

Inland Rail Issues for MS & SE Bennett 1041 Eumungerie Road Narromine

1 Access

Inland Rail in early consultation indicated that we would have joint access with our neighbours to an existing culvert. Discussion involved machinery and truck sizes needed for access. Lately our neighbours (Tim Roberts) we told that the Bennetts wouldn't have access. Since then we have consistently raised the issue with representatives of Inland Rail who have advised that the access issue is being considered.

The land is 299.2 hectares and without access is virtually valueless and would need to be resumed by Inland Rail. There is a 1.5-kilometre frontage to the Eumungerie Road. The video of the track alignment produced by Inland Rail shows this access. We feel we have been deceived in our discussions.

2. Vegetation Management of the rail corridor.

It is unclear what vegetation management is planned for this corridor, this raises the issue of noxious weed control and importantly access for the RFS for firefighting particularly if access is denied. The Euromedah RFS would not have direct access to this block and the western rail corridor.

3. Construction impacts

We are concerned about our ongoing farming operation during construction. We are actively farming on the adjoining. The EIS seems to avoid this issue.

4. Water Resources

There seems to be if defined discussion of the amount of water needed during construction and where it will be sourced. We are concerned the contractors will access our surface water resources. Any surface or groundwater extraction must comply with relevant water management plans, so that property rights are maintained. Again, the EIS gives token discussion of this issue

5. Eumungerie (Euromedah) Road Level Crossing

The proposed crossing is on a corner proceeded to the north by a hill which blocks vision for south travelling traffic. This appears to create a substantial risk to life and we think doesn't conform to level crossing best practice. Again, the EIS glosses over this

With the Eumungerie Road now effectively a bypass for Dubbo. At least 350 trucks a day pass along this road often in bunches of trucks. The road itself is classed as a local road being used as a major regional road

At the very least the EIS should assess potential loss of life