

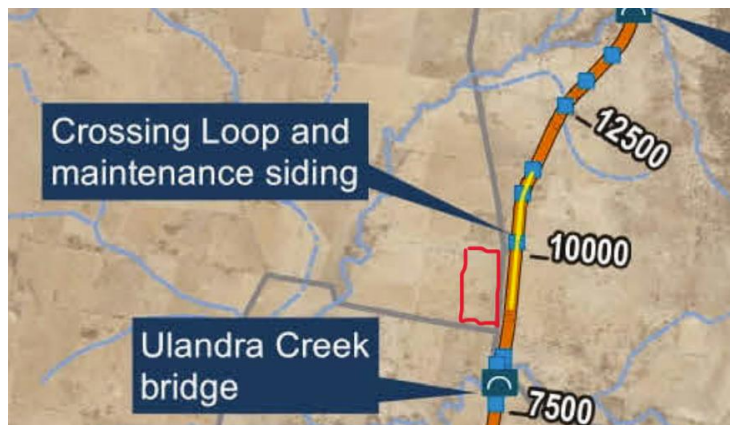
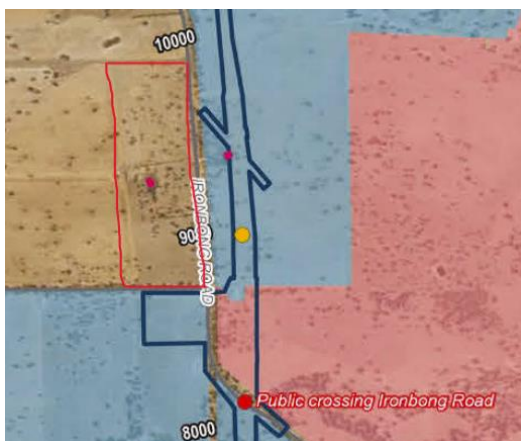
## Illabo to Stockinbingal (I2S) EIS - Submission

We are Carl and Nicole Baldry, the owners of 'Glen Osmond' 555 Ironbong Road, Bethungra 2590. We have lived here since 2017, with our young family, and have been in the area since 1994. We purchased the property before being made aware of the proposed construction of a greenfield section of rail between Illabo and Stockinbingal, and connection to the existing rail network at Illabo and Stockinbingal, to accommodate the requirements of Inland Rail ('the proposal'). We object to the proposal ARTC Inland Rail on a number of grounds including:

- The location of the proposal in proximity to our property
- The adequacy of the options assessment undertaken for the proposal
- The adequacy of the consultation undertaken for the proposal
- The adequacy of the Environmental Impact Statement (EIS) prepared for the proposal
- Specific issues relating to noise and vibration, air quality, water and livestock impacts, landscape and visual impacts, traffic, transport, and access

### Location

Our property is 100 acres and runs parallel to the proposal. The front door of our house will be approximately 400m from the line and within 200m of our property's boundary fence. Our farm runs about 30 stud Simmental breeding females and their calves, which are produced for the beef cattle seed stock industry. We have our annual on-farm cattle sale at our family's farm about 25 kilometres from our property. Below are some images from the EIS and ARTC Inland Rails website showing our property location in relation to the proposal. The four images below indicate our property within the red rectangle.



Considering the proximity of our house and property to the proposal, we cannot understand how the location is justified. How was the location of our house considered in the identification of the alignment? We appear to be among the many grossly affected properties by the greenfield section of rail (which is not being acquired) by virtue of the location of the following aspects of the proposal:

- The proposed alignment
- The location of the crossing/passing loop and maintenance track
- The location of construction compounds 5 and 6.

### **Consultation and Engagement**

Contact and consultation from ARTC Inland Rail began for us on 12 July 2018. Our initial discussions were a shock considering the previous owners of our property had been contacted multiple times before we purchased the property, and we were never informed when we purchased and moved into the property in May 2017.

Consultation by ARTC Inland Rail with us has been appalling. In all meetings with ARTC Inland Rail we have been lectured to instead of being consulted, most questions we have asked have never been accurately responded to, or they haven't responded at all. There is no credibility in the claims by ARTC Inland Rail in the EIS that the community engagement has been adequate. The community engagement SEARs have not been met nor have the "requirements for undertaking consultation guidelines".

Below is a short timeline/summary of our contact with ARTC Inland Rail to demonstrate the inadequacy of the interactions: -

May 2017 – Moved into our property.

July 2018 – Initial contact with ARTC Inland Rail when we knew nothing about the proposal.

2018 and 2019 – Minimal contact from ARTC Inland Rail, other than to advise in the narrowing of the corridor and requesting us to sign the land access agreement (which we refused to sign because the amendments from our solicitor would not be taken on board).

Early 2020 – Questions raised to ARTC Inland Rail regarding mitigation, did not receive a response for a few months and when we did it was stating that it was being given to the project team.

September 2020 – Received an email from ARTC Inland Rail relating to general community sessions which we attended via zoom. Here we learnt that the bridge over Ironbong Road had to be removed and a passive level crossing was to be installed, also the passing/crossing loop was moved from 3 kilometres away to between 200 to 400 metres away from our property. This meeting was highly disappointing because it was merely a general meeting open to the public where we were informed of major changes occurring that will directly impact our family and property. Had consultation occurred prior, we would have had the opportunity to voice our concerns. We then had a Zoom meeting with their design team to explain the changes and their reasoning. This seemed to only take into account their hip pocket and not actually the impacts they were creating for the families living with this decision. No justifications for the change were outlined. Minutes were taken for this Zoom meeting stating that we were "overall ok with the alignment", we are not sure how this conclusion was reached as we are very unhappy with the alignment. We are also still pending the follow up of actions required from this meeting, these included confirmation of expected future crossing loop utilization and provide examples of noise and vibration assessments from other projects.

June 2021 – Email communication was received, and a meeting was organised. This meeting took place at our home and was entirely uneventful with no new information gleaned, the ARTC Inland Rail Stakeholder Engagement team were not willing to answer our questions and at this time could not even confirm how far our property was from the proposed line. This was a waste of everyone's time as no questions were answered and there was no follow up following the meeting with any attempt by the team to answer them.

October/November 2021 – ARTC Inland Rail contacted us regarding a noise and vibration meeting, at this time we accepted this and one month later, they were able to accommodate, and the meeting occurred. This meeting was premature of any information being available as they were not able to tell us the impacts of the construction and operational noise but were able to state that vibration would not affect our structures because we were more than

13 metres away. We emailed them following the meeting to enquire about compensation/mitigation, as we had heard that we would not be entitled to anything as there was no land acquisition in place and the noise modelling showed the trigger for maximum noise exposure was near our residence, not at our residence.

January 2022 – ARTC Inland Rail requested a meeting to update us on the noise and vibration modelling. At this time, we sought legal advice and made the decision at the time not to proceed with this meeting. We are incredibly frustrated with the process and lack of understanding of our situation, we sent an unpleasant email to ARTC Inland Rail voicing concerns, and the return email suggested we apply to receive a USB stick with the EIS. Again, not helpful. Although our relationship with ARTC Inland Rail is strained and we do not agree with the line, we would still like to be involved in future correspondence and mitigation regarding any and all updates.

The staff turnover within ARTC Inland Rail is ridiculously high. We cannot build relationships or rapport with the employees, due to the fact that if ever they give us any accurate information they are swiftly moved onto greener pastures.

### Noise and Vibration

Below is the Existing Noise Level Assessment conducted by ARTC Inland Rail in February 2019 which indicated that our property experiences background levels between 28-49 decibels (copied below):

**TABLE 16-13: SUMMARY OF UNATTENDED NOISE MONITORING RESULTS**

Noise monitor ID	RBL (dBA)			Ambient noise level (dBA)		
	Day	Evening	Night	Day	Evening	Night
NM01	27	30	28	45	45	47
NM02	28	28	29	46	49	45
NM03	29	28	29	46	49	45
NM04	30	26	22	60	58	53
NM05	27	27	22	43	42	38
NM06	27	22	19	57	57	52

Note—Day: 8 am to 6 pm Monday to Saturday, 8 am to 6 pm Sunday; Evening, 6 pm to 10 pm; Night 10 pm to 7 am Monday to Saturday, 10 pm to 8 am Sunday.

Within the EIS and Tech Paper 9, ARTC Inland Rail proposed that the level of noise is estimated to increase to between 55-80 decibels with the introduction of a new train line. The EIS notes that the background levels are below the minimum assumed rating background noise levels at all measurement locations along the proposal site; and as such, they have been adjusted to 35dBA during the day period, and 30dBA during the evening and night periods. We find it extremely interesting when looking at the maps in Tech Paper 9 – Appendix D Map 3 of 16, where our property is located, that we hit the max dBA of 80 but surprisingly do not exceed it, which for us means we will not be compensated, and mitigation has not been proposed. We would like further clarification on this as well as the mapping of our property further explained. This seems incredibly convenient for ARTC and is based on RBLs much higher than what is actually experienced at our property.

The passing loop was originally planned to be constructed more than 3km from our property where no ‘sensitive receivers’ are located. However, a decision was later made to move the passing loop - resulting in closer proximity to our home. Despite being assessed as one of six ‘sensitive receivers’ (referred to 226688). We are disturbed by the absence of consultation around this issue and the direct impact this will have on our livelihood and young family.

As there is a large discrepancy between our current average dBA and the proposed dBA of the train line in operation, we request that mitigation and compensation be revisited.

We will be significantly impacted by the active level crossing within 1200 metres of our dwelling (this will be much closer to our boundary fence). There will be an increase of road traffic noise, the introduction of loud warning signals, and train acceleration and deceleration noise related to the passing loop. This noise will impact us significantly and no mitigation has been proposed. The assessment indicated that no mitigation measures are being sought with regards to the active crossing based on the distance between the crossing and our property.

We have reviewed Tech Paper 8 which we find extremely difficult to read and identify our own property. Neither the receiver number nor the lot number of our property is used on any mapping. In most of the Tech papers we are

referred to as Sensitive Receiver 226688, in this paper we are only identified by our property lot number on page 168. From our understanding we will be affected by exceedances in every scenario except scenario 4. We understand that more information will be provided in detailed design, and we would like to be consulted on all mitigation and reductions in noise and vibration at our property which will also be impacted by both 5 and 6 construction compounds.

Have any studies been made within the EIS regarding the effects of the noise and vibration during construction and operation on livestock? Can we please be made aware of the impacts to our livestock and what mitigation will occur?


### Air Quality, Water and Livestock Impacts

The assessment of air quality impacts is qualitative in nature, and it is not clear how and at what magnitude the air quality at our property could be impacted, noting the passing loop is located within 200 metres of our boundary fence. Is our air quality going to be affected by trains parked on the passing loop running throughout the day and night and how will this be mitigated?

We are also very concerned about the critical impact dust suppression and other construction activities would have on the current water system and subsequently our ability to provide water for livestock within the construction phase. Our property currently has water connected via Goldenfields Water; in the summer months our current water pressure cannot keep up with our livestock water needs. When the construction phase begins and ARTC Inland Rail are provided access to the same water line that we are currently connected to, our livestock will not have enough water to sustain them during the summer months. It should not be our responsibility to increase our water storage on the property during this period to ensure no loss of livestock through lack of sufficient water supply.

### Landscape and Visual Impacts

The operational visual impact assessment is incredibly ill-considered. From boundary line of property, there is a potential for two double-stacked trains to be present within the passing loop, crossing loop and maintenance siding, which will be about 200m from our boundary fence. Despite this, the assessment concludes that 'views from the residence to the proposal would not be possible as a result of the existing vegetation surrounding the house and throughout the property', see screenshot below). This is a ridiculous and incorrect statement as demonstrated below.

11	555 Ironbong Road (driveway)	No construction compounds will be visible from this location, however machinery and construction workers associated with the construction of the new track will be visible during the construction period. As a result, activity within the visual scene will increase during this period and introduce new elements currently absent from the view (namely moving machinery).	Low	Low	Low	
11	555 Ironbong Road (driveway)	From this location, the steel track and ballast will be visible through filtered views to the open rural land. The line will form a minor part of the view given the extent of mature vegetation bordering the road, as well as the limited vertical height of the line. Although this viewpoint is located at the entrance to a private driveway, views from the residence to the proposal would not be possible as a result of existing vegetation surrounding the house and throughout the property.	Low	Low	Low	

The viewshed provided in Technical Paper 13 (Figure 4.3) demonstrates that the proposal will be visible and our property is shown shaded! However, it should also be noted that this viewshed is almost impossible to interpret, with very little reference points and took a long time for us to figure out. We are aware this viewshed does not consider vegetation, so we have taken photos to show where the line will be, and how the vegetation does NOT screen the line from view.

Below are images from our current boundary fence across to where the active train line will be including the passing loop and maintenance siding (red line represents proposed train line):



The level crossing would also be in low-lying area beside existing creek prone to flooding, see images below across the area where the track will be located (red line indicates proposed train line):



The mitigation provided for our property is completely inadequate (see screen shot below). Firstly, it is a statement, not a commitment. Secondly the use of the word 'could' is concerning. Will it be, or wont it be? The assessment is conflicting, firstly it says no impact, then it notes that strategic planting could further reduce visibility. What does this mean? We would like a strong commitment to ongoing consultation with us regarding the proposed landscaping and tree planting proposed for this proposal, as a minimum.

Viewpoint	Location	Recommended mitigation
11	555 Ironbong Road (driveway)	The use of strategic tree and shrub planting running parallel to the road could further reduce the visual accessibility of the line, especially when taking into consideration that no public footpaths are located in the area, generally restricting the views to people within cars.

### Traffic, Transport and Access

ARTC Inland rail have made no indication that our current roads will be upgraded. Ironbong Road is currently in disrepair and is only wide enough for one vehicle at a time. To pass an oncoming vehicle, we need to slow down considerably, with some sections having low visibility. It has been stated that during the construction phase contractors will use an access road being built next to the train line to access the construction site. With the extra traffic on Ironbong Road and the fact that contractors will likely use the shortest route possible, we are concerned about the lack of upgrades to this road and the impact of this. The state of Ironbong Road is shown below including Ulandra Creek bridge:

As you can see below, this is the current condition of Ironbong Road. We are not saying that the road is inadequate currently but with trucks and heavy machinery using it daily during construction it will deteriorate quickly and no indication of any upgrades other than the realignment between the Ulandra Creek Bridge and the proposed active level crossing have been noted.



### Summary/Conclusion

In summary, we are strongly opposed to the proposal, and we would like the consultation and engagement, noise and vibration, air quality, water and livestock impacts, landscape and visual impacts, traffic, transport, and access addressed in detail before anything is approved.

We want to be consulted on all proposed mitigation for the significant impacts to our property. We would like for there to be more certainty around the proposal with less words like 'could' used. ARTC Inland Rail should not refer to us as being "indirectly affected", our property is directly affected and therefore our family and business is also directly affected. Communication and consultation have been critically inadequate and as a result we feel as though our property, family and business has been excluded from the process. Significant decisions were made without our consideration, including the relocation of the passing loop and maintenance siding closer to our property, as well as the siting of the construction compounds and the active crossing.

To repeat, although our relationship with ARTC Inland Rail is strained and we do not agree with the proposal, we would still like to be consulted (meaningfully) on all future design development affecting our property, including the development of future mitigation approaches which are very much needed.

Our view is, and will continue to be, that this proposal should not proceed, especially in its' current form.

If you would like any further information, please email us.

Kind Regards,

Carl & Nicole Baldry