

Dear Robert,

Please find the responses to your questions that were raised with [redacted] after the Narromine information session.

- **Q:** Will the rail corridor be 60m wide as it traverses his property Clearview?
- **A:** *The exact location of the final corridor has not been determined yet. ARTC Inland Rail is carrying out further feasibility and design work and environmental investigations to determine where the final 40-60 metre wide rail corridor will go. Note: this may vary where permanent structures are required (for example, passing loops). A decision on the final corridor will also include consideration of all the community feedback received. Even though the permanent rail infrastructure (rail corridor) will be contained within the focused area, there may be temporary infrastructure outside of the focused area for example, construction camps.*

- **Q:** What areas of Clearview will be on the eastern side of the rail line? Will we be given access to that area by gateways or other methods?
- **A:** *As the final corridor is not yet determined, we are not able to provide these specific details. As soon as the final corridor is announced (likely to be early next year) the project team will meet with you again to talk through the firmer details and the likely effects on your property.*

- **Q:** Will IR provide a bore and water supply for that area separated as a result of the railway line?
- **A:** *Once the final corridor is known, we will be able to discuss the separated area in more detail. In general, Inland Rail is being designed to minimise disruption to business operations where possible. The design team is considering impacts to properties including access to properties and key infrastructure.*

- **Q:** What role will IR play in replacing shade and shelter belts for those lost as a result of the rail corridor?
- **A:** *Where shade trees and shelter belts are also removed in the rail corridor, we will negotiate with landowners to replant trees on a like-for-like basis. This negotiation would be initiated in an acquisition phase.*

- **Q:** Is there a provision for noise and dust abatement during the construction phase (Robert suggests they are provided with a rental house in town).
- **A:** *ARTC has developed the Inland Rail Noise and Vibration Strategy to guide the management of noise and vibration across Inland Rail. In accordance with the Strategy, operational rail noise and vibration will be assessed in accordance with the Rail*

Infrastructure Noise Guideline (RING). This Strategy outlines the criteria that will be used to assess noise and vibration from construction and operation of the railway line.

All impacts associated with the construction and operation of Inland Rail (including noise and vibration) will be assessed in the Environmental Impact Assessment (EIS).

The EIS will identify properties likely to exceed RING trigger levels and lists a suite of potential noise mitigation measures, including noise walls, property treatments and track lubricators. ARTC acknowledges that some residents will not have experienced rail noise before. The impacts of rail noise on residents and other noise sensitive receivers will be assessed in accordance with the Strategy and RING.

If planning approval is granted, the noise assessment will be refined based on detailed design. The refined assessment is known as the Operational Noise and Vibration Review (ONVR) and it is at this point that ARTC will start discussing specific noise mitigation measures with any impacted community members.

The EIS will also assess the impacts from dust and list the mitigation measures required to manage this during construction. The construction Contractor will be required to monitor and manage both dust and noise throughout construction of the project, and minimise the impacts to the community.

- **Q:** Will IR provide adequate measures to prevent noise and vibration issues once the track is operational?
- **A:** *In New South Wales, where projects are assessed under the Environment Planning and Assessment Act 1979 or the Protection of the Environment Operations Act 1997, the Rail Infrastructure Noise Guideline (EPA, 2013) will apply to operational rail activities.*

Increases in noise emissions and vibration affecting properties and other sensitive receivers during operation of the project will be managed to protect the amenity and well-being of the community. Opportunities to reduce noise and vibration are identified during the environmental assessments of the project. The EIS, including proposed mitigation measures, will be on public exhibition and community members invited to have a say (make submissions).

- **Q:** Will the corridor be fully fenced off prior to any construction works?
- **A:** *Safety along the rail corridor during construction and operation is paramount. Fencing and bunting will be erected to minimise dust, noise and disruption to local communities.*

- **Q:** What type of fencing will be used?
- **A:** *This is yet to be determined.*

- **Q:** What provision is being made to deal with 1955 type flooding events?

- **A:** ARTC is aware that flooding is a key concern for communities along the alignment and we have specialist hydrologists conducting detailed investigations throughout the EIS process. We are also working with local governments to obtain detailed flood data to help inform our flood model.

The community will be requested to provide their input and we are keen to receive any information you may have on flooding in your area. We will also be working with individual landowners within the study area to calibrate the flood model.

For more information see the N2N CCC meeting presentation on our website.

<https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/916e77948e0ecbef86afddc7d49fbddb060abc1b/documents/attachments/000/102/548/original/narromine-narrabri-artc-presentation-march-2019.pdf?1554440694>

- **Q:** Will the track be bridged across Clearview?
 - **A:** The corridor will not be bridged unless this is required to manage flooding. Under the current proposal, the corridor will follow the embankment on Clearview.
- **Q:** What colour scheme will be used? Will they be painted to blend into the environment?
 - **A:** Bridges will not be painted; the bridges will be plain concrete colour.
- **Q:** What height will the track be as it crosses Dappo road?
 - **A:** This element of the design is being optimised currently. The current approximation is for a height of 4m.
- **Q:** What height will the track be as it crosses Webb siding road and the existing railway line?
 - **A:** As we have to allow for the height of double-stacked trains, the Railway line dictates the design. The needed clearance is 7.1m high, this does not include structure thickness.
- **Q:** What height will the double decker containers be above the top of the rail?
 - **A:** The Maximum height that Inland Rail has applied for through the planning process is 6.5 metres.

- **Q:** Will there be 2 access points provided into Dappo road off Wallaby Road?
- **A:** *When roads are diverted, local council and Roads and Maritime are consulted as part of the Environmental Impact Assessment and approvals conditions processes.*

Under the current proposal, the Dappo/Wallaby Road intersection is to become a no-through road. As such, access between both Dappo and Wallaby is to be via Webb Siding road. The N2N alignment will be on public exhibition once the Environmental Impact Statement has been prepared, and it will be on display for a minimum of 30 days. This will give the public an opportunity to write a submission which will be reviewed as part of the submissions report. The current proposed alignment is a reference design and is subject to approval.

- **Q:** Will the line start to curve to the west before it leaves Dappo Road?
- **A:** *As discussed in the one on one meeting, it is proposed that the curve will start at 444 Webb Sidings Road, in the north east corner of your property.*

- **Q:** How many train movements will there be per 24 hours?
- **A:** *Inland Rail has applied for 8 train movements for both the north and south direction over a 24 hour period. This is full capacity and expected to be filled by 2030(Fact check this)*

- **Q:** Who was present at the meeting when the decision was made to change the route to the Eastern alignment?
- **A:** *The Process described below outlines how the preferred options have been identified.*

- **Q:** Why was the more expensive alignment chosen?
- **A:** *The process used to narrow the study area is called a Multi-Criteria Analysis (MCA) and it considers a broad range of factors. Construction cost is only one element in the route selection process. Other factors include: environmental impacts, safety assessments, operational requirements, construction and schedule, technical viability, community and property impacts, Indigenous and non-Indigenous heritage and stakeholder engagement. The MCA process is recognised as an industry standard and is widely used in Australia and internationally.*

Inland Rail has been carrying out detailed field investigations to identify technical challenges and opportunities. The investigations started in August 2018 and included geotechnical, ecological, cultural heritage, utilities, noise, air quality and vibration surveys.

The results from these surveys will be used for the preparation of the Environmental Impact Statement (EIS). The EIS assesses the environmental, social and economic impacts associated with the construction and operation of the N2N section of Inland Rail and recommends measures to minimise and manage potential impacts.

- **Q:** Where will the fill material for our section of the line be coming from?
- **A:** *ARTC's preference is for material to be supplied from borrow pits for railway construction on the Narromine to Narrabri project.*

Borrow pits are large holes from which high quality material would be excavated for construction.

Ideally, the location of the borrow pit would be within 25km of the study area. However, for competent rock (rock that can support openings) such as basalt, up to 50km from the study area could be considered. ARTC will need to test the material at the property to confirm its suitability and are currently testing material for its suitability.

- **Q:** Is there any affiliation with Santos?
- **A:** *No. The Inland Rail line through the Pilliga is not intended for the Santos or the APA gas pipeline.*

- **Q:** How long would the construction period be?
- **A:** *Current estimated timelines indicate that construction on the Narromine to Narrabri section will begin in 2021 and completion is expected for late 2025. Once the detailed design has been completed, a more accurate timetable will be prepared.*

If you have any further questions, please do not hesitate to contact us