

# SUBMISSION of Response to EIS

## Narromine to Narrabri - SSI 18 9487

### Peter & Janet Dampney – Property “Mirrabooka” Narrabri.

#### **1. Introduction**

I Peter Dampney of 449 Junefield Rd, Junefield, Narrabri NSW 2390 appreciate the opportunity to make a submission to DPIE on the proposed rail line Melbourne to Brisbane, Narromine to Narrabri section SSI 18 9487.

This is our only process to obtain a reasonable and fair outcome to the guidelines that could occur. Unfortunately, the ARTC have not followed up on their assurances that we, the landholders, would be listened to and our experience and knowledge would be used in the development of the rail line.

***Fairness for everyone*** - My biggest concern is that a small parentage of people will be left hung out to dry for the betterment of the whole country.

Our partnership includes Myself and my wife Janet as well as my son Tony and his wife Kylie and their two daughters.

Due to hard work and good management decisions, we have created an enterprise that is secure and sustainable. This enterprise is now being put at risk by an organisation that has no vested interest or responsibility for the consequences.

Our family do not object to the Inland Rail, Melbourne to Brisbane project. As tax payers, as well as many other tax payers, we would like to see the investment carried out in the most appropriate and efficient way but have some objections that are relevant to Narrabri and our particular situation. We do hope the DPIE will use all their authority to achieve this.

#### **Our Property – The Land Acquisition “Mirrabooka”, Narrabri**

The land we own, that will be partially acquired and affected, is at the junction of the rail line finishing from Narromine and the start of the North Star rail line at the highway overpass on the Newell Highway.

We also have properties in the Edgeroi area, approximately 20kms away, where we live and run breeding cattle and growing dryland winter and summer crops.

During the 1970's we owned and lived on land on the Namoi River just south of Narrabri. We suffered several flood events in 1971, 1974 and 1976. We lost 3,000 sheep in the 1971 flood and in 1974 and 1976 floods lost two irrigated sorghum crops.

To combat these events, we purchased flood free country that we could develop to irrigation. This land, that we acquired 43 years ago as a bare farming paddock with no improvements, is now affected by the ARTC and Inland Rail Project.

Since acquisition we have gradually developed the property by acquiring ground and unregulated water licences, construction of irrigation infrastructure and sinking an irrigation bore.

To increase efficiency, we have invested in setting up telemetry technology for better management of our water as we live 20kms from the property.

We currently have a fully developed irrigation farm with the added insurance of production and income regardless of the season.

As testament to the value of this irrigation property, we were able to continue our grain production as well as maintain our full herd of stock and continue to breed in the 2018 - 2019 drought. This irrigation property supplied our stock with drought fodder, cotton seed, wheat and wheat stubble for fill.

## **2. Objections**

### **i. Route Selection**

#### **1. No consideration of an Alternative Route and Plan. The Tim Logan Way**

***The ARTC have not given the Narrabri public any explanation why the rail line has not gone a little further west of Narrabri West, just below the Mollee Weir and join the Narrabri – North Star line adjacent to the Murrumbilla Lane / Newell Highway turn off.***

This is known as the “Tim Logan Way”. This would have no effect on the use of the planned Hub at Narrabri West. The cost would be far less in the Narrabri area and affect less residents.

#### **2. Travelling Stock Route - Extreme Risk to Public Safety and Animal Welfare**

***The Inland Rail Project route through the TSR is an extremely dangerous situation and increases the likelihood of a serious accident involving livestock, vehicles and people.***

The private rail shunt line, already in the stock route, has gates across the rail line at the highway underpass to ensure safety of livestock and stockman around the trains. If these gates are open while the trains are shunting, livestock coming along the stock route are able to pass through the gates along the private shunt line and potentially onto the highway.

Currently there is sufficient width and time that if the livestock take fright and break, heading towards the highway, the stockmen are able to get around the livestock and get the gates shut before an incident can occur.

With the width reduced, stockmen will have difficulty of maintaining control of the livestock and with the added element of a high-speed trains coming towards them at 115km/h, 2 decks high and 1.8km long, there is

an extreme risk that the livestock will take fright and stampede, getting onto the highway or breaking into our property and causing significant damage to our irrigation fields.

## **ii. Flooding and Hydrology**

### **1. Effects on Narrabri Sewage Treatment Plant.**

***What is the contingency plan in place if a sewage pipe bursts during a flood?***

The design of the rail line goes close to a Narrabri Sewage Treatment Plant, over sewage pipes.

This also creating a public risk on a TSR.

## **iii. Scouring and erosion**

## **iv. Noise and Vibration**

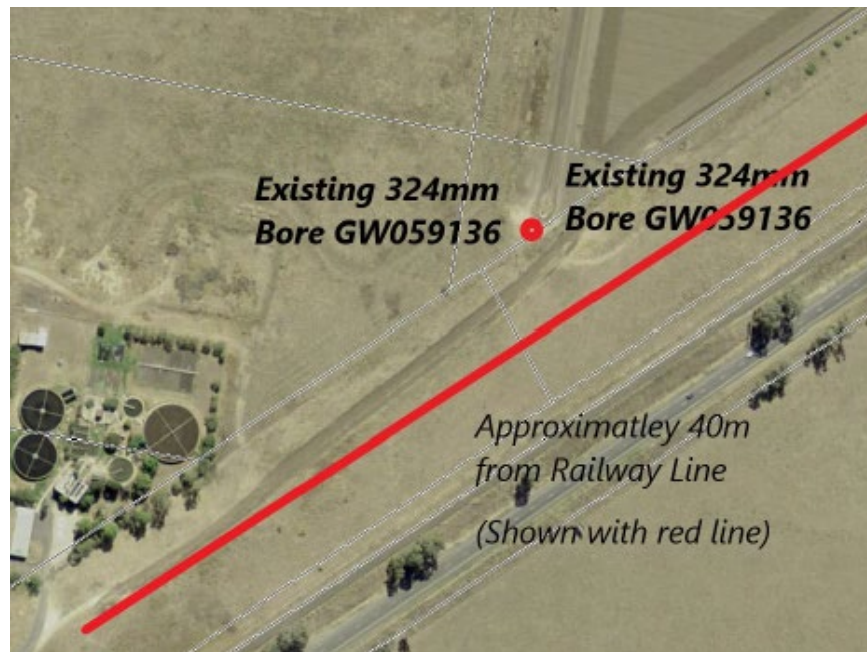
### **1. Vibration Damage to Our Irrigation Bore**

***What contingency do the ARTC have in place if the vibration damages the screened bore?*** This will have a serious effect on the longevity and production of the bore. A submission by our consultant will address the vibration to the bore.

**Irrigation Bore:-**

***“GW059136 (Currently yielding approximately 50 litres per second)  
Water Access Licence (WAL12294) 403 megalitres  
Works Water Use Approval 90CA806087  
Location of Works Lot 3 DP261297  
Author of Submission Managing Director :-  
Mr L.A. Hyson CIAgr. DipAgr. GCIRR SCU.  
Australian Water Assets:- (Engaged in the irrigation industry since 1974,  
37years)***

***Summary: In my professional opinion, the location of the proposed new railway line will cause seismic disturbances that will adversely impact this irrigation bore.***



**Key Points:-**

- ***The seismic disturbance related to the construction and operation of the proposed railway line will adversely affect my client's bore.***
- ***Any replacement bore within 20 metres of the current bore will be adversely affected.(Only a replacement within 20 metres will not be subject to new compliance issues and extraction rate limits).***
- ***Any new bore site more than 20 metres (a new bore not a replacement bore) will be subject to an extraction limit that will, in all likelihood, represent a substantial reduction for my client.***
- ***Any new bore site more than 20 meters away will have to be compliant with new regulations, which will not allow the bore to be located in the area with the highest likelihood of finding a strong viable water resource.***

***Lew Hyson***

***Managing Director Australian Water Assets."***

The irrigation bore is pivotal to our irrigation production system.

The rail line will pass approximately 30-40 metres from our irrigation bore (ARTC do not have this line portion designed as yet).

We are not prepared to sign any documents unless we have a legal guarantee that we will be fully compensated for loss of agriculture production and full repairs to the bore.

***What are the noise level regulations at this distance? Have the ARTC complied with WH&S standards and Safe Work Australia practices?***

## 2. Noise Pollution

Noise pollution is of concern as workers will be starting and stopping syphon pipes only 10 meters from the rail line.

### v. Access issues

1. ARTC state that the land holder will be in an equal position at completion as before the project commenced. **What action is being taken towards this statement?**

***Where is the plan that shows the ARTC designated areas that we have assigned as easements?***

This will affect their project. One wonders if it would be best to go to the Land & Environment court.

## 2. Access via Traveling Stock Route (TSR)

***How can the ARTC submit an EIS when it is incorrect and not complete.***

We have the TSR running alongside this property with the Inland Rail line running the full length through it.

As the TSR is only 90 metres wide, how are the ARTC incorporating livestock movement, rail line traffic and the existing private rail shunt line?

We have been waiting for the ARTC to show us the plans but have been told they are still designing this section of the project through the TSR.

This route is our access.

We have two different property titles therefore two different access entitlements.

The EIS map shows access at the Narrabri Sewage Treatment Plant on the south of our property on one property title and also our second property title access to the East.

An ARTC engineer Joel Acosta has informed us that the EIS map is incorrect and that ***the ARTC have not finalised the rail crossings.***

## 3. All Weather Access

***It is imperative we have a tarred and maintained All Weather Road from the rail crossing to our access gate.***

Access along the TSR is such a narrow corridor, during wet weather it will be completely bogged up and unusable. Stock will be in such a confined space they will bog this narrow area up.

Stockmen also use this area to hold stock in wet weather or overnight.

**vi. The effect of the property being cut by the rail line.**

**1. Change to Infrastructure - Field Length**

***The resumption of land will shorten length of our Fields and irrigation rows.***

This will disrupt our management schedule of 12 hourly moving syphon irrigation pipes.

**2. Inability to Spray**

***As there will be an increase in the number of trains passing and in the shunting area, it will be almost impossible to spray with planes.***

This is essential to our management practices and production costs as it is so important to apply chemicals on time to cotton.

We may be prevented from growing cotton which is a vital crop in our production system.

**3. Security and Safety - Travelling Stock Route**

***Fencing and Livestock Control - What type of Fence Standard is to be adhered to that will stop livestock breaking into our irrigated crops and provide safety to ourselves when working there?***

1. How is a stockman going to control livestock in an approx. 30 metre wide lane for over 1 kilometre with a train coming towards them at 115km/h, 2 decks high and 1.8km long?

**4. Construction Area and Contamination**

***We are very definite in not having construction areas in our property.***

The property is very clean of weeds and we do not want weeds transported onto our land.

A clean property removes contamination from our produce allowing us to gain premium prices.

We desire that the new boundary is constructed before any works commence to keep diseases, weeds and compaction off our property.

## 5. Devaluation of Property

***There will be a considerable number of Narrabri Residents, Businesses and Property Owners affected by noise and the devaluing of their homes.***

In my opinion, it would be best to inform the people of Narrabri as to the reason why the ARTC have not made a plan to go the "Tim Logan Way", before the people of Narrabri realise what is going to happen and the affect to their lifestyle by noise and vibration

### ***What do we want?***

Simply do a study of the Alternative Route - Tim Logan way.

- If the study shows this is the better direction to take, a lot of money will be saved and far less disruption to the population around Narrabri.
- A slight hold up on the completion date would be insignificant for the nation in return for the above advantages.

### ***Examples of crops grown on "Mirrabooka" Narrabri***



Sorghum crop looking toward Newell Highway Rail Underpass



Cotton crop grown at "Mirrabooka"



Preparing to irrigate cotton crop on "Mirrabooka"





Wheat Crop grown at “Mirrabooka” looking toward Newell Highway



Making Hay for cattle feed from wheat stubble after harvesting wheat crop – Looking towards the Rail Underpass on Newell Highway.