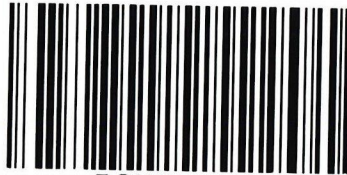
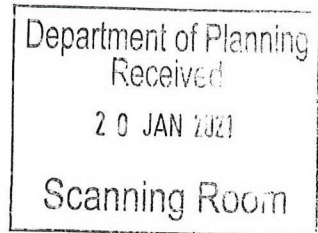


13th January, 2021



PCU080405

Planning and Assessment,
Department of Planning, Industry and Environment,
Locked Bag 5022,
Parramatta 2124



Re: EIS objections/comments

Dear Sir/Madam,

Having just attended a drop-in session today and with the closure of EIS objections on 7 Feb. 2021 I thought I would put down my main concern regarding the pristine land between Narromine and Narrabri that will be traversed by the Inland Rail in coming years. Given the 'change of route' announced to residents in December 2017 from the west of Narromine to the east, it should come as no surprise that the consultations so well done for the western route are now useless and NO consultation was carried out until post Dec. 2017 with Eastern residents. Inland Rail has objectors all because of your poor behaviour via the route change.

That said the Inland Rail is a significant development that will benefit Australia as the years roll on. Whether those benefits help residents who will live close to the line after construction is another matter. Take the High Park Development. From a peaceful life these people now have to contend with a railway line on their east which is 1.4km from High Park Road which bisects this large rural subdivision.

I am told by officers that these people won't be affected by the rail proposal because the closest houses are about 1km away. Even one officer stated that 'one gets used to it' and that may be true for daytime trains. In the dead of night a 1km+ double stacked train at 100km/hour will exceed the back ground noise levels by many decibels above accepted criteria. Why wouldn't it? It is 6 metres above normal ground level as it traverses the existing Great Western railway Line, the Mitchell Highway and the Macquarie River allowing noise to travel unhindered to High Park and the town of Narromine. This viaduct (bridge) is the critical area requiring attenuation but again I am told there will be none as residences are outside critical distances. In discussions with Matt Errington it was clear that noise attenuation along the viaduct could be reached by a new innovatory 2m high thin sheet alongside the line over the viaduct distance but it seems now that nothing will be done. Clearly walls are too expensive for the minimal population affected.

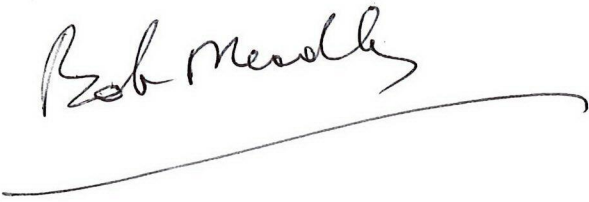
Operational noise will be monitored from 2015 onwards as the line builds to maximum use in 2020 whatever that will be. It is also true that once the line is here its use has to be condoned at the expense of nearby residents. This seems unfair. When I was part of the approval process for both High Park and Villeneuve Estates in the 70's and 90's, a railway line was not considered and the western route was not really a worry UNTIL something changed. The EIS looks very thorough but HARD. No real care has been taken with existing residents including the 66 sites where noise levels are exceeded though some may get double glazing of their homes. It is the

general noise impact coming to a wonderful peaceful environment that is the major concern. Whether those residents decide on legal action is their decision.

I would suggest a clause be written into the EIS approval taking Operational Noise into long term consideration requiring State Rail to take note of the usage as the years go by and action be taken to minimise noise to the affected area by new technology. Why should this not be a reasonable request?

This letter is more for comment than an objection but I hope it will be considered.

Bob Meadley Retired Health & Building Officer (Copy for Inland rail)

A handwritten signature in cursive script, reading "Bob Meadley", is positioned above a long, horizontal, slightly wavy line that serves as a signature underline.