

I am a member of the N2N Narromine CCC. The past 4 years have been a complete waste of my time and effort. The only achievement has been to allow ARTC to tick another box.

ARTC's definition of "consultation" is vastly different from most other people. They tell you what they have decided to do without taking any notice of community members wishes, suggestions, concerns, or anything else. With one definite and one possible exception which would be the sudden decision to change the rail alignment from passing west of Narromine to passing east of Narromine. ARTC's documented reason for this sudden change was because of the supposedly major flood issues on the western side. This is the exact opposite of the very detailed original study done, and included in their historical documents, that an eastern alignment around Narromine was not economical due to flooding from both the run off from the Sapper Bulger Ranges and the Macquarie River's brake out point at Webs Siding.

ARTC have recently announced that they are now going to build a 2 Km. loop on the western side of Narromine to eliminate the right angle join on the Parkes- Narromine- Cobar rail line. This loop will be where the original eastern alignment was proposed to go and amazingly there are no culverts provided in its detailed plans where it crosses this supposed flood problem. Narromine will now have rail lines passing North -West. plus, South – East and South -west of its township.

The one definite exception to ARTC taking any notice of community concerns was when a member of the Narromine CCC, at one of our meetings, disclosed, that after studying in detail the EIS document ARTC submitted to the Federal Government for its approval, the falsification of the amount of culvert and bridging that was required for the N2 N project. The lengths stated in the EIS are many, many, many times shorter than the total lengths required in their own documented plans.

Within 48 hours of ARTC realising that this deliberate deception has been discovered, the leader of the National Party announced that the budget for Inland Rail has been increased by 50% from 10 billion dollars to 15 billion dollars.

ARTC needs to be made to go back and do it properly and relook at alternatives especially the direct route from Tomingley, Dubbo, existing line to Coonamble, across to Narrabri via Pilliga Nation Park which is the same distance as N2N but doesn't go through 300Km of properties

AD Channell

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Alan Channell