

6 February 2021

SUBMISSION NARROMINE TO NARRABRI INLAND RAIL EIS

Beth Kelaher 19721 Kamilaroi Highway, Narrabri NSW 2390

1. Background

My name is Beth Kelaher, my partner; Steve Russell and I have owned our property on the Wee Waa Road, since 2013. This is an area made up of both residential and commercial/industrial premises. Our property is made up of 12 lots totalling approximately 5.944 hectares. Half of the lots are utilised by our home and a shed from which we operate a trucking business carrying fuel, grain and also a low loader that transports earthmoving equipment. The other half of our property has been utilised for the agistment of stock. Our future goal for this section is to make further improvements to our property with a servicing area for the trucks further from the house in the second part of the property.

The Inland Rail Project will pass through three of our blocks in the second half of our property.

2. The consultation process

I have attended every meeting regarding Inland Rail since 2015.

During the route consultancy period, it has often been very confusing as you rarely spoke to the same person.

The information supplied has been limited to our property, (Inland Rail stated due to privacy concerns). No information was supplied as to Inland Rail infrastructure for surrounding properties during route selection. This vital information was needed for us to express our concerns to the effect this route would have on our property at the route selection stage not after the route had been decided.

I found it difficult because answers to questions were not presented in layman's terms. As in the flooding maps provided did not become clear until explained by a local engineer.

Requests to consult with Council and their recent flood modelling and local engineer Jim Purcell have only recently been utilised, again after the route selection had been made. Jim has expressed his concerns that they have selected a route that will affect flooding in a town that already has a major flooding problem.

I have been asking why the line is going through town since 2018 and why it could not go further out, where it would not be going through such a populated area, causing, noise, vibration, access issues, devaluation of properties and flood impacts in the town area without a satisfactory reply.

I do not feel that Inland Rail have been sincere in their consultation process.

**I would like to state that I see the benefits of the Inland Rail project but cannot understand why the route is going through the town for the following reasons and would request the following aspects which are of great concern be addressed by Inland Rail.**

### 3. Flooding

The fact that there was to be an earthen bank opposite our property was not revealed to us until October 2019, after the route had been decided. I have expressed my great concern that the embankment is going to stop flood water moving across the floodplain and force it towards our property. I was told culverts would be inserted, however culverts will block with debris so this was not much consolation.

Inland Rail have provided us with existing and post Inland Rail flood levels:

- The house existing levels given are .80m to 1.5m and post Inland Rail .81m to 1.55m.
- The shed existing levels given are 1.5m to 2.5m and post Inland Rail 1.55m to 2.7m

The post Inland Rail velocity is 0.0m/s to 1.00m/s increase.

It wasn't until I took these maps to an engineer that I fully understood what the maps showed.

The levels are so broad there is no way of identifying the impact flooding will have on our property.

**I ask that Inland Rail give more precise existing and post Inland Rail levels at our house and shed.**

### 4. Noise and vibration

I realise that we are already situated in a mixed use area with workday noise. This noise does not continue into the night nor does it continue past midday on Saturday so weekends are free of noise.

The noise and vibration levels have not been assessed at our property, due to a contractor assessing the area as industrial only, another example of the poor consultation and investigation process carried out for this project. I have in the last week been supplied with a map showing our house will be within the 80db range but Inland Rail do not have any specific data on the maximum for our property.

**I ask that Inland Rail supply noise and vibration data and the mitigation measures it will take to ensure that we will not be disturbed every 2.4 hours when the line starts running and more frequently in years to come.**

### 5. Access

The Wee Waa Road is busy with regular traffic morning and afternoon with workers travelling both to and from Narrabri and Wee Waa. The Auscott Road during seasonal times is lined with trucks entering to deliver grain and departing, it is also used for drive through access for Tyrepower.

When I asked this week for confirmation on previous advice that there was no alteration to the Auscott Road I was informed that it is in fact being moved 60 metres back towards town. Once again, I could not give input on the effect this will have.

This change means there will be road train rated trucks with a length of 36.5 to 53.5 metres entering and departing three properties within 70 metres with visibility to the north-west hindered by the Inland Rail structure.

**This will result in additional noise and dust for our property and access issues for multiple properties.**

### In Summary

I ask that Inland Rail change the current route now that landholders and Inland Rail have all the relevant information on the negative impacts the current route will have on Narrabri, these include:

- Consultation; Relevant information not supplied prior to route selection.
- Flooding; Increased flood levels and flood flow velocities.
- Noise & Vibration; Increased noise and vibration, surely it is important that a proposed route is carefully selected to avoid existing residential areas.
- Access; Increased congestion and visibility concerns.

**Placing the route further out of town will solve these issues and benefit Narrabri and Inland Rail.**

E. H. Kelahar

A handwritten signature in blue ink, appearing to be 'E. H. Kelahar', written in a cursive style with a long horizontal stroke extending to the right.