

## **SUBMISSION OF RESPONSE TO NS2B INLAND RAIL EIS**

**24/1/2021**

**Mark Buckley, Eveleigh , 771 Cumberland road , Baradine, NSW, 2396**

### **1. Background**

My Name is Mark Buckley. I live at 'EVELEIGH' in the Baradine district and, with my family, my father Robert and brother James , we own and manage various properties spread along 3.2 kms of the proposed NS2B Inland Rail alignment.

We grow wheat, barley, lupins , sorghum and various winter and summer forages on our arable land for grain harvesting and hay production . We also run beef cattle and sheep for meat and wool on native and perennial grasslands and regenerative pastures .

I have owned and managed 'EVELEIGH , THURLEIGH and COOYONG' for 20 years and have experienced a few floods and droughts during my lifetime here on the land .

### **Issues of Concern regarding the Project**

#### **1. EFFECTION ON PROPERTIES**

The NS2B alignment dissects two of our properties and It will cause several substantial impacts on these farms.

ARTC has, under the proposed reference design, restricted access to just two locations, one stock and small vehicle crossing under a bridge on the Teridgerie creek at COOYONG, one stock and small farm vehicle crossing over the alignment at THURLEIGH.

The concerning issue is the under pass at Cooyong will it be wide and high enough to get farming plant thru to severed land and the same for Thurleigh on the private crossing , how wide will it be ? As ARTC has given us no indication on construction ?

Under pass will have to be 6.4 meters high and 10 meters wide to fit our farming plant thru or private crossing preferable to us and private crossing at Thurleigh at the least 10 meters wide.

Thurleigh property will be severed , house on one side and sheds and grain storages on the other . Rail line will be traversed many times doing our daily work routine !

Infrastructure rebuild, compensation needed .

Deprivation of lively hood

#### **2. Flooding and Hydrology**

Cooyong has about 58 ha of land severed off in a flood prone area , the Teridgerie creek and the Horse shoe bend creek both meet up on this area of land !

The flood modelling ARTC has compiled in this area of the creek is > 2 meters. ARTC have under estimated the severity of flooding in this area .

In 2007 and 2010 all this creek went under flood > 6-7 meters .

Any stock run on that 58 HA will certainly drown in a flash flooding event as they will be no access to the under pass at bridge ? The 58 Ha in 2007 had >2 metres of water over the majority of the land , due to both creeks coming together there and the spill over into Cooyong lower land. ARTC will need to have a huge culvert system to handle that spill over in that area ? What ARTC have proposed there is not adequate culverts !! (1. Maps supplied 2007 flood level )

Photo of 2007 flood of the bridge on Baradine to Coonamble road with water going over the bridge ! ( 2. Photo supplied )

Scouring and erosion will have a huge effect on land, where there are culverts in this area of land .

Hydrology impacts , watershed of the Warrumbungle Ranges from where the line crosses the Castlereagh River through to the Pilliga forest .

Route selection , alternative route using more of the existing Coonamble line.

### **3. Impacts on farming enterprise**

It brings great concern for the farming business that the inland rail project will significantly decrease the source of income to the business directly and in-directly. This having a direct effect on the family as far as future earnings capacity and affecting the wellbeing to the family in an already drought stricken community.

It is not reasonable or practical in this instance to apply pressure on land owners. The significant factors ARTC needs to consider are:

Immediate decrease in land value.

ARTC refuse to talk about property values we cannot afford to be complacent and hope that ARTC will compensate accordingly because as to date cost cutting seems to be their main agenda and I fear this will be equally applied to the compensation of affected landholders

Significant decrease in income and profitability each year

Strain on the farming business to comply with certification bodies with the identification of new risks that have potential to affect our livelihood (Cattle and Biosecurity LPA/MLA certification) RIM notice certification from RMS to cross rail crossing with wide load machinery .

Review of all farm procedures/processes and systems to meet the demands of the new changes to the farm which impact the processes to how we farm, decreasing productivity

The significant issue that remains is the effect of the Health & Wellbeing (importantly the Mental Health) of each affected farmer having already a drought and the effects of that, and now the increased concerns with how we will manage when it is clearly identified that our livelihood is going to be impacted.

Impact on the rail line on the ability to access properties and move stock, grain and heavy machinery around after the railway line is constructed and during construction.

#### **4. Noise & Vibration**

Thurleigh house will be less than 800 meters off to the rail corridor and sheds and grain storages all will suffer serious noise and vibration issues. We have not experienced any noise and vibration from the rail line, and never anything like proposed by Inland Rail.

A commitment from ARTC to undertake appropriate mitigation and acoustic attenuation treatments to reduce the impacts on existing houses including night time sleep disturbance.

Stock losses due to stampeding cattle (broken legs), going thru fences ?

The EIS gives no clue as to how these issues are to be dealt with. I find this very unsatisfactory and am concerned that the issue will be brushed off by ARTC if there are no conditions placed on them regarding this issue.

#### **5. Fencing**

We have heard that ARTC will construct a fence of barb wire ?

Fencing is essential to ensure the safe control and depasturing of stock adjacent to the alignment . There needs to be an agreed fencing standard with each affected land holder that is suitable for the type of livestock to held on their property. All fencing should be in concrete posts and netting wire and should be constructed to a professional standard. There needs to be a clear and agreed policy for maintenance. ARTC should be required to share the cost of maintenance .

#### **6. Public Liability Insurance**

Affected landholders should not be inflicted with any more than a conventional insurance cover of \$20 million public liability coverage. Some ARTC personnel have suggested coverage of substantially greater than that.

Our insurance premiums will rise , due to inland rail . This is no of our own doing !! ARTC are inflicting future cost's on our farming business .

We must have reasonable access to our farms, to be able to move machinery and stock across the corridor and retrieve stock from the alignment.

## **7. Environment**

We have a Michell mouse habitat on Cooyong , and a Holy cross frog habitat on Thurliegh (Photo 3 )

No study of their habitat has been done by ARTC ?

Our ground water supplies are critical to our live stock production , during drought conditions .

Impact on groundwater resources required for the construction of the rail line.

What measures have ARTC in place if a impact occurs ?

### **SUMMARY**

**I recommend the Minister should refuse the project in its current form or that the design of the project should be changed to address concerns of all affected landowners.**

**The Minister require the ARTC to undertake more community consultation and detailed information before approving the Project .**

Topics of concern

Ground water impacts on construction

Fencing

Hydrology impacts

Insurance

Noise and vibration will be extreme at one of our farm houses .

Access during construction will be very difficult to work the farms.

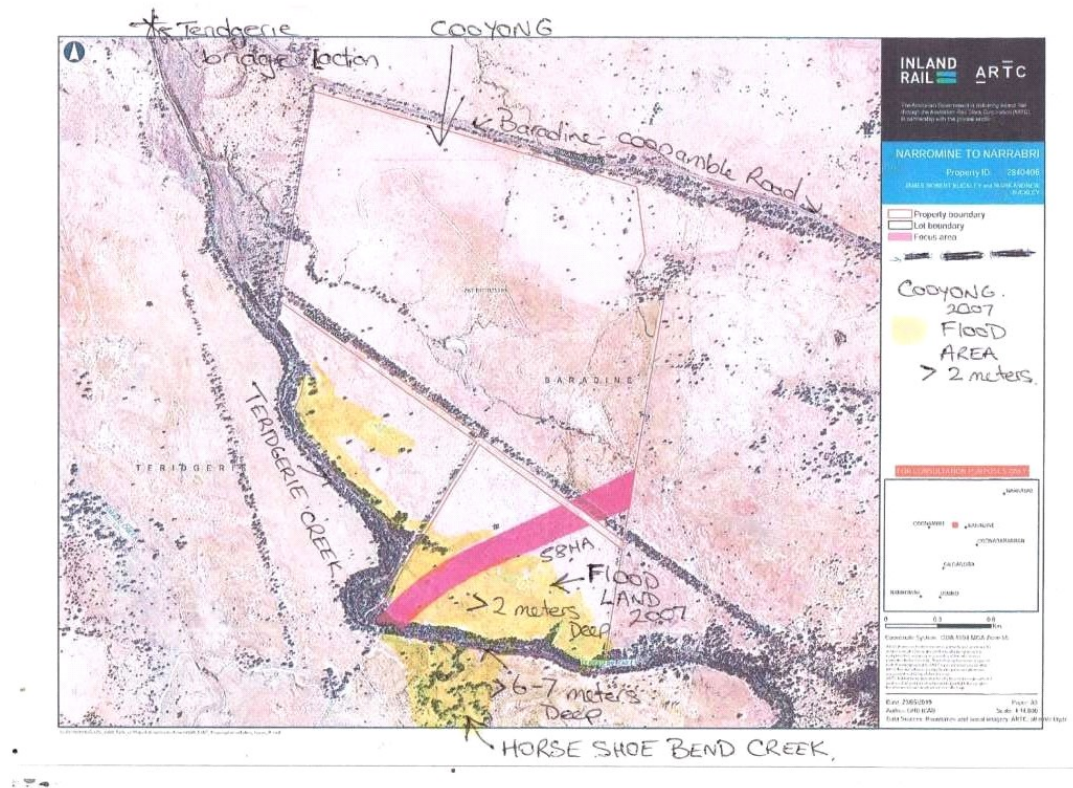
Route selection , Alternative route using more of the existing Coonamble line.

This is an alignment for which ARTC have no community support. It is fair to say that it never had any chance of community support because the community never had any input into it's choosing despite ARTC's claims .

Thankyou for the opportunity to respond to the NS2B EIS and best wishes with your adjudication.

Sincerely MARK BUCKLEY "EVELEIGH" – affected greenfield site landholder

## **1. MAP (COOYONG) 2007 FLOOD**



## 2. PHOTO OF FLOOD LEVEL

TERIDGERIE BRIDGE , BARADINE - COONAMBLE ROAD DATE 22/12/2007



## 3. PHOTO

HOLY CROSS FROG / CRUCIFIX TOAD DATE. 30/03/2020

