the property owner, Junee Shire Council, who own a gravel quarry situated next to my property, DP 965172, and ARTC.

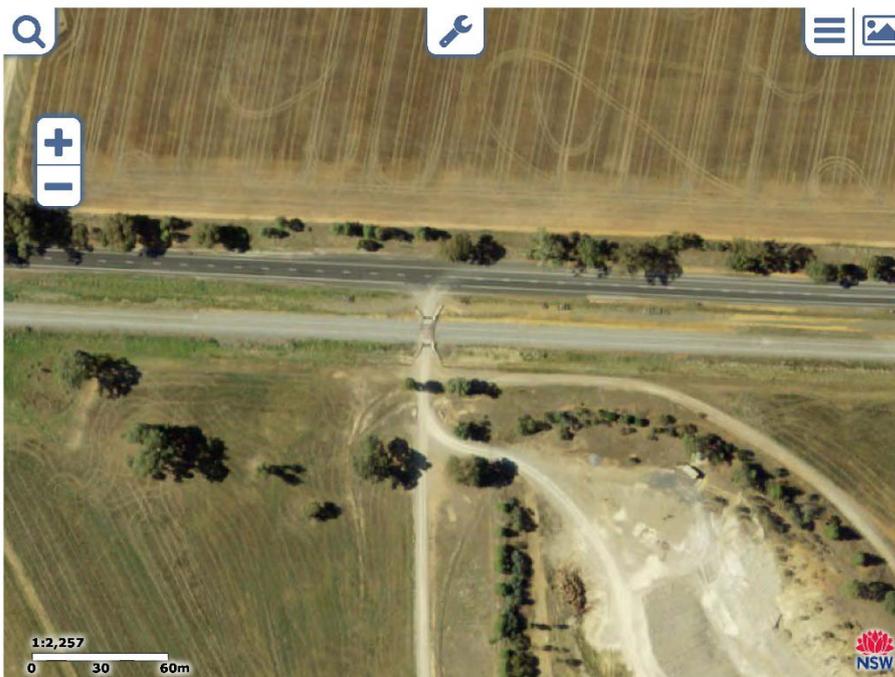
The quarry has been in existence since 1905, when the quarry was bought by the Council, and my family have used this crossing since 1932, when my Grandfather, Mr JS Carter, bought the property "Gerelgambeth".

I run the farm in conjunction my eldest son and family. The crossing is used extensively for my farming operation in order to run this property and conduct farming operations on other properties that I own and lease for the conduct of my farming business.

- For the carrying of livestock
- For the carrying of grain
- As we are not on a mail run, to collect the mail daily
- To transport school children to our local school at Illabo
- For the cartage of gravel, from our own gravel pit.

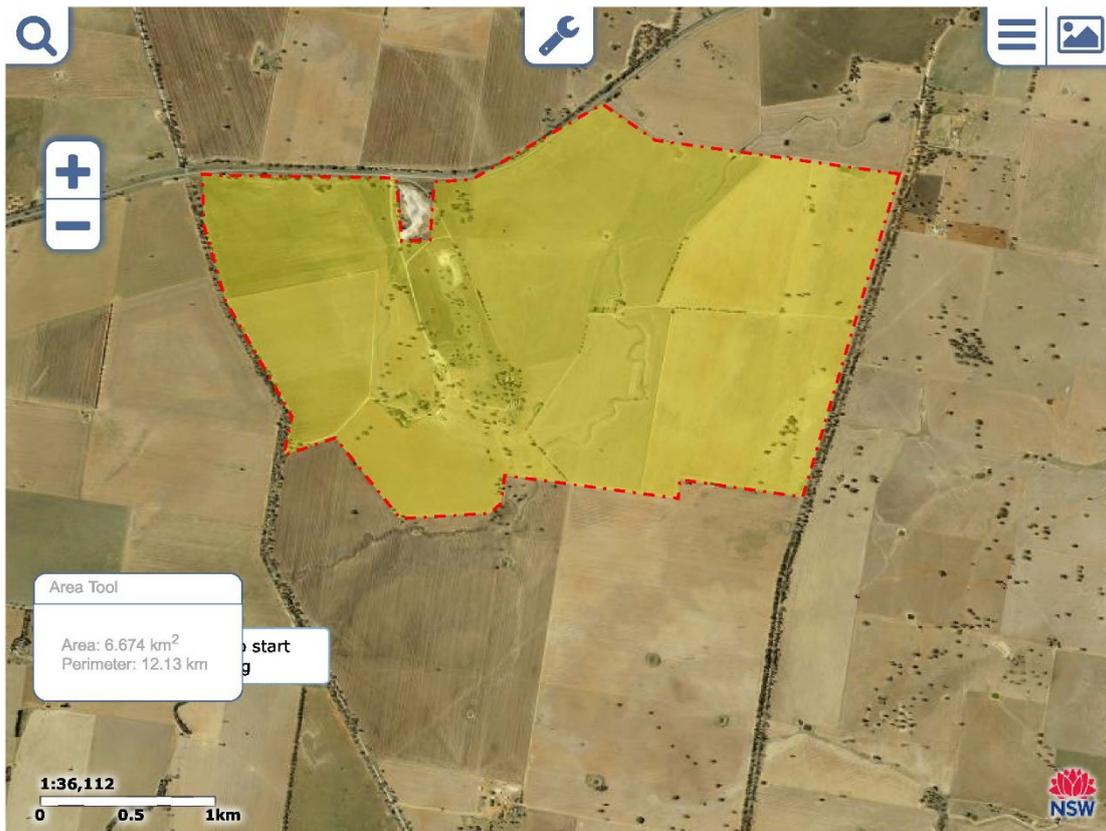
Junee Shire Council, co-owner, for the cartage of gravel from there quarry.

The map below shows the crossing over the Main Southern Railway Line, Sydney to Melbourne and part of the New Inland Railway Route Melbourne to Brisbane. The crossing is located at 1272 Olympic Highway and is the Principal entrance to the property "Gerelgambeth" and Junee Shire Councils Gravel Quarry.





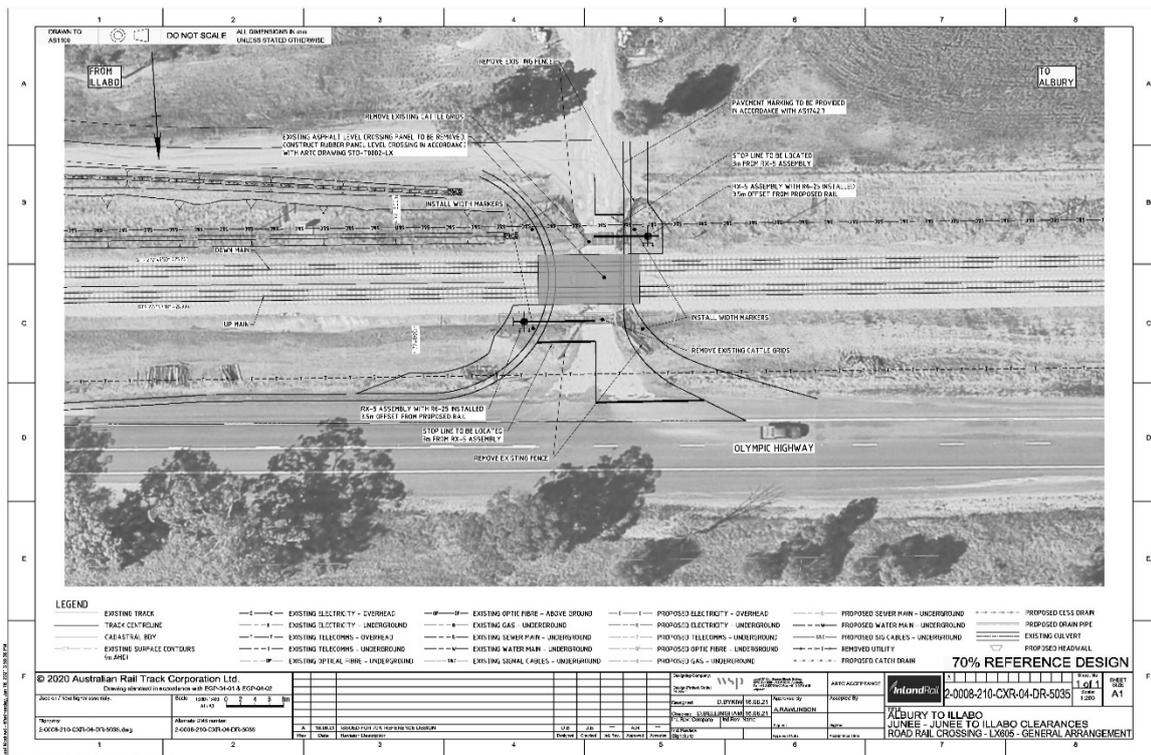
Map 2. Larger map showing the extent of the quarry



Map 3. Showing the property "Gerelgambeth" in relation to Junee Shire's Gravel Quarry

I'm writing this submission to object to the lack of consultation I have been given towards the upgrading of my private crossing, LX605, held in conjunction with Junee Shire Council.

In late September 2021 I had a zoom meeting with representatives from Inland Rail (IR) in relation to the future of this crossing. They supplied me with a proposal, which didn't include concrete barriers.



Picture of the proposed crossing design

They informed me that

- The crossing would not be closed
- That it would be upgraded from Passive to Active
- Due to the short stacking distance, less than 19m, between the Olympic Highway and the railway line an alternative access route for heavy vehicles was being considered. This consideration could involve
  - Provision of turning lanes from the Highway
  - Road upgrade through my property to either Brabins Road or Hazeldene Lane. These upgrades would require at least 3k's of new road being built along with culverts, creek crossing upgrades and stock grids being installed. Note: having this new internal road build would require me to enter into a user agreement with the Junee Shire Council as they would then also have to use this internal road for them to access their gravel quarry. This user agreement may not be acceptable for either party.

A while later I received an email saying that all heavy vehicles would be limited to a left-in and left-out. And that I could use Illabo or Marinna to do a 'U-turn' if I wanted to go the other way.

Email follows:

**From:** Casey Bootsma  
**Sent:** Friday, 29 October 2021 1:54 PM  
**To:** David Carter  
**Cc:** Heath Martin; A21 CM (project6@artc.in.consultationmanager-preview.com)  
**Subject:** RE: [EXT] RE: Meeting follow up re level crossing

Hi David,

Thank you for your response regarding LX605, we have noted your position and we **will** take this under consideration in the development of our design options for this site.

The preferred solution at this stage in the 100% Reference Design is the Left-in and Left out with vehicles u-turning at Brabins Road and Waterworks Road.

We will continue to be in contact with you as the project progresses. Should you have any further queries please be in contact with myself or Heath Martin.

Kind regards



**Casey Bootsma**

Stakeholder Engagement Lead

| 0457315935 | [CBootsma@ARTC.com.au](mailto:CBootsma@ARTC.com.au) | 1/622 Macauley Street, Albury, NSW 2640 | [inlandrail.com.au](http://inlandrail.com.au) |



**David Carter** <[illabo1@bigpond.com](mailto:illabo1@bigpond.com)>

30 October 2021 at 00:21 To: Casey Bootsma <[CBootsma@artc.com.au](mailto:CBootsma@artc.com.au)>  
Cc: Heath Martin <[HMartin@artc.com.au](mailto:HMartin@artc.com.au)>, "A21 CM (project6@artc.in.consultationmanager-preview.com)" <[project6@artc.in.consultationmanager-preview.com](mailto:project6@artc.in.consultationmanager-preview.com)>

Morning Casey

Many thanks for your reply

Regarding your suggestions for our, and other, trucks to do a U-turn at Waterworks Rd or Brabins Rd. Neither of these roads have U-turn facilities.

Waterworks Rd, at the moment, is very dangerous for a truck to be turn right from onto the Olympic Highway and has no room to turn a truck around.

Brabins Rd, runs into a level crossing and would have no room except if the Vehicle rest area was used which is not built for trucks to be doing U-turns in, it is a vehicle rest area not a vehicle transport route.

I think you need to go back to the drawing board and include extra lanes on the highway so as to accommodate trucks wishing to turn right into and out of the crossing.

This situation is happening now at other intersections along state and regional roads so why can't it happen here??

Regards David Carter

I have had no further correspondence.

I read, now, with interest on page 262 of the Technical Paper 1 – Traffic and Transport dealing with Project PS122419 Albury to Illabo (A2I) Project that IR's have not changed any solution but in fact have made any traffic solution through this crossing worse.

Inland Rail's solution is to provide

*"A storage lane on the Olympic Highway with the capacity to store heavy vehicles clear of the rail line without impacting on the Olympic Highway traffic movements. A concrete island would be established on the level crossing approach from the Olympic Highway to limit movements to left-in and left-out".*

I find this solution totally unsuitable for the management of my business.

By limiting me to a left-in left-out am I then limited to All vehicle movements to this scenario or just heavy vehicles??

**Once a vehicle is 'stored' in this lane is their still time to proceed over the crossing once the lights have started to flash and before the boom comes down??**

Inland Rail want to install a 'concrete island' on the highway so that we can't turn right across the Highway into our crossing. I assume this 'concrete island' would also restrict any right turn, for smaller vehicles, from the crossing onto the highway. I believe that this will present me and other motorists an undue hazard for the following reasons

- I am wondering if Transport of NSW would allow a 'concrete island' on a major Highway
  - Because it could be classed as a safety hazard
  - If a vehicle, car, was to turn right would this barrier allow following vehicles anywhere to go in case of an emergency
  - The number of vehicles, that I have observed, who now overtake me when I am turning left, into the crossing, would have nowhere to go when confronted by this barrier especially as this barrier would not be visible as they come over the crest in the road.
  - Would this 'island' also restrict/hinder any movement by semi's turning Left in or out of the crossing especially low loaders carrying bulldozers, loaders and excavators?
  - Would this 'island' restrict/hinder the movement of Agricultural machinery, air seeders, headers, sprayers etc turning left onto of off the Highway?
- The logistics with not being able to turn right across the highway
  - I would have to travel a further 2k's and turn in the Illabo Cemetery parking area. A not so easy manoeuvre due to its narrow entrance/exit and closeness to a hill on a 100k stretch of roadway, or
  - Travel the 4k's to Illabo and use a rest area to do this 'U' turn in order to travel the 4k's back again, or
  - Turn left onto Warnes Gate Lane then use Stanyers Road before arriving in Illabo for the return trip to the level crossing in order to make a left turn.
  - All of these scenarios could add 10, or more, minutes to any journey.
- The logistics with not being able to turn right onto the highway
  - The need to travel to Marinna and use the disused access into Marinna Silos to try and make a 'U' turn and then reconnect with the highway in a 100k zone on a blind corner – preferred IR option – a 15-minute detour

- Travel to Junee and use local streets in order to make this 'U' turn before heading back to Illabo – a 30-minute detour
- Turn right onto Wornes Gate Lane then Stanyers Road then onto Illabo – a 15-minutes detour.

A “storage lane” is already in place on the Highway, as can be seen by the 2 photos below, so as to provide safe storage capacity for vehicles turning left or right at the moment.

This existing ‘storage lane’ needs better defining, as other exit points have been along the Highway, in order to improve its safety. See photo of Back Brawlin Road below,







The question I'm asking is why does this crossing get a TfNSW assessment whereas mine can't??

The Photo opposite is the access onto Back Brawlin Road, Cootamundra which has a short stacking issue but has extra width tar and appropriate line markings.

#### 6.11 PROPERTY ACCESS from pg 271 Technical papers

*Access to all properties in all precincts would be re-established post construction. There would be no ongoing operational impacts to properties, except for the Junee to Illabo clearances*

*enhancement site, which will feature an upgraded (from passive to active) level crossing that provides access to the Shire and Carter private properties.*

I also take exception to the above statement. Yes, there may be a time delay for our crossing which is being converted to an 'Active' crossing BUT there will be ongoing operational impacts if the 'concrete island' is installed on the Olympic Highway which would only allow left in and left out from our private level crossing which will subsequently increase travel times for all those traffic movements wanting to turn right. As with any traffic movement there will be an equal movement to the left and right which will mean that all traffic movement in and out of my crossing will occur an increase in travel time.

### In conclusion

Again, I am very disappointed with the lack of this so-called consultation in this matter. I have had 1 video conference to outline what they are going to give me

- The upgrade to an active crossing is Ok
- The establishment of a new road network through my property in order to solve a 'short stacking' issue at the crossing was not.

I replied in an email that the proposed internal road network would be unsuitable for various reasons, mainly safety and logistics

In response I received an email saying that I would be restricted to left hand turns only, but with no mention of concrete barriers.

I replied saying this was unsuitable.

I have requested another meeting but to do avail.

As per pg 261 of the Technical Papers 6.3.5 Level Crossings – Short Stacking Assessment Sladen Street (LX625) ARTC is continuing to consult with TfNSW to determine a suitable solution to the short stacking issue which will be confirmed during the detailed design stage.

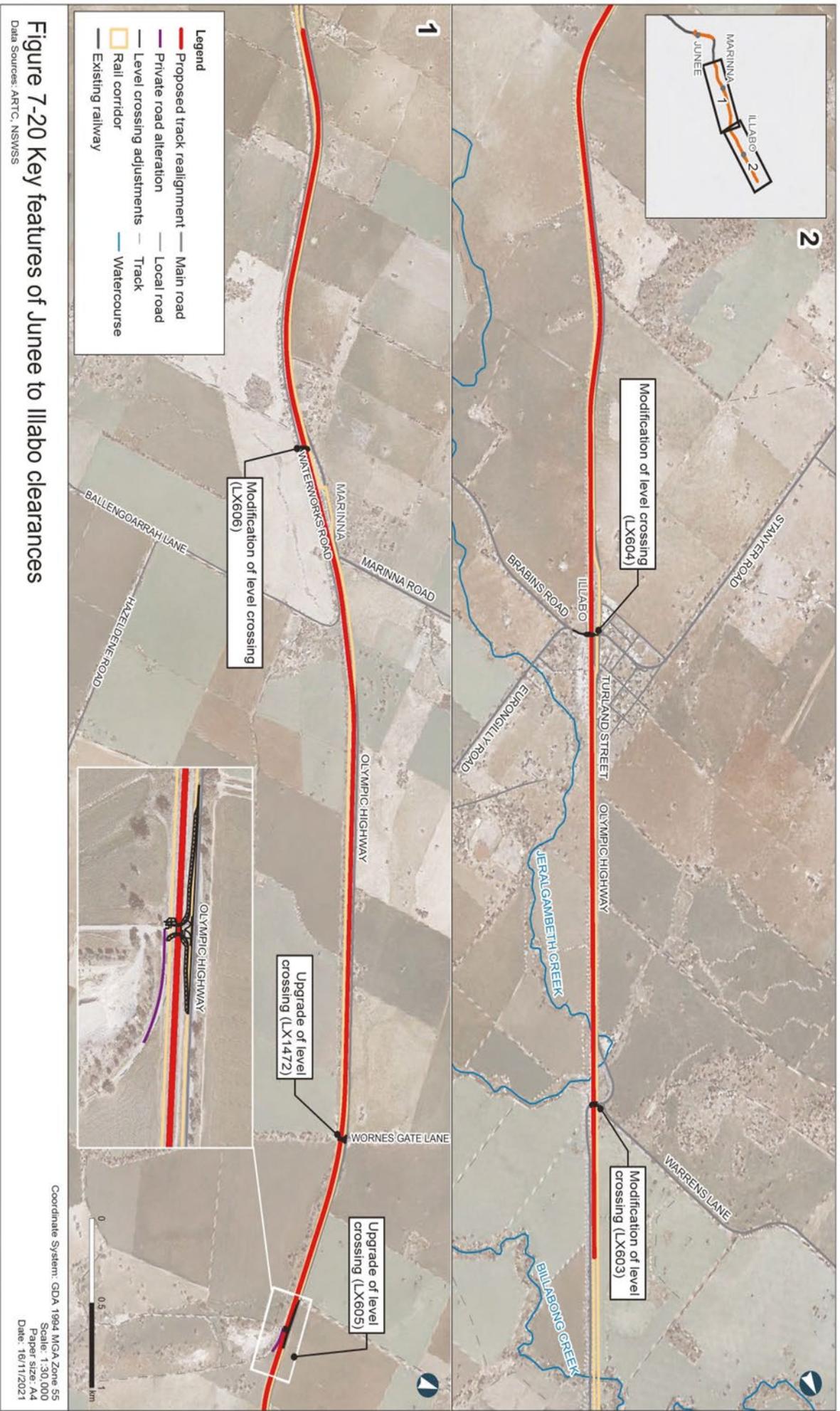
If Inland Rail can consult with TfNSW about LX625 why cant they consult with me instead of telling me what I can or can't do?

Yours Sincerely

*David Carter*

David Carter





**Figure 7-20 Key features of Junee to Illabo clearances**

Data Sources: ARTC, NSWSS

**TABLE 7-7 LEVEL CROSSING PROPOSED TO BE MODIFIED**

<b>Junee precinct</b>				
Junee to Illabo clearances	Waterworks Road (LX606)	Local road	Active vehicular crossing	Level crossing would be modified to accommodate the realigned track. Changes to priority (with new signage and pavement) would occur on the intersection of Waterworks Road and the level crossing to address short-stacking at this location.
	Wornes Gate Lane (LX 1472)	Local road	Passive vehicular crossing	Level crossing would be modified to accommodate the realigned track and upgraded from a passive to an active level crossing.
	Shire and Carter Property access road (LX605)	Private road	Passive vehicular crossing	Level crossing would be modified to accommodate the realigned track and upgraded from a passive to an active level crossing. Additional storage lanes and a concrete island would be established on the level crossing approach from the Olympic Highway to limit movements to left-in and left-out.



Photo showing the current crossing on the highway