

ARTC – Submission to EIS

My name is Tom Lyons, present owner of “Parmedman” Gulargambone which property was purchased by my father in 1937. Over 70 years my family have run beef cattle and farming enterprises consisting of wheat barley chickpeas oats lupins and hay for drought requirements, together with significant areas of pasture improvement. After over 3 years of drought, we are now back in production.

We also purchased two portion of Pepper Grove (formerly Wilga downs) an adjacent property.

Parmedman:

16 DP754246 and 15 DP 754246 and 61 DP754246

the proposed line is going through a portion of this property and along the boundary.

Pepper Grove:

DP13764

the proposed line enters this property on the southern end (grazing and farming country) where there is to be a road re-alignment to allow rail crossing at right angles.

A point consistently made since 2016: “Why move the line from the safe side of the Castlereagh River and existing track to Coonamble?”

Your proposition to build the new line in the foothills of the Warrumbungle Mountains, where the head waters run fast and furious and the volcanic soil is fragile and quickly eroded, will be a grave mistake – one about which you have been warned and we have been ignored.

Your important and expensive infrastructure must allow our future production to be moved to overseas ports and other cities. Your present line will not support these requirements due to **hydrology** and **soil** complications: our ground knowledge and concerns have not been heard; it is fraught with danger.

Where is your plan for the line from Toowoomba to Brisbane to the Port?

What is the proposed cost?

The ‘Time factor’ which you have insisted is so important for this ‘grocery train’ –

- has impacted on the route proposed, will lower the standard of construction, will not ensure the high standard required to handle the speed and weight for future produce, will in time wear down the base if you are counting on running over 20 trains per day in the future.
- The existing line is safer and straighter, has less hydrology problems and will not create large capital costs in building bridges and culverts – as foreseen in a new line.

Since 2014 our request for discussion and transparency have been ignored. The history of secrecy, lobbying, politicking, interference and manipulation has been a disgrace. The consistent call from ARTC was about the time factor which has been proved to be flawed.

Yes, we accept the train, on the existing line, with thoughtful considerations to

- hydrology and soil, time and interaction with stakeholders.

IT MUST BE BUILT PROPERLY

Some facts for you:

Water: (File attached)

2 creeks to cross

2 causeways; since January 20 to January 21 the flows have taken fences 3 times plus dam banks which resulted in significant cost in labour and material.

Use of Box culverts will cause severe hazard if not correctly placed and subsequent water divergence.

Property Access:

The proposed corridor is YOUR highway.

Earth moving equipment – dozers, trucks and work vehicles must stay within YOUR corridor. Otherwise, compaction, ruination of pasture and cultivation areas will result and cause comprehensive damage. That will not be tolerated by the farmers.

Sufficient access to YOUR corridor from the properties must be considered for fire or weed control.

Fire Hazard Reduction Plan:

This plan must be drawn up in conjunction with the RFS and presented to all Fire Brigades on the route.

Weed Control:

An authority, appointed by ARTC must monitor and execute this role. Hudson Pear has proved to be a State disaster already and we are surrounded by it, together with Bathurst burr, plus Noogoora and Galvanised burrs.

LLS (Land and Livestock Agency) and Agronomists must be consulted.

Fencing:

Design and standard of fencing must be adequate to the need to protect cattle and calves, horses, sheep and lambs, feral animals, kangaroos, emus and pigs from your train. The ARTC have misrepresented some fencing on their fact sheet – this needs to be addressed. (a 4 plain wire fence is NOT a ring-lock plus barb).

(File attached

It is my suggestion that an Australian Company be given the tender for design and supply.

Thank you

TOM LYONS

“Parmedman”

201 Quanda Road

GULARGAMBONE NSW 2828











Managing rail corridor fencing



Standard rural chain wire fence along the alignment.

FACT SHEET

Committed to public safety

Inland Rail is a fast freight backbone from Melbourne to Brisbane that will transform how we move goods around Australia. It will better link businesses, farmers and producers to national and global markets and generate new opportunities for industries and regions.

We appreciate that landowners may have some concerns about how the rail corridor will be fenced and what, if any, impact this may have on their properties.

As part of our commitment to protect public safety and ensure secure property boundaries for landowners, we will be installing new fencing along the railway corridor in some areas and replacing existing fencing in others during project construction.

We will consult individual landowners during detailed design to address their fencing needs in relation to gate widths and accessibility for stock crossings, machinery and vehicles.

What can I expect?

The majority of Inland Rail corridors will be fenced so that it is safe for people, property, domestic animals, wild fauna and agricultural needs.

ARTC's fencing standards aim to align with general fencing standards in each district, unless there are specific circumstances that require alternate solutions.

Where required, the replacement of fencing and gates will be on a like-for-like basis.

Where new fencing is required, we will consult with adjacent landowners during the detailed design phase to confirm fencing requirements.

ARTC is responsible for the ongoing maintenance of rail corridor fencing once each section of Inland Rail is operational.



Rural alignment fencing

Standard fencing specifications

Rural fencing along the alignment

The minimum standard for rural fencing along the project alignment will be rural barbed/plain wire fence (4 strand).



Rural private property fencing

Rural fencing for private properties

The gate type installed for rural fencing fronting private properties will be 5 bar or mesh infill. All other gates will be 5 bar items.

Urban fencing

The minimum standard for urban fencing will be a standard chain link boundary fence.



Urban fencing

Want to know more?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about this fact sheet, please let us know.

📞 1800 732 761 (24 hours, 7 days)

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ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

CURRENT AS AT JULY 2020