

## Submission Inland Rail

### **Objection to the Inland Rail Project**

We are the owners, operators, and residents of a farm (Lot 82 DP 839664) which is currently directly adjacent (on the eastern side) of the current proposed route, Gilmour Option B (Rail Chainage 610 to 615.5 km), between Kickabil Rd and Milpulling Rd, on the Narromine to Narrabri section. We are writing to object to this alignment.

#### **ROUTE SELECTION PROCESS**

The selection decision of moving the route from the 2016 Gilmours Road alignment to the Gilmours Option B alignment is not only wrong but unfair, as favours appear to have occurred during the decision process.

The MCA and subsequent selection of the current proposed route (Gilmours Option B) does not pass the pub test. The analysis and decision heavily favour the property owners along Gilmours Road. It appears favours were given to these property owners, resulting in the current route alignment of Gilmours Option B.

Property owners beside the original 2016 Gilmours Rd route were contacted and provided with meetings (such as one with Mark Coulton, Federal Minister for the Parkes electorate), of which we were not permitted to attend. Why is it that after these meetings we were suddenly the preferred alignment, despite our few interactions suggesting the original 2016 Gilmours Rd alignment was the preferred alignment? We felt it was rude that we were not informed when or why the alternative and current route, Gilmours Option B, was proposed. Especially given we reside directly alongside this route option. We feel we were inadequately consulted as our first consultation was after all route selection decisions were made.

Throughout the route selection process the ARTC has also caused a significant divide within our already struggling drought-affected community. This is as a direct result of their failure to be transparent around their selection process and the way they have interacted with landholders and those affected.

**The 2016 Gilmours Road alignment has the advantage of running parallel with an existing transport route**, therefore limiting property impacts. The current proposed Gilmours Option B route is much more heavily vegetated than the original 2016 Gilmours road route and passes thru virgin bushland. Sticking to the original 2016 route would minimise both vegetation loss and negative amenity impact to our property.

#### **NOISE**

In Tech Report 9, Appendix A, Map 19 of 84, our house is noise number 332019. Our baseline noise level was reported as 30dba, however the actual noise level is much quieter than this. Therefore, the noise increase from the rail will be of a higher significance and impact than was analysed in the report.

The Inland Rail Gilmours Option B will inflict noise across our property as well as other neighbouring properties. One of the main attractions that lead us to purchase our property two decades ago was being able to enjoy the minimal man-made noise around our home. There have been many instances where we have heard the neighbour's dogs, who are situated up to 6km away. Please use this as a measure of firstly, how quiet our surrounding area is and secondly, the great distances that

sound can travel clearly over our landscape. Noise pollution from the Inland Rail will negatively impact our farming business and quality of life in the short and long term. This noise pollution will significantly reduce our property appeal and value. Decline in our property value is our main concern as the construction noise will be short term and as outlined in the report will be managed with good construction strategy and communication with us.

It is rude and unjust to follow through with the proposed route and inflict us with significant noise pollution affecting the operation of our business and the decline in our property value without appropriate compensation.

#### **VEHICULAR ACCESS**

Vehicular access is required from both Kickabil Road and Milpulling Road for the operation of our property. The bridge on Kickabil Road will affect our driveway. Please ensure the proposed design addresses both driveways.

#### **COMPENSATION**

We understand and appreciate that the construction stage of the project will cause short term negative impacts to our home. Please ensure appropriate liaison with the construction team to deal with and prevent problems is available. The noise disruption during this period is less than ideal however we hold greater concern for the long term and permanent negative impacts once the rail is in use with regular train and freight traffic.

**We ask that the proposed route (Gilmours Option B) beside our property, or furthermore the project itself is not approved and an INDEPENDANT inquiry be conducted investigating the route selection process.**

**We ask that if in the unfortunate case that this alignment goes ahead, we are considered and respected during the construction process, particularly concerning our property entrances.**