

Hume Coal's Berrima Rail project will direct eight additional trains per day through the village of Robertson.

Objection to the excessive noise pollution the trains will inflict on life in the village.

Eight additional trains per day would destroy any hope of enjoying the peace and quiet of rural living.

The existing situation

- The current rail traffic is bearable and affords residents some breaks from the noise of trains horns and level crossing warning bells.
- There are currently also some less busy rail activity days that give us an extended reprieve from train associated noises.
- Many resident have held out hope that the Maldon-Dombarton line would be completed.
- Most prospective property purchasers would be informed that the line is not excessively busy and would take that into consideration when choosing to settle here.
- **The existing situation would change dramatically if we were burdened with an additional eight trains each day.**

How far away can the noise from the level crossing bells and train horns be heard?

- The topography of Robertson Village is the perfectly suited to allow the sound of the bells and train horns from all the crossings to be heard over the whole village.
- The noise from all three electronic crossings can be clearly heard at the most distant northern boundary of the village at properties in Lemmons Road.
- The rail line runs at the low point through the village and the sound impacts on almost every property.
- Potentially 4,000 people's lives might be negatively impacted by excessive noise from additional trains.

How many level crossings?

- There are four level crossings over a distance of 2000m, which covers the full length of the village.
- Three level crossings with bells, boom gates and lights.
- One level crossing with no safety features.

How long does it take for a train to pass through the village?

- On average each train takes between 3-5 minutes to pass through each crossing.
- With the four crossings, each train takes between 9 to 15 minutes to travel through the village.
- There is often a requirement for a fully laden train to remain stationary for a lengthy period on the western approach to the level crossing on the Illawarra HWY while waiting for an east-bound train to reach the siding at Robertson station.
- In those instances there can be an extended start-up time while the stationary engines attempt to gain traction and be able to move forward.
- **The boom gates and bells are operating during that whole extended timeframe.**
- This also halts all motor vehicle traffic on the Illawarra Highway for a considerable time.

The level crossing bells

- The bells are triggered 500m before each crossing.
- The bells are active from 7am to 10pm every day.
- As each train makes its way through the village it triggers all three sets of level crossing lights and warning bells, one after the other.
- Each train takes between 9 to 15 minutes to pass through the village.
- **Eight additional trains would add between 72 minutes and 120 minutes of loud warning bells each day up to 10pm.**

The train horn

- While the bells do cease from 10pm to 7am, **the train horns continue to be operated all night.**
- The train driver sounds the horn several times on approach to each crossing.
- In Robertson's thick fog there can be many additional blasts of the train horn.

How would an additional 80 to 120 minutes of loud warning bells each day and associated train horns noise impact on life in the village

Residents

- Residents would feel like the train noise was the dominant thing they associated with life in Robertson.
- There would be no long periods without trains passing noisily through the village.
- Any family with an infant would struggle to get a solid sleep for the child or parent.
- Family meals and quiet relaxation time would be regularly interrupted.
- Currently the long gaps between trains allow a reprieve.

School and church and community/social meetings

- School classes and assemblies and special events would always have the sound of warning bells and loud train horns in the back ground.

Businesses

- Robertson Hotel (formerly the heritage Ranelagh House) is one of the Southern Highlands premium wedding and event venues.
- The additional eight trains, warning bells and horns would significantly damage their business.
- Videos recording wedding ceremonies would be ruined with the noise of warning bells and train horns.
- The same can be said for any B & B, café or other business that operates within the sound of the trains.
- A pleasant and peaceful outing to any of these places would be negatively impacted by the regular interruptions of warning bells and train horns.

Whether residents are pro or anti coal mining they will most likely be united in their distress and total disappointment that would arise from the endless noise created as a result of eight additional trains passing through the village of Robertson day and night into the foreseeable future.

ISSUES OTHER THAN NOISE POLLUTION

- There is no economic benefit for Robertson to compensate for this terrible burden of additional trains.
- The busier line may even threaten the one tourist advantage we currently gain from the train line, the visits from various heritage trains.
- A much busier, noisier rail line would paint Robertson as a rail town and would guarantee a drop in the value of Robertson property and would deter many families from choosing to make Robertson their home.
- This in turn could impact on businesses and the school and pre-school and Robertson's ability to markets itself as a tourist destination.

What do I want the government to do?

1. Not allow any additional trains to travel through Robertson.
2. Not support coal mining in this green lush countryside, threatening clean air and endangering water reserves.
3. If coal mining is inevitable, then complete the Maldon-Dombarton rail link (come on, this is the nation that built the Snowy Hydro Scheme)