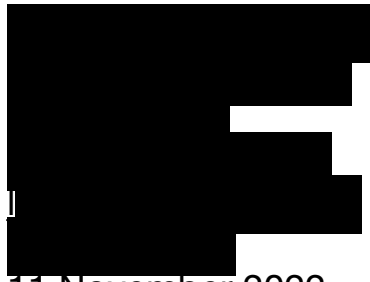


## Independent Review of the delivery of the Inland Rail Program



I give permission for my name and my submission to be made public

I prefer my personal details not be made public

11 November 2022

Dr Schott

Re Theme # 3 Do you consider ARTC's approach to engaging communities on the route is fit-for-purpose?

I do not. ARTC has seemingly consulted with our community on many fronts. I say "seemingly" because although they "listen" they do not change. They do not consider changing the route. Their catch cry is "The route is set and will not change."

This is NOT community engagement. It is a sham. When ARTC is pushed, the reply is always, "The route is set and will not change." This has been their unvaried response since 2018 when the Narrabri Alternative Route was first suggested. No matter how many facts and comparisons have been given to them regarding a vastly superior route, they do not budge.

Answers to all the questions in themes 3 and 4 revolve around their absolute steadfastness NOT to change the route. They do change some things, not the route, but in response to complaints they make the route higher, the embankments and bridges longer. There seems to be no regard for cost. Each change they make makes the route more expensive to build with more damaging short and long term impacts for the town of Narrabri.

A submission by Ross Gleeson has all the facts and studies behind the assessment of the two routes. There is no need for me to reiterate what he has said. I support his work 100%.

If ARTC considered the superior route, Narrabri—already one of the most significantly flooded towns in NSW—would have no impact from increased flooding, no noise impact, no visual impact, no diminished land values, no local streets damaged during construction. **AND the government would save in excess of \$250 million dollars in construction, have a more level route which is straighter and faster.**

BUT they will not listen. Can you make them listen please?