

TECHNICAL REPORT 03

Updated flooding and hydrology assessment

Appendix N Assessment of local and regional flooding at Narrabri

(Part 17 of 25)

NARROMINE TO NARRABRI PROJECT



TECHNICAL REPORT 03

Updated flooding and hydrology assessment

Appendix A Existing and operational flooding

Appendix A16 Narrabri regional (operational flooding 1%)

NARROMINE TO NARRABRI PROJECT





NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.5.1

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.2

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

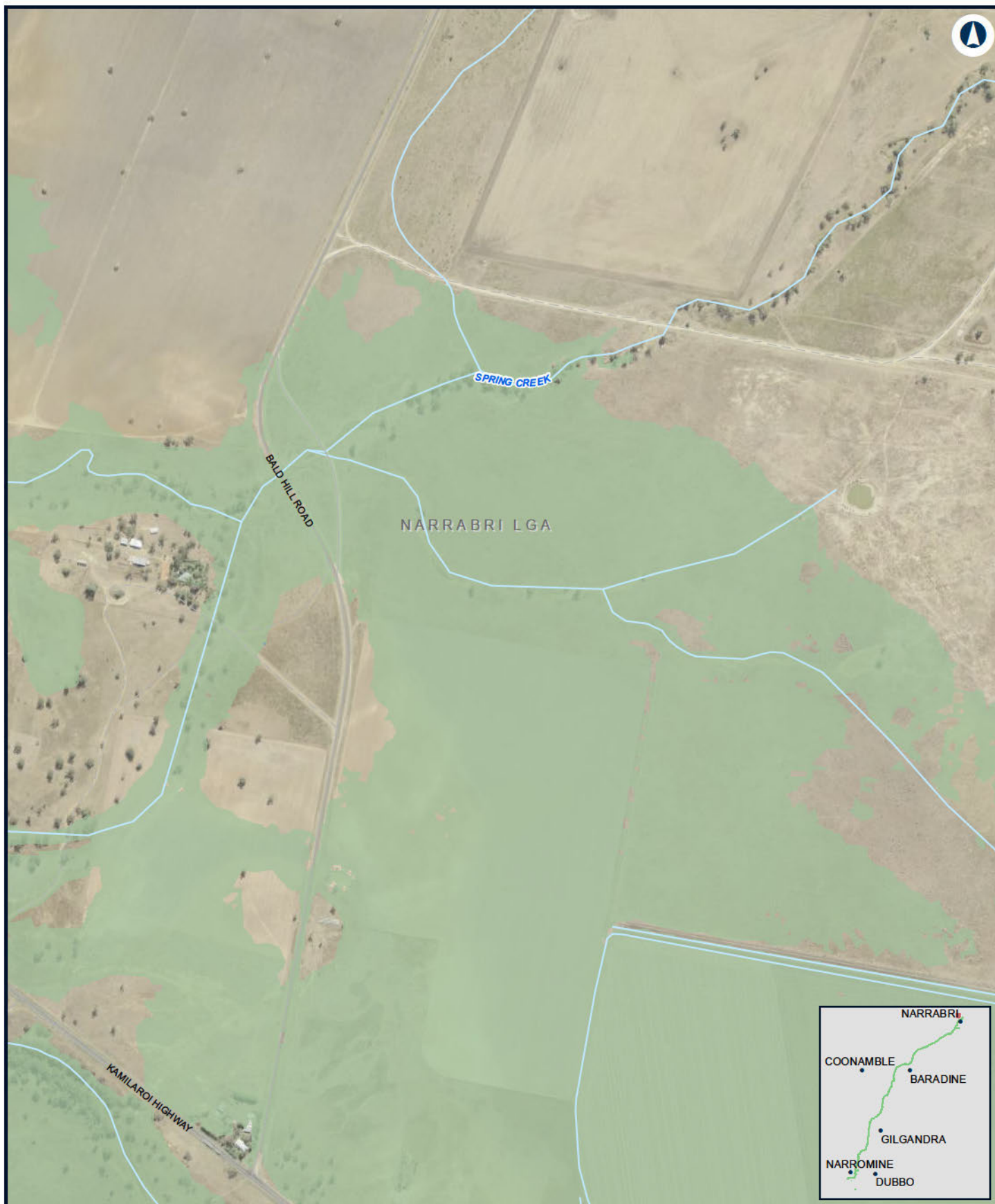
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.5.3

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

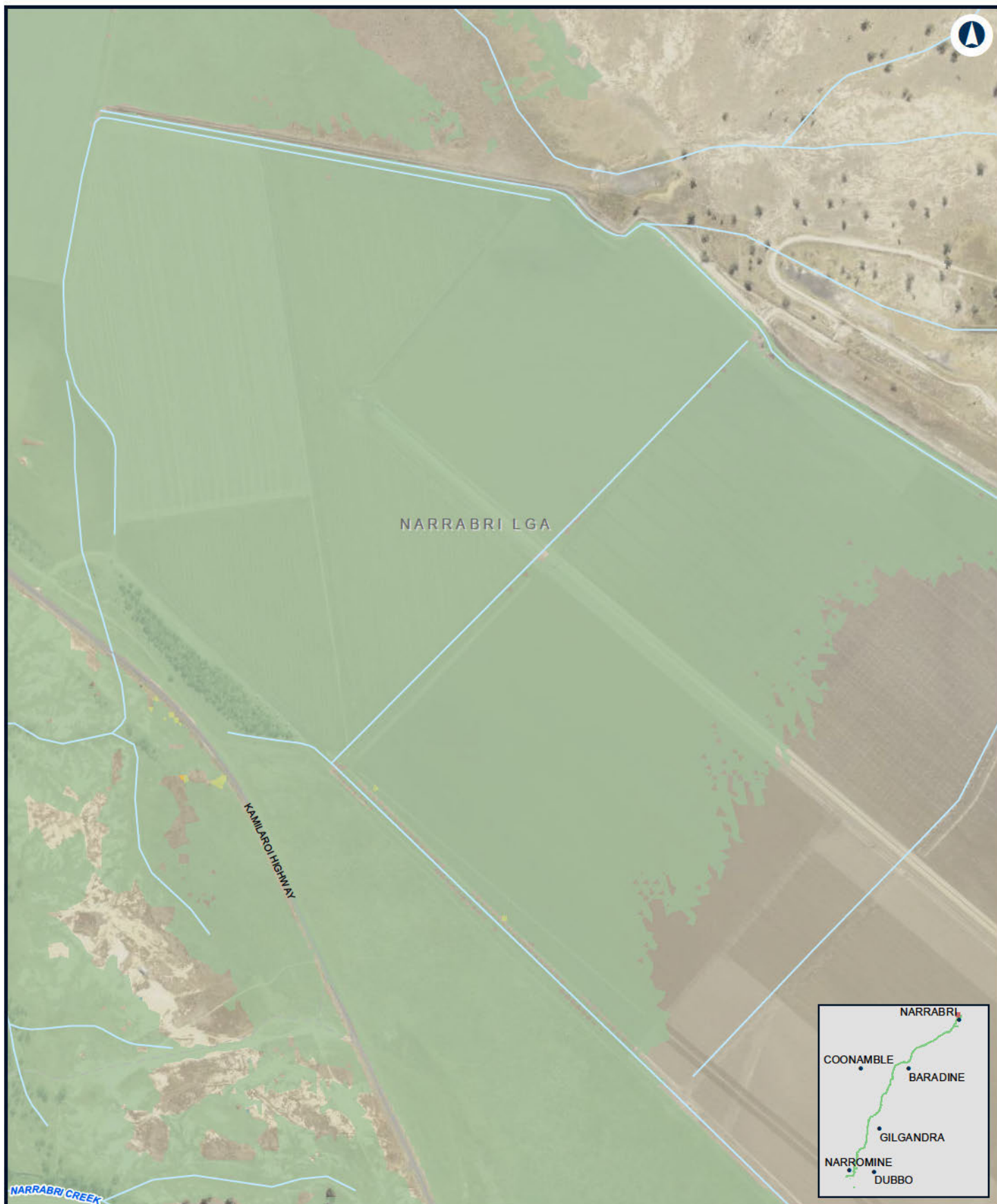
Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.4

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.5.5

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

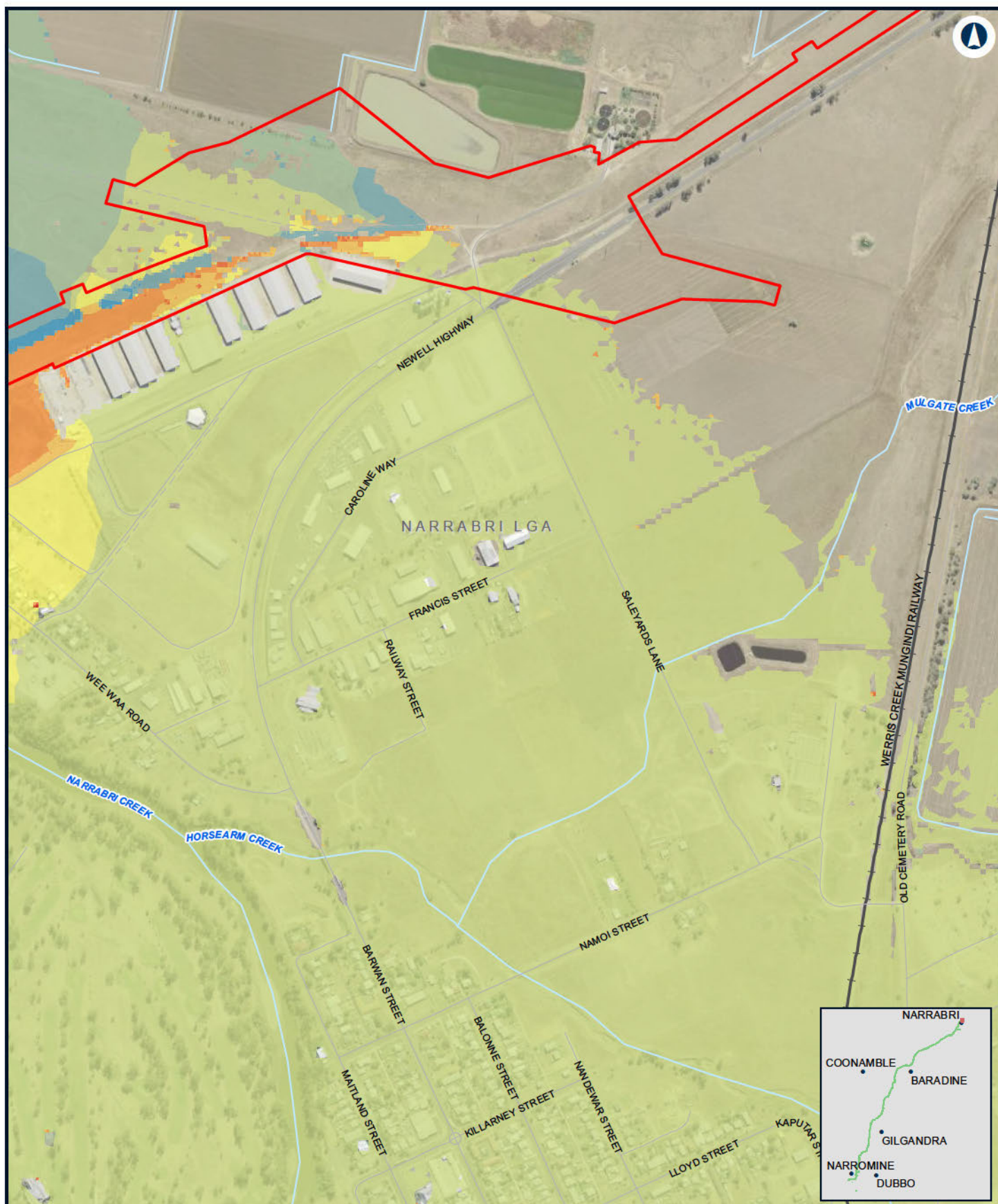
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.6

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Afflux

> 0.2m decrease
 0.01 m - 0.2 m decrease
 0 m - 0.01 m decrease
 0 m - 0.01 m increase
 0.01 m - 0.05 m increase

0.05 m - 0.1 m increase
 0.1 m - 0.2 m increase
 0.2 m - 0.5 m increase
 > 0.5 m increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.5.7

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.8

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

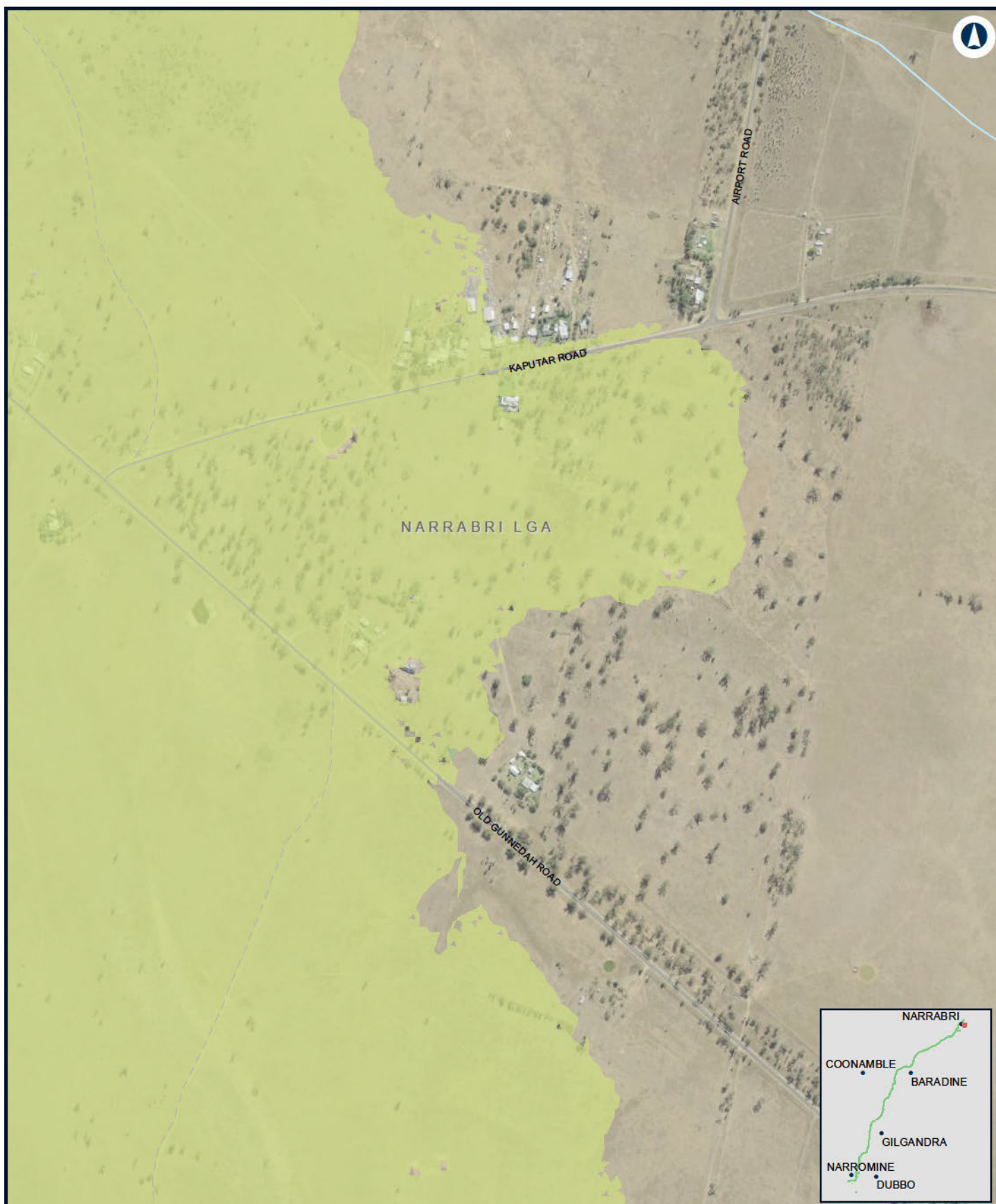
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.5.9

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.10

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.11

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.12

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

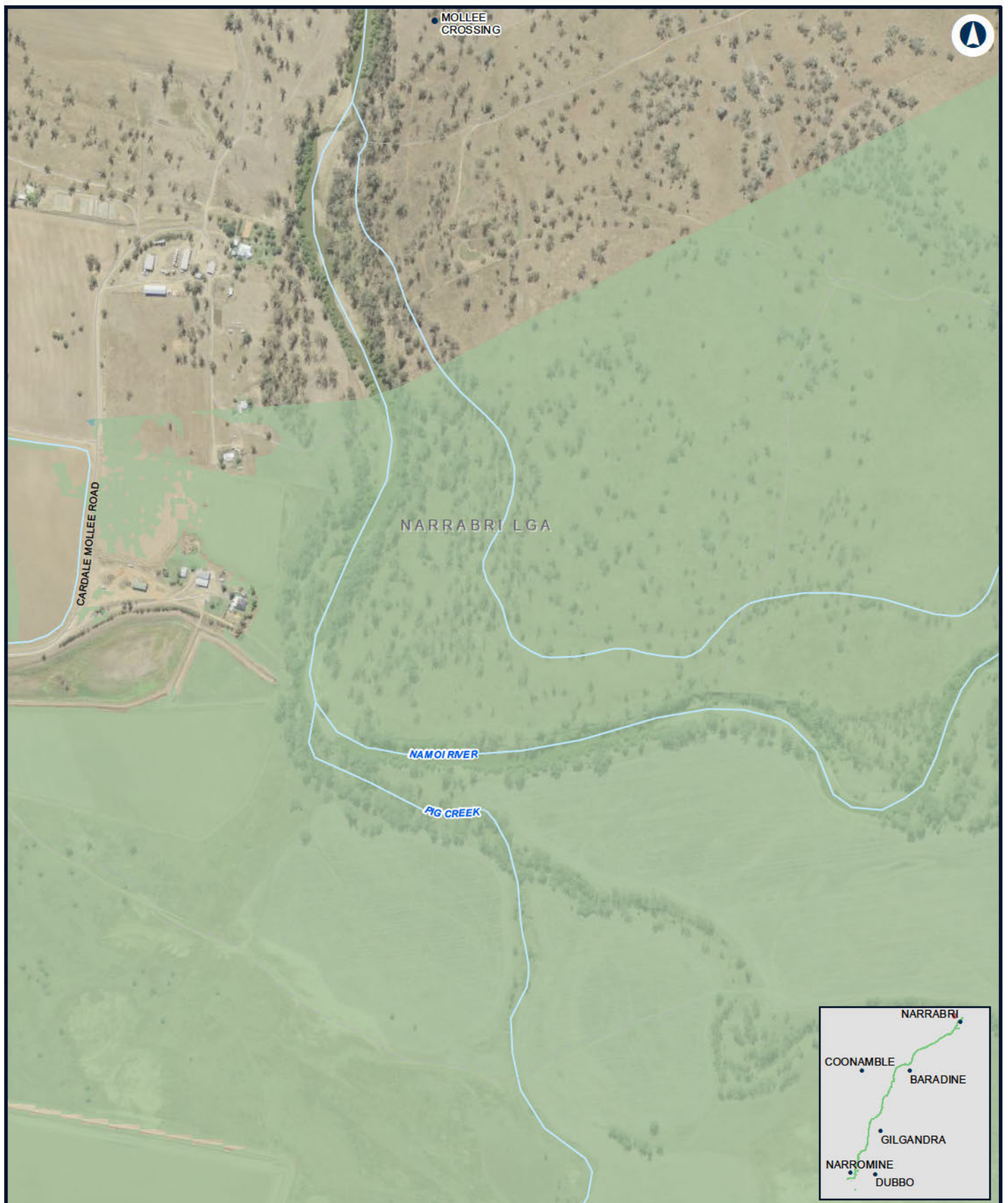
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.13

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

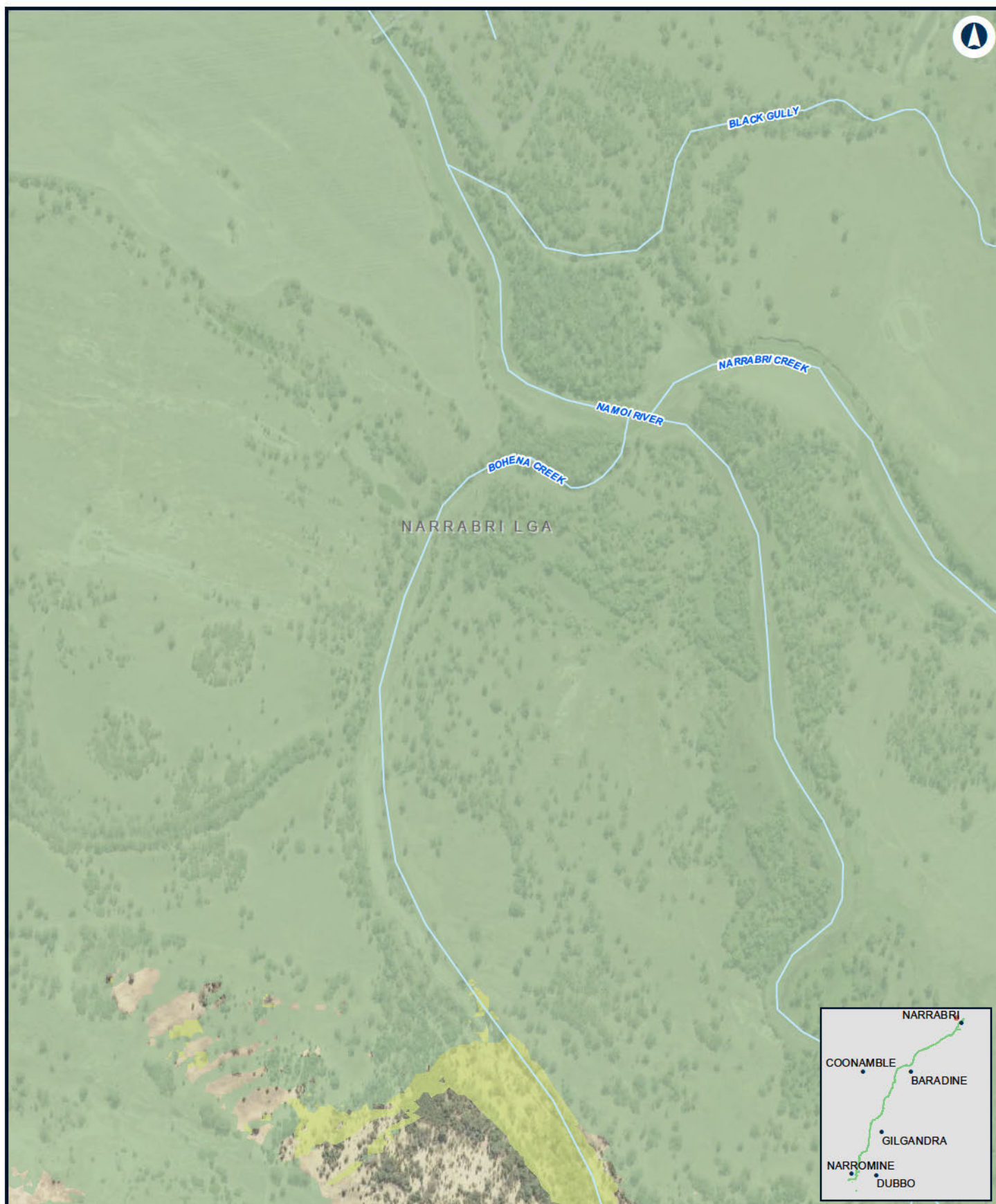
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.14

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

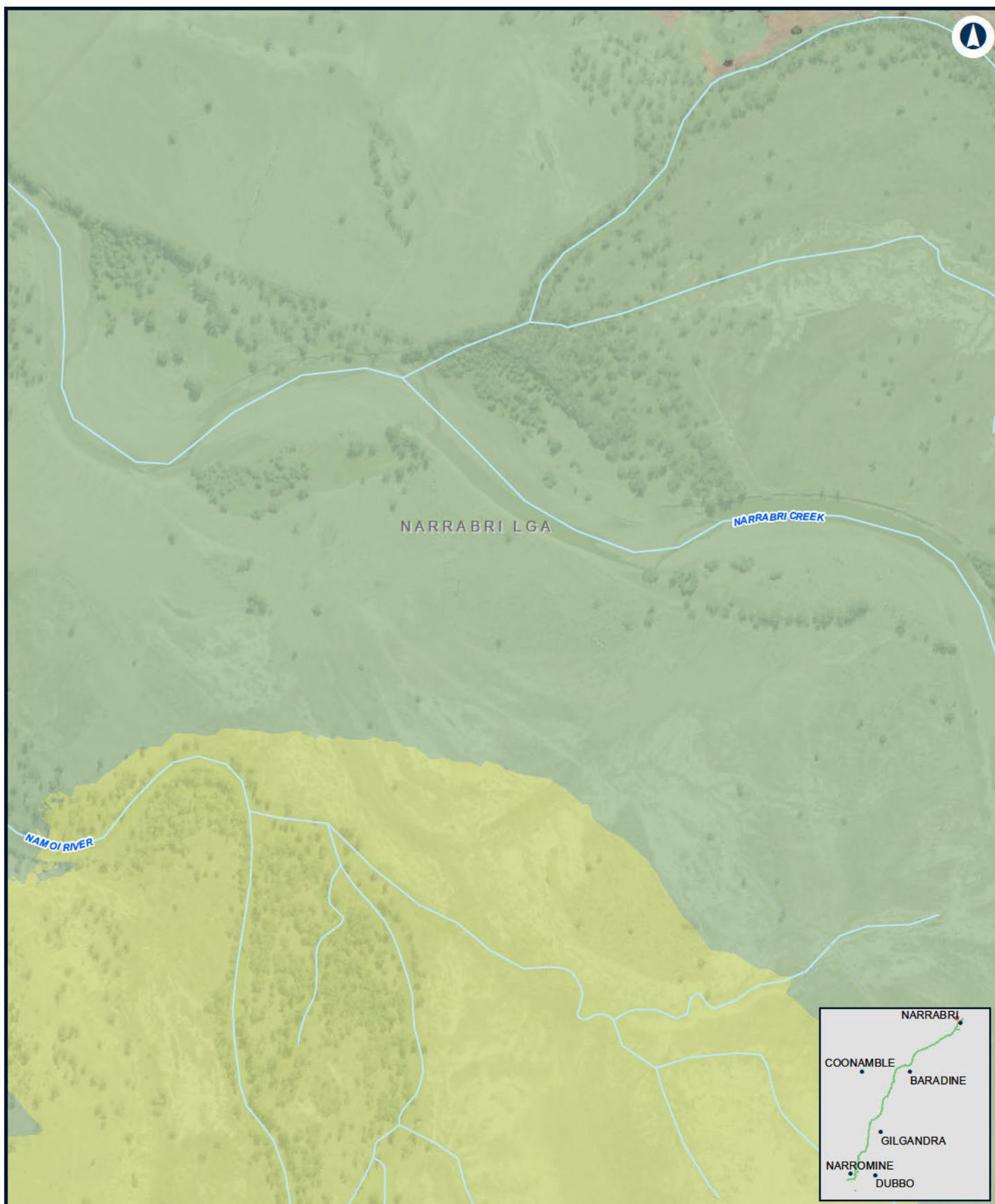
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

**INLAND
RAIL** **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.15

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

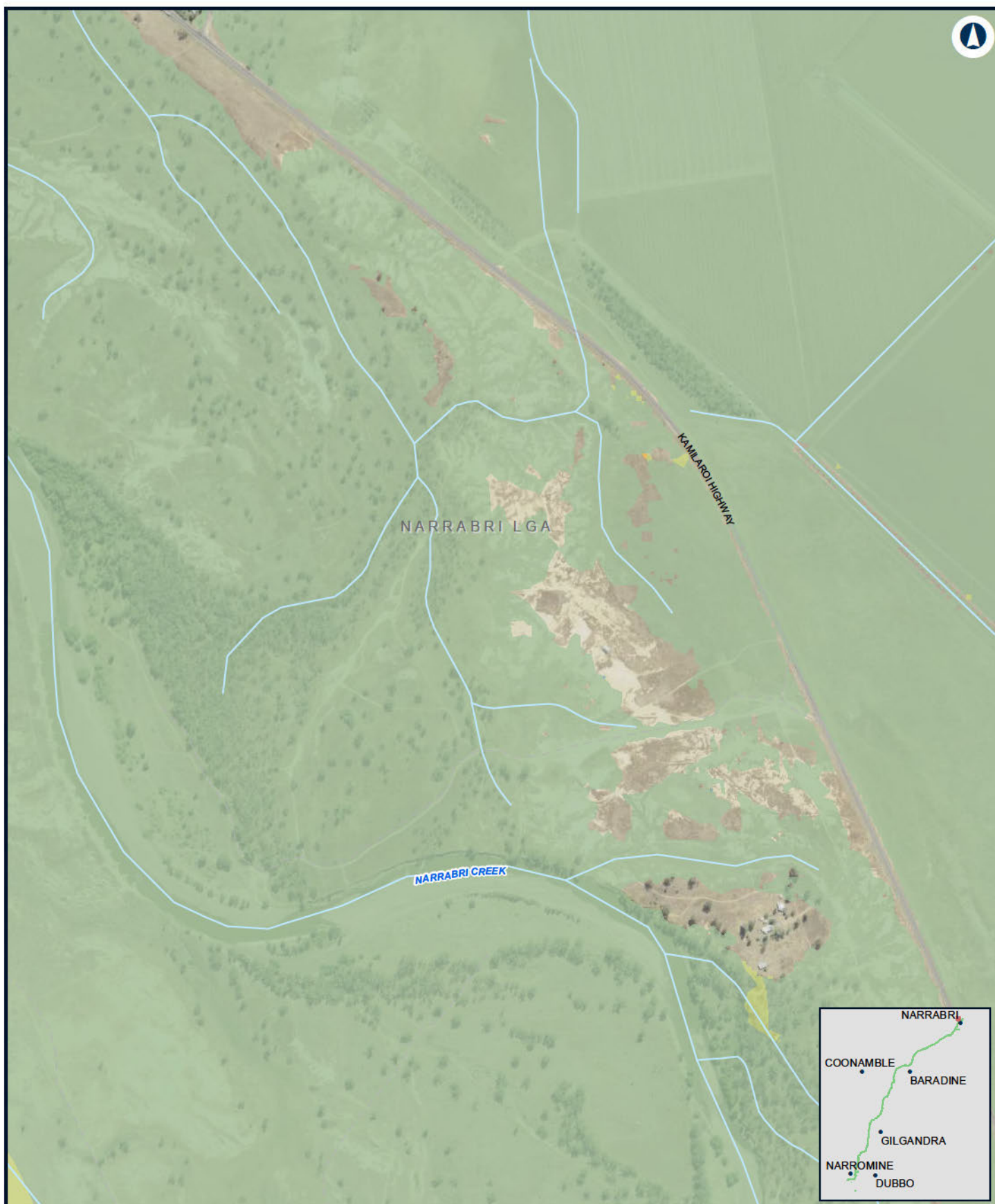
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.16

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

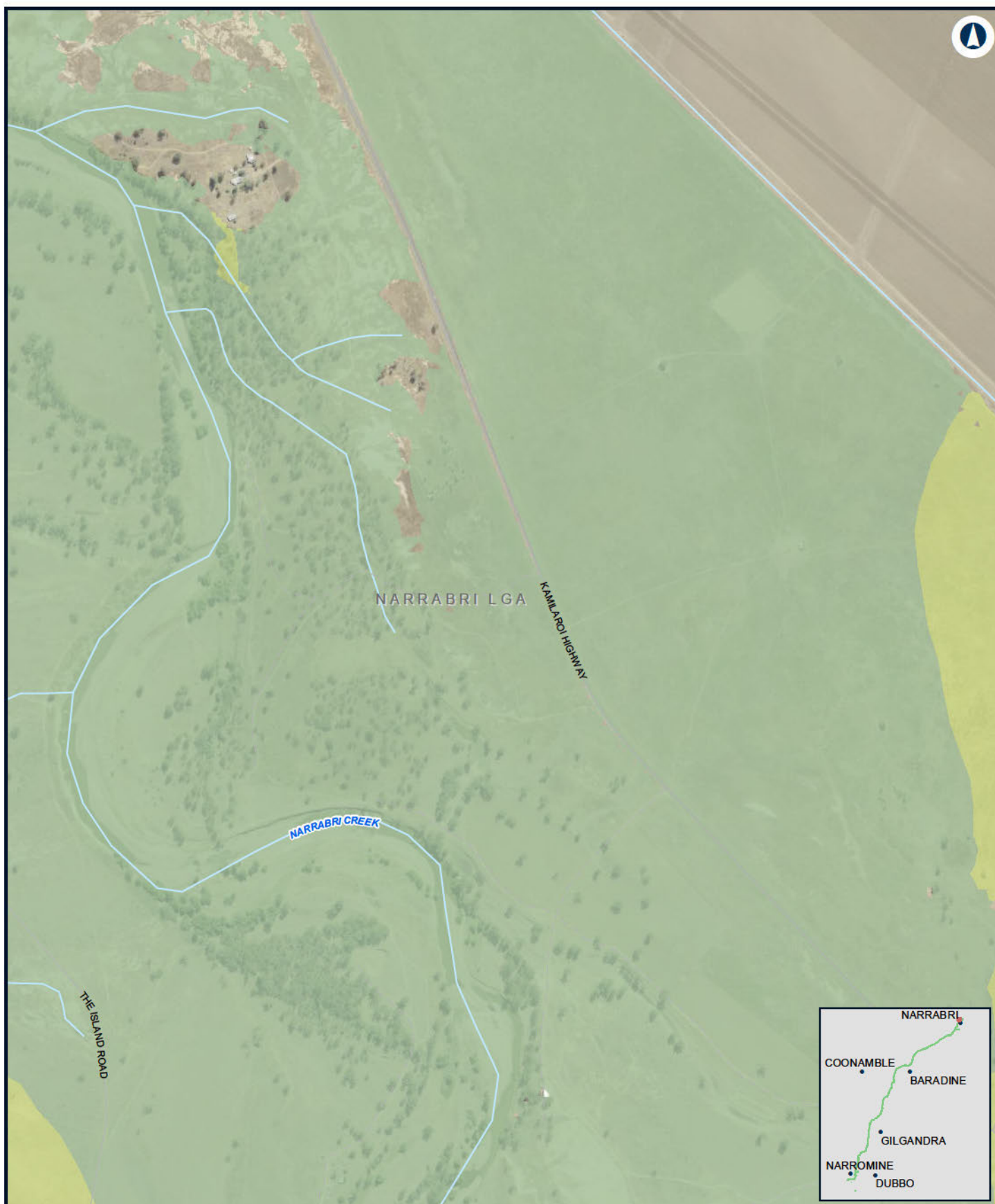
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.17

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

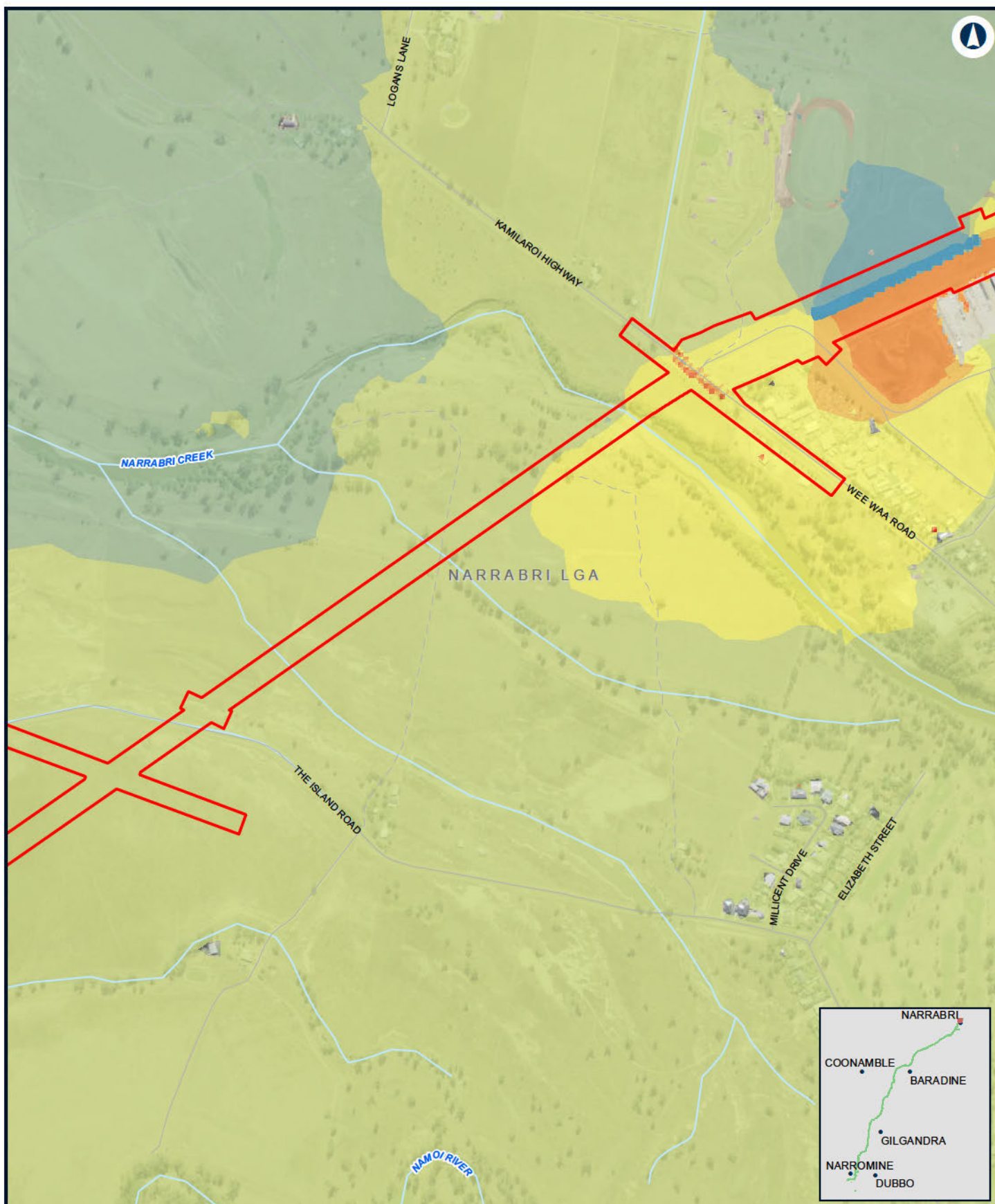
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.18

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Afflux

> 0.2m decrease
 0.01 m - 0.2 m decrease
 0 m - 0.01 m decrease
 0 m - 0.01 m increase
 0.01 m - 0.05 m increase

0.05 m - 0.1 m increase
 0.1 m - 0.2 m increase
 0.2 m - 0.5 m increase
 > 0.5 m increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.19

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.20

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.21

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.22

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.23

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

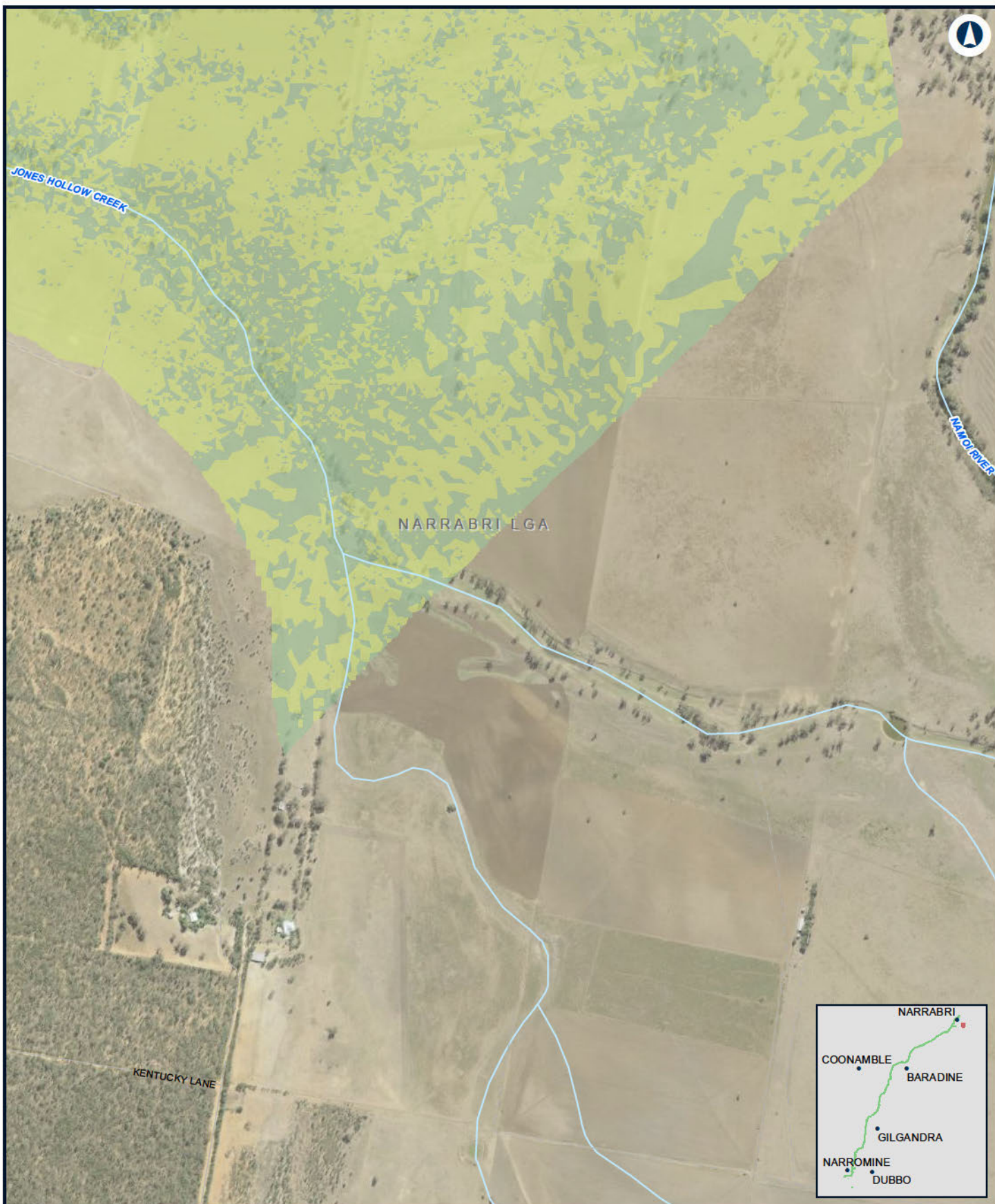
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.24

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.25

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

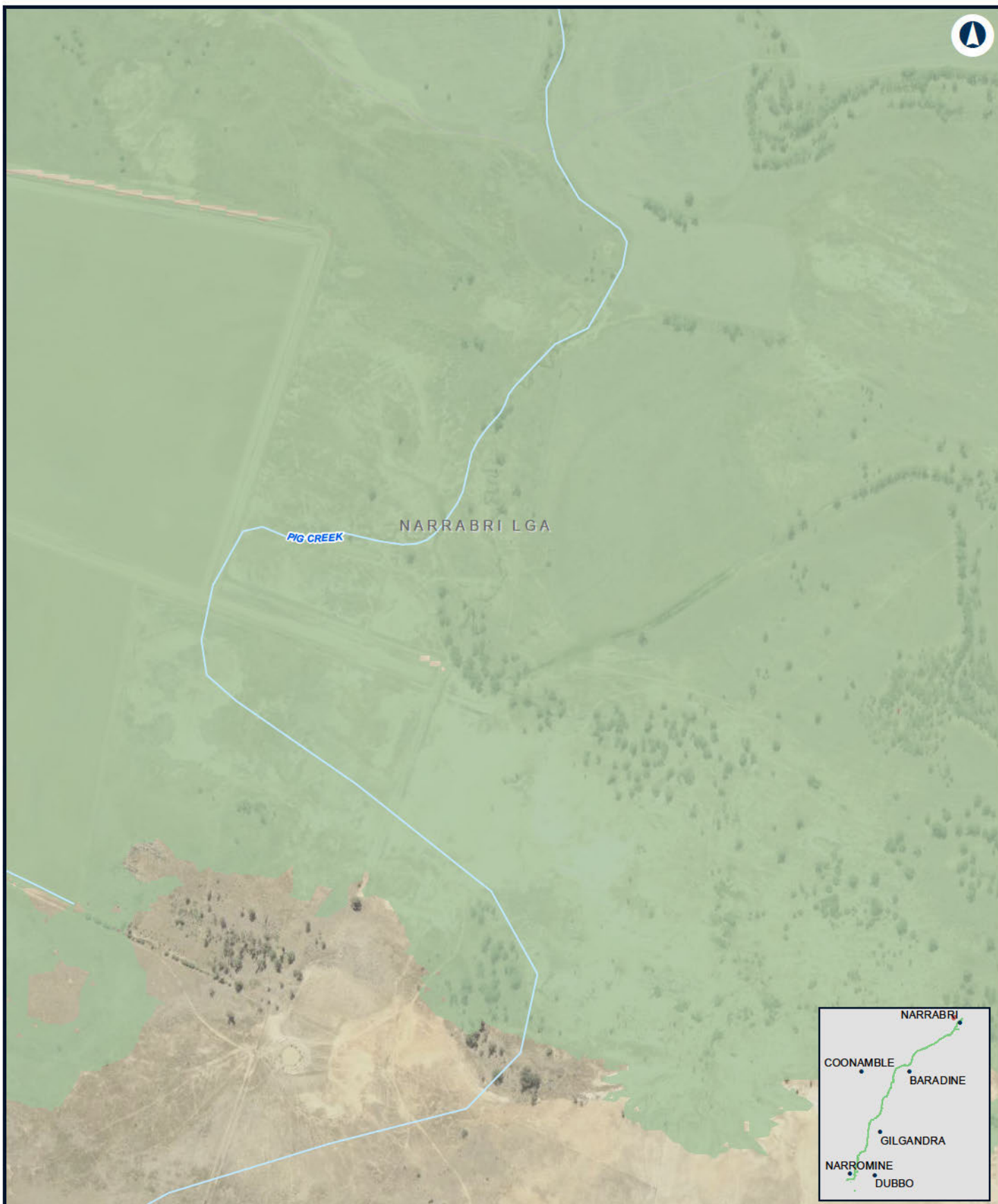
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.26

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

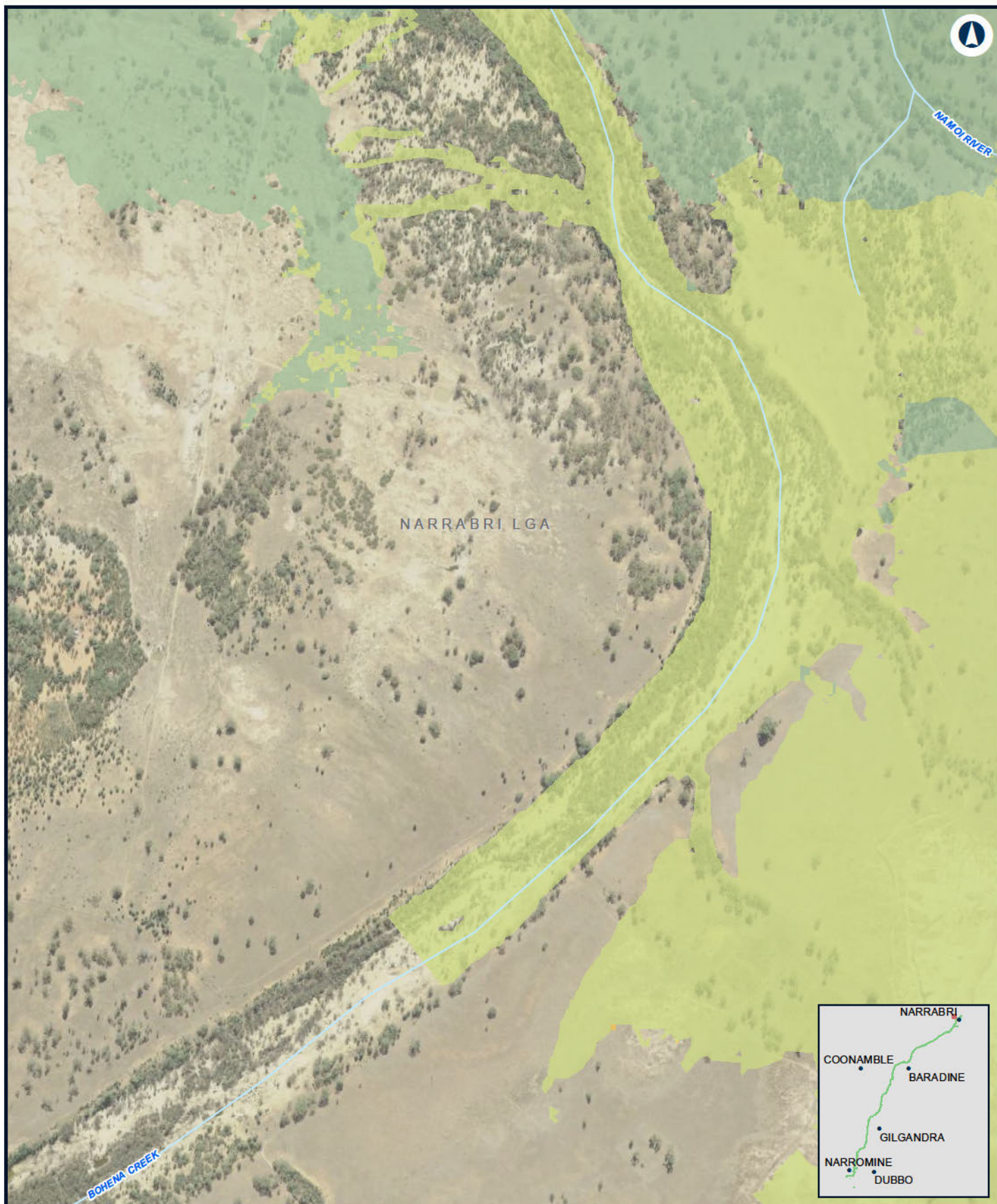
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

**INLAND
RAIL** **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.27

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

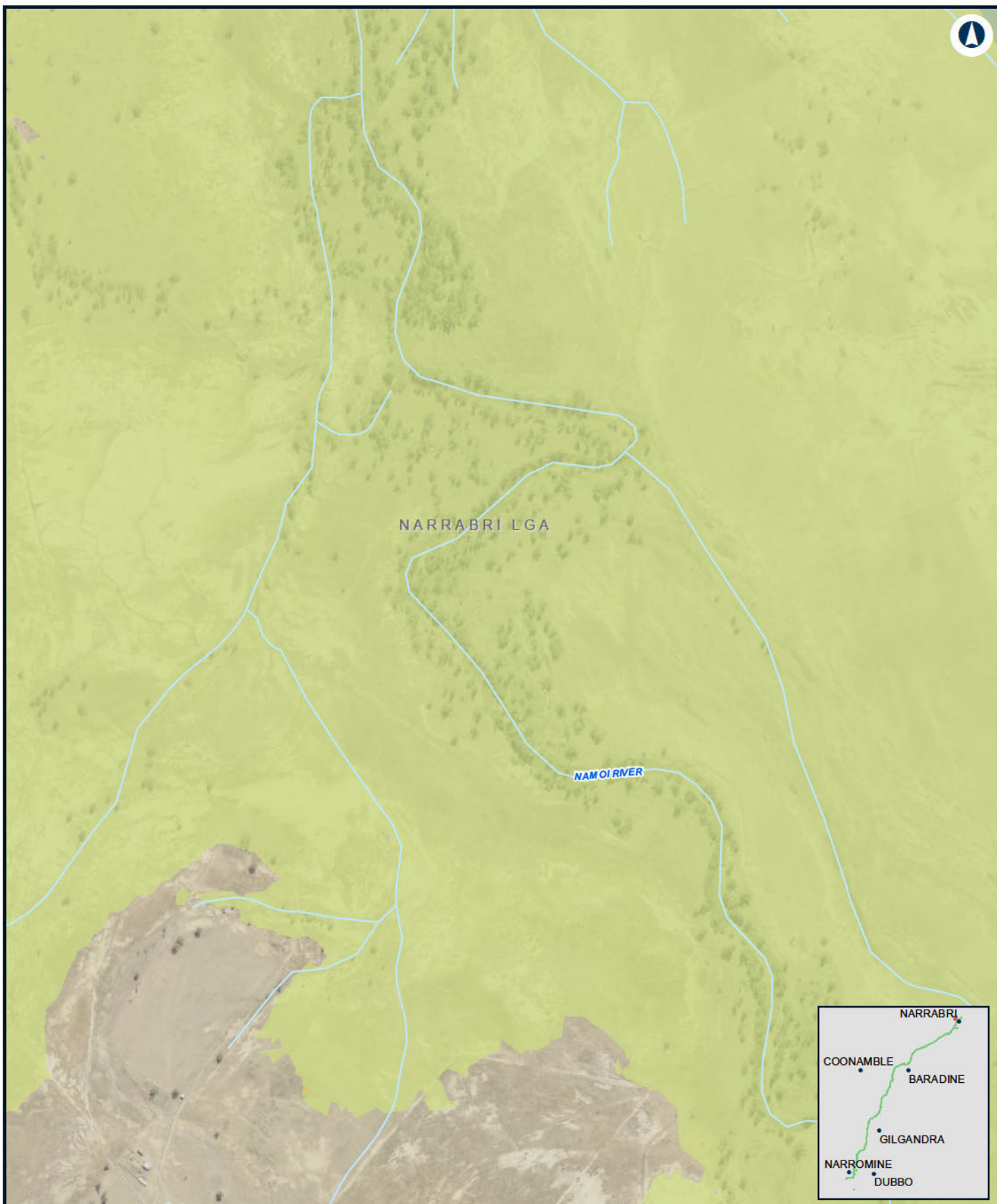
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.28

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

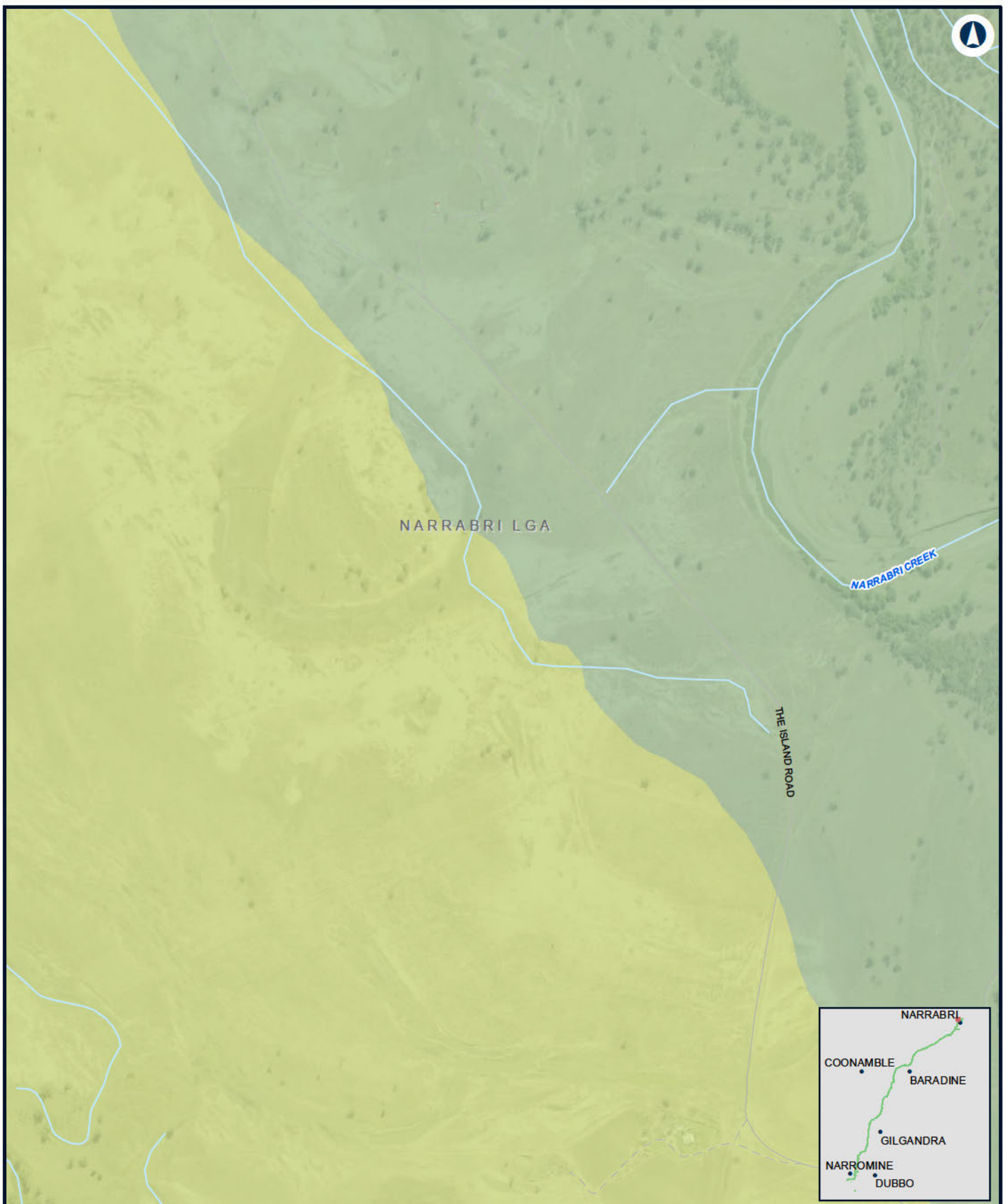
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.29

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

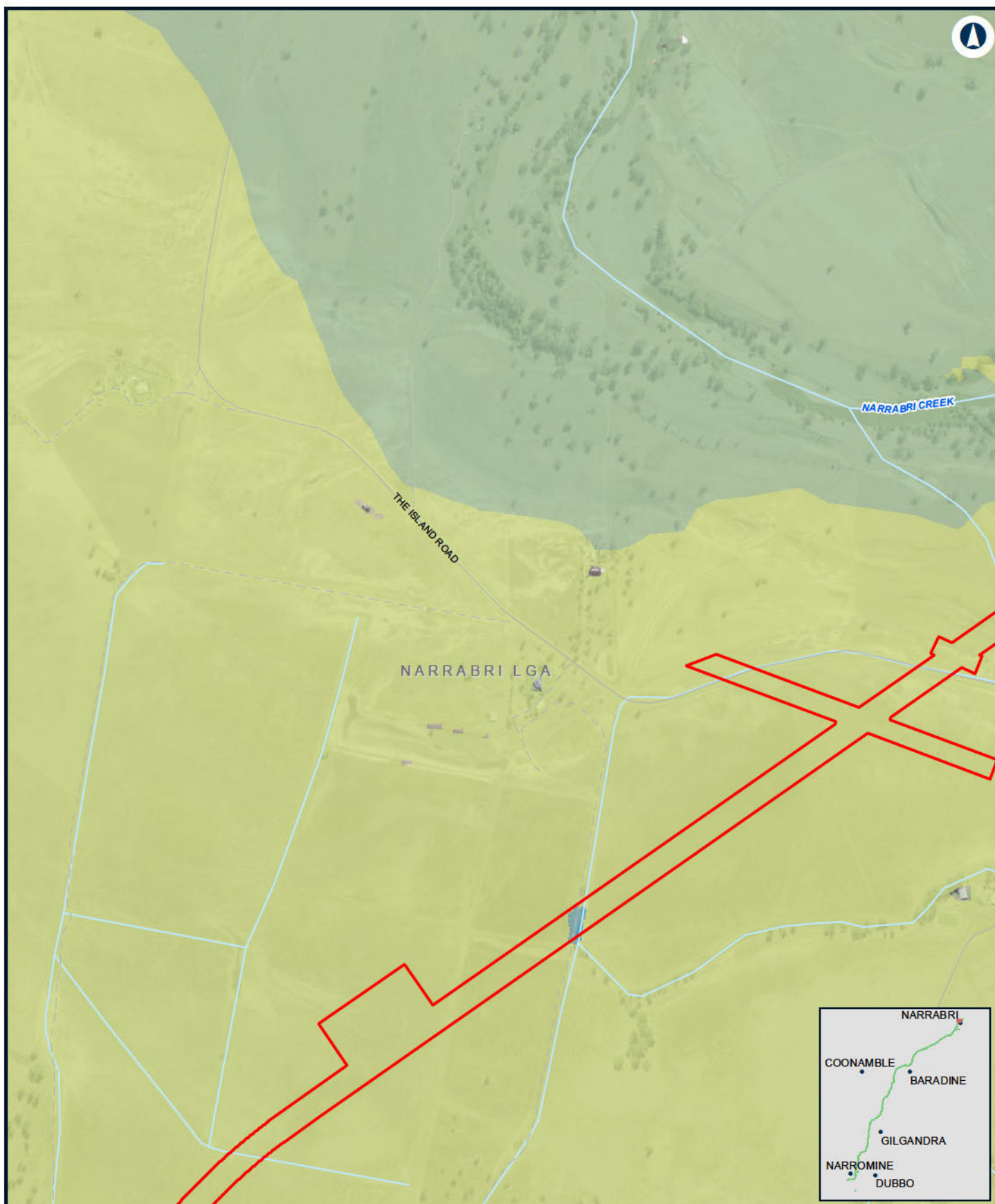
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.30

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Afflux

> 0.2m decrease
 0.01 m - 0.2 m decrease
 0 m - 0.01 m decrease
 0 m - 0.01 m increase
 0.01 m - 0.05 m increase

0.05 m - 0.1 m increase
 0.1 m - 0.2 m increase
 0.2 m - 0.5 m increase
 > 0.5 m increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.31

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

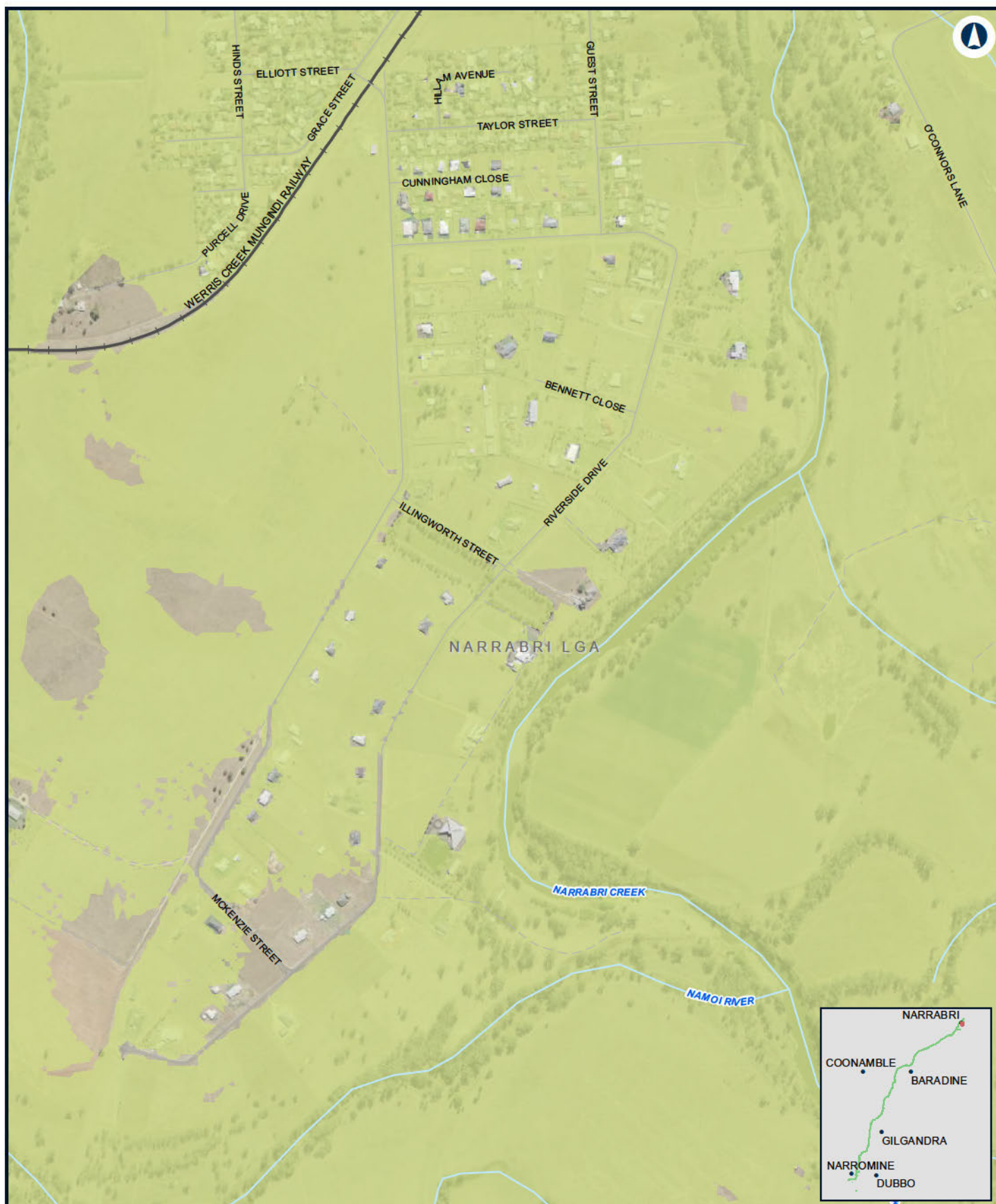
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.32

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

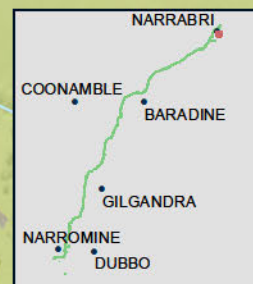
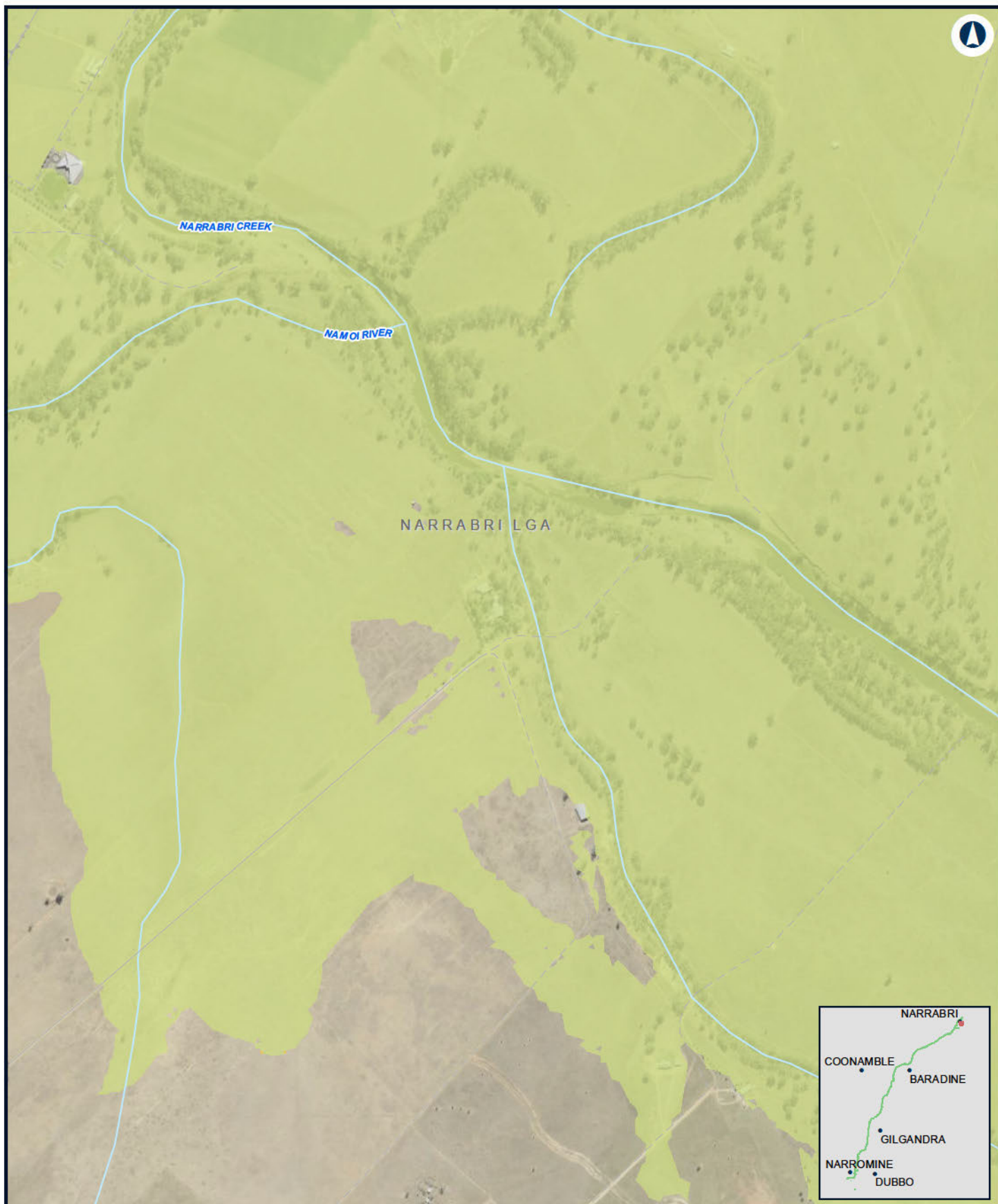
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.33

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

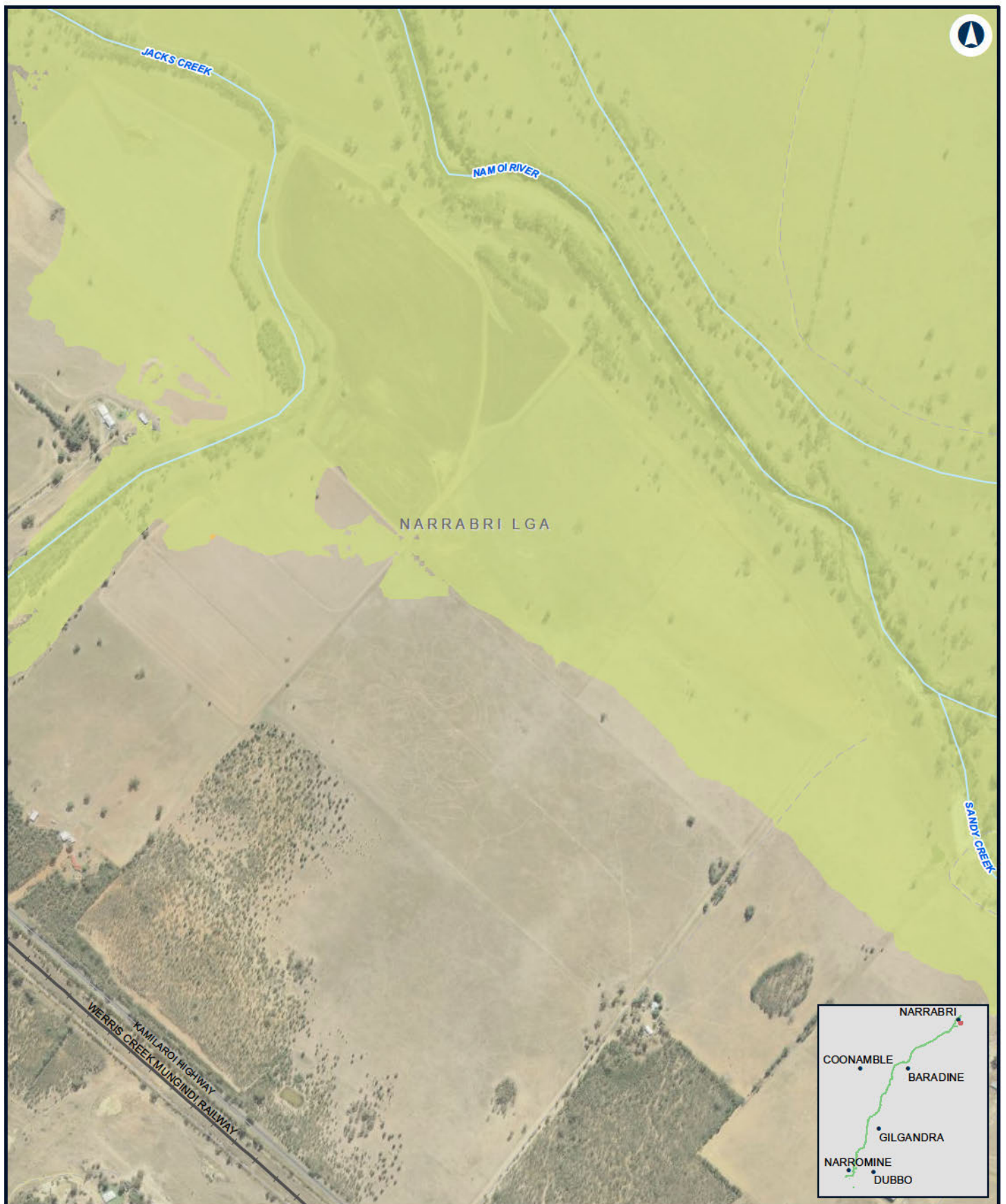
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.34

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

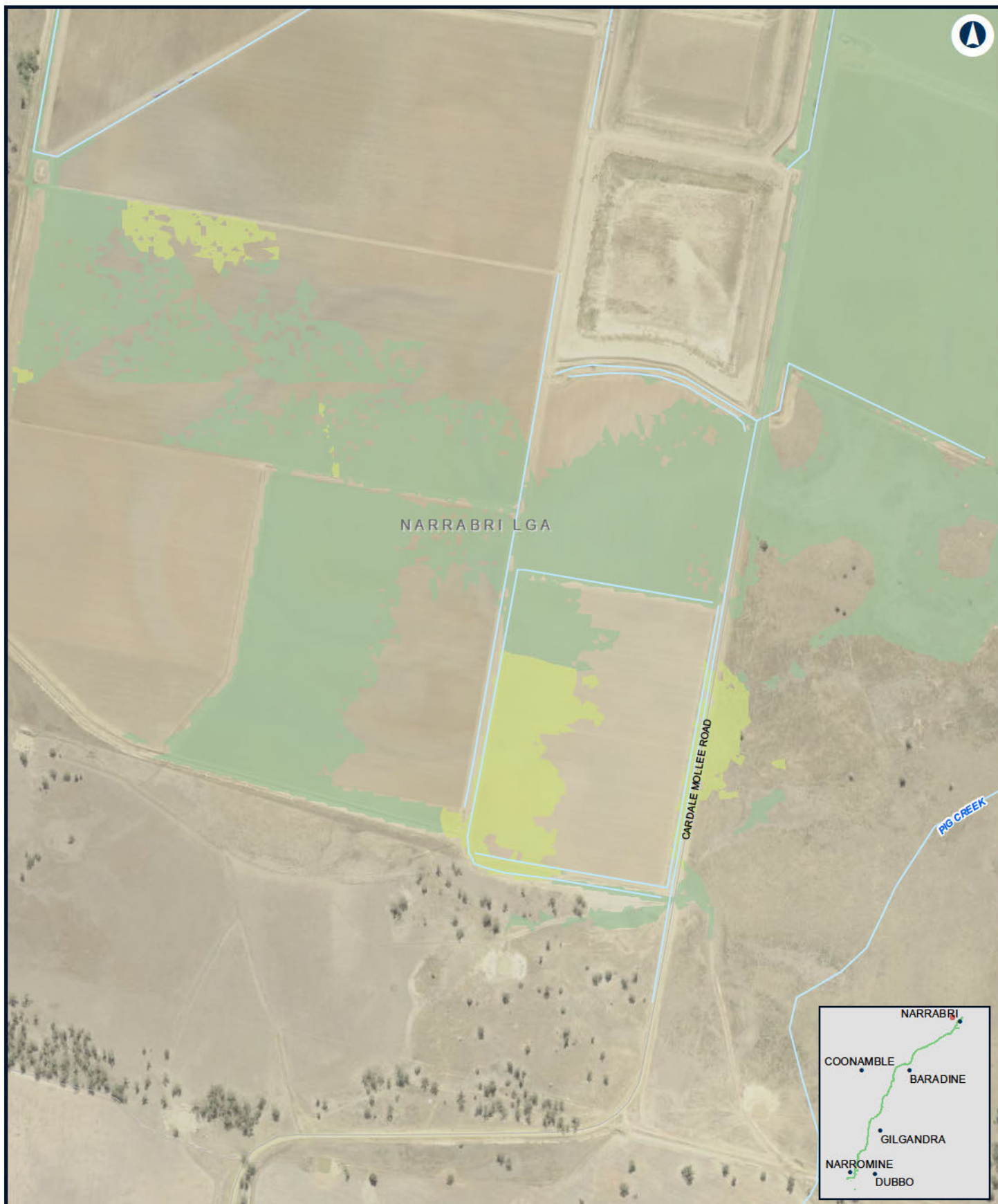
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.35

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

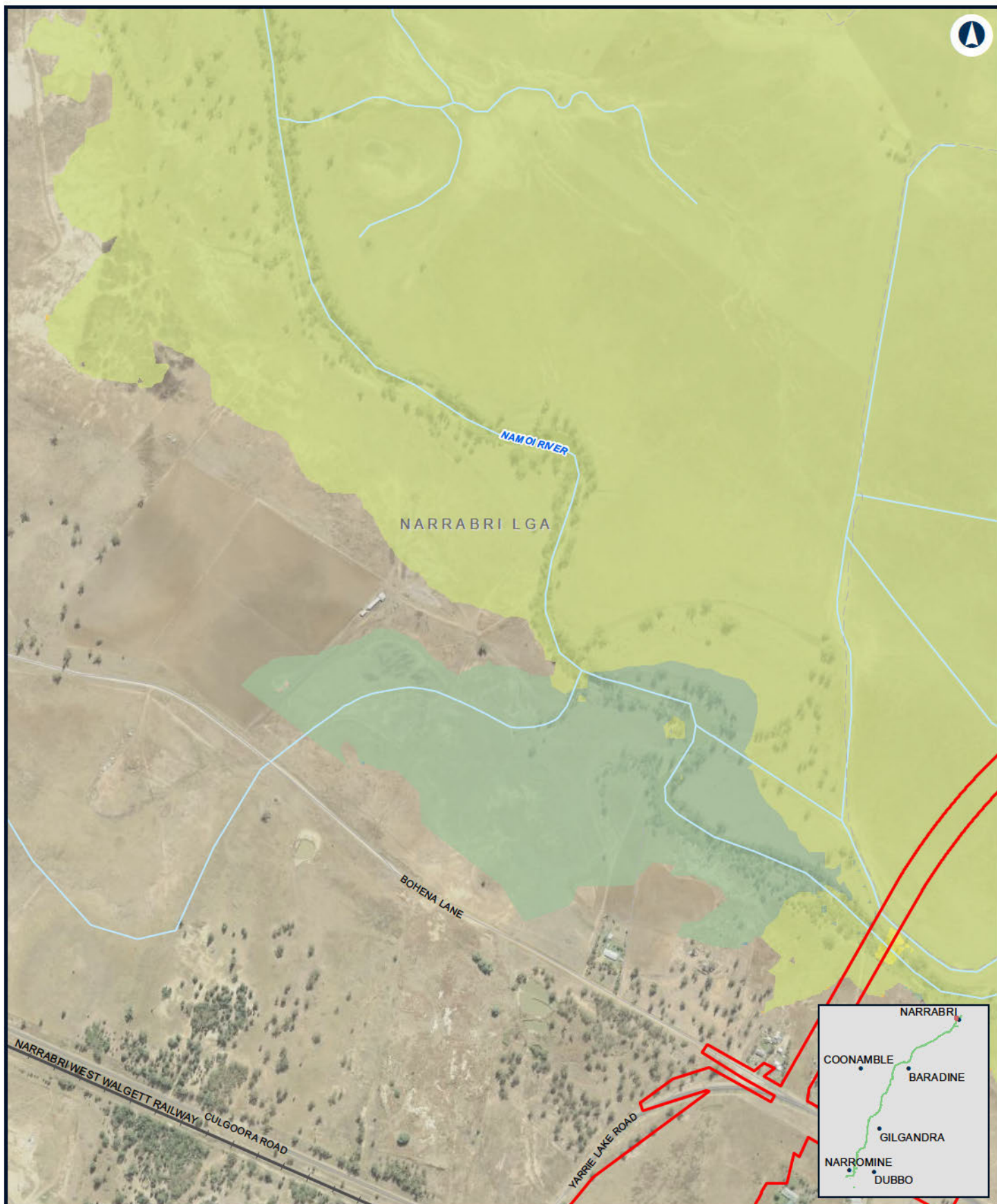
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.36

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

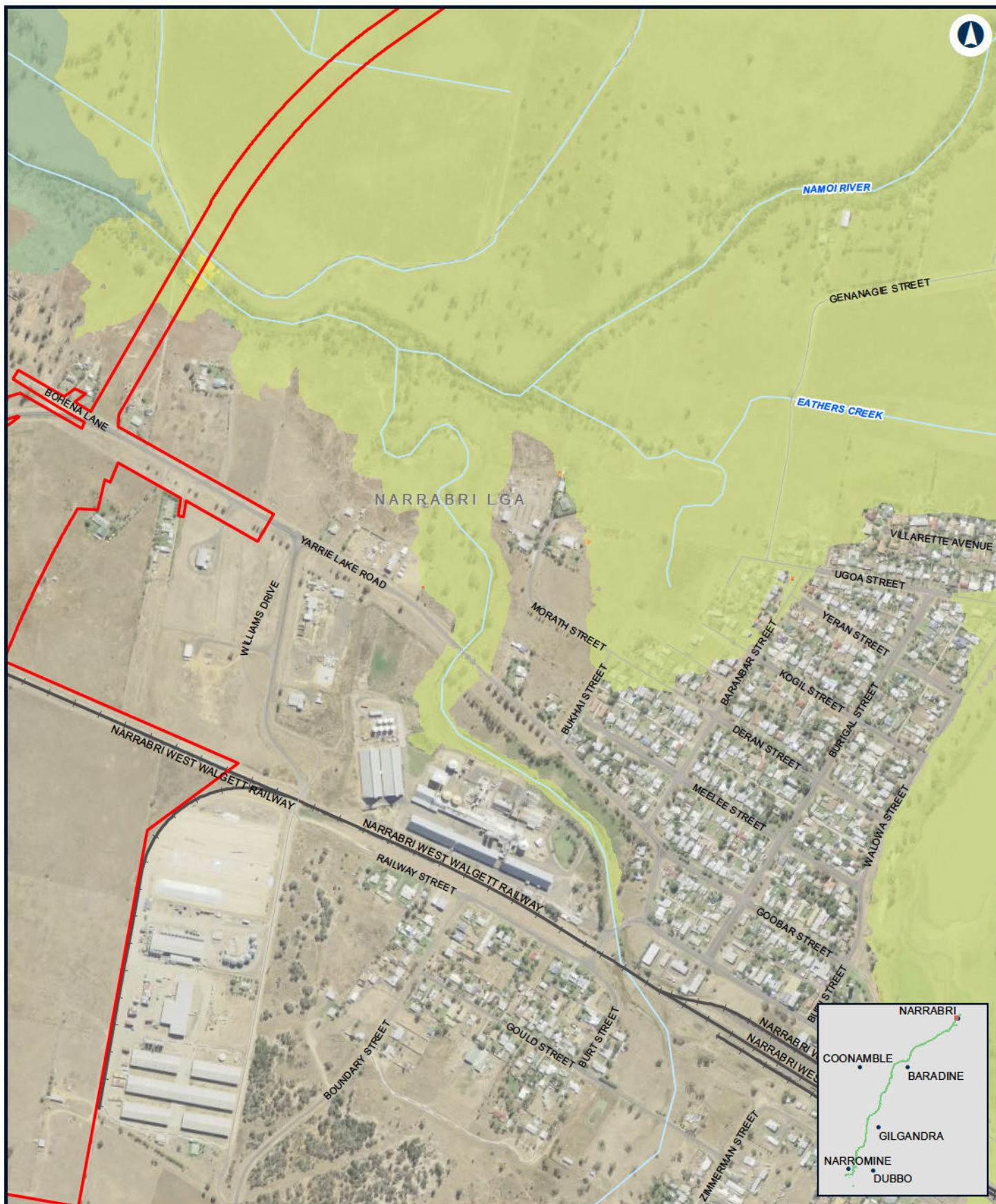
Afflux

> 0.2m decrease
 0.01 m - 0.2 m decrease
 0 m - 0.01 m decrease
 0 m - 0.01 m increase
 0.01 m - 0.05 m increase

0.05 m - 0.1 m increase
 0.1 m - 0.2 m increase
 0.2 m - 0.5 m increase
 > 0.5 m increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.37

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Afflux

> 0.2m decrease
 0.01 m - 0.2 m decrease
 0 m - 0.01 m decrease
 0 m - 0.01 m increase
 0.01 m - 0.05 m increase

0.05 m - 0.1 m increase
 0.1 m - 0.2 m increase
 0.2 m - 0.5 m increase
 > 0.5 m increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.38

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.39

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in peak flood level (afflux) - 1% AEP with Blockage - Narrabri Regional Appendix A - Figure 2.5.40

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 11/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

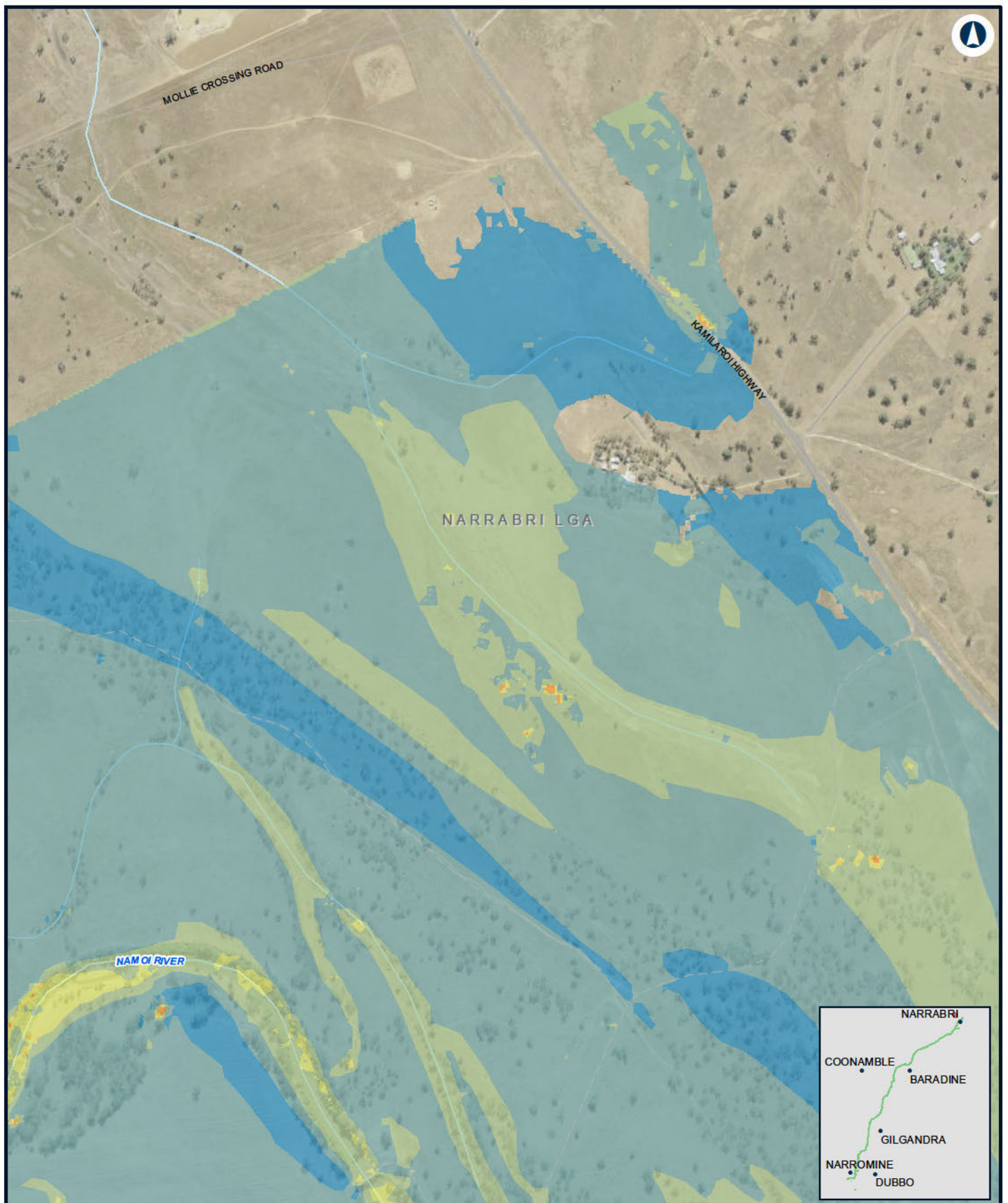
LEGEND

Afflux

> 0.2m decrease	0.1 m - 0.2 m increase
0.01 m - 0.2 m decrease	0.2 m - 0.5 m increase
0 m - 0.01 m decrease	> 0.5 m increase
0 m - 0.01 m increase	
0.01 m - 0.05 m increase	
0.05 m - 0.1 m increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.1

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.2

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

0.5 m/s - 1 m/s increase

> 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.3

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

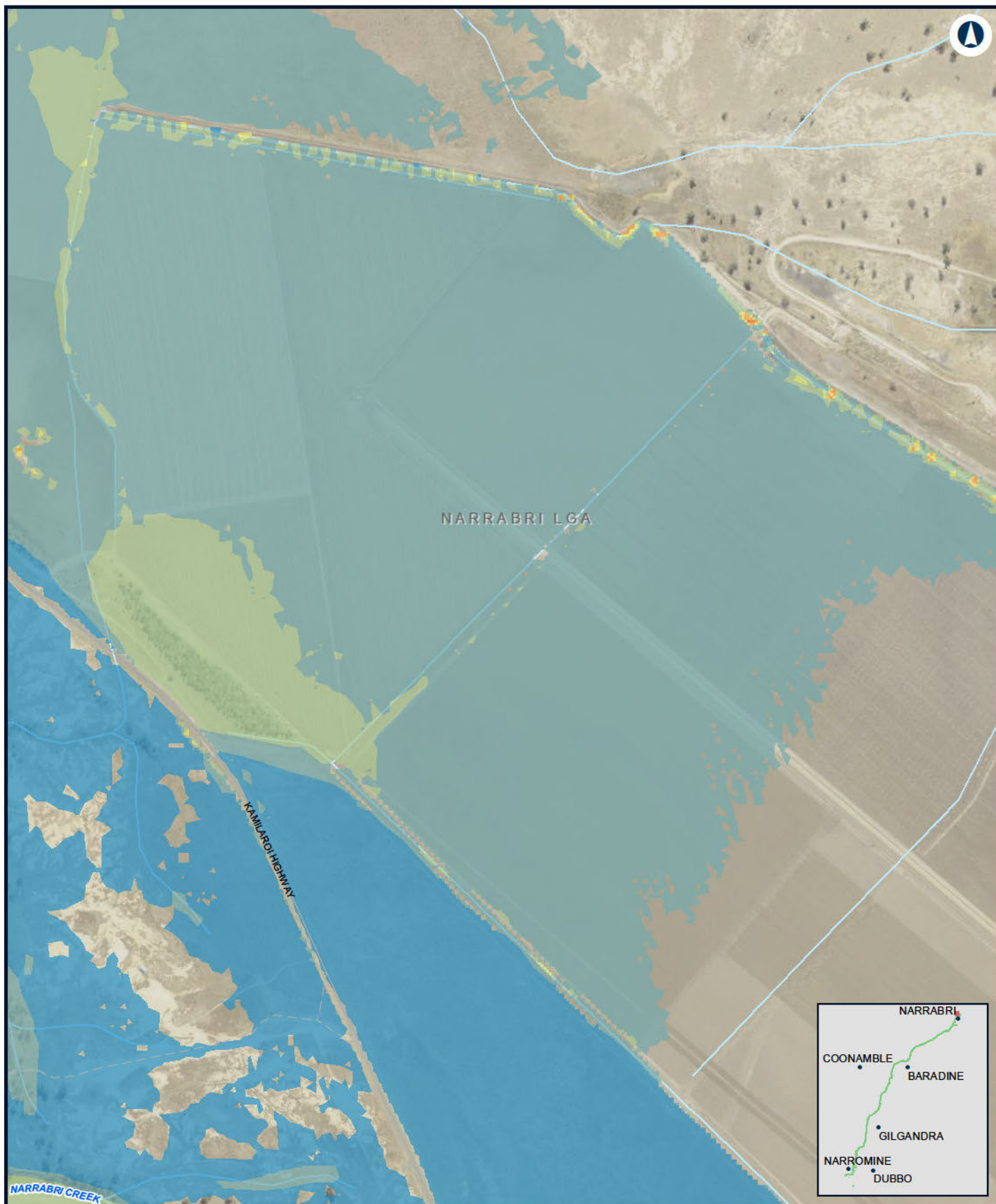
0.5 m/s - 1 m/s increase

> 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.4

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.5

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

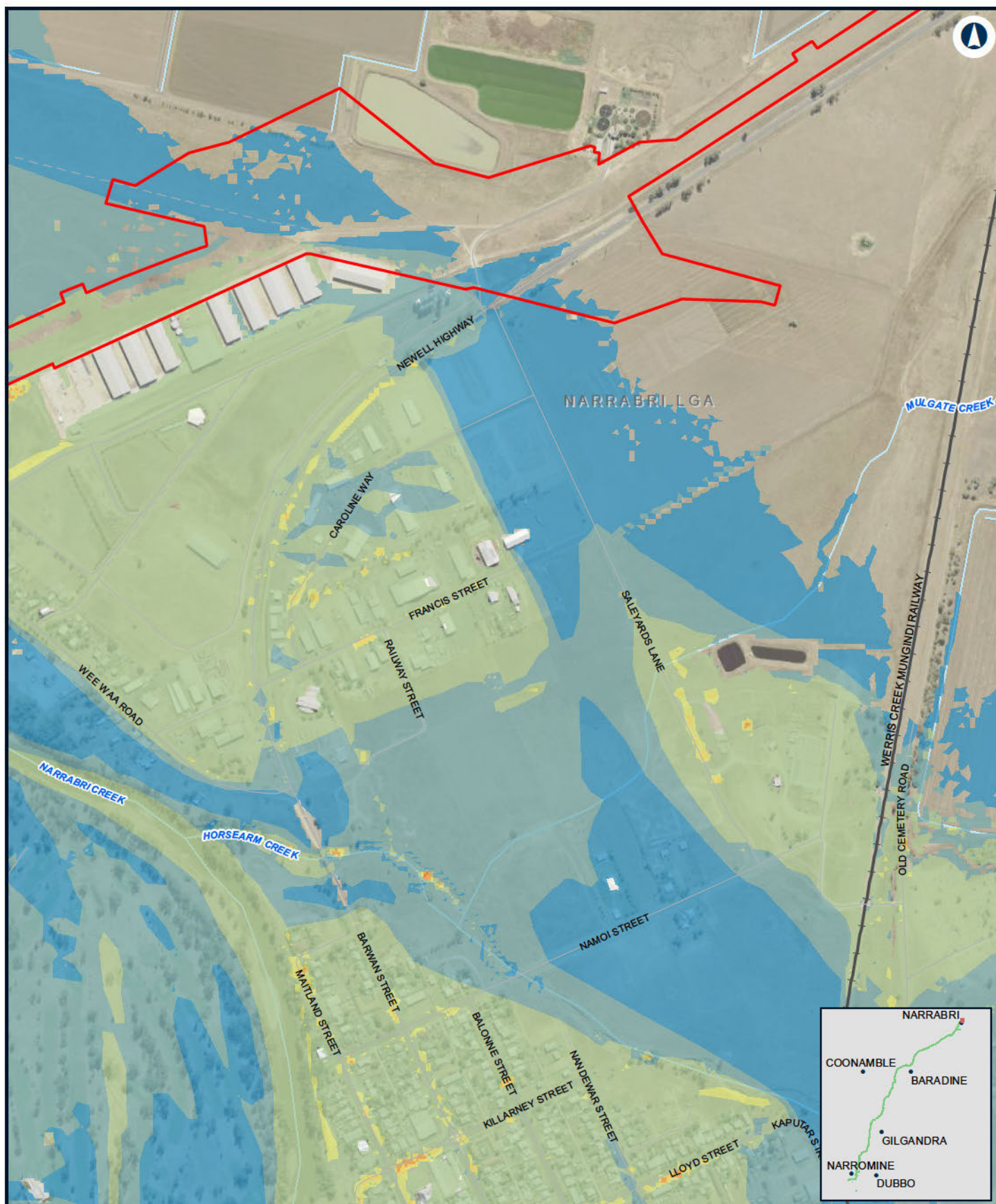
0.5 m/s - 1 m/s increase

> 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.6

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase

- 0.1 m/s - 0.5 m/s increase
- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.7

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

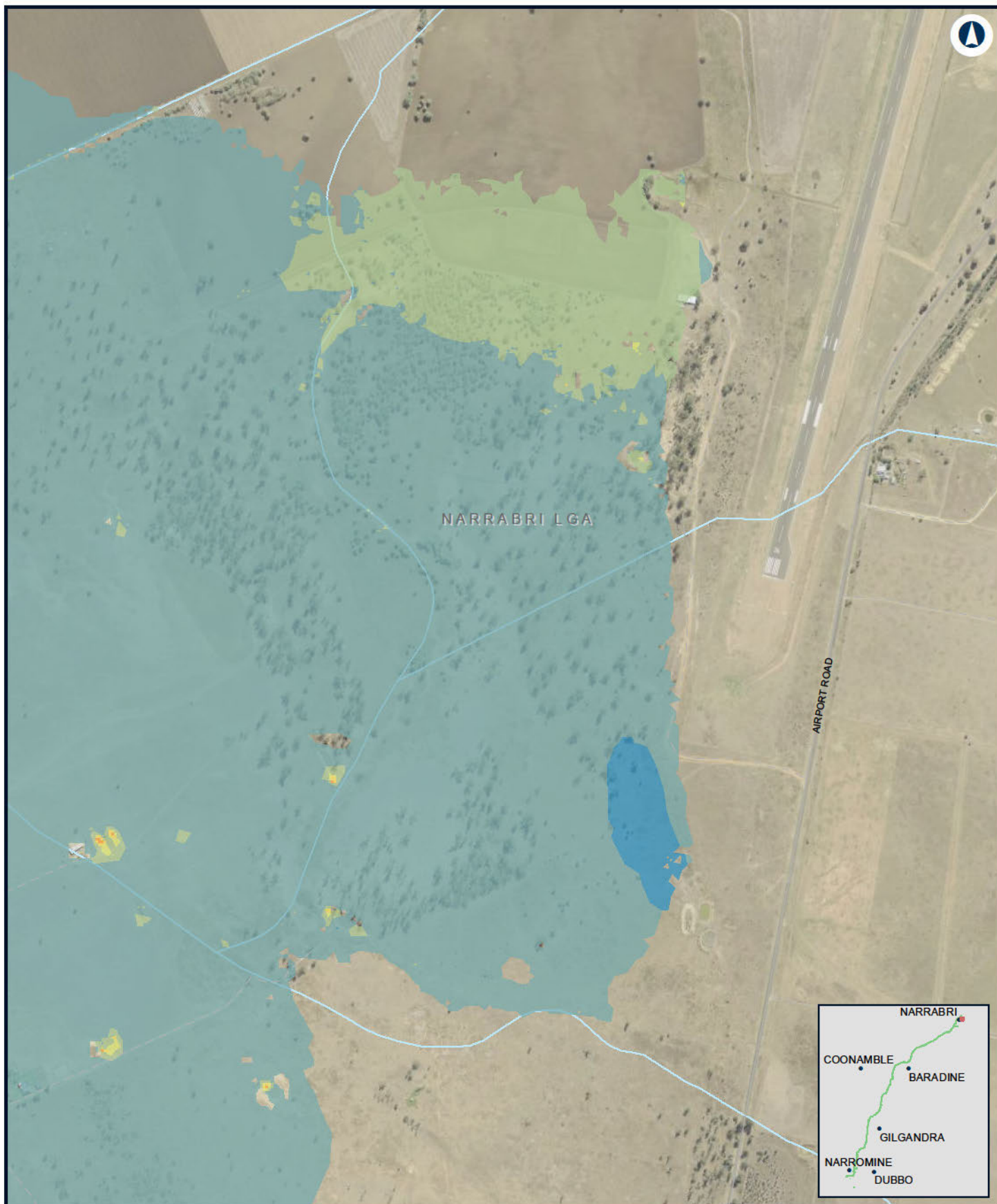
- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.8

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.9

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.10

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.11

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.12

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.13

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

0.5 m/s - 1 m/s increase

> 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.14

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

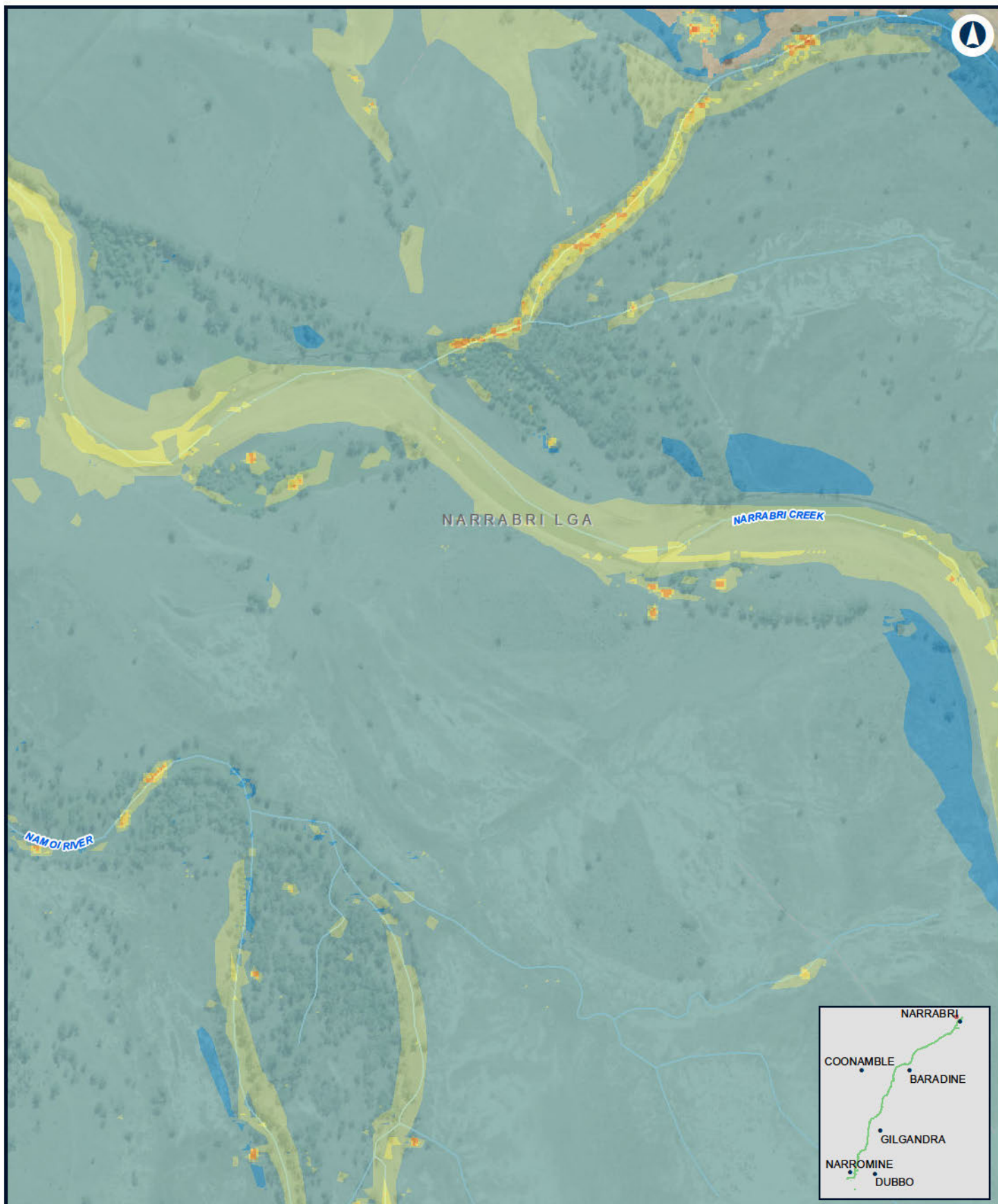
- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.15

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

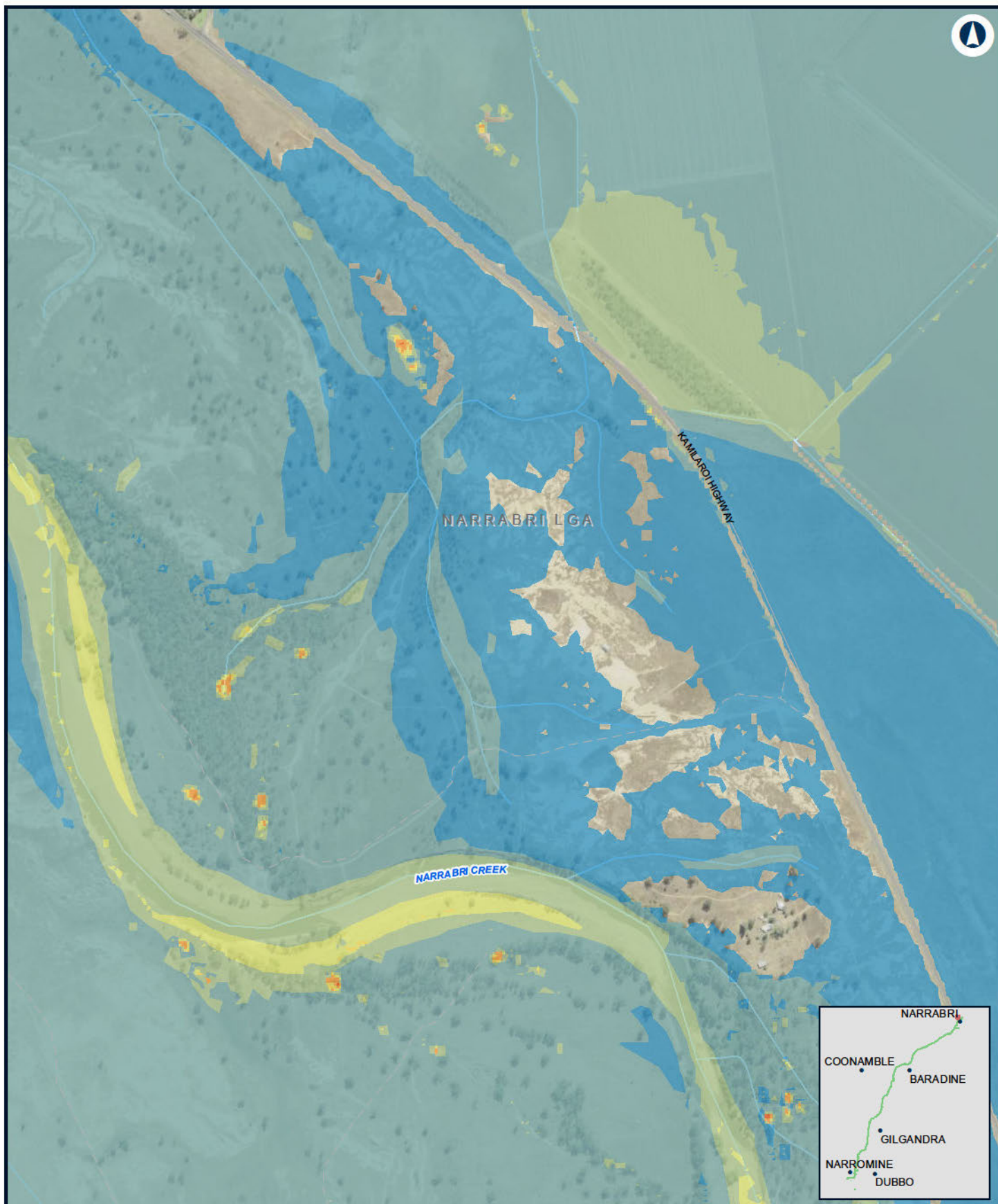
Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.16

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

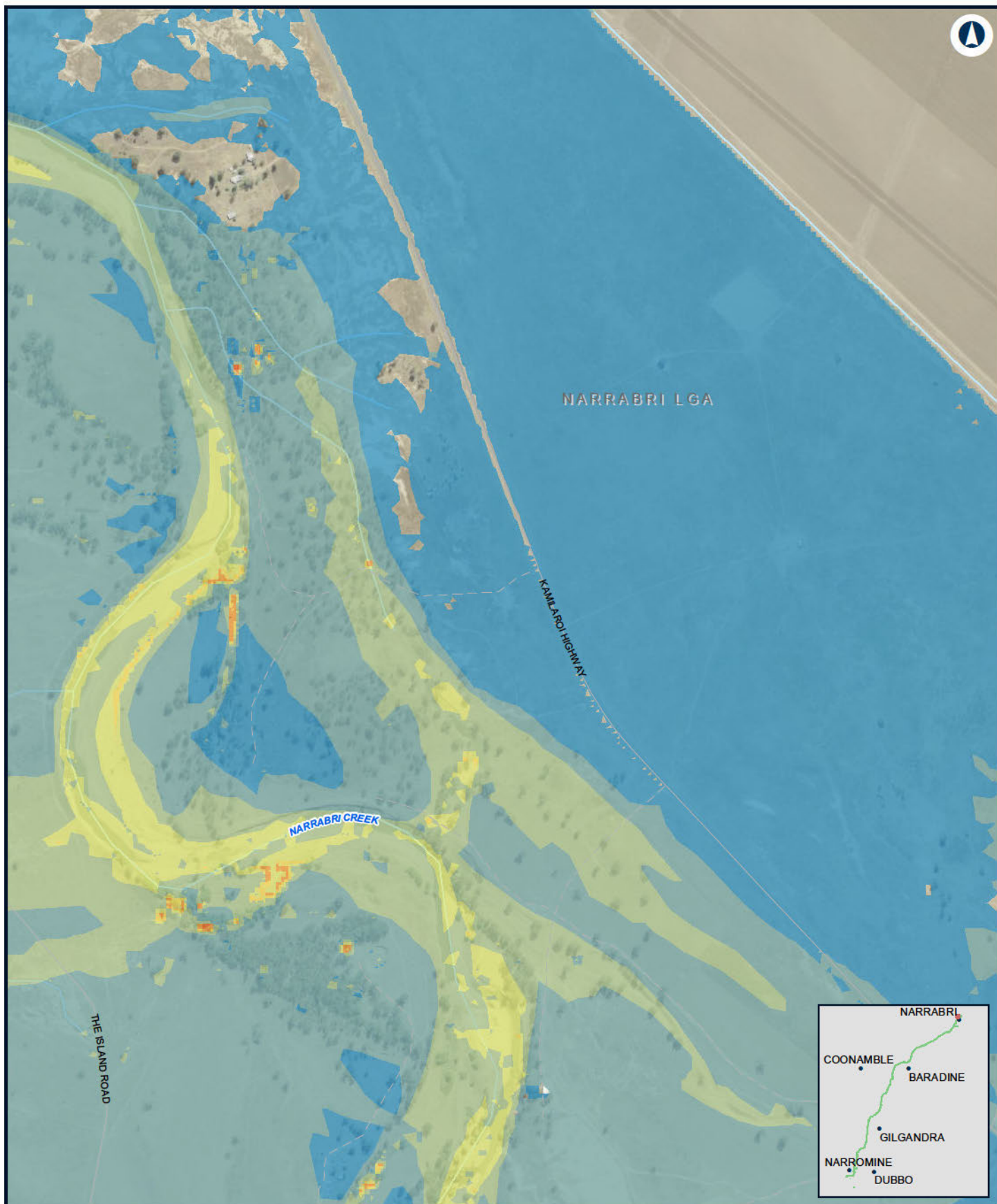
- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.17

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

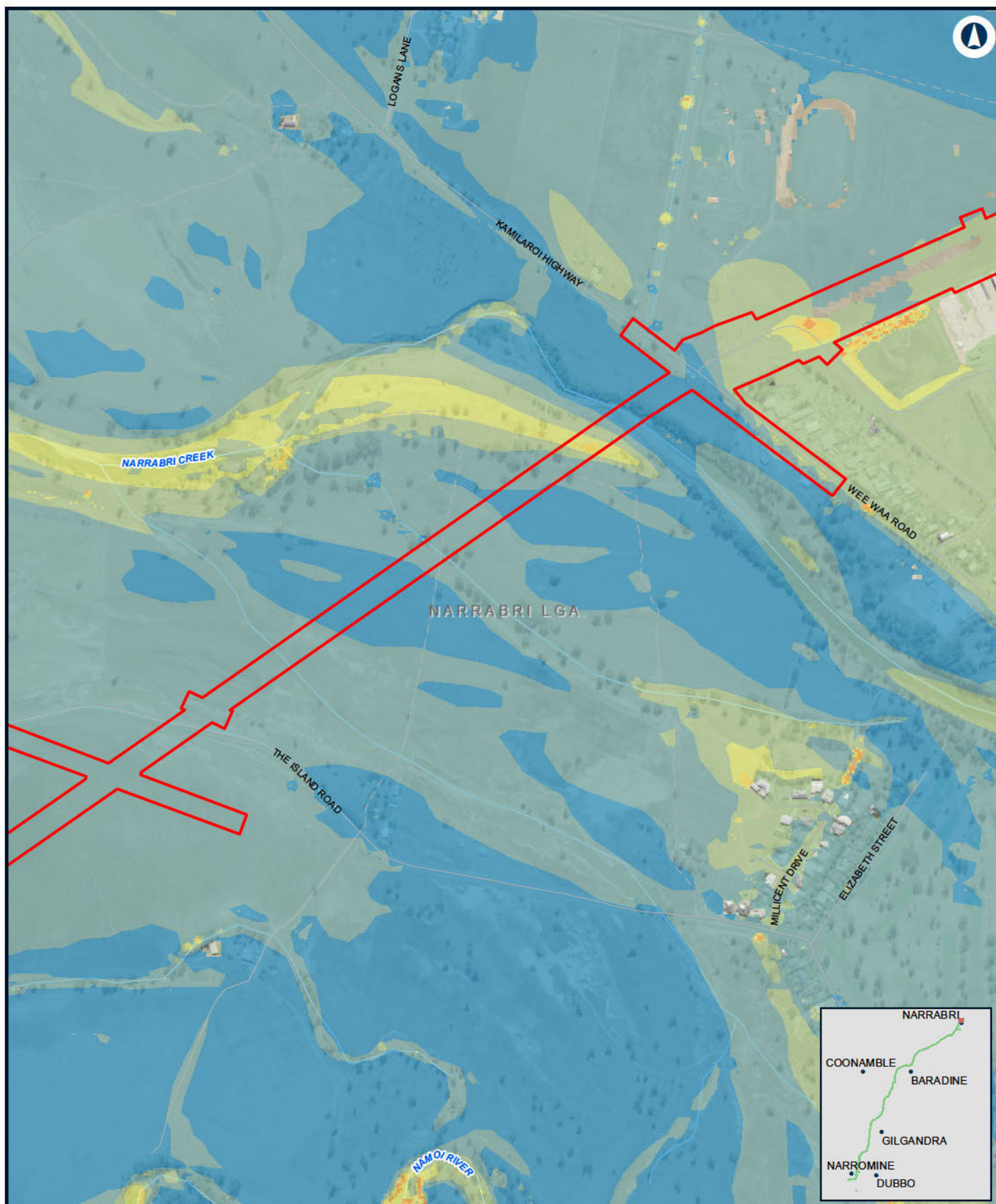
- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.18

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

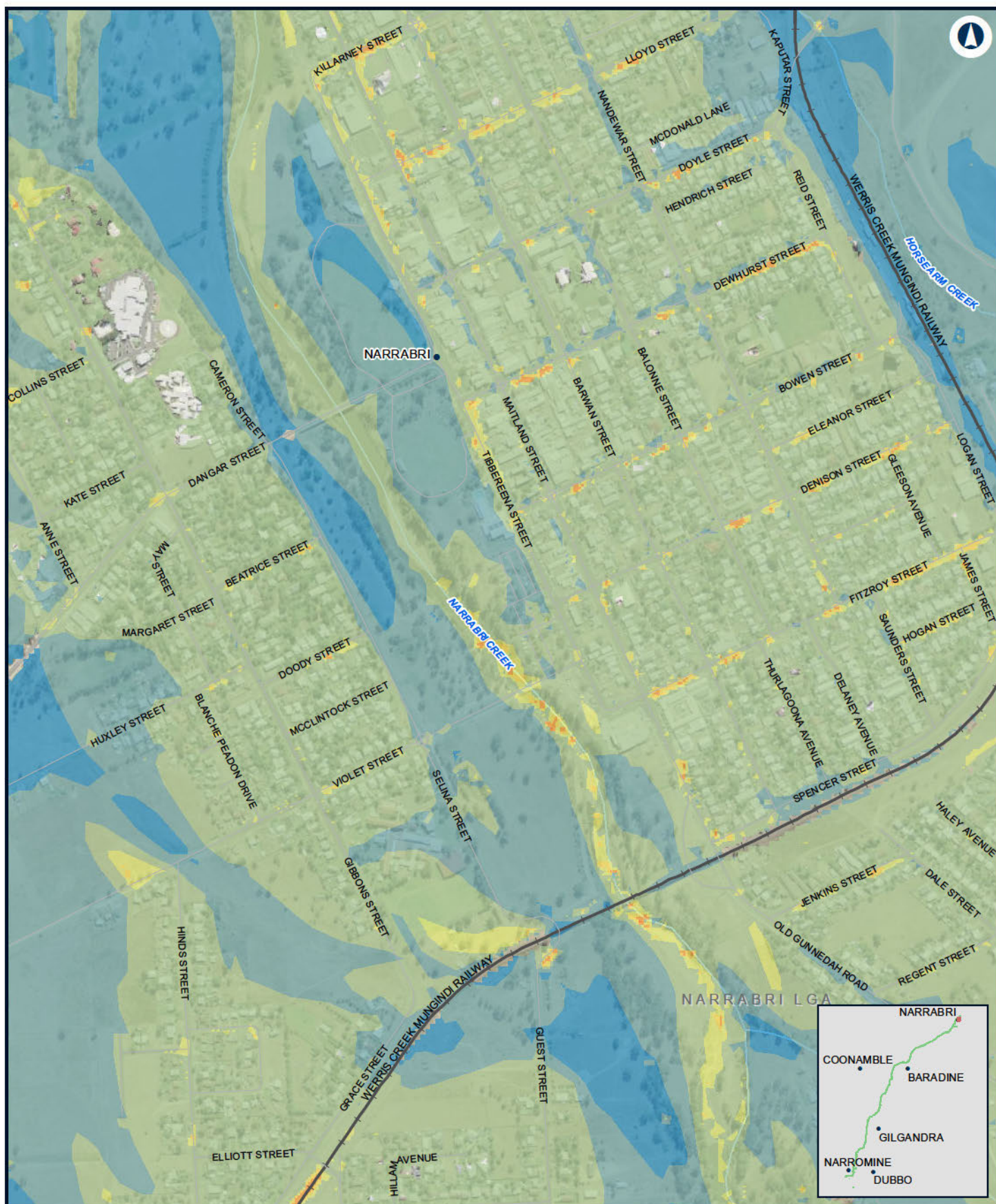
Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase

- 0.1 m/s - 0.5 m/s increase
- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.19

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

0.5 m/s - 1 m/s increase

> 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.20

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.21

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.22

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.23

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

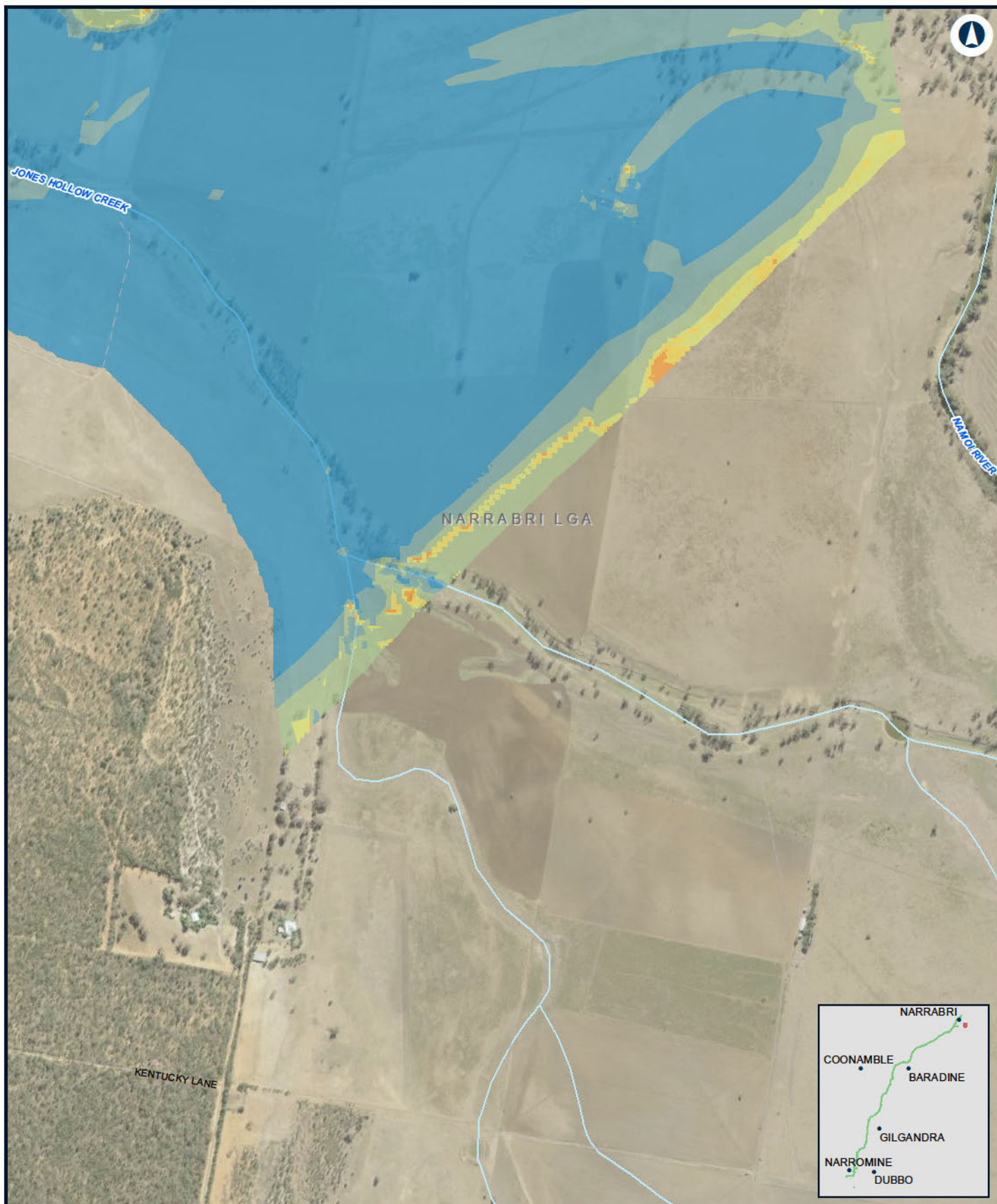
- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.24

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

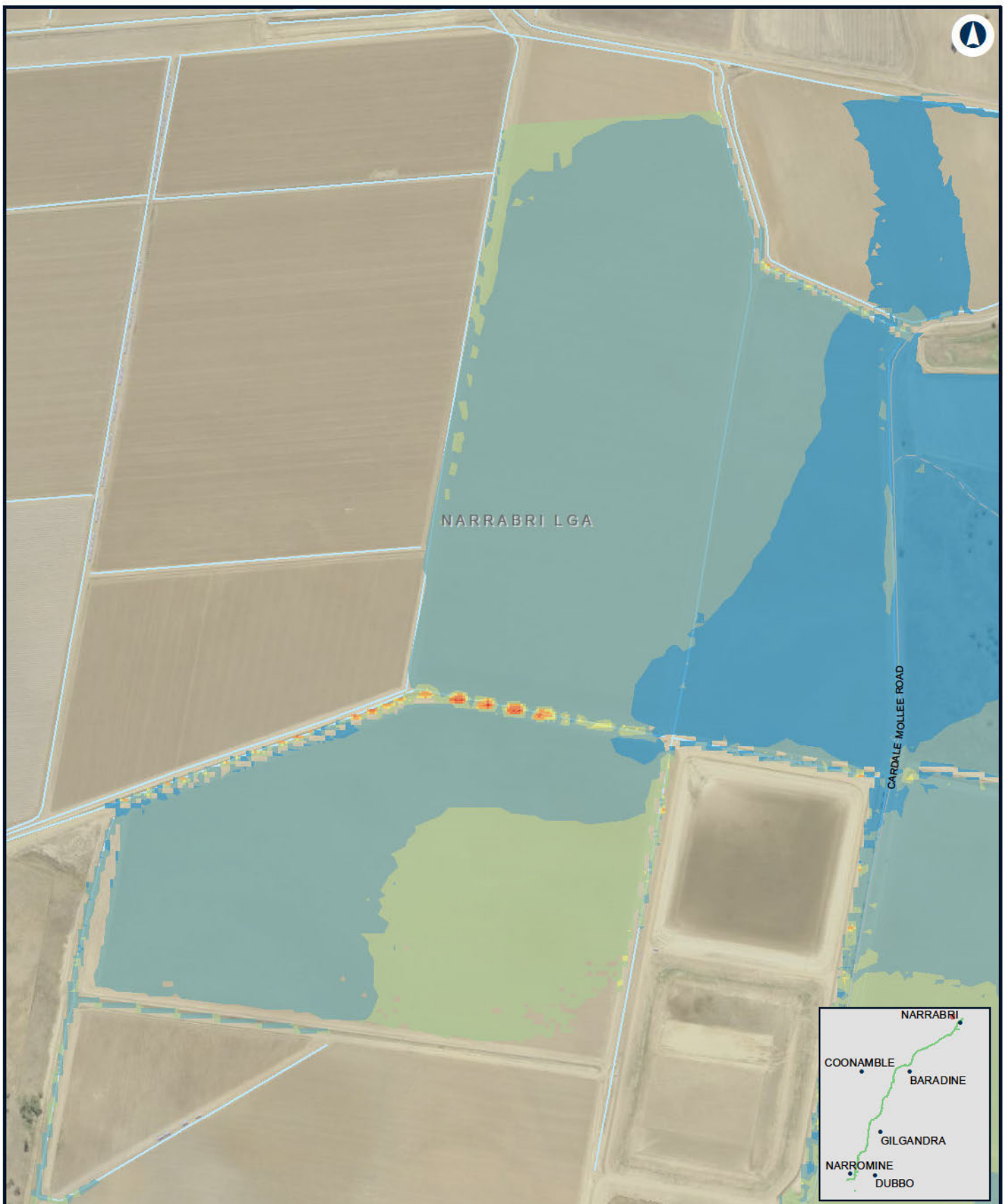
- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.25

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

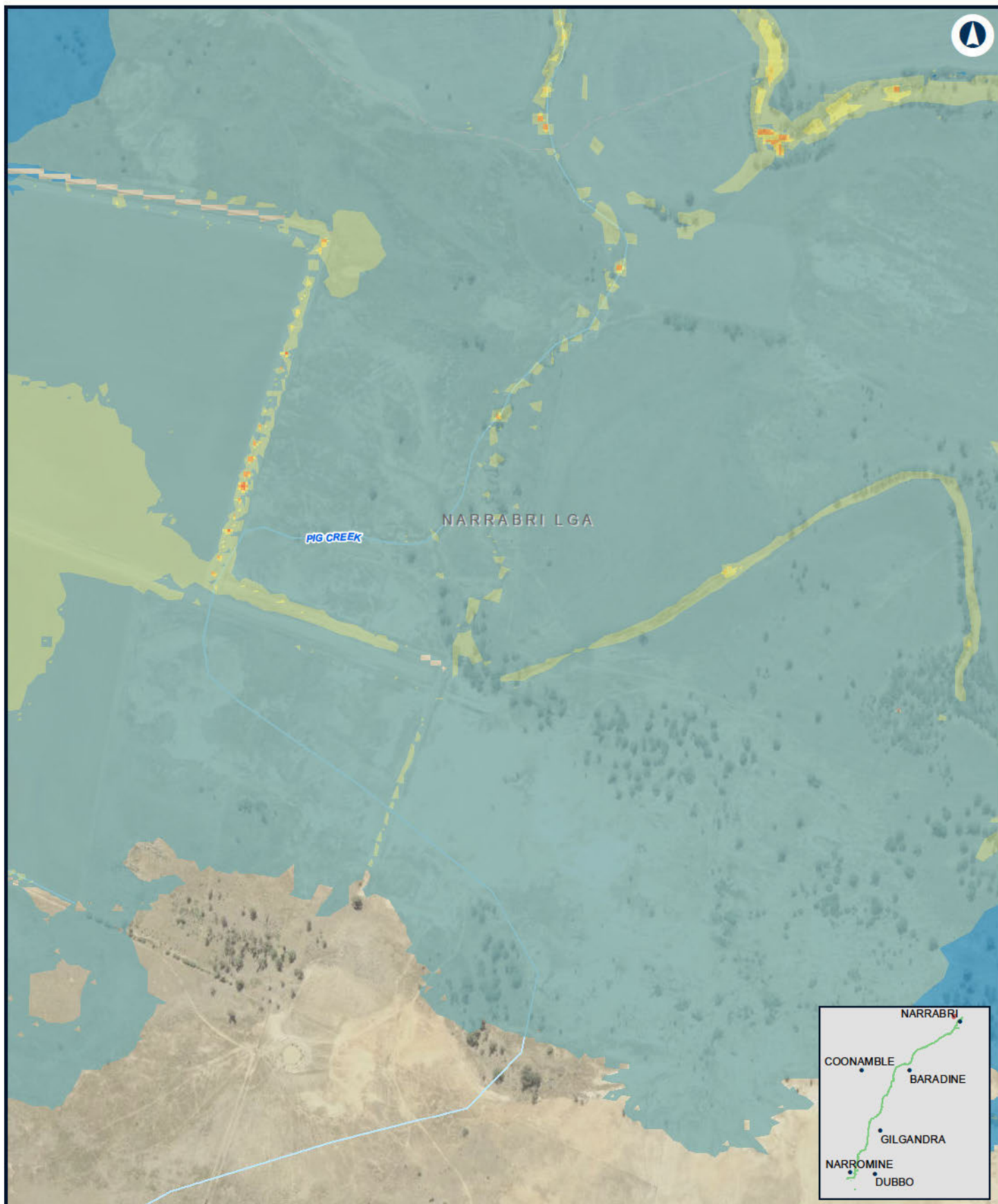
Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.26

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

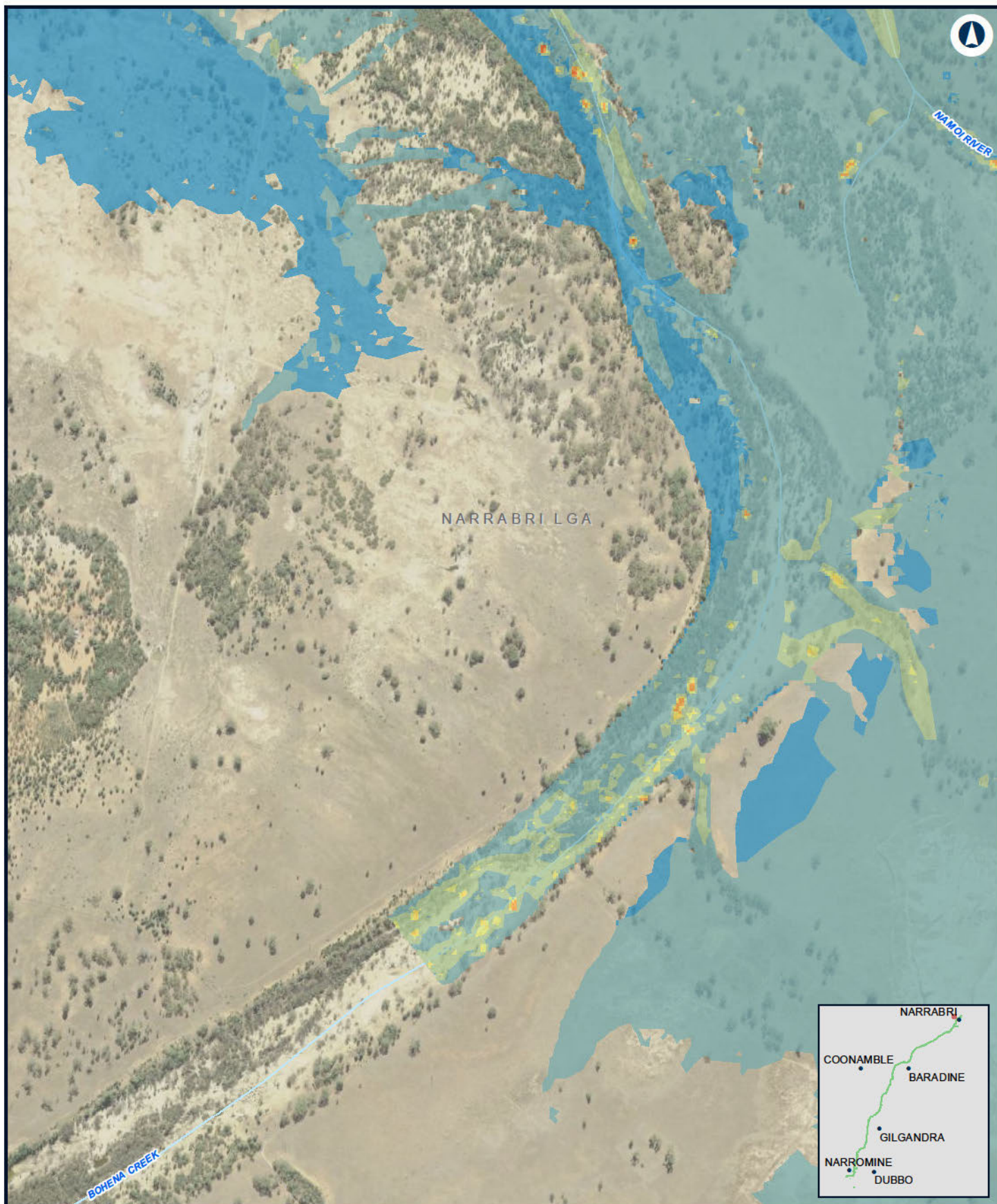
- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.27

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.28

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

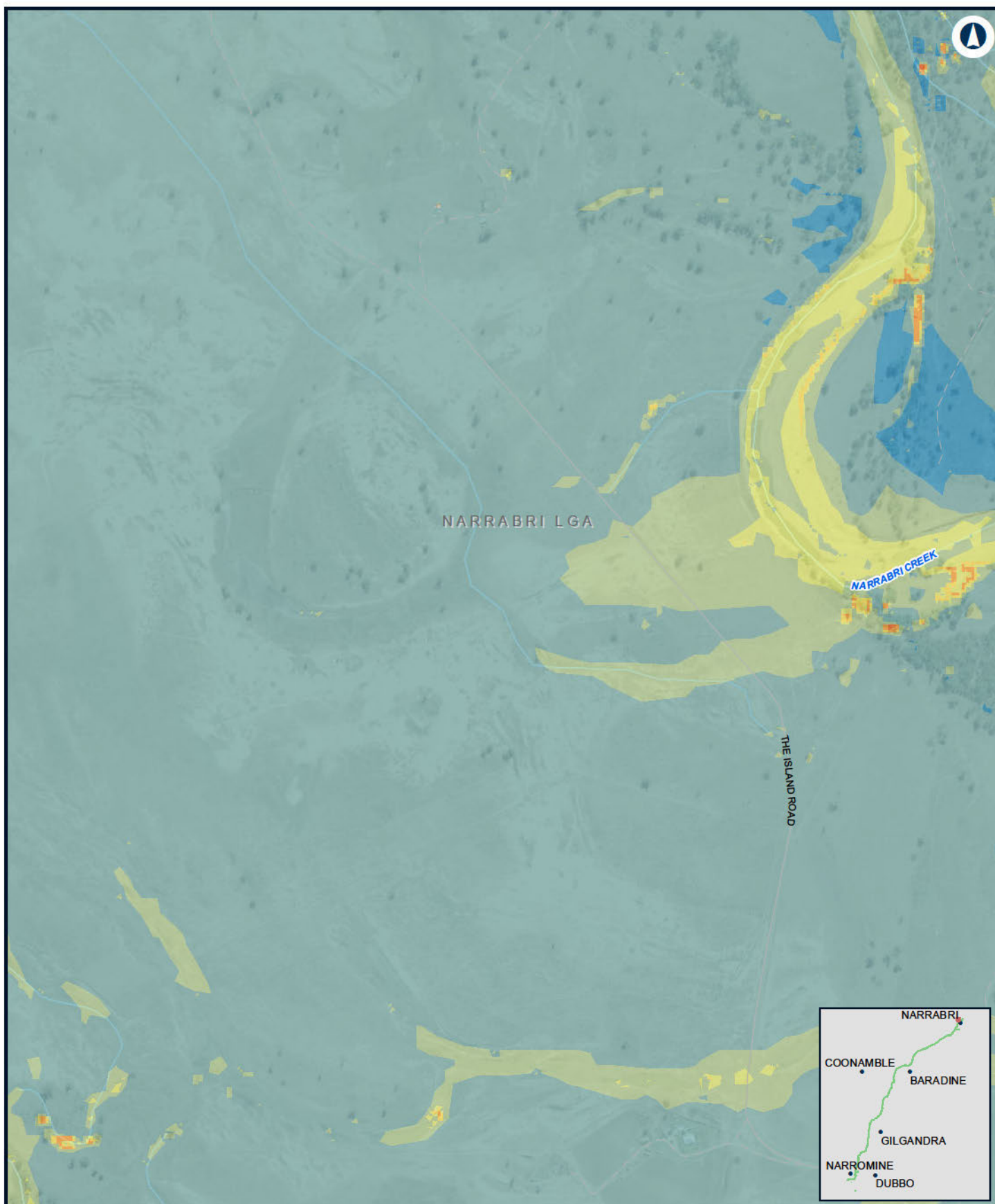
- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.29

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

0.5 m/s - 1 m/s increase

> 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.30

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

The proposal site

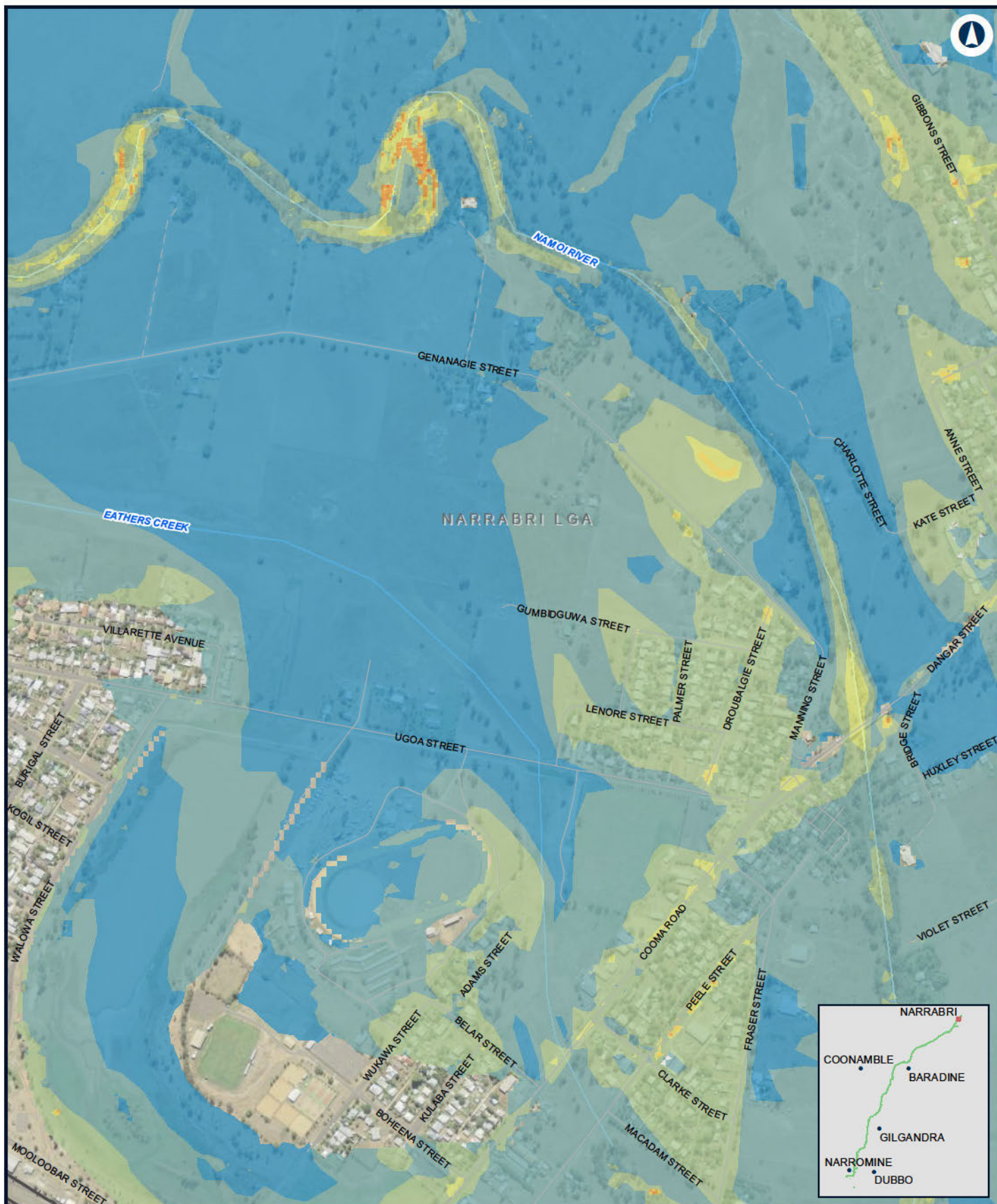
Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase

- 0.1 m/s - 0.5 m/s increase
- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.31

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.32

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

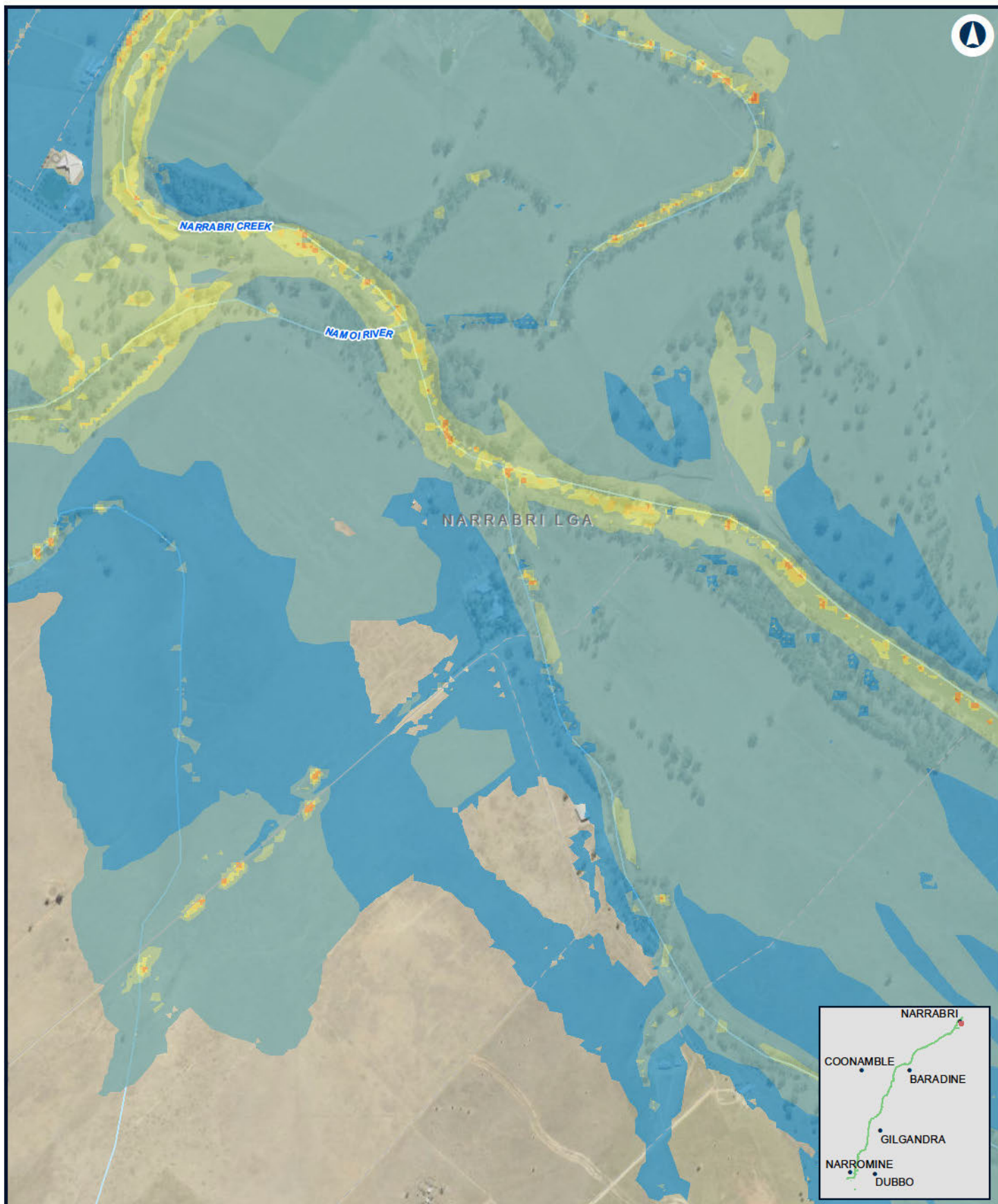
Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.33

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.34

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

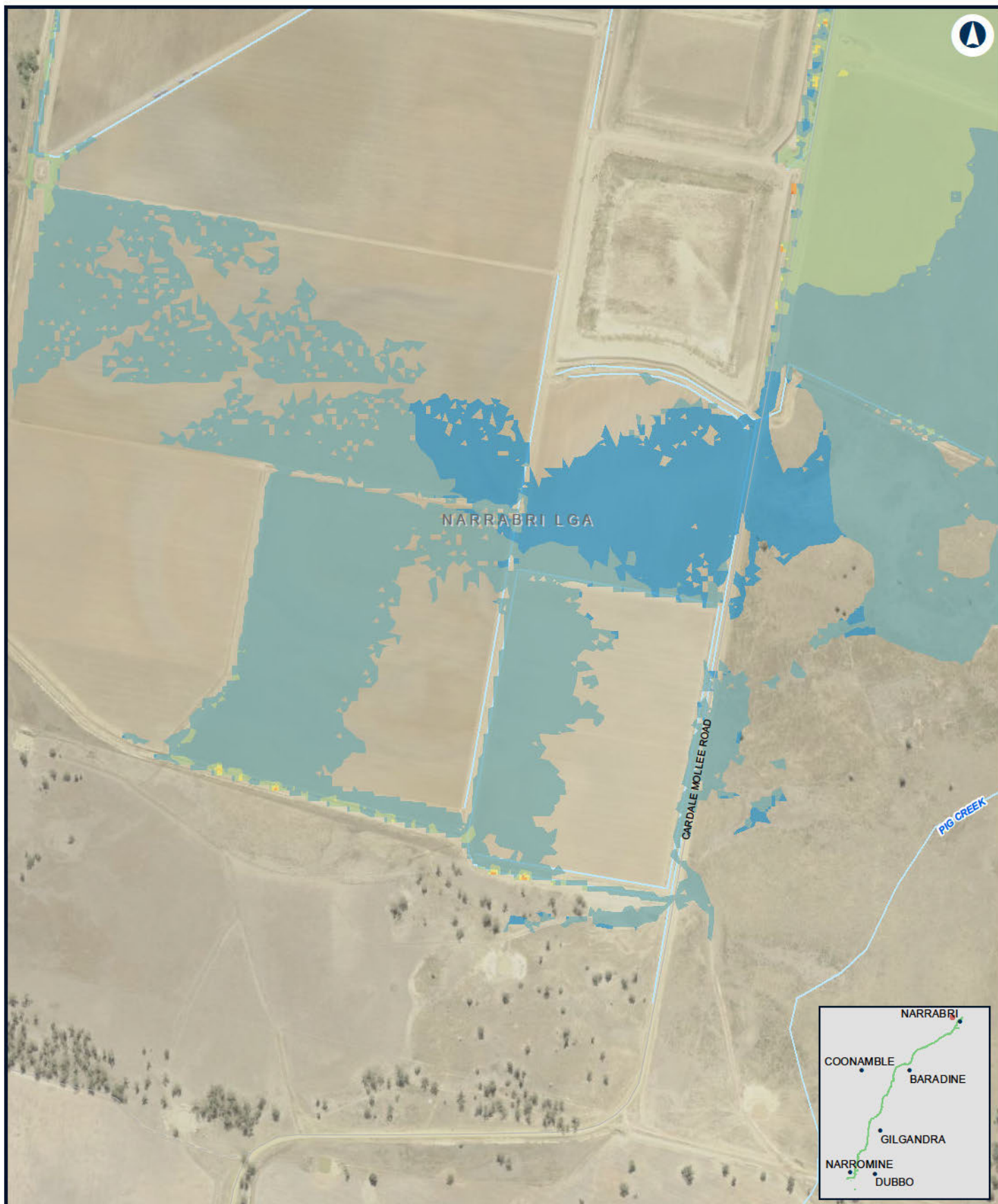
Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.35

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.36

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

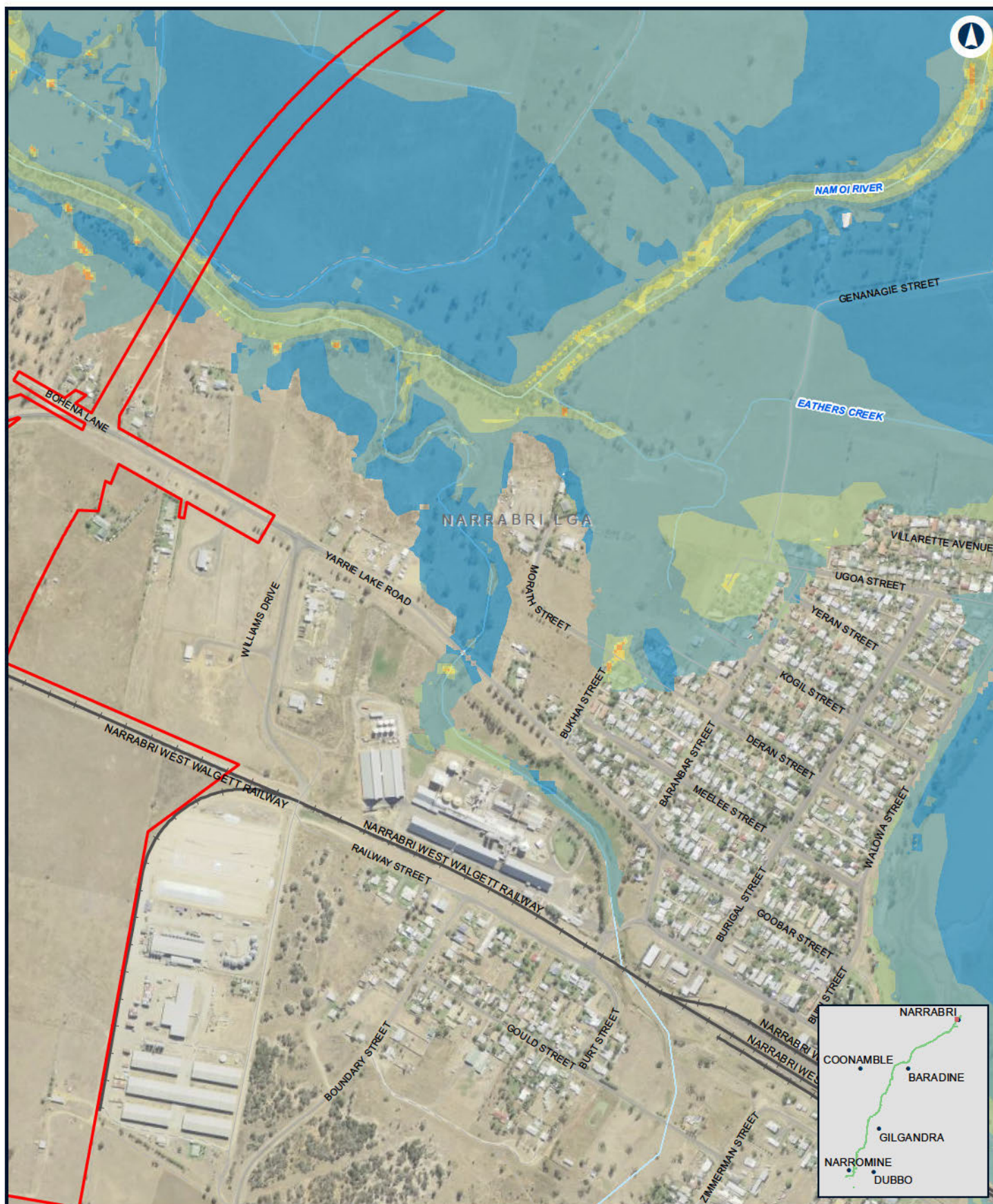
Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase

- 0.1 m/s - 0.5 m/s increase
- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.37

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase

0.1 m/s - 0.5 m/s increase

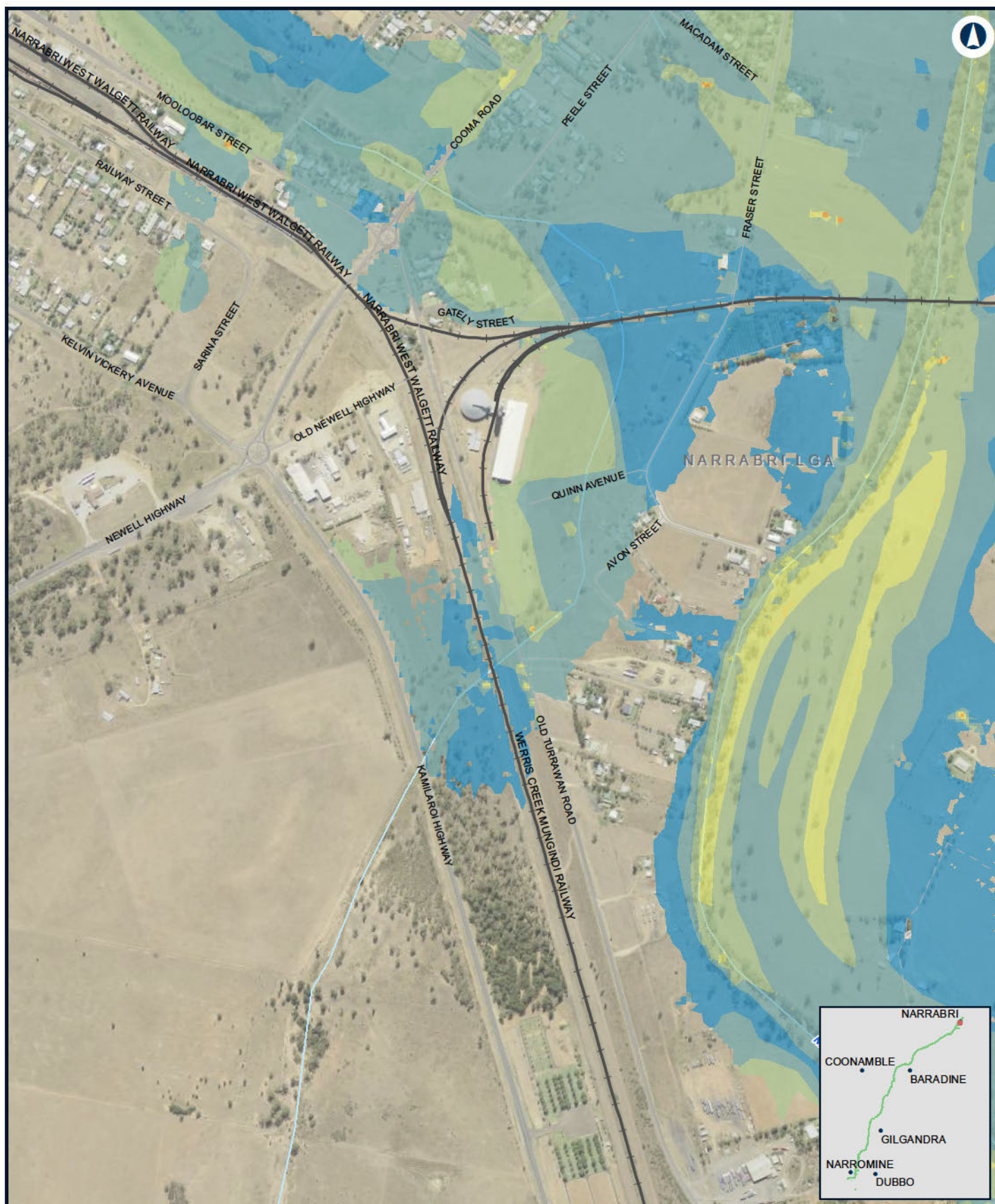
0.5 m/s - 1 m/s increase

> 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.38

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.39

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in velocity - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.6.40

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

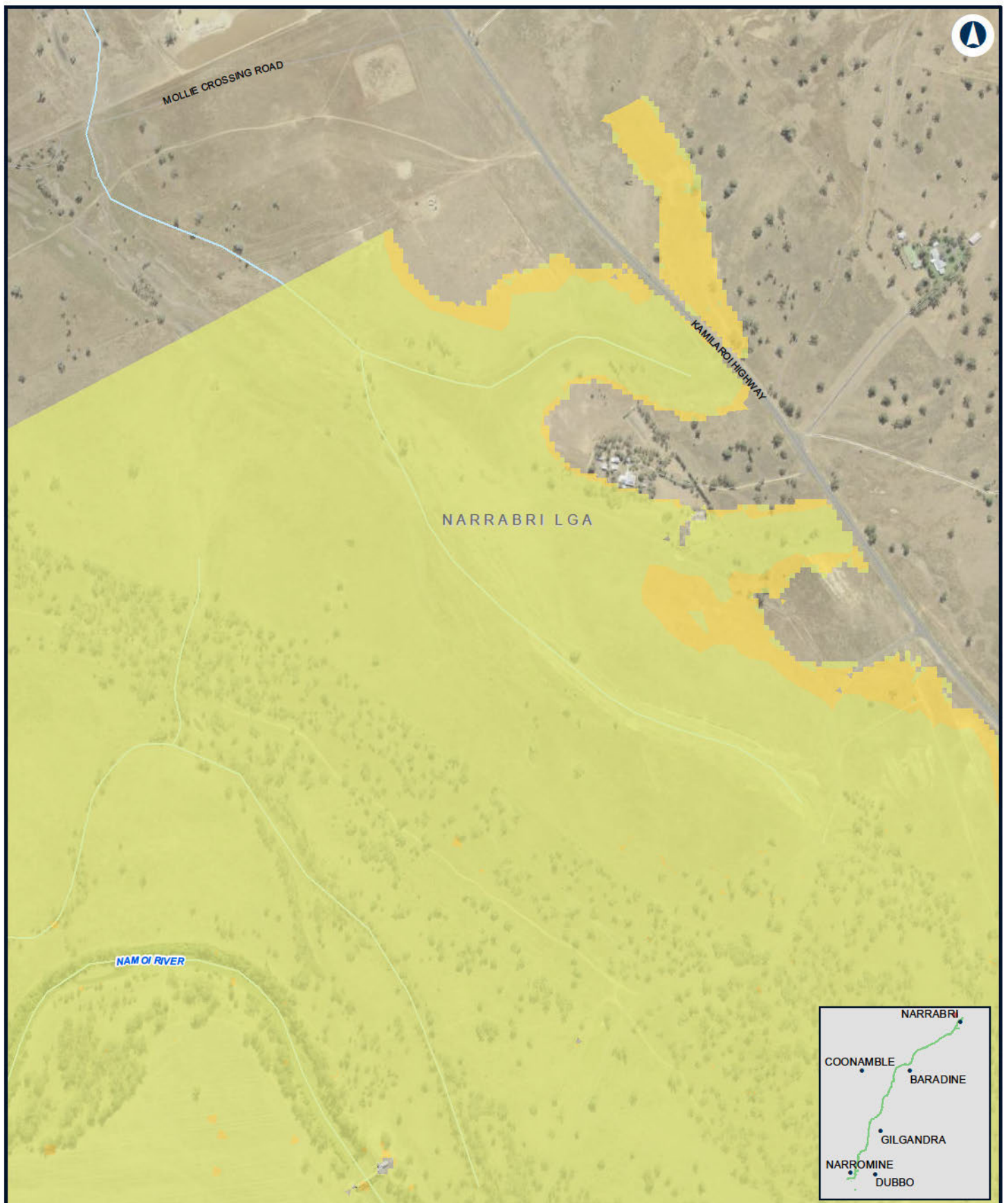
Change in Flood Velocity

- > 1 m/s decrease
- 0.5 m/s - 1 m/s decrease
- 0.1 m/s - 0.5 m/s decrease
- 0 m/s - 0.1 m/s decrease
- 0 m/s - 0.1 m/s increase
- 0.1 m/s - 0.5 m/s increase

- 0.5 m/s - 1 m/s increase
- > 1 m/s increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.1

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

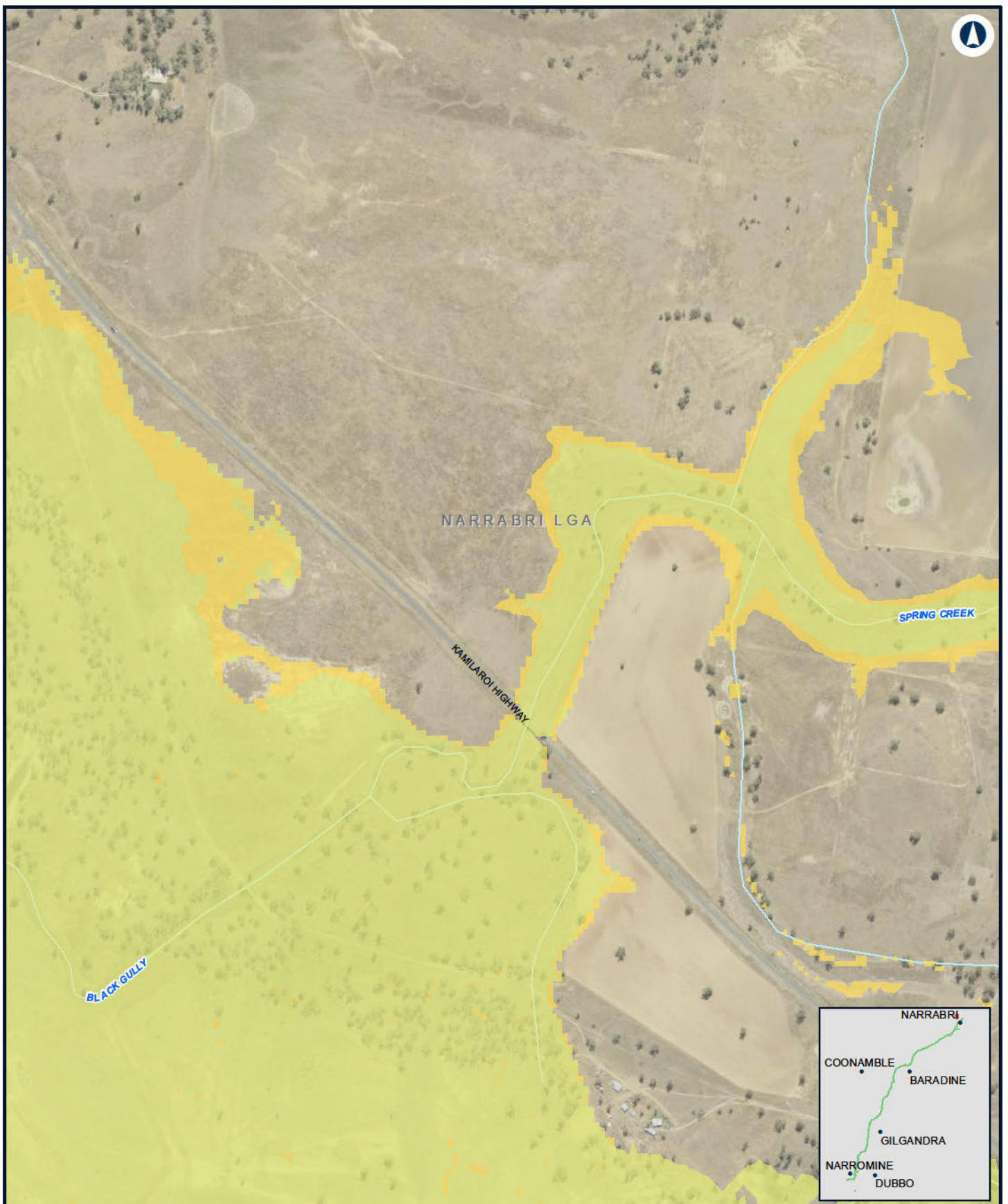
Duration Change

- > 24 hr decrease
- 12 hr - 24 hr decrease
- 6 hr - 12 hr decrease
- 3 hr - 6 hr decrease
- 0 hr - 3 hr decrease
- 0 hr - 3 hr increase

- 3 hr - 6 hr increase
- 6 hr - 12 hr increase
- 12 hr - 24 hr increase
- > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.2

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

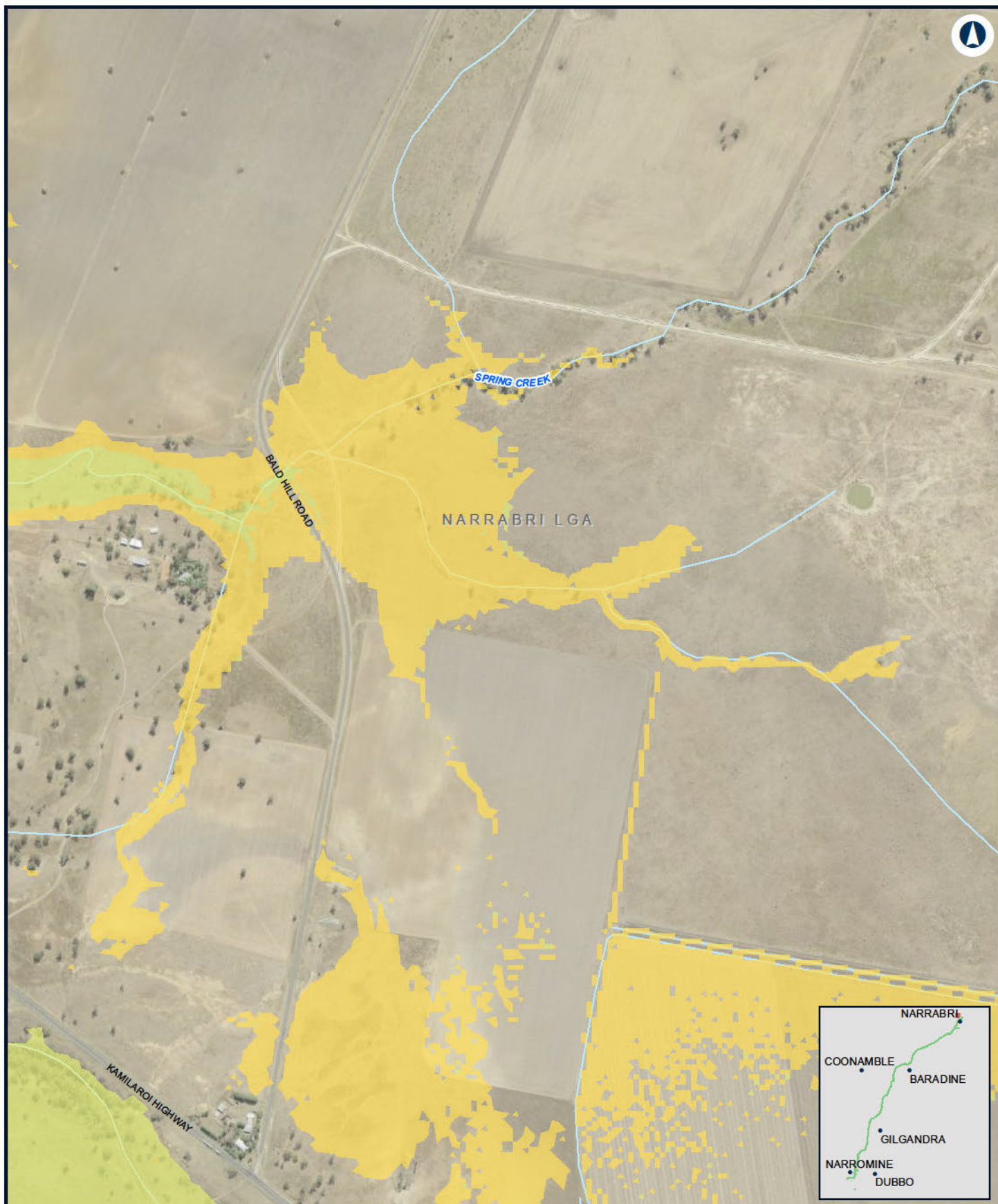
Duration Change

- > 24 hr decrease
- 12 hr - 24 hr decrease
- 6 hr - 12 hr decrease
- 3 hr - 6 hr decrease
- 0 hr - 3 hr decrease
- 0 hr - 3 hr increase

- 3 hr - 6 hr increase
- 6 hr - 12 hr increase
- 12 hr - 24 hr increase
- > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.3

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

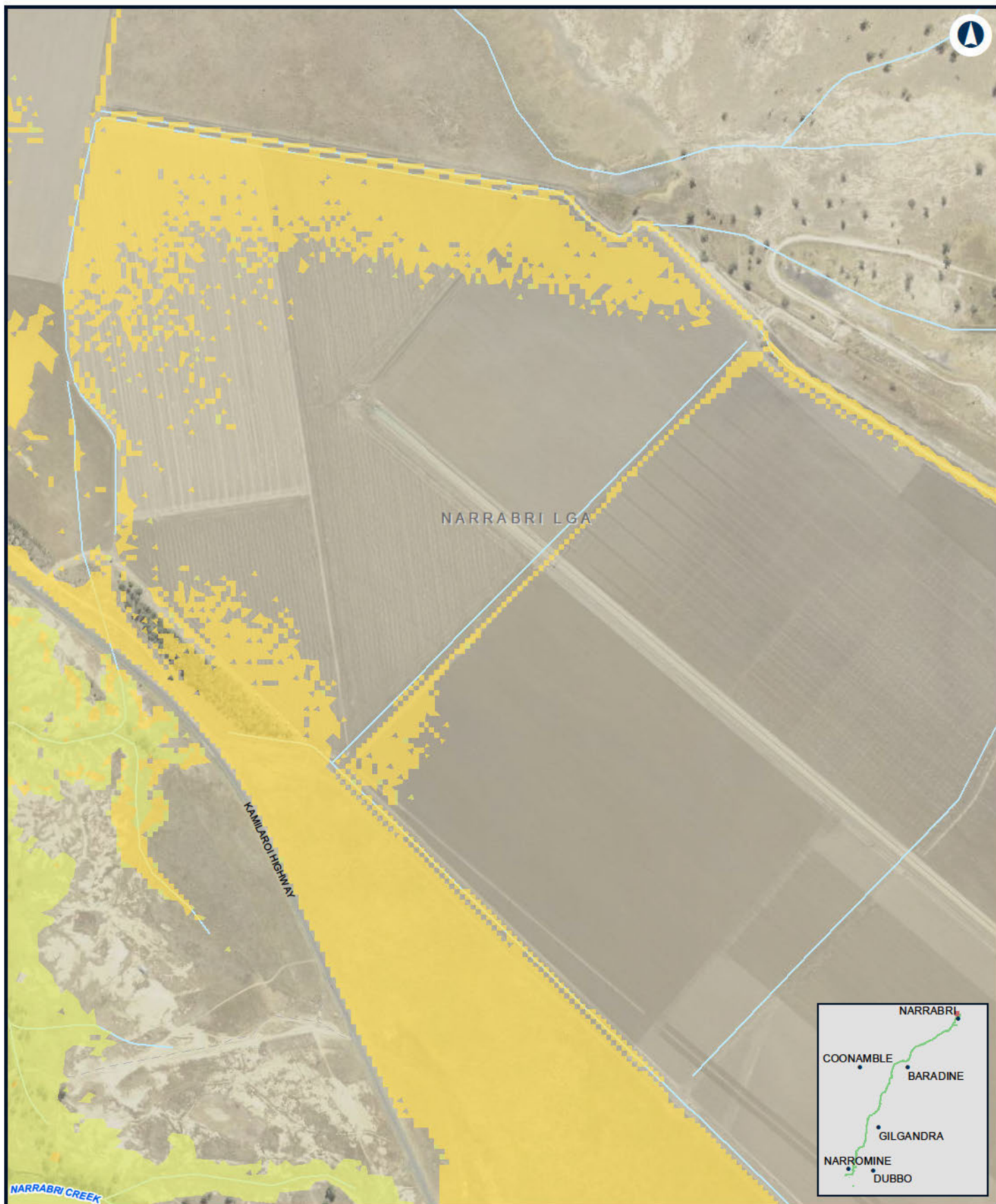
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.4

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

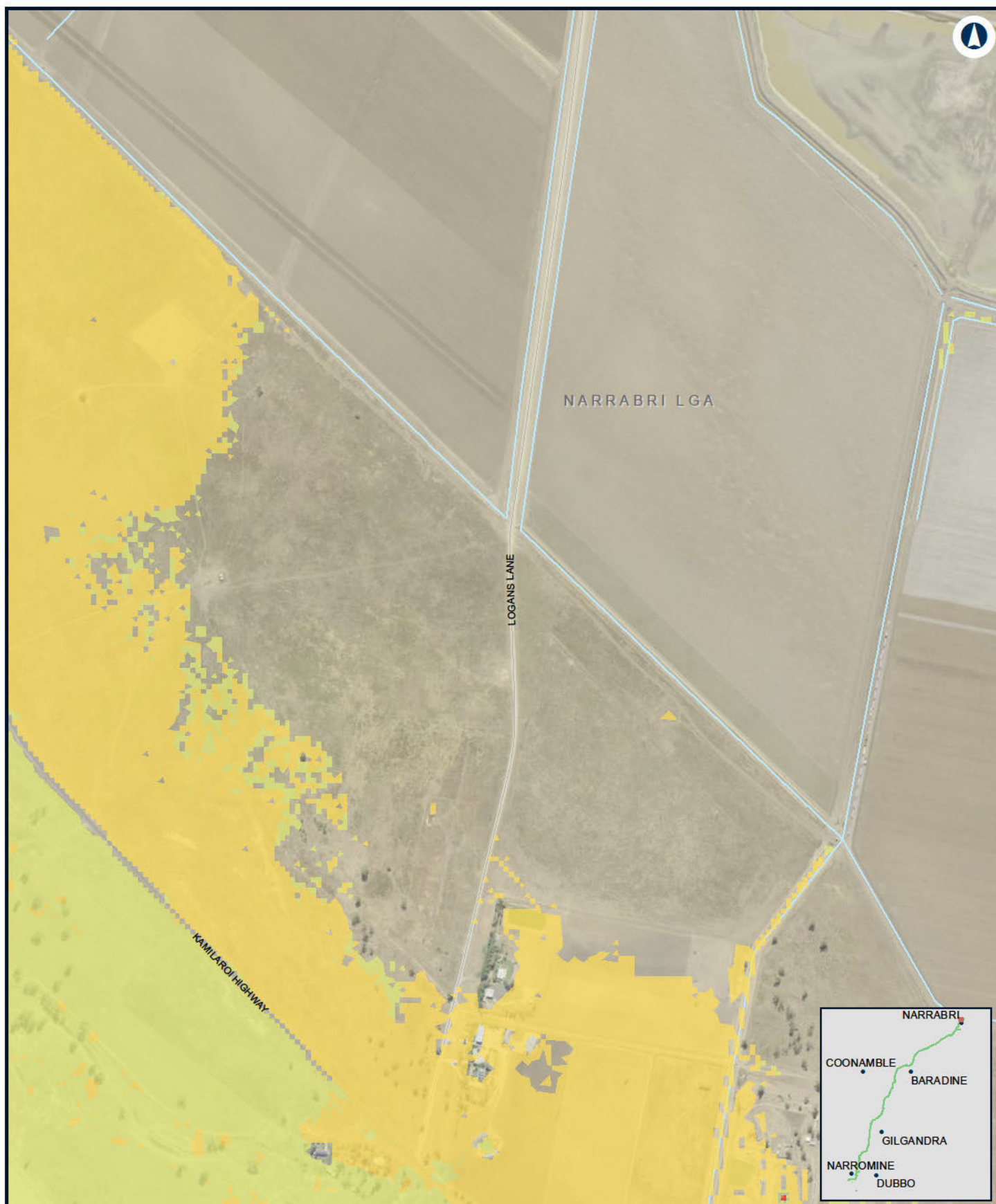
Duration Change

- > 24 hr decrease
- 12 hr - 24 hr decrease
- 6 hr - 12 hr decrease
- 3 hr - 6 hr decrease
- 0 hr - 3 hr decrease
- 0 hr - 3 hr increase

- 3 hr - 6 hr increase
- 6 hr - 12 hr increase
- 12 hr - 24 hr increase
- > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.5

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

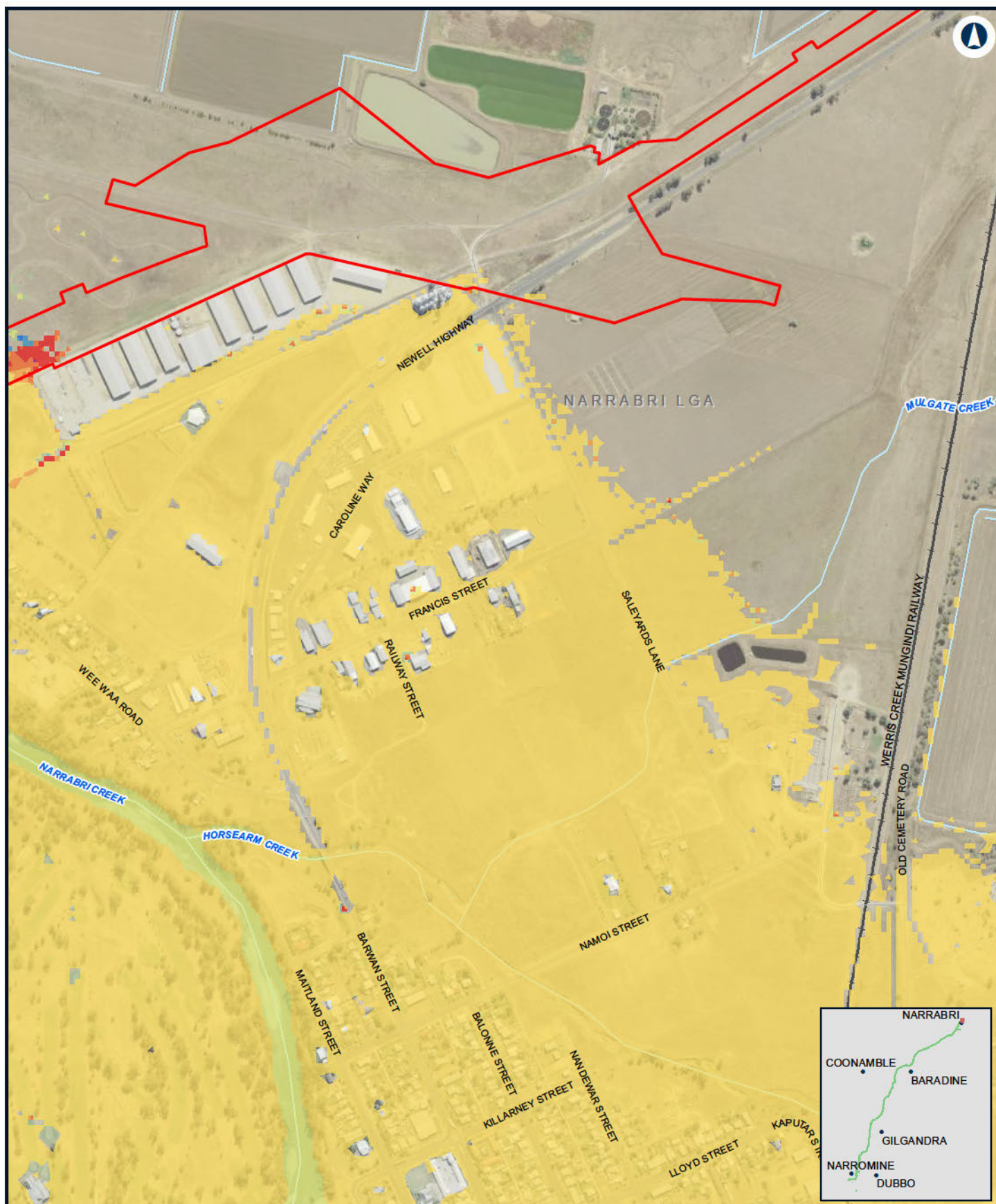
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.6

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Duration Change

 > 24 hr decrease

 12 hr - 24 hr decrease

 6 hr - 12 hr decrease

 3 hr - 6 hr decrease

 0 hr - 3 hr decrease

 0 hr - 3 hr increase

 3 hr - 6 hr increase

 6 hr - 12 hr increase

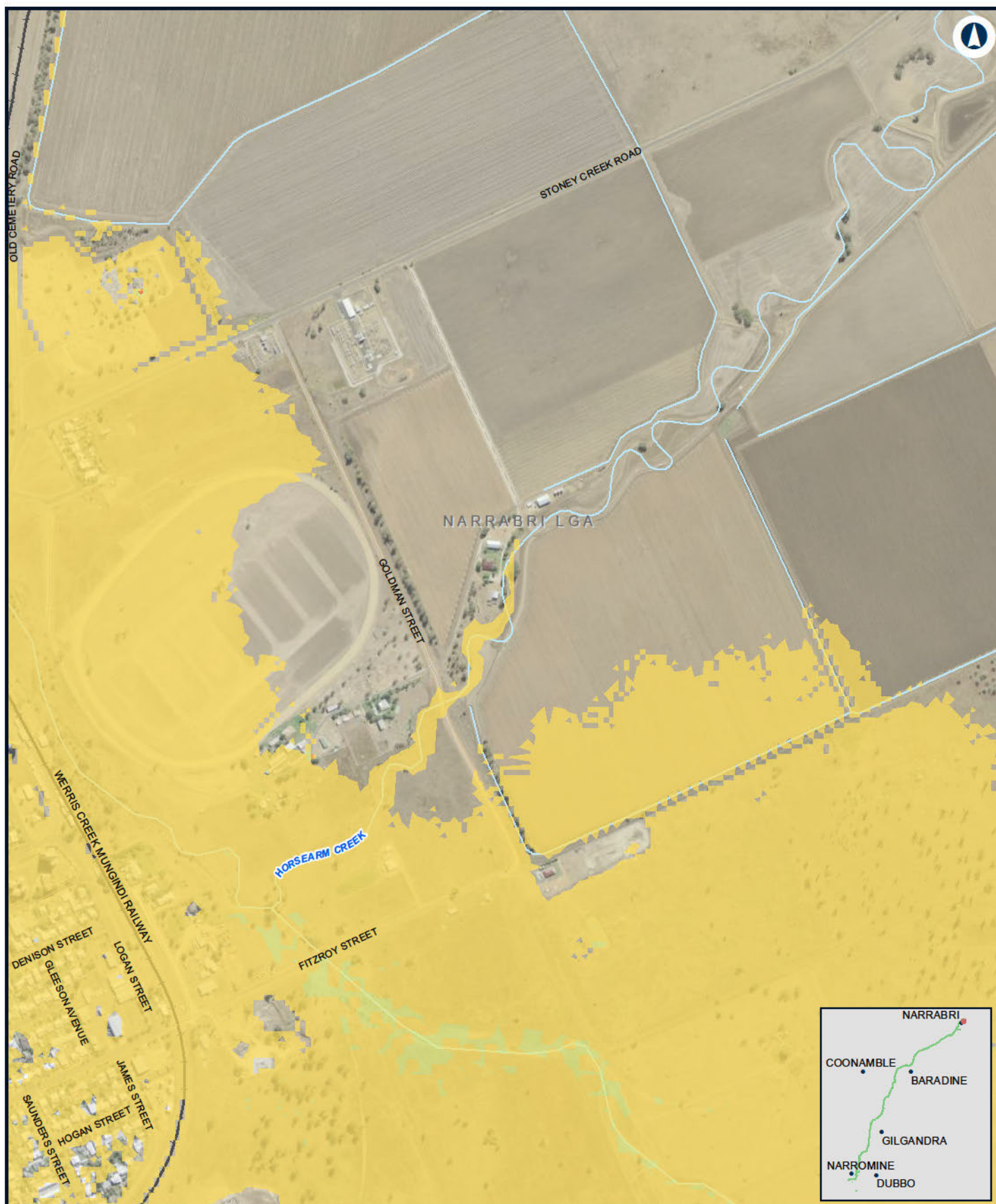
 12 hr - 24 hr increase

 > 24 hr increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.7

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Duration Change

> 24 hr decrease

12 hr - 24 hr decrease

6 hr - 12 hr decrease

3 hr - 6 hr decrease

0 hr - 3 hr decrease

0 hr - 3 hr increase

3 hr - 6 hr increase

6 hr - 12 hr increase

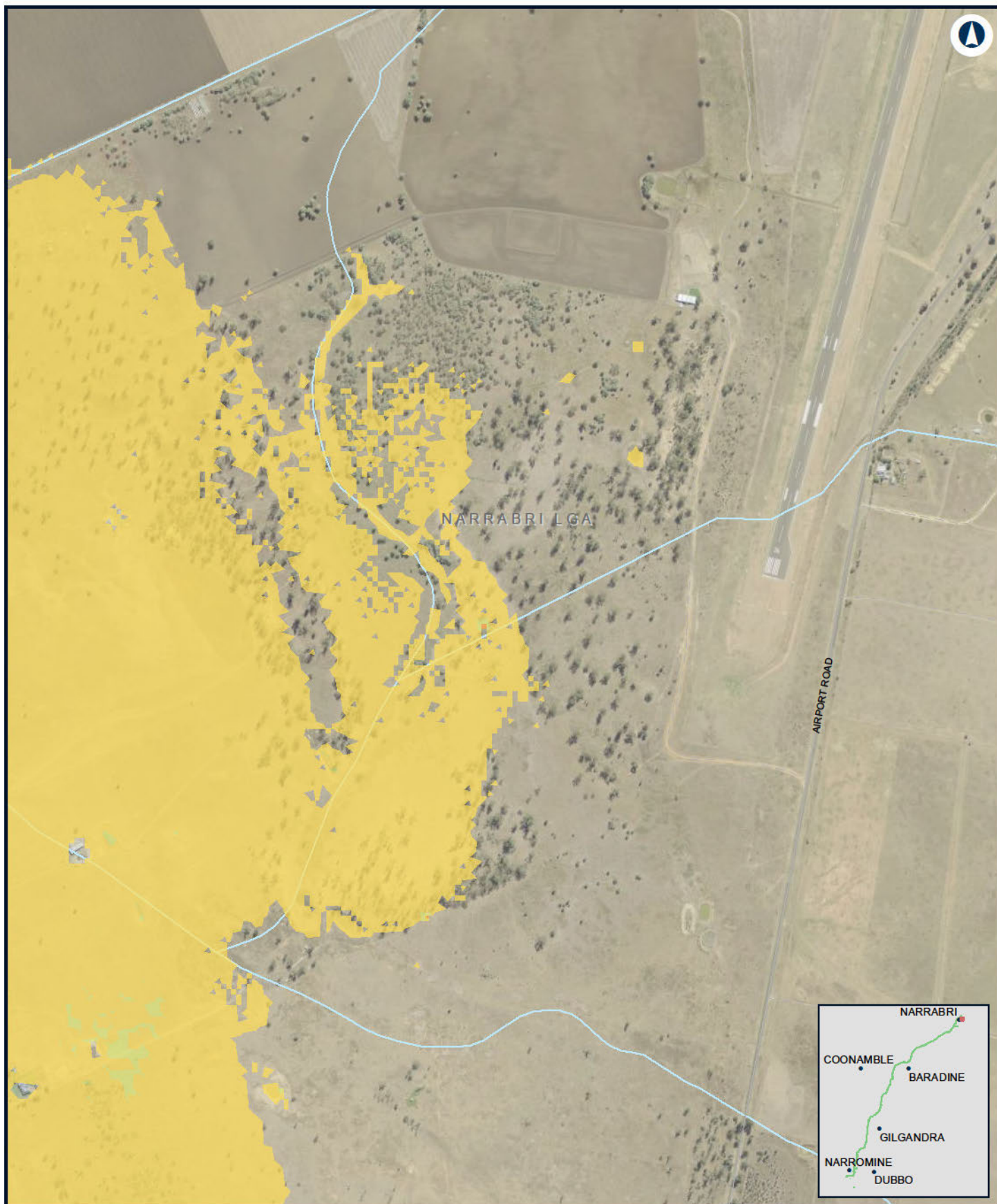
12 hr - 24 hr increase

> 24 hr increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.8

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

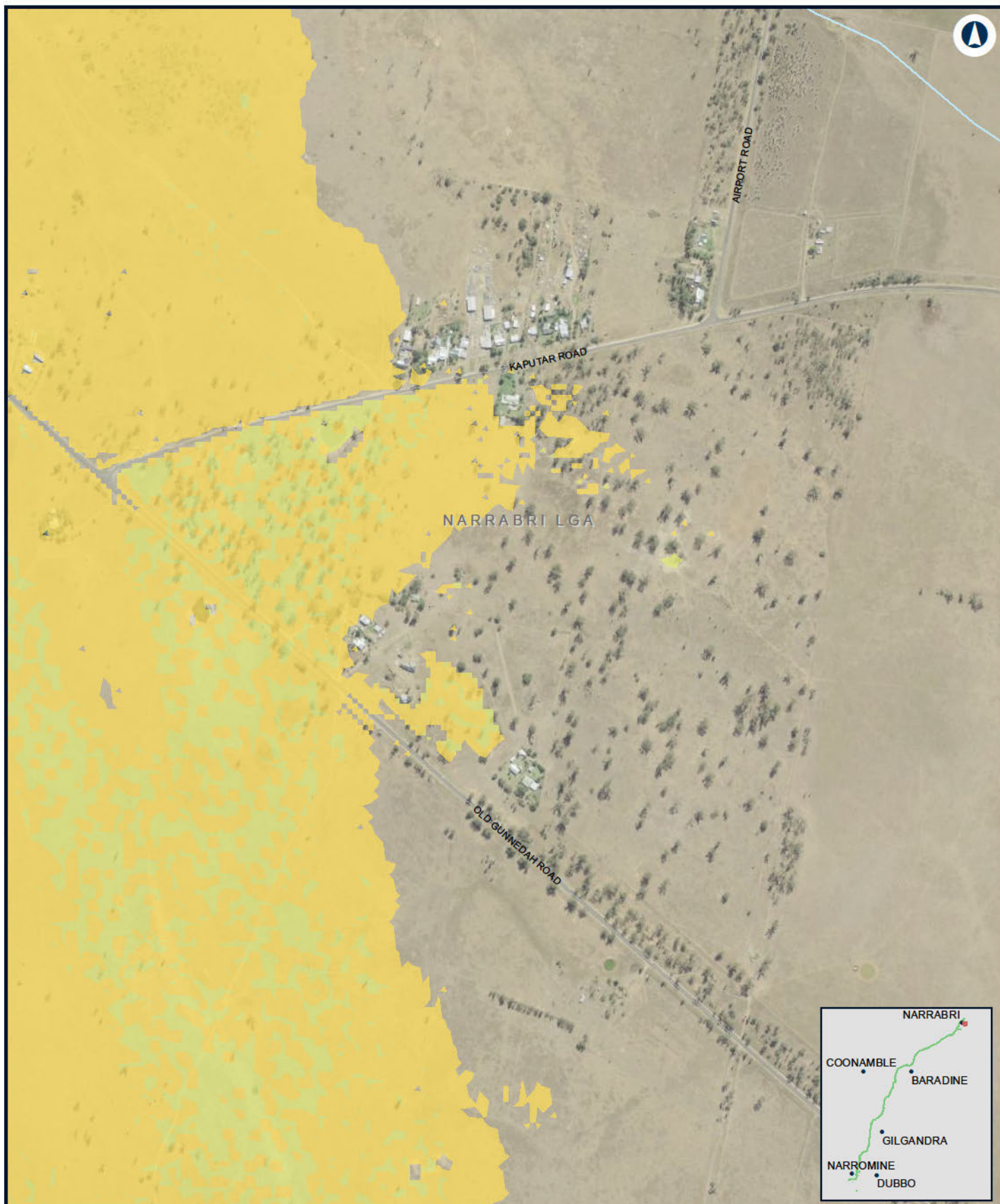
Duration Change

- > 24 hr decrease
- 12 hr - 24 hr decrease
- 6 hr - 12 hr decrease
- 3 hr - 6 hr decrease
- 0 hr - 3 hr decrease
- 0 hr - 3 hr increase

- 3 hr - 6 hr increase
- 6 hr - 12 hr increase
- 12 hr - 24 hr increase
- > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.9

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

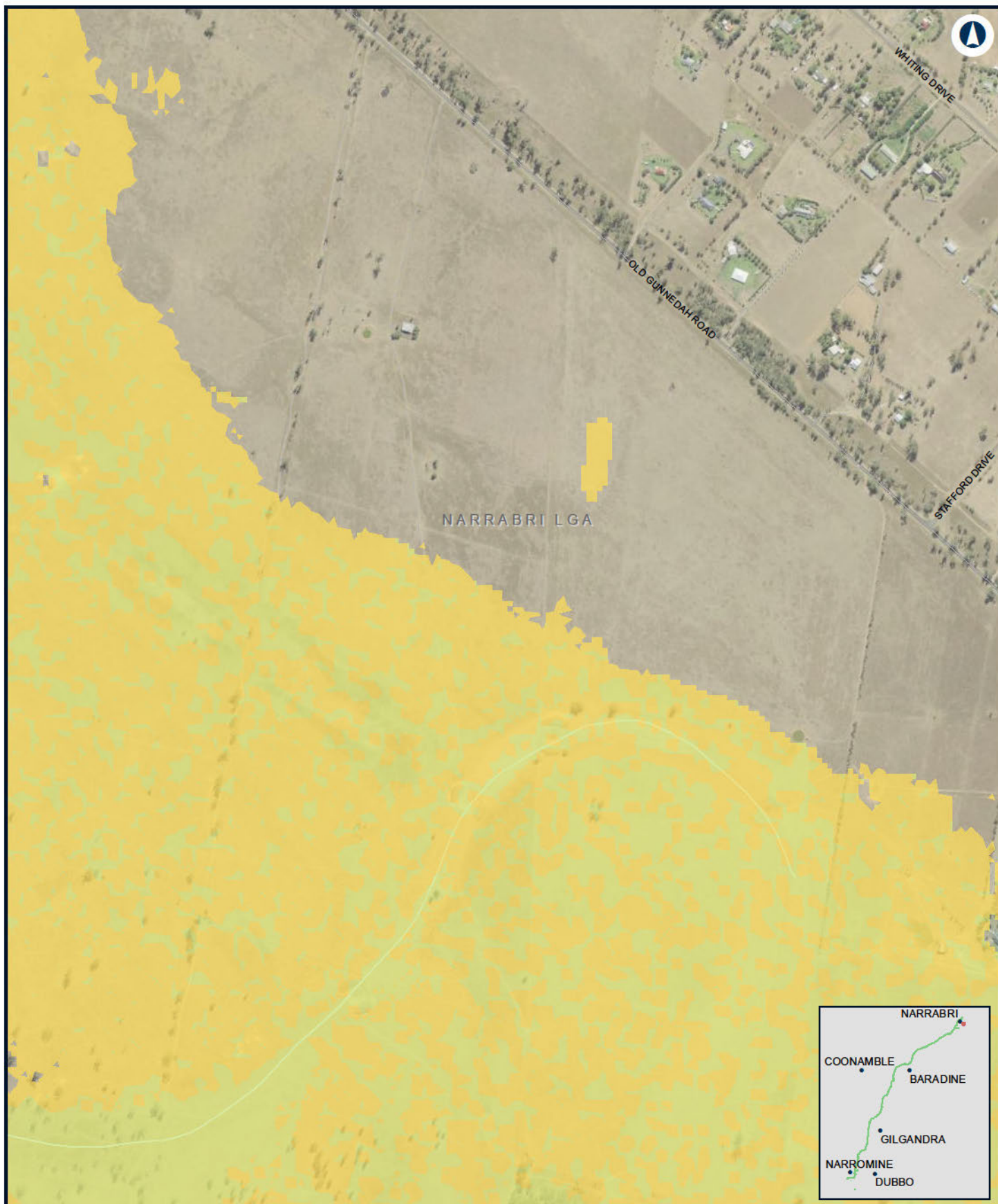
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.10

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

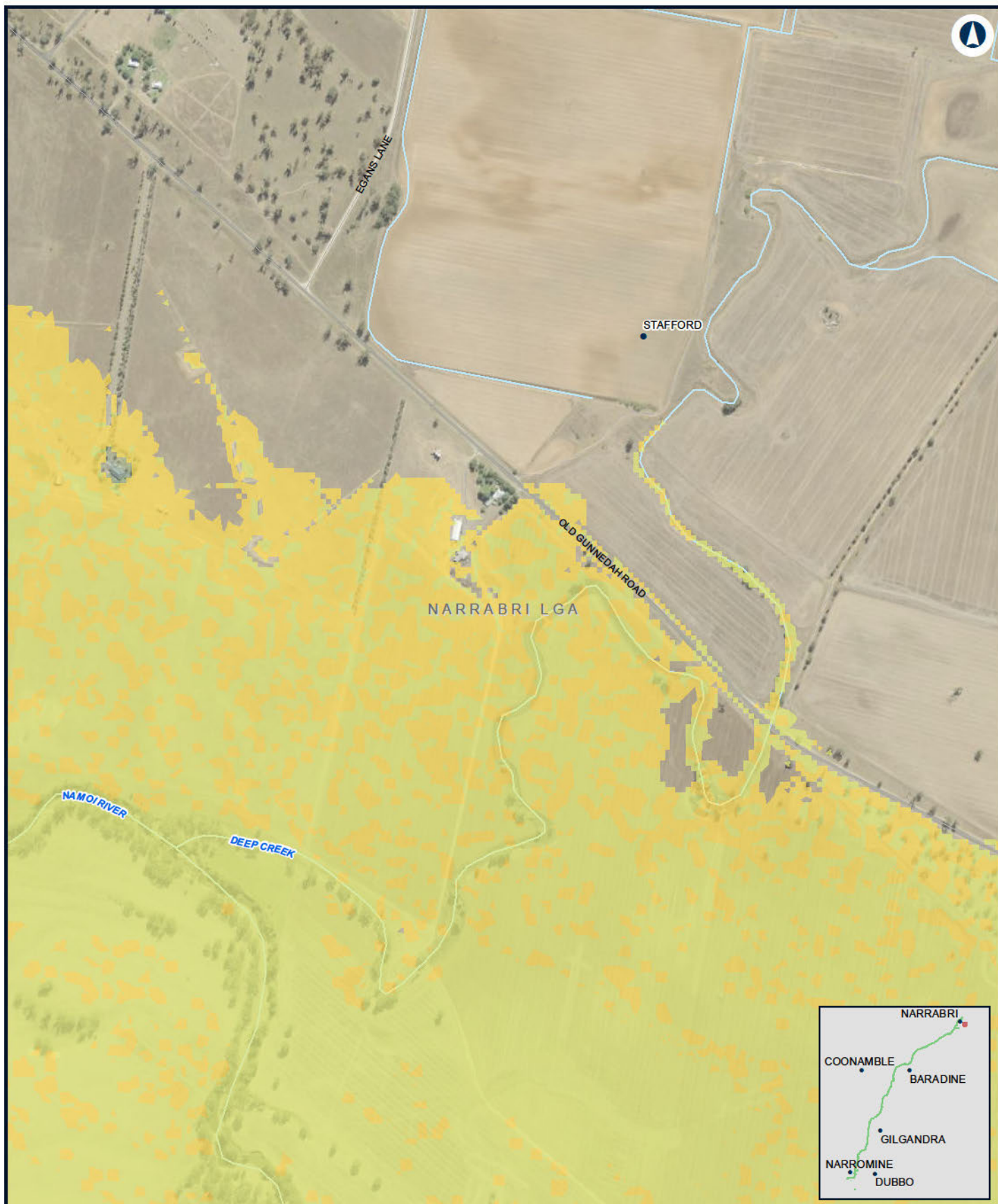
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.11

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

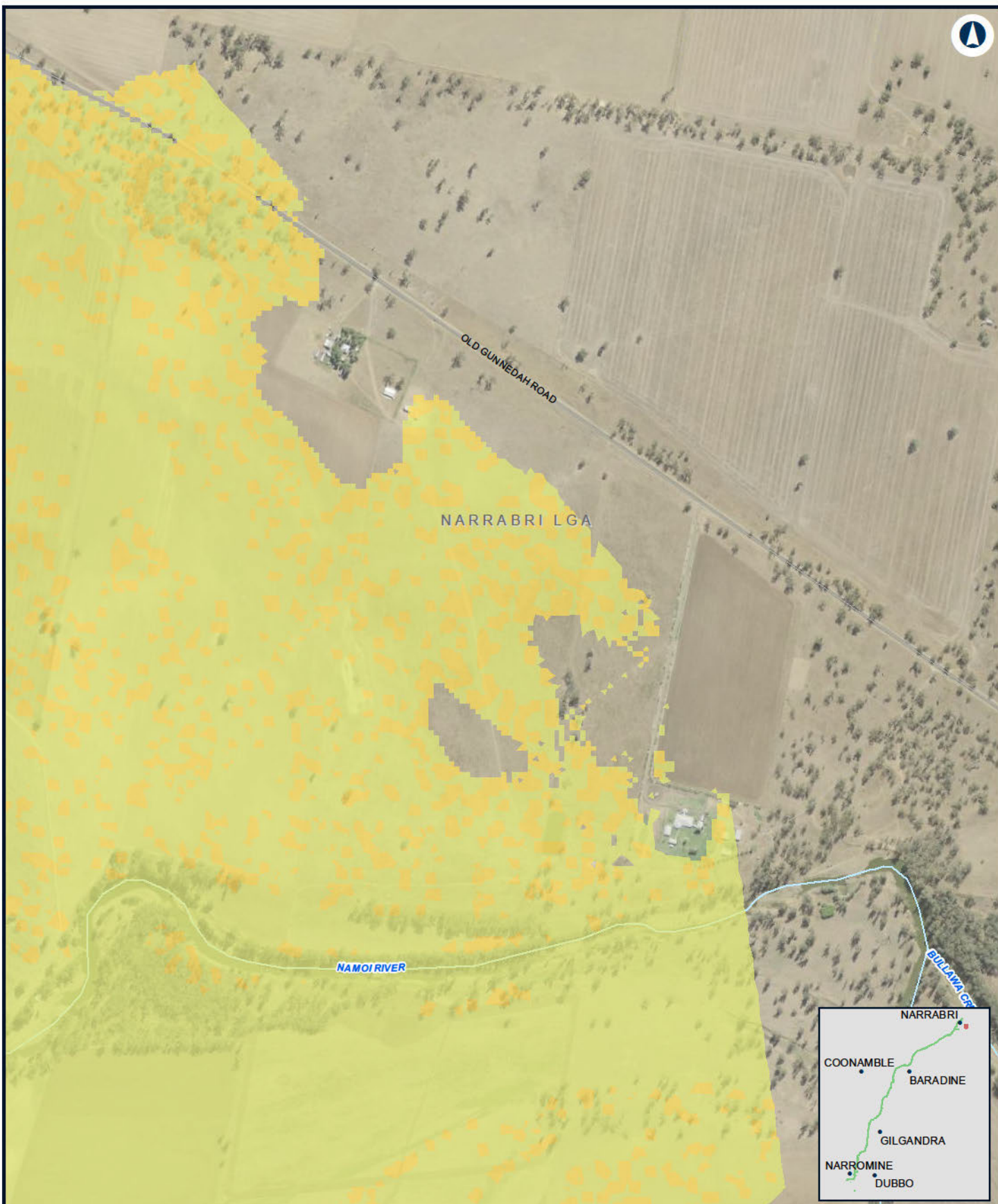
Duration Change

- > 24 hr decrease
- 12 hr - 24 hr decrease
- 6 hr - 12 hr decrease
- 3 hr - 6 hr decrease
- 0 hr - 3 hr decrease
- 0 hr - 3 hr increase

- 3 hr - 6 hr increase
- 6 hr - 12 hr increase
- 12 hr - 24 hr increase
- > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.12

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Duration Change

> 24 hr decrease

12 hr - 24 hr decrease

6 hr - 12 hr decrease

3 hr - 6 hr decrease

0 hr - 3 hr decrease

0 hr - 3 hr increase

3 hr - 6 hr increase

6 hr - 12 hr increase

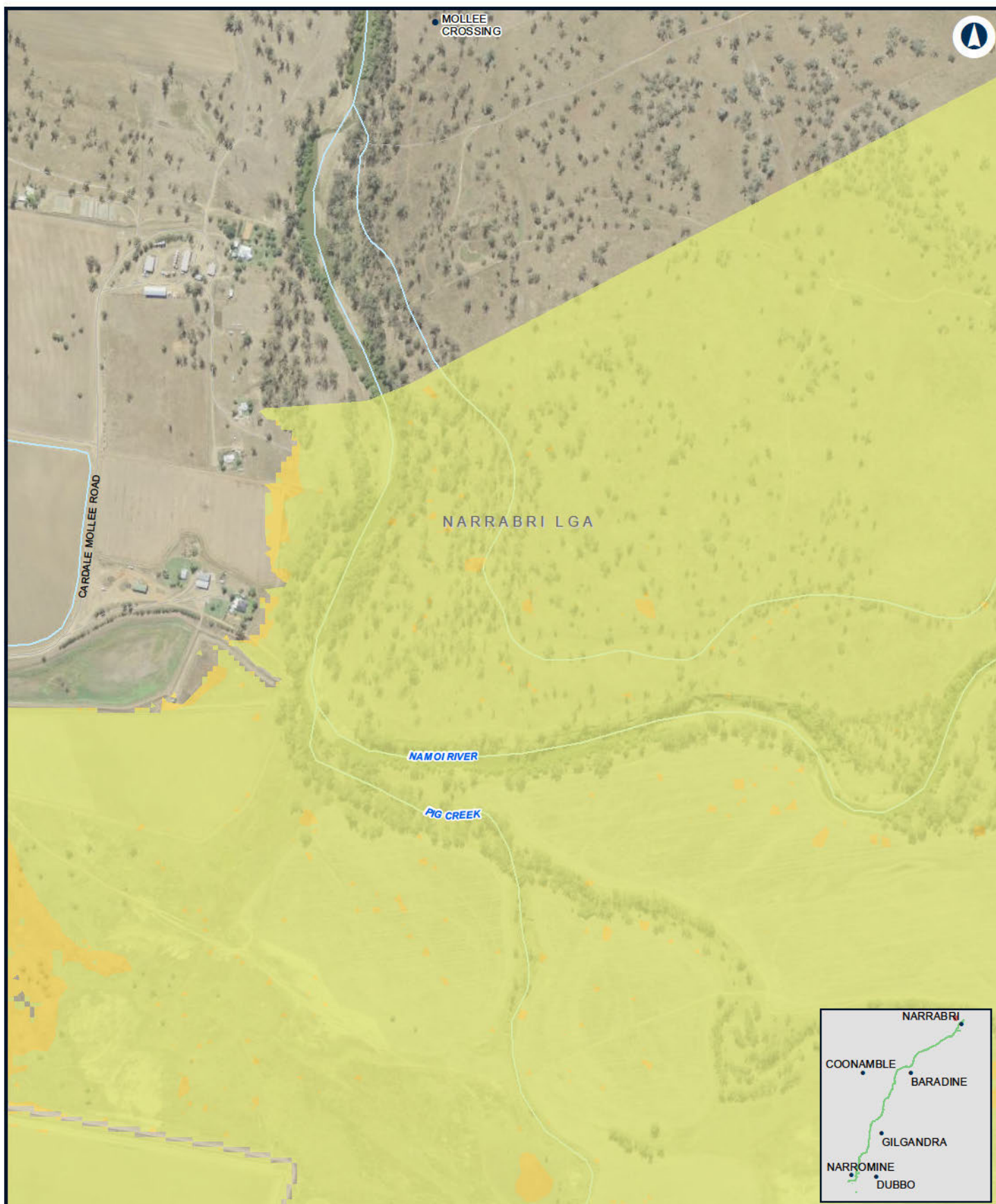
12 hr - 24 hr increase

> 24 hr increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.13

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

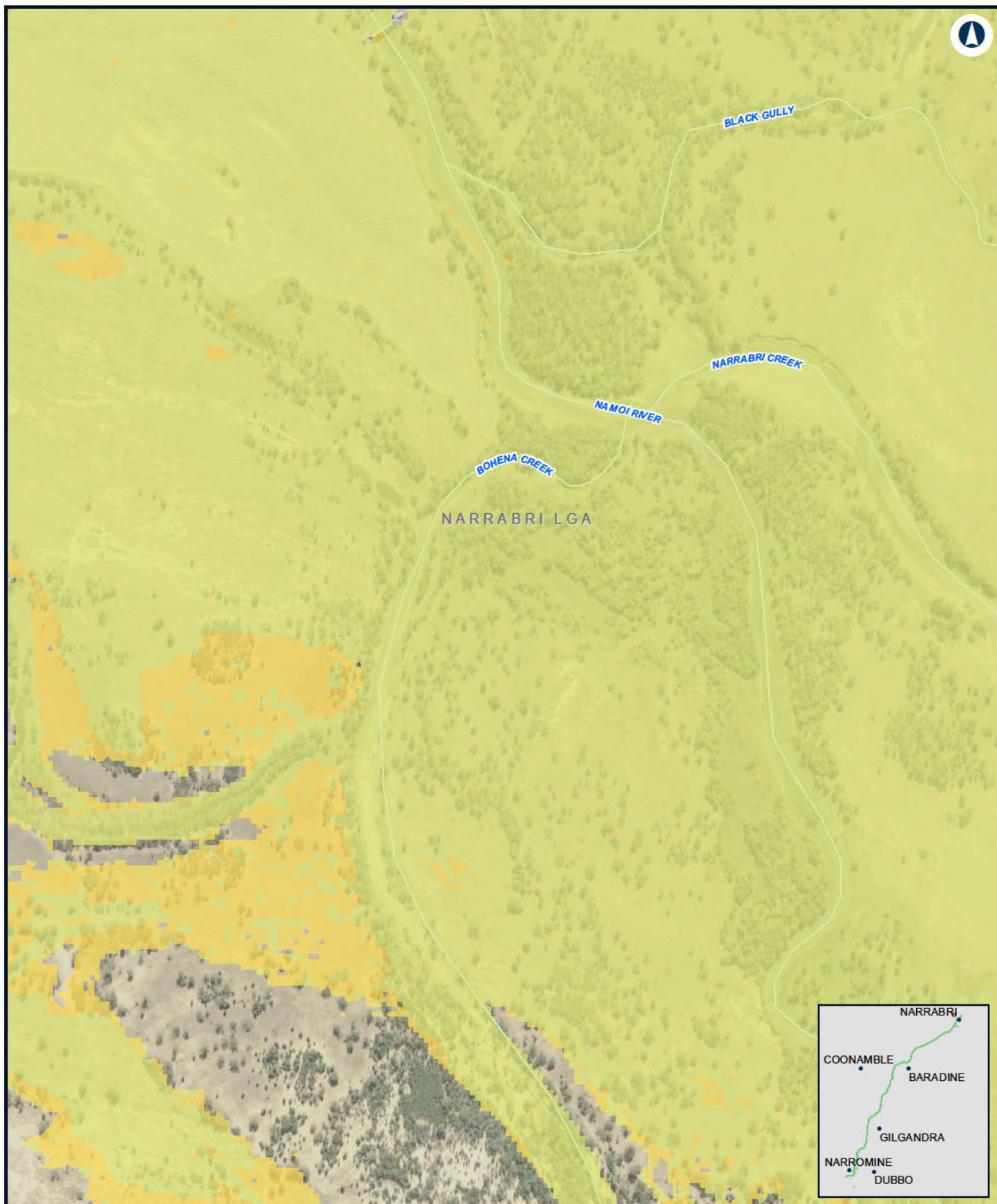
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.14

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

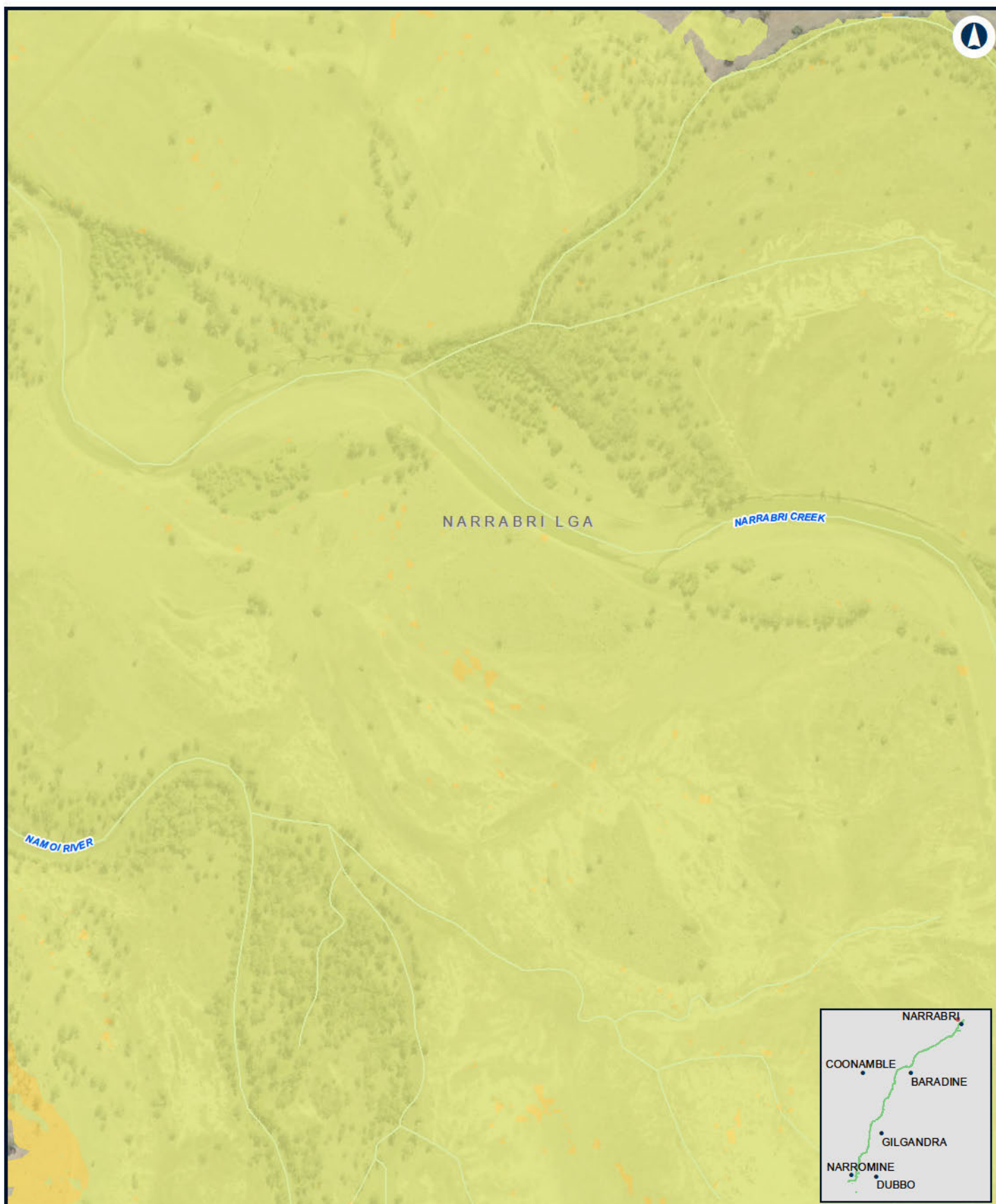
Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.15

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

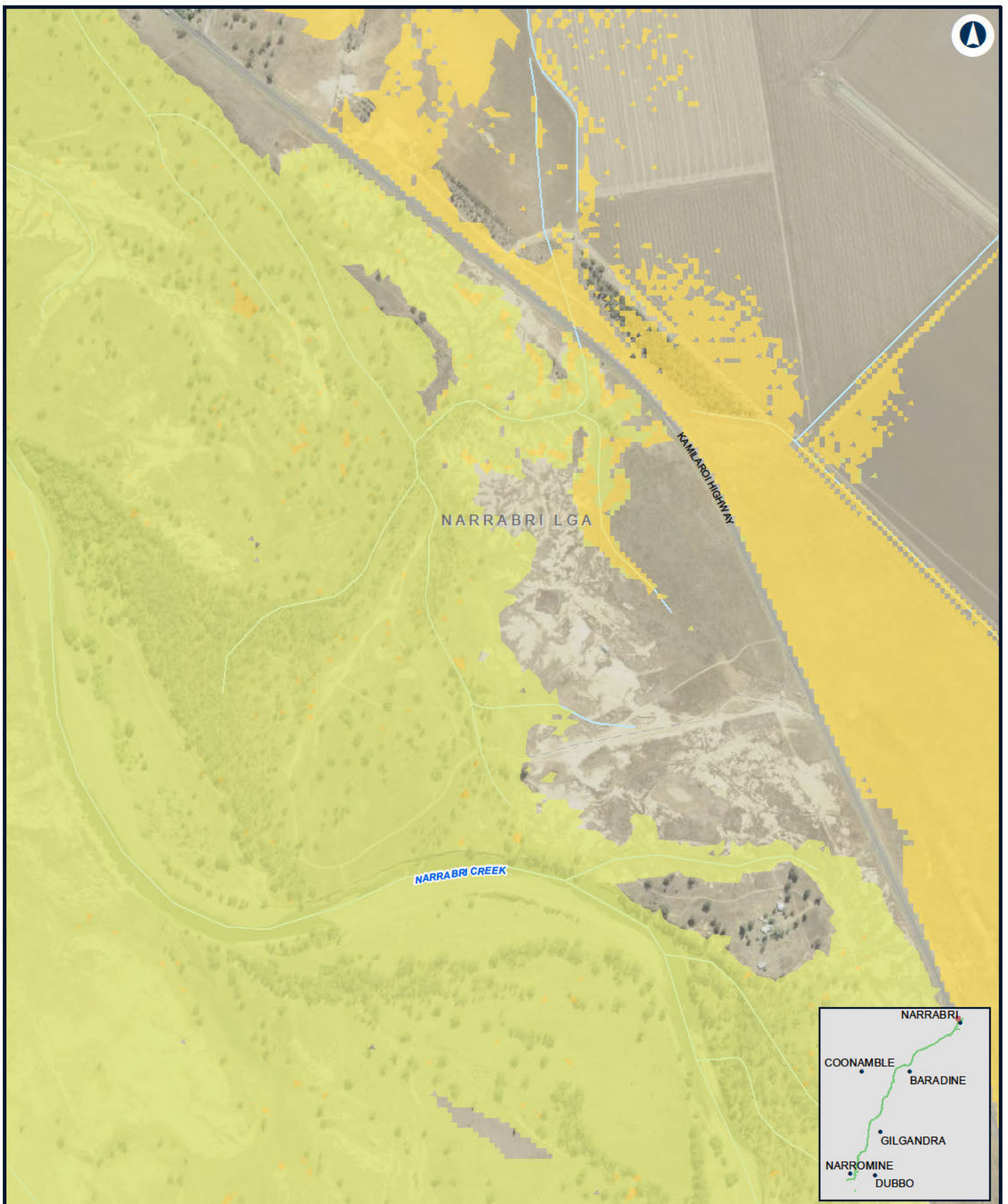
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.16

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

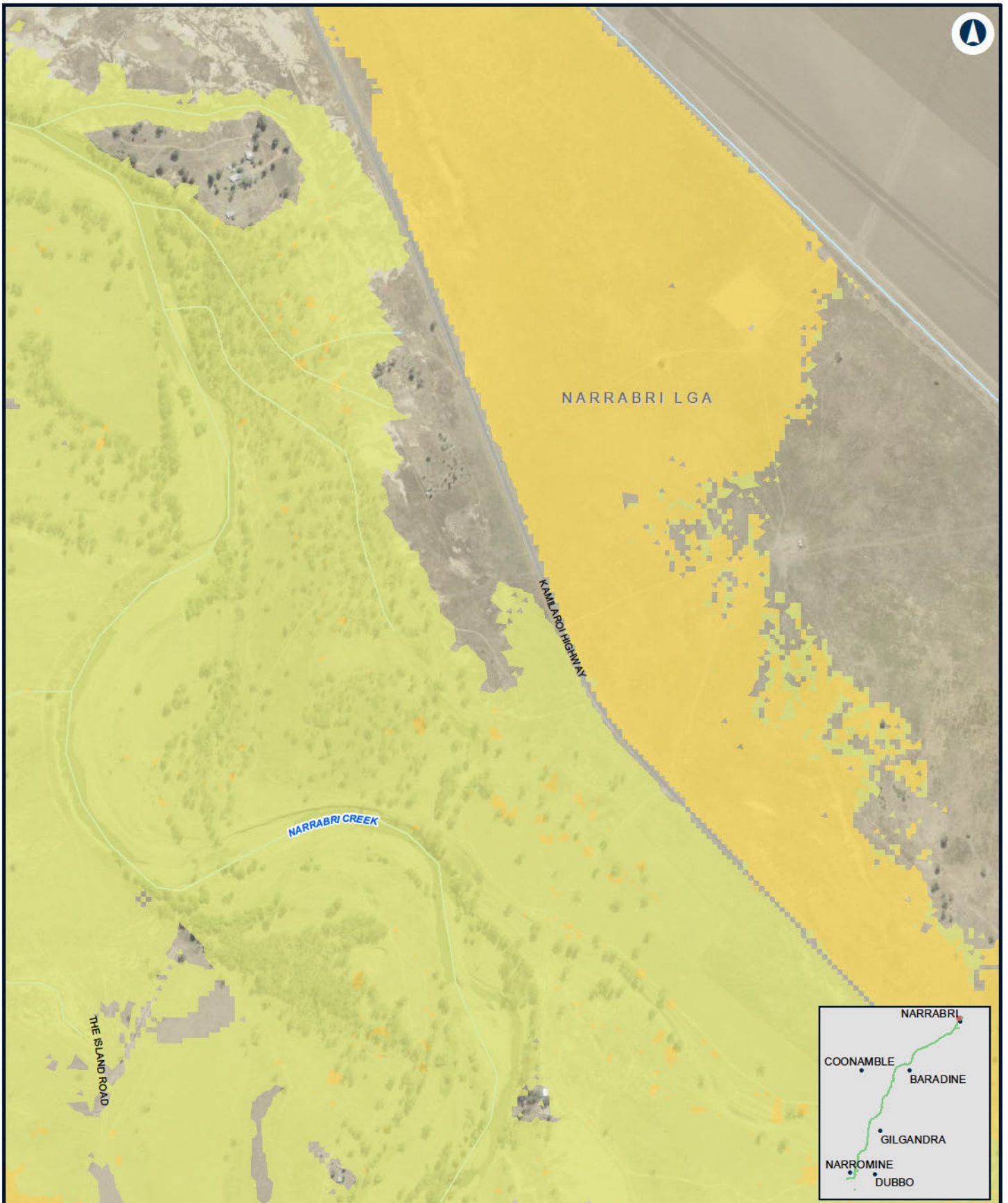
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.17

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

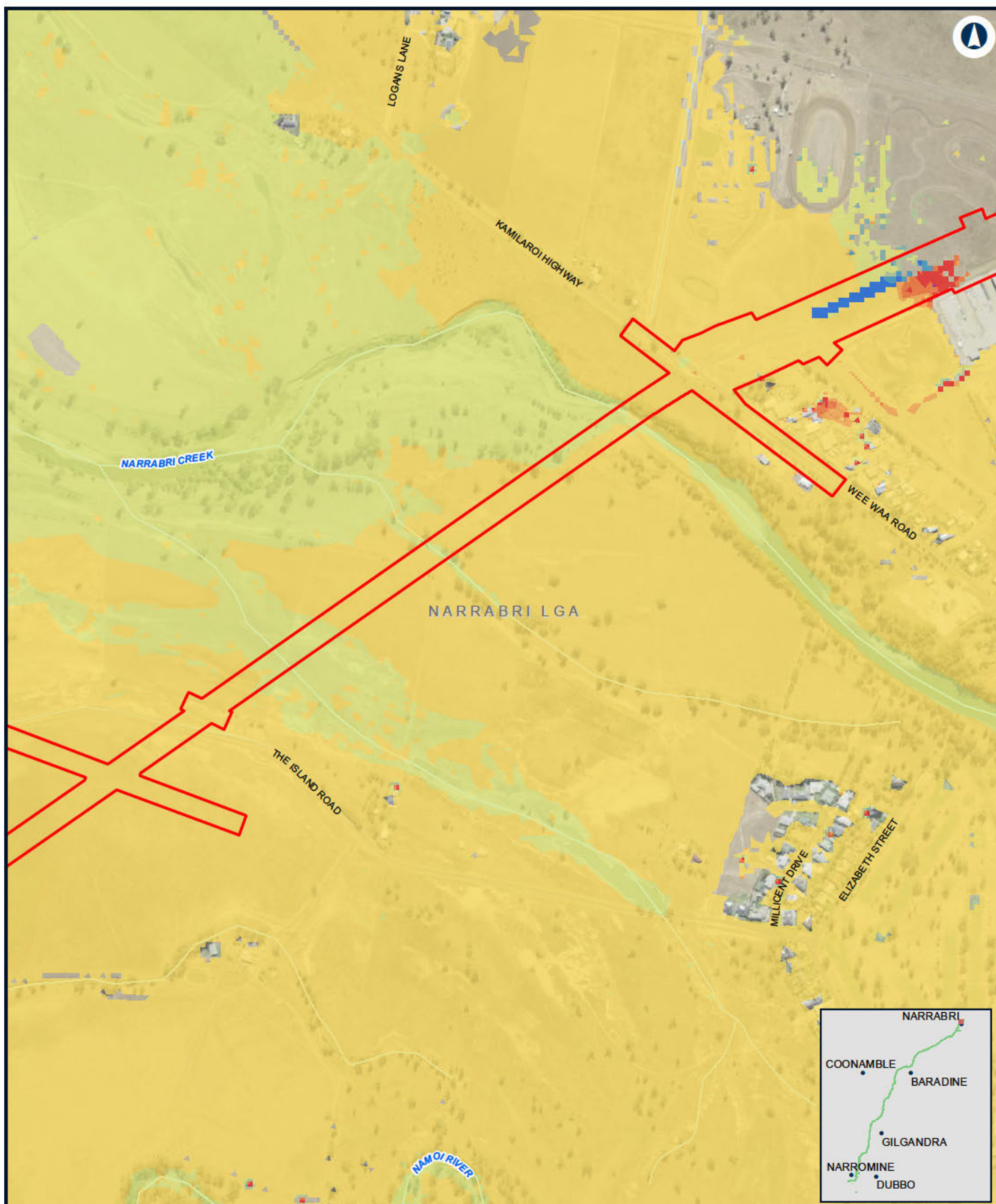
Duration Change

- > 24 hr decrease
- 12 hr - 24 hr decrease
- 6 hr - 12 hr decrease
- 3 hr - 6 hr decrease
- 0 hr - 3 hr decrease
- 0 hr - 3 hr increase

- 3 hr - 6 hr increase
- 6 hr - 12 hr increase
- 12 hr - 24 hr increase
- > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.18

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Duration Change

 > 24 hr decrease

 12 hr - 24 hr decrease

 6 hr - 12 hr decrease

 3 hr - 6 hr decrease

 0 hr - 3 hr decrease

 0 hr - 3 hr increase

 3 hr - 6 hr increase

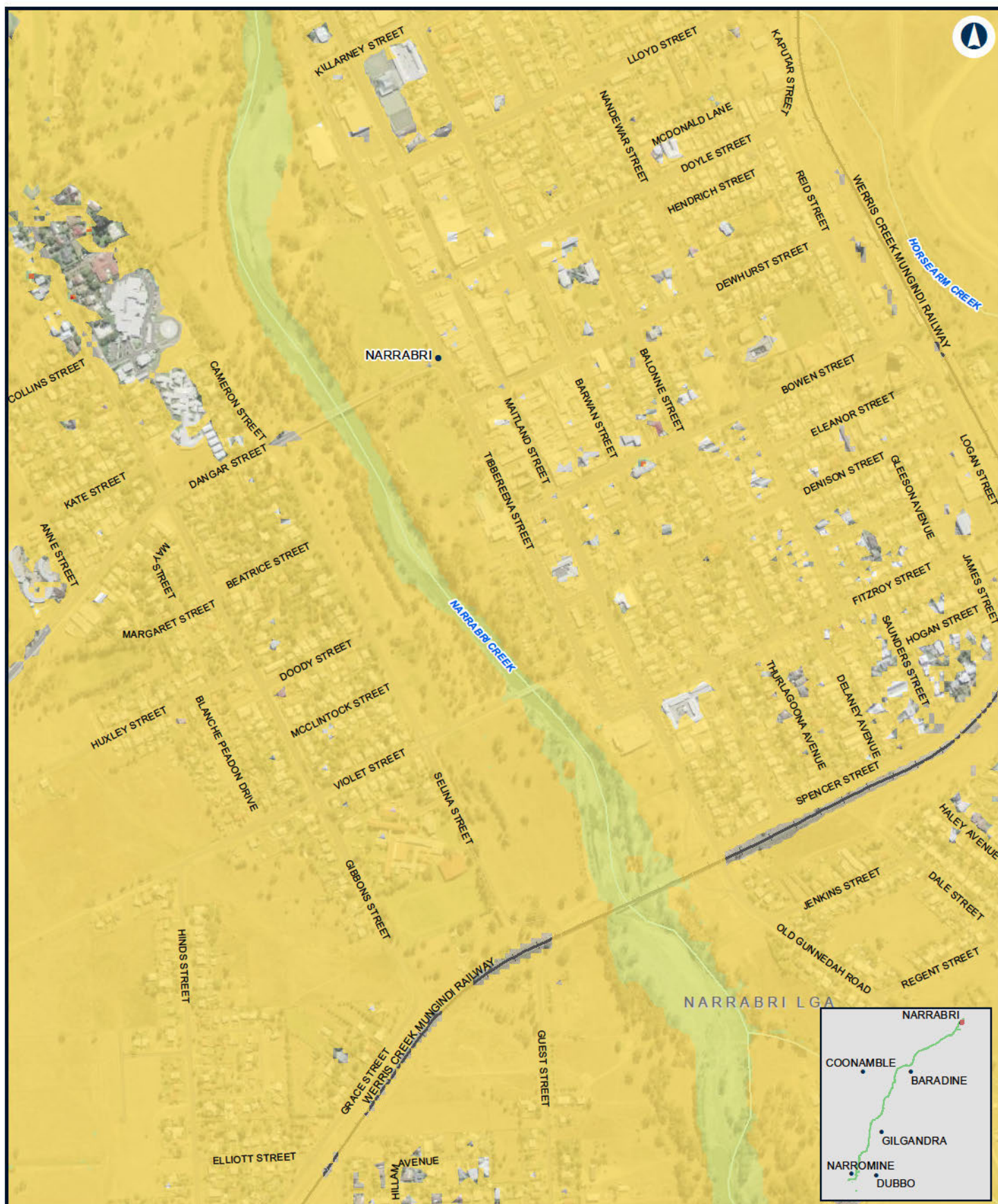
 6 hr - 12 hr increase

 12 hr - 24 hr increase

 > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.19

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

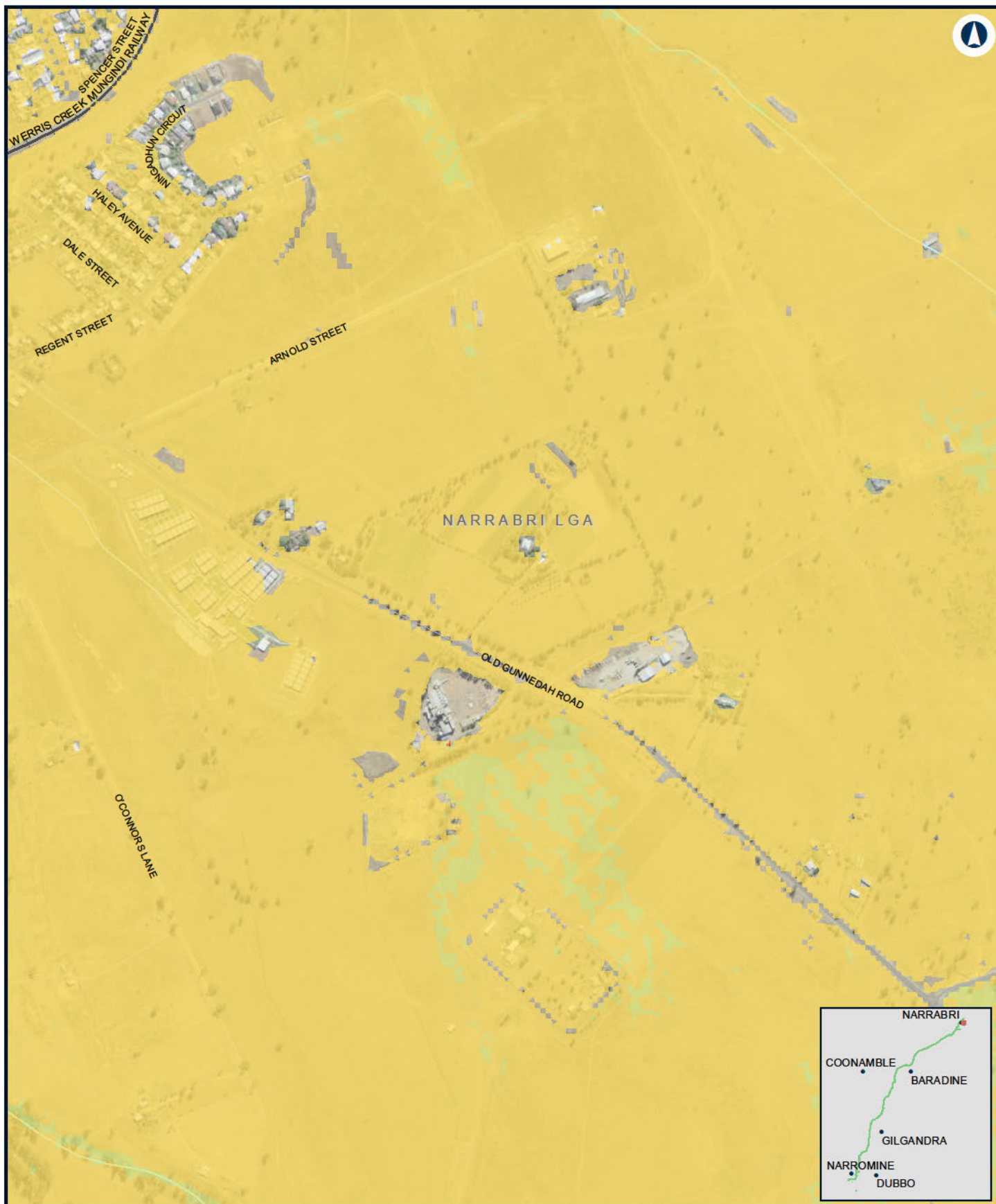
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.20

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

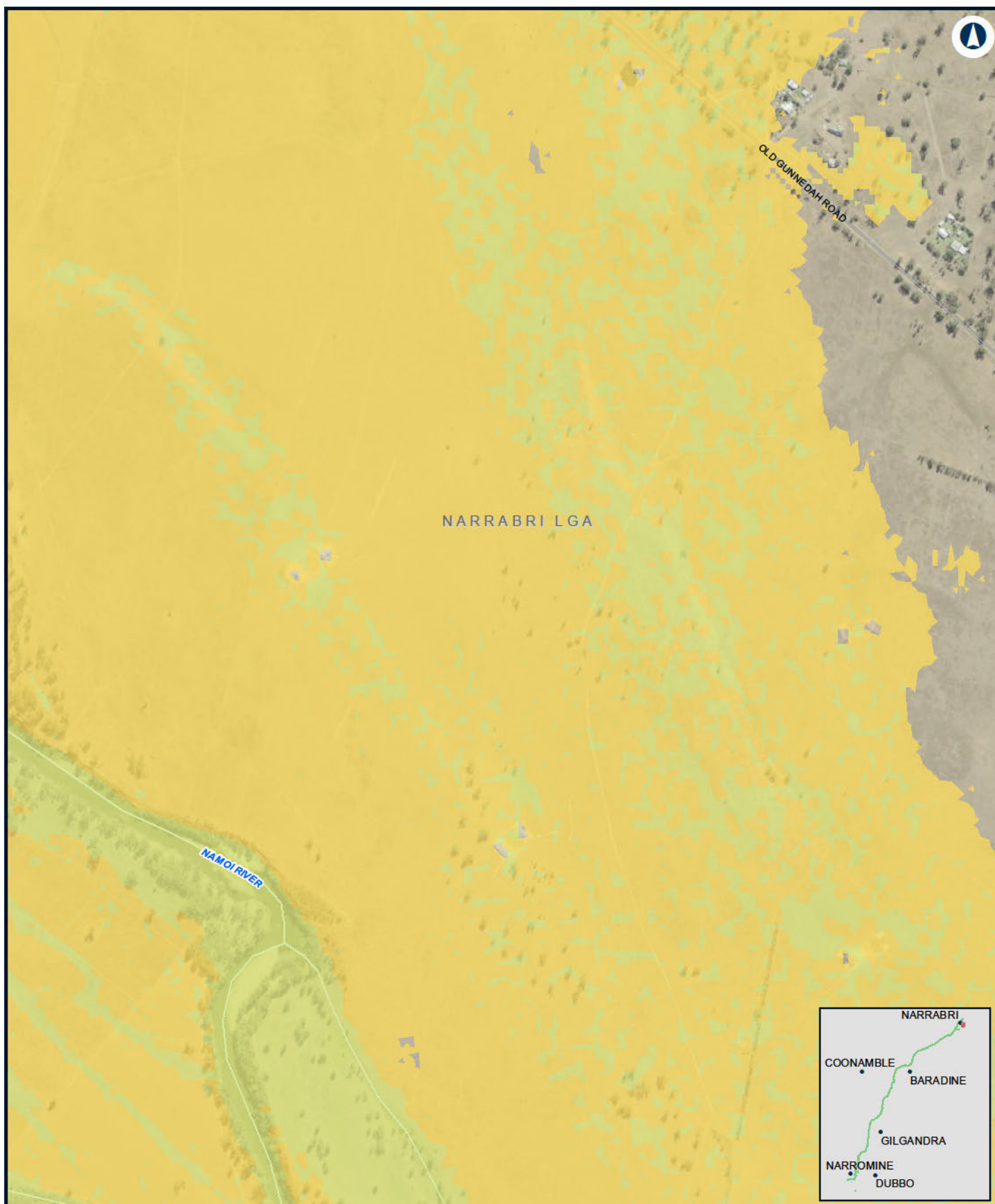
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.21

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

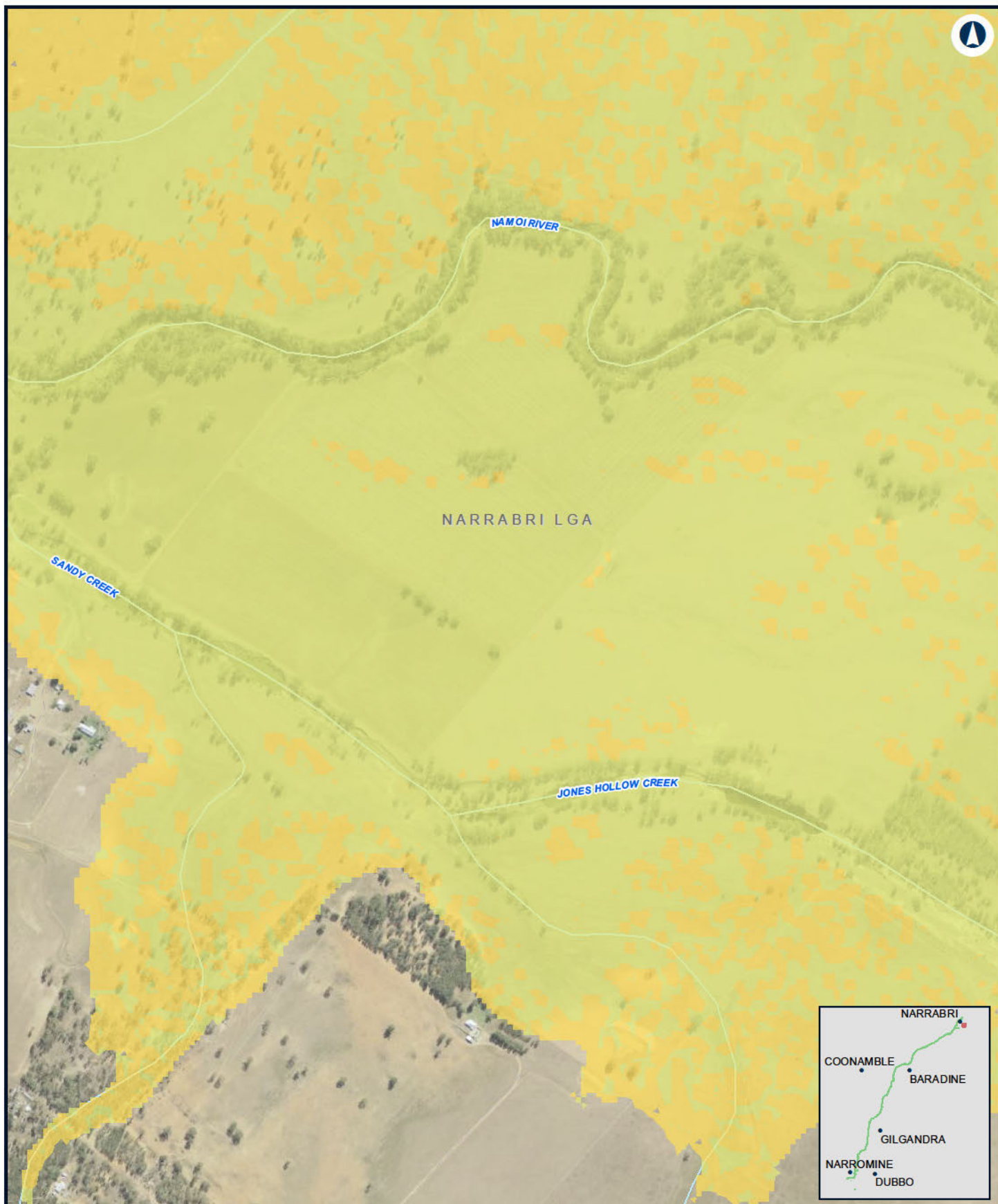
Duration Change

- > 24 hr decrease
- 12 hr - 24 hr decrease
- 6 hr - 12 hr decrease
- 3 hr - 6 hr decrease
- 0 hr - 3 hr decrease
- 0 hr - 3 hr increase

- 3 hr - 6 hr increase
- 6 hr - 12 hr increase
- 12 hr - 24 hr increase
- > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.22

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Duration Change

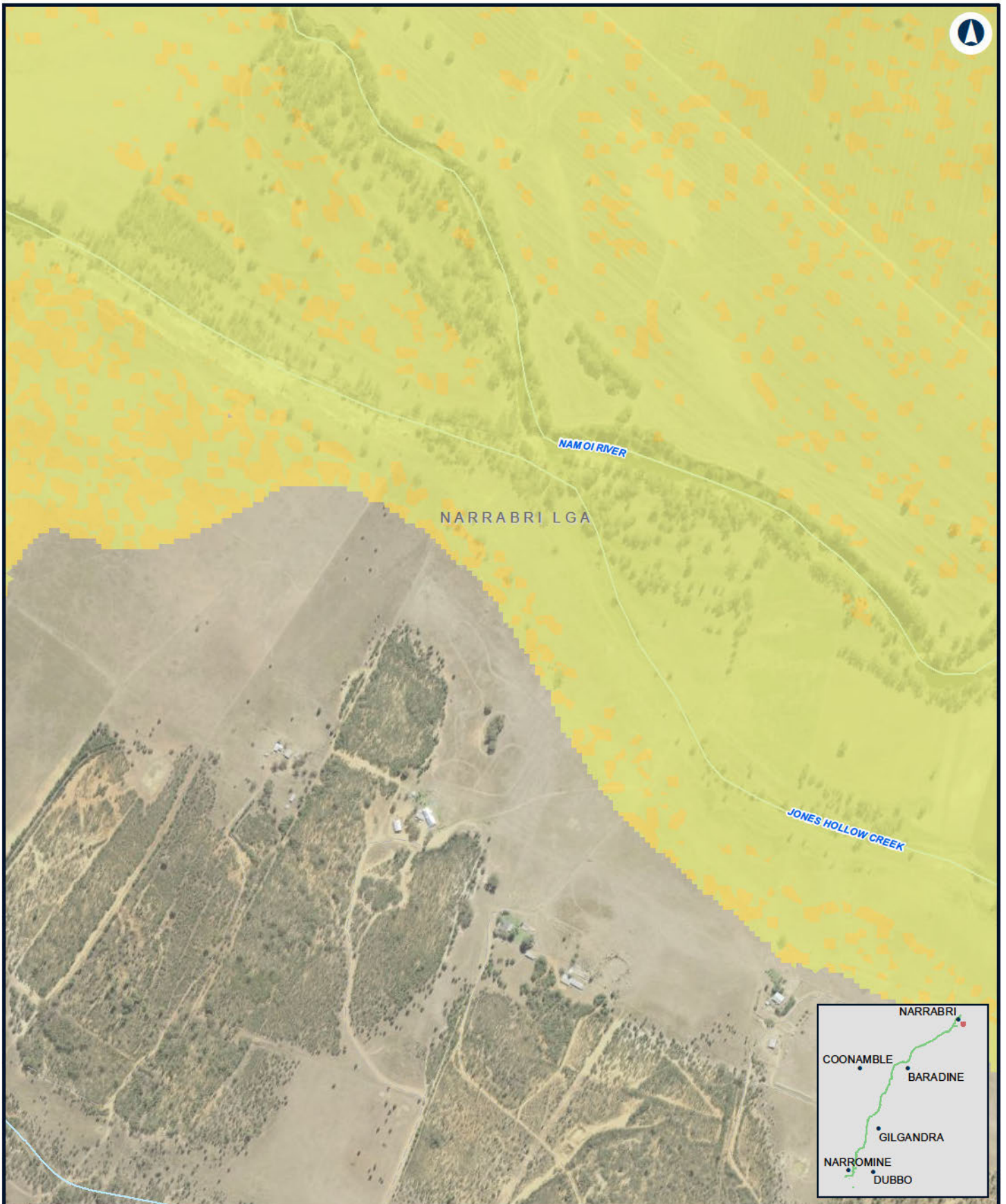
- > 24 hr decrease
- 12 hr - 24 hr decrease
- 6 hr - 12 hr decrease
- 3 hr - 6 hr decrease
- 0 hr - 3 hr decrease
- 0 hr - 3 hr increase

- 3 hr - 6 hr increase
- 6 hr - 12 hr increase
- 12 hr - 24 hr increase
- > 24 hr increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.23

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Duration Change

> 24 hr decrease

12 hr - 24 hr decrease

6 hr - 12 hr decrease

3 hr - 6 hr decrease

0 hr - 3 hr decrease

0 hr - 3 hr increase

3 hr - 6 hr increase

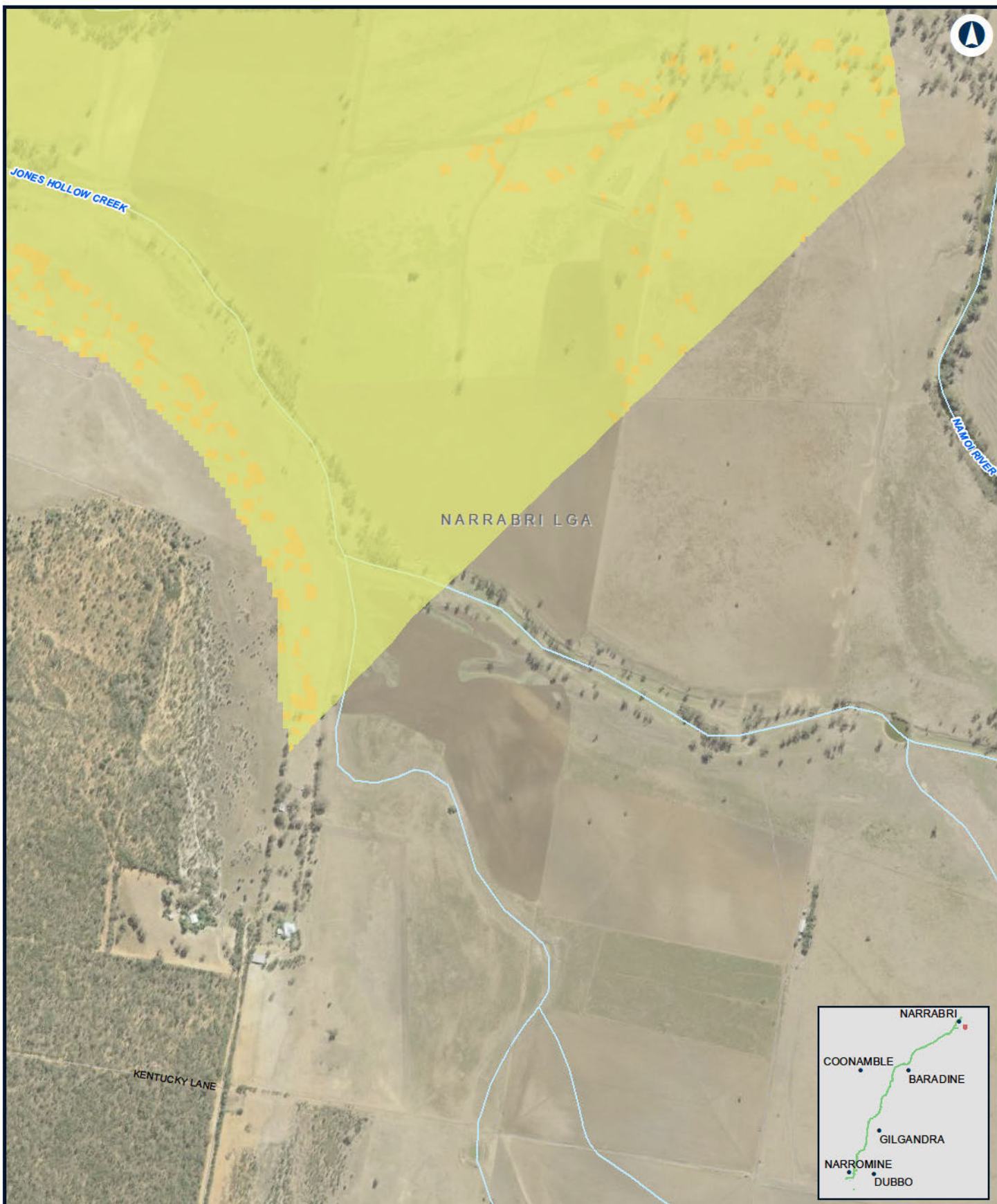
6 hr - 12 hr increase

12 hr - 24 hr increase

> 24 hr increase

**INLAND
RAIL** **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.24

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Duration Change

> 24 hr decrease

12 hr - 24 hr decrease

6 hr - 12 hr decrease

3 hr - 6 hr decrease

0 hr - 3 hr decrease

0 hr - 3 hr increase

3 hr - 6 hr increase

6 hr - 12 hr increase

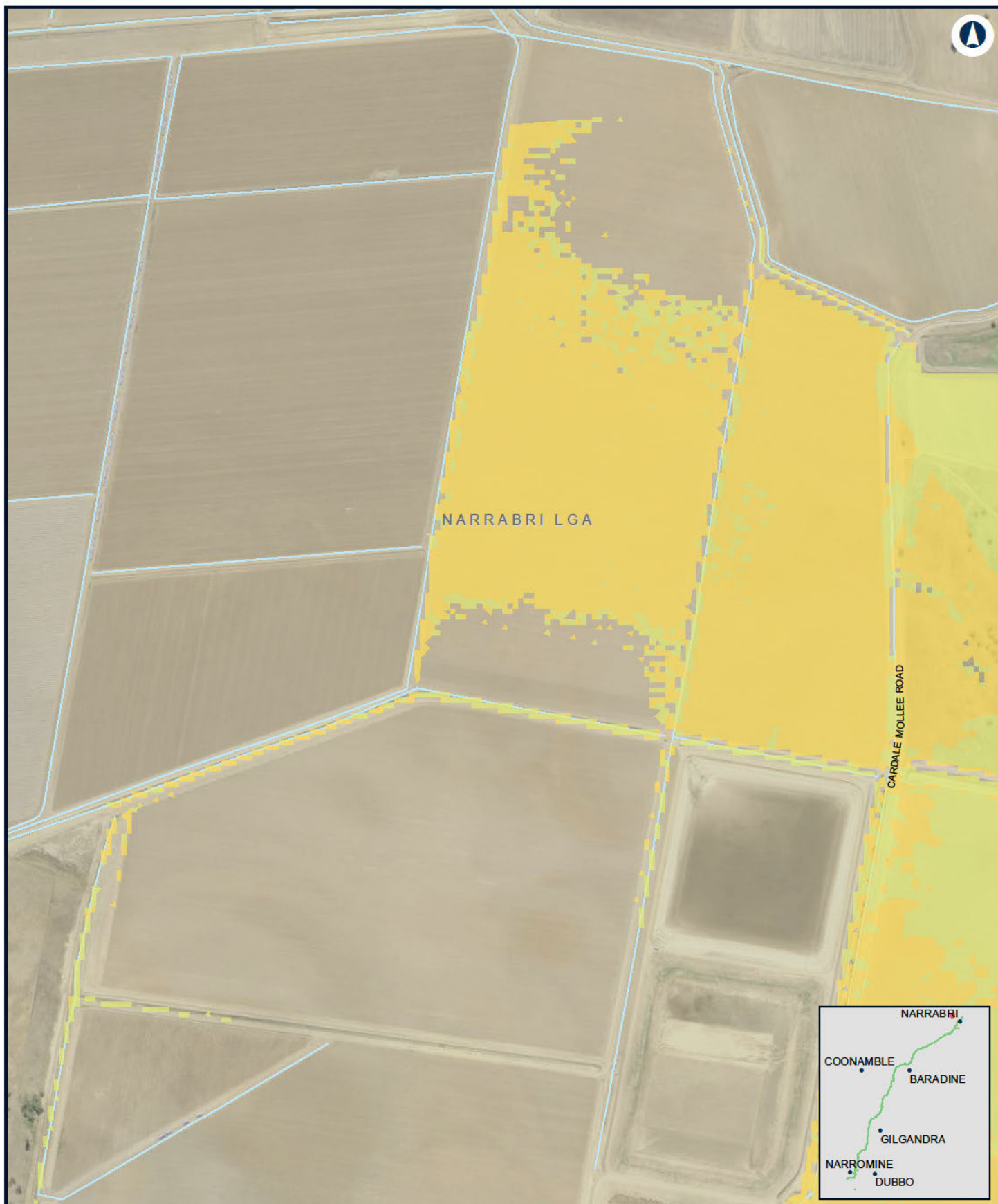
12 hr - 24 hr increase

> 24 hr increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.25

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

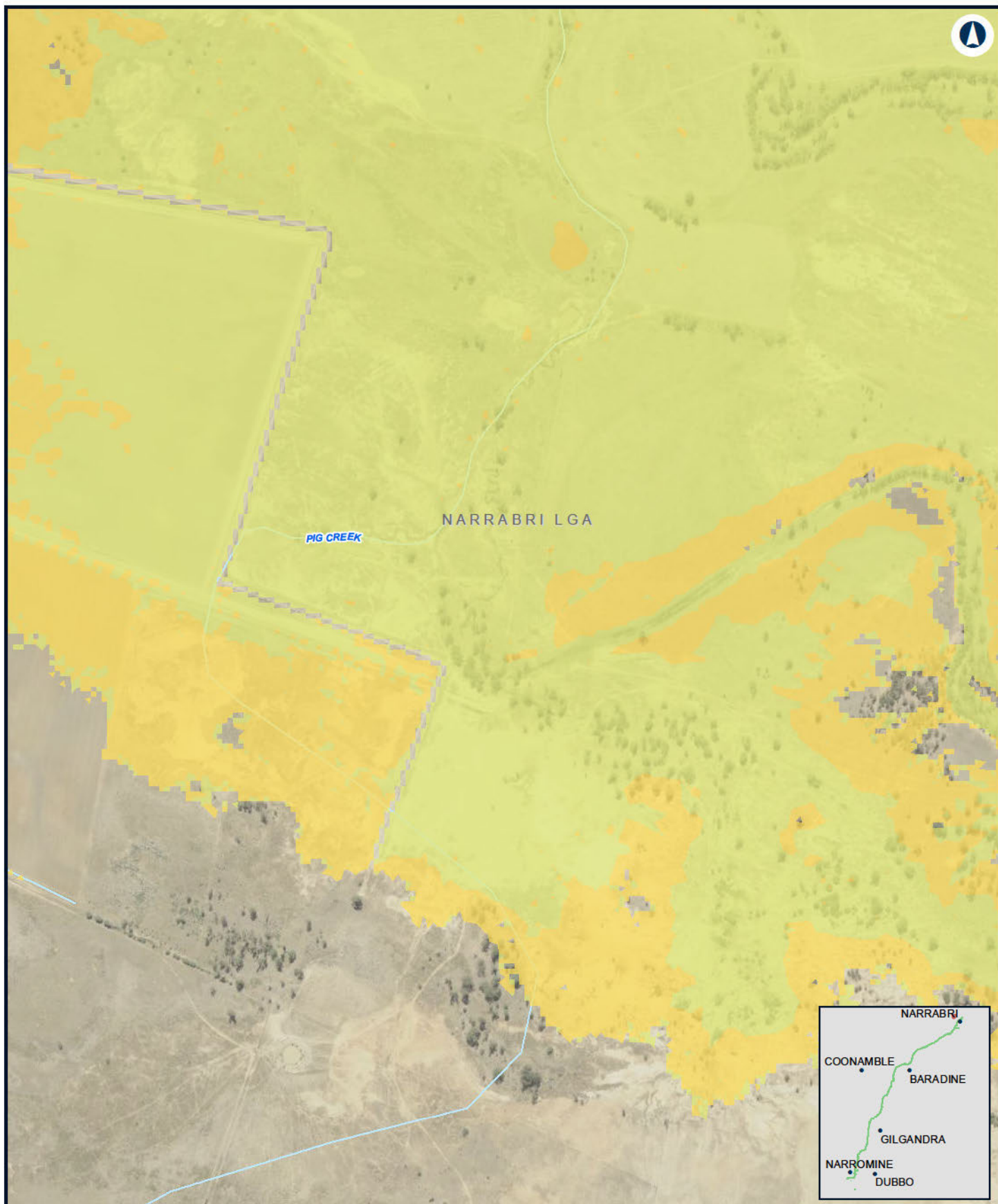
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.26

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

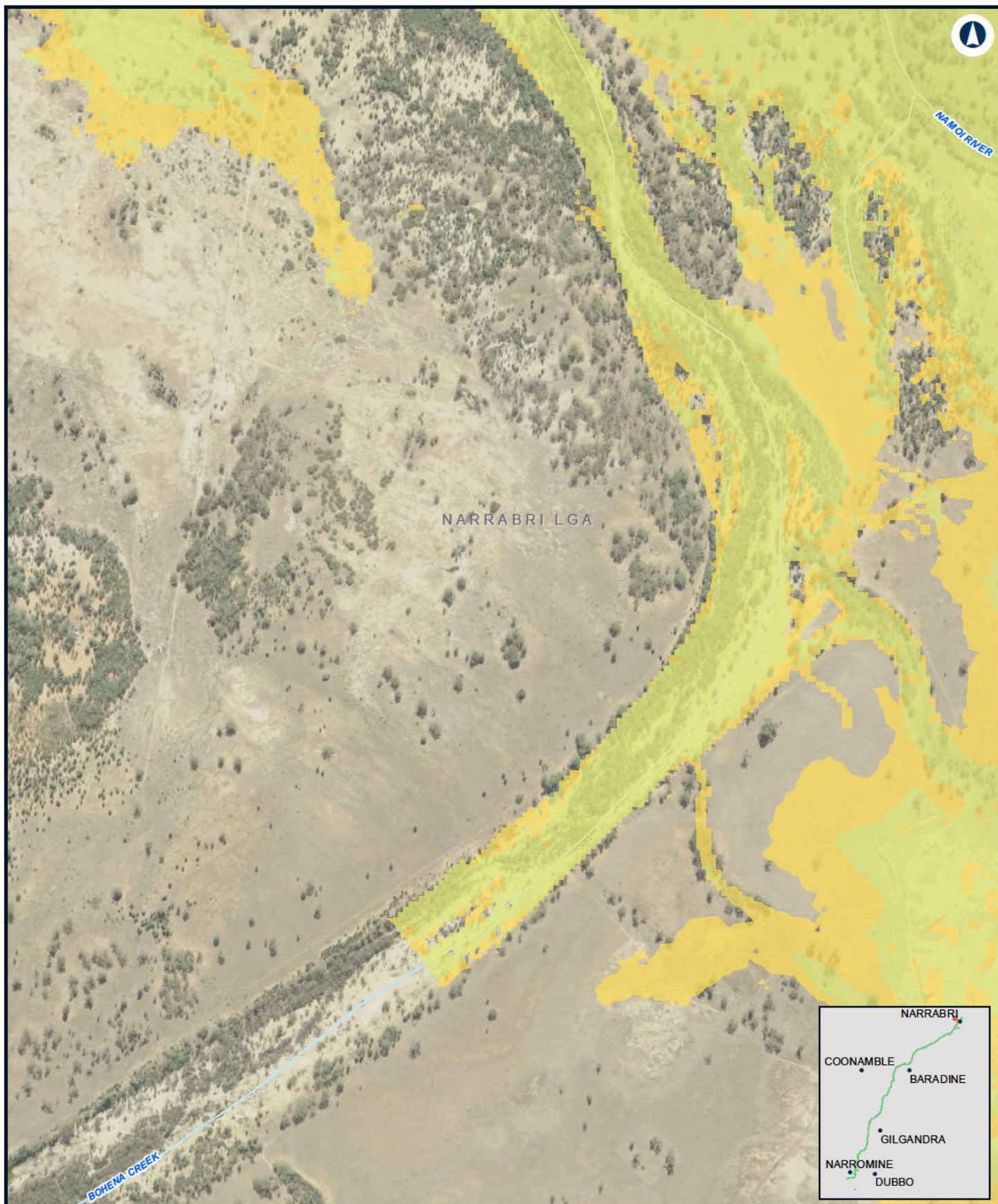
Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.27

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

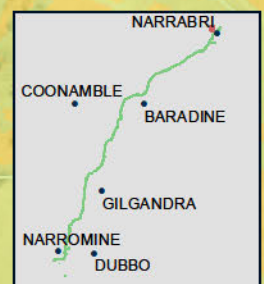
INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI LGA

NAMOI RIVER



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.28

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Duration Change

> 24 hr decrease

12 hr - 24 hr decrease

6 hr - 12 hr decrease

3 hr - 6 hr decrease

0 hr - 3 hr decrease

0 hr - 3 hr increase

3 hr - 6 hr increase

6 hr - 12 hr increase

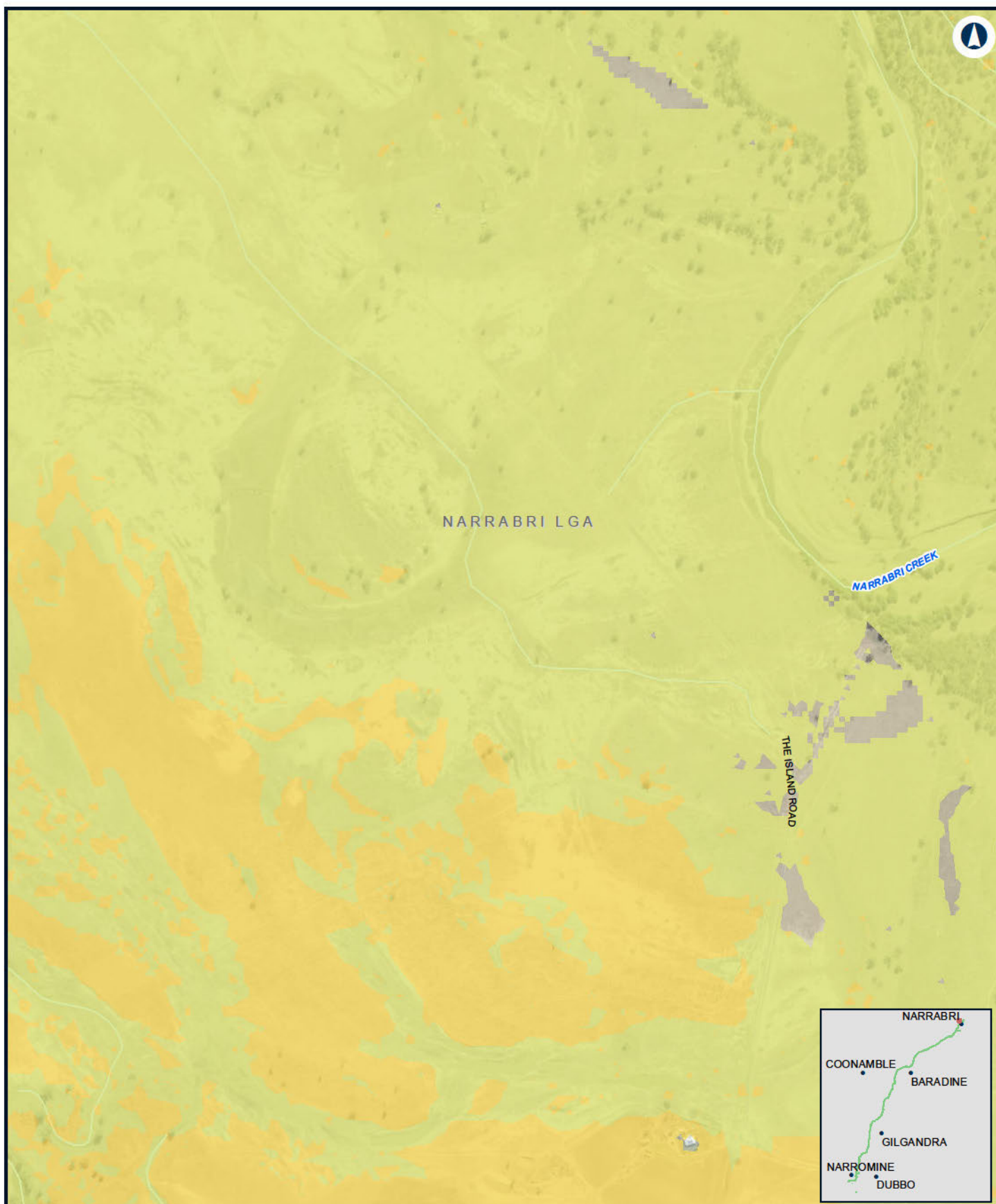
12 hr - 24 hr increase

> 24 hr increase

INLAND
RAIL

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.29

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

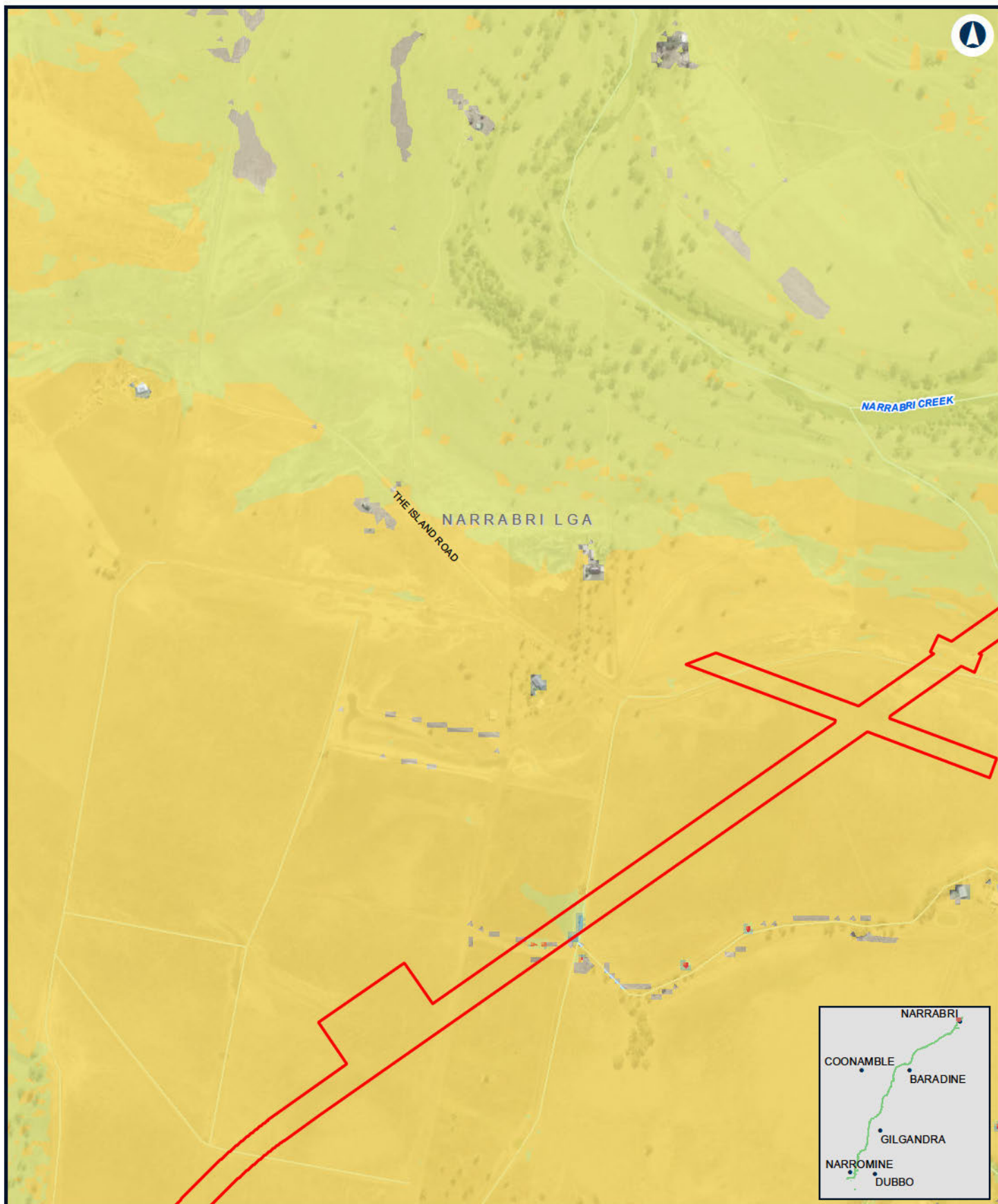
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.30

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Duration Change

 > 24 hr decrease

 12 hr - 24 hr decrease

 6 hr - 12 hr decrease

 3 hr - 6 hr decrease

 0 hr - 3 hr decrease

 0 hr - 3 hr increase

 3 hr - 6 hr increase

 6 hr - 12 hr increase

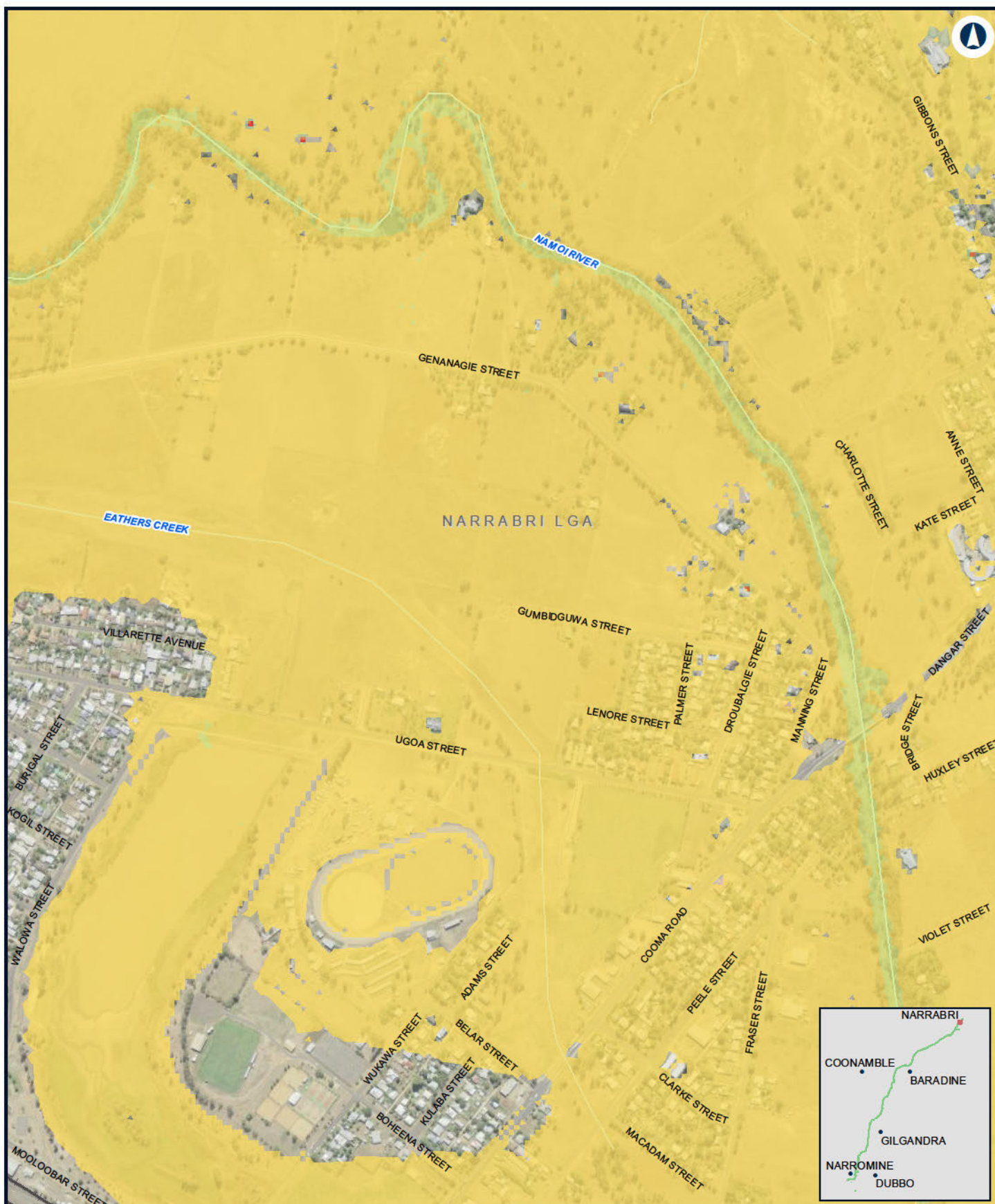
 12 hr - 24 hr increase

 > 24 hr increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.31

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

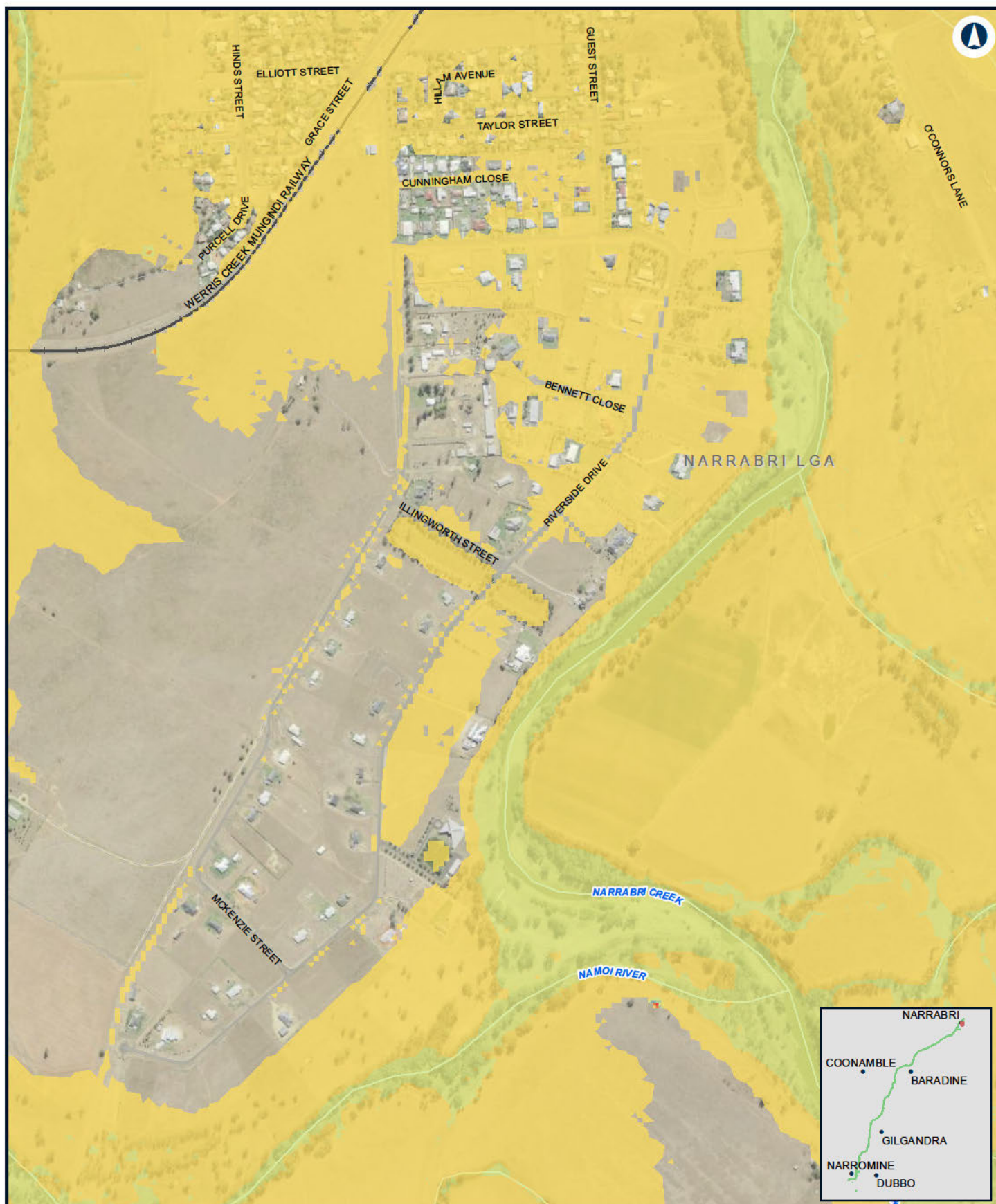
LEGEND

Duration Change

- > 24 hr decrease
- 12 hr - 24 hr decrease
- 6 hr - 12 hr decrease
- 3 hr - 6 hr decrease
- 0 hr - 3 hr decrease
- 0 hr - 3 hr increase
- 3 hr - 6 hr increase
- 6 hr - 12 hr increase
- 12 hr - 24 hr increase
- > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.32

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

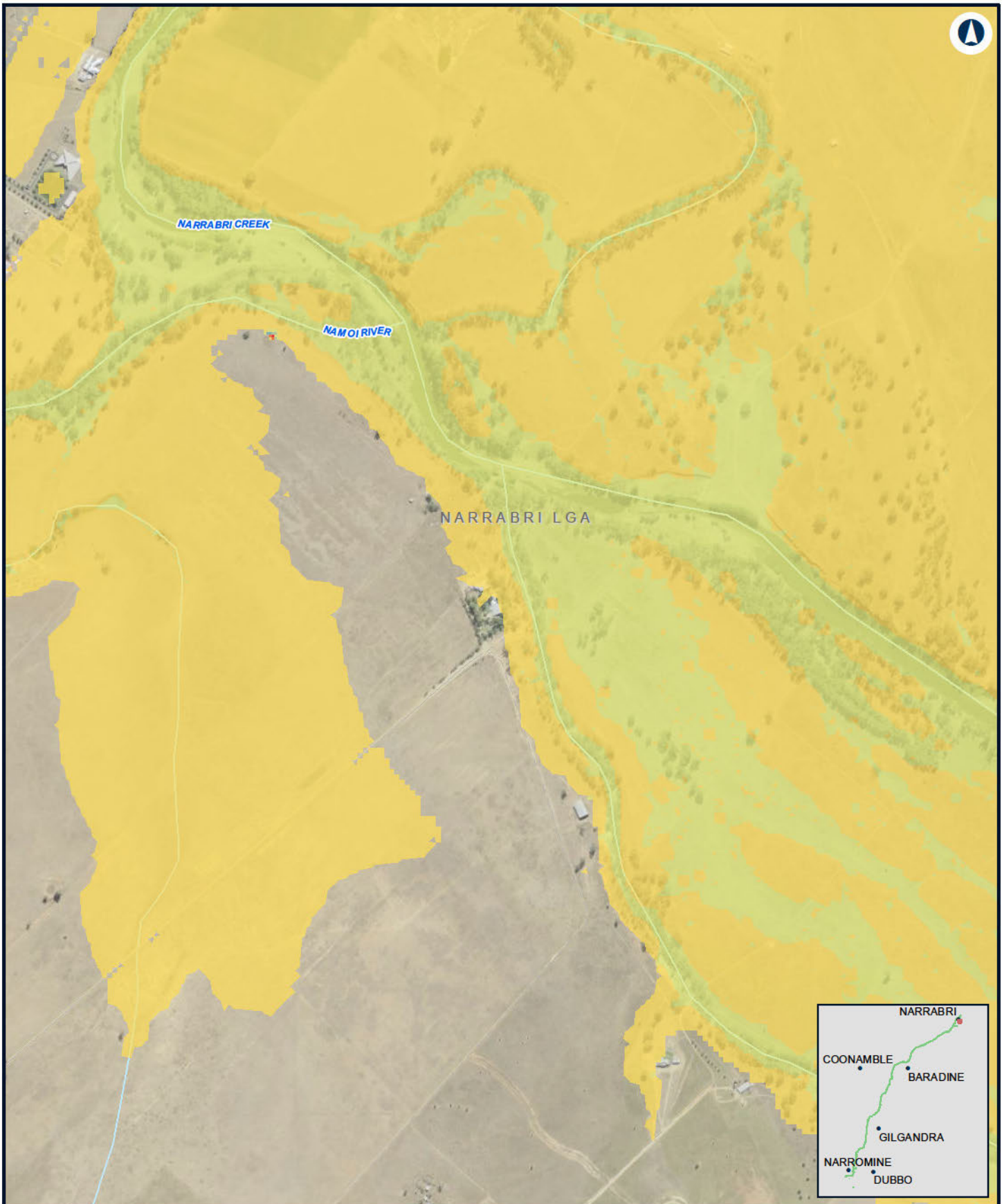
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.33

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

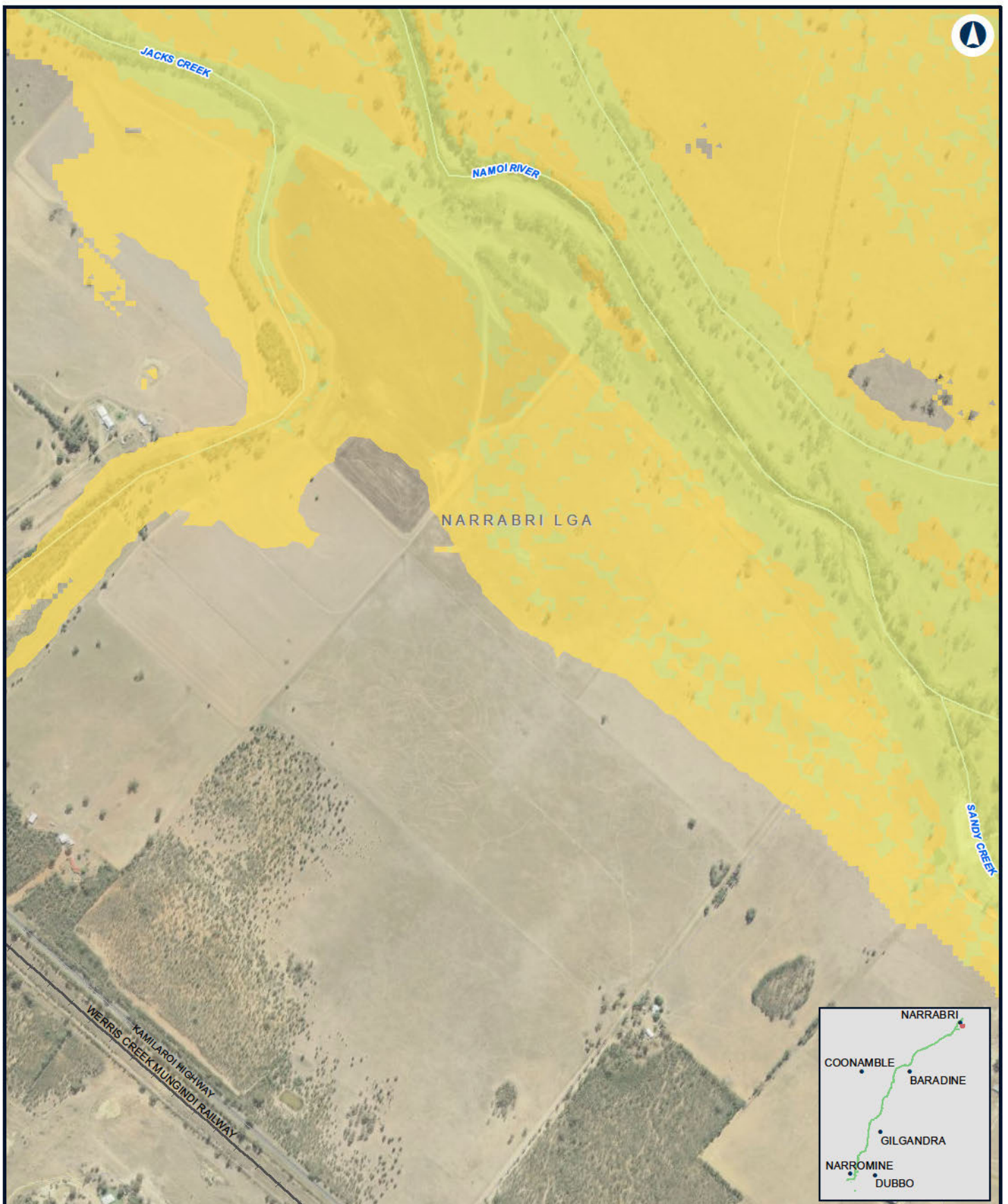
LEGEND

Duration Change

- | | |
|--|---|
| ■ > 24 hr decrease | ■ 3 hr - 6 hr increase |
| ■ 12 hr - 24 hr decrease | ■ 6 hr - 12 hr increase |
| ■ 6 hr - 12 hr decrease | ■ 12 hr - 24 hr increase |
| ■ 3 hr - 6 hr decrease | ■ > 24 hr increase |
| ■ 0 hr - 3 hr decrease | |
| ■ 0 hr - 3 hr increase | |

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.34

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Duration Change

> 24 hr decrease

12 hr - 24 hr decrease

6 hr - 12 hr decrease

3 hr - 6 hr decrease

0 hr - 3 hr decrease

0 hr - 3 hr increase

3 hr - 6 hr increase

6 hr - 12 hr increase

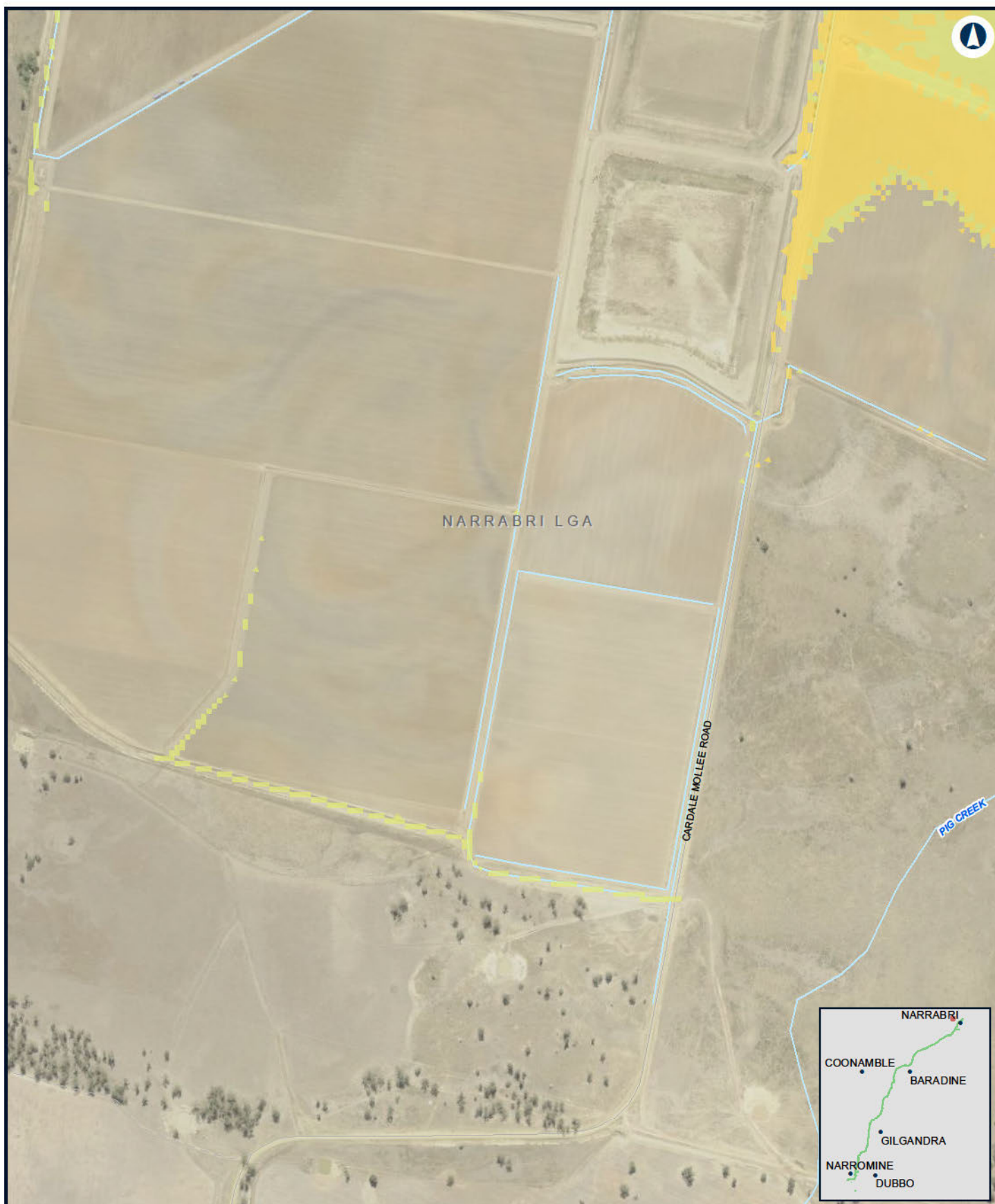
12 hr - 24 hr increase

> 24 hr increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.35

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Duration Change

> 24 hr decrease

12 hr - 24 hr decrease

6 hr - 12 hr decrease

3 hr - 6 hr decrease

0 hr - 3 hr decrease

0 hr - 3 hr increase

3 hr - 6 hr increase

6 hr - 12 hr increase

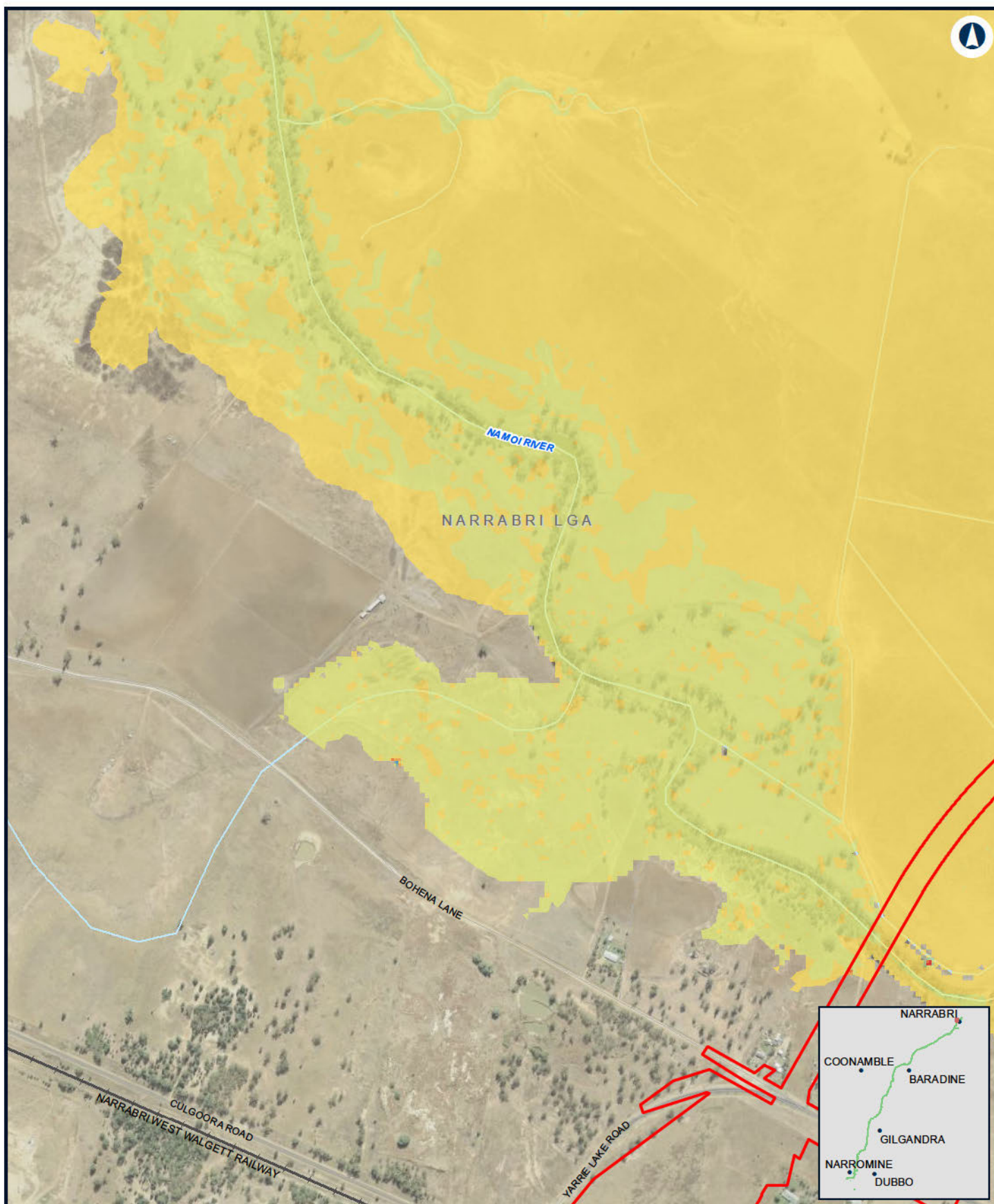
12 hr - 24 hr increase

> 24 hr increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.36

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Duration Change

 > 24 hr decrease

 12 hr - 24 hr decrease

 6 hr - 12 hr decrease

 3 hr - 6 hr decrease

 0 hr - 3 hr decrease

 0 hr - 3 hr increase

 3 hr - 6 hr increase

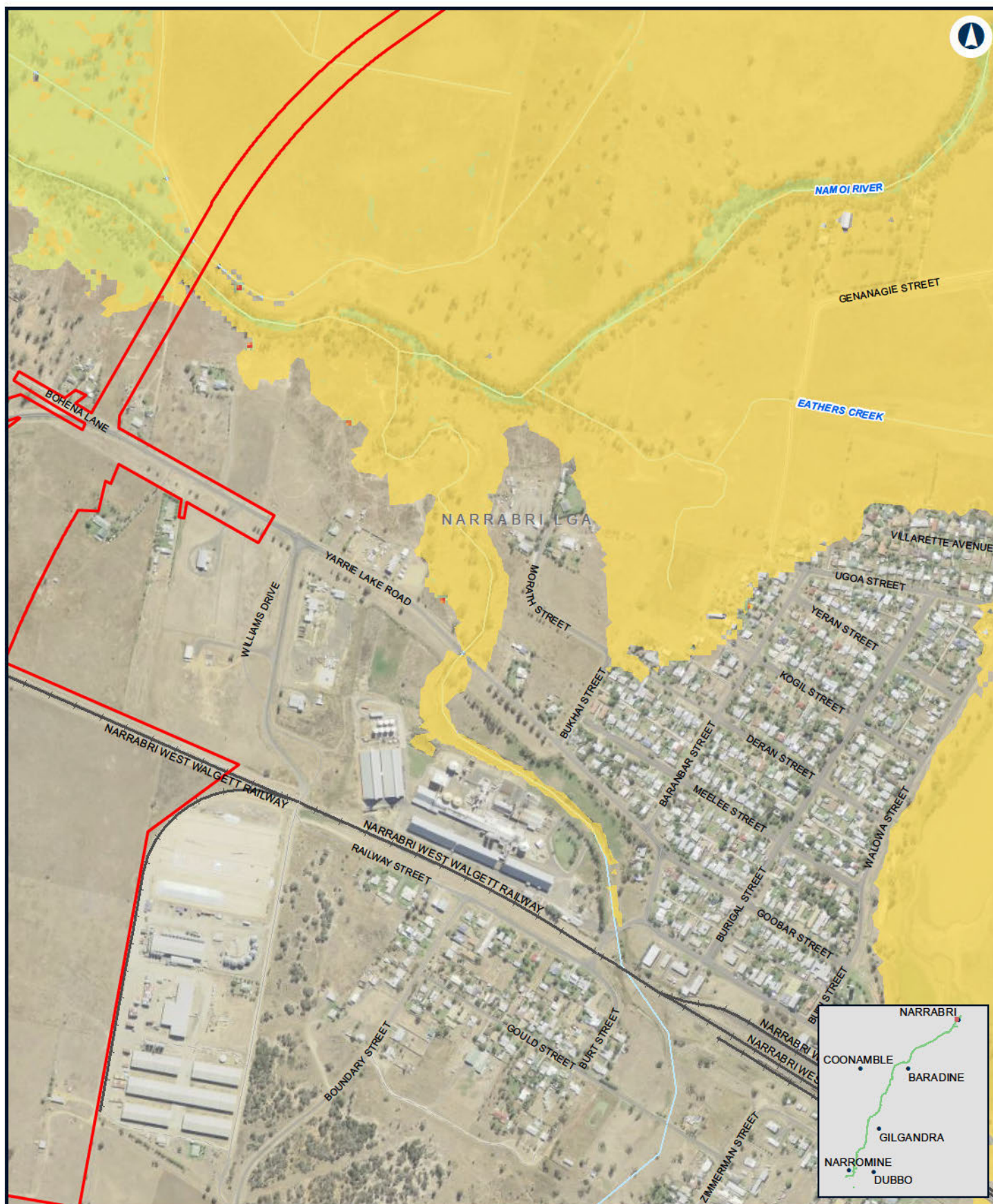
 6 hr - 12 hr increase

 12 hr - 24 hr increase

 > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.37

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Duration Change

 > 24 hr decrease

 12 hr - 24 hr decrease

 6 hr - 12 hr decrease

 3 hr - 6 hr decrease

 0 hr - 3 hr decrease

 0 hr - 3 hr increase

 3 hr - 6 hr increase

 6 hr - 12 hr increase

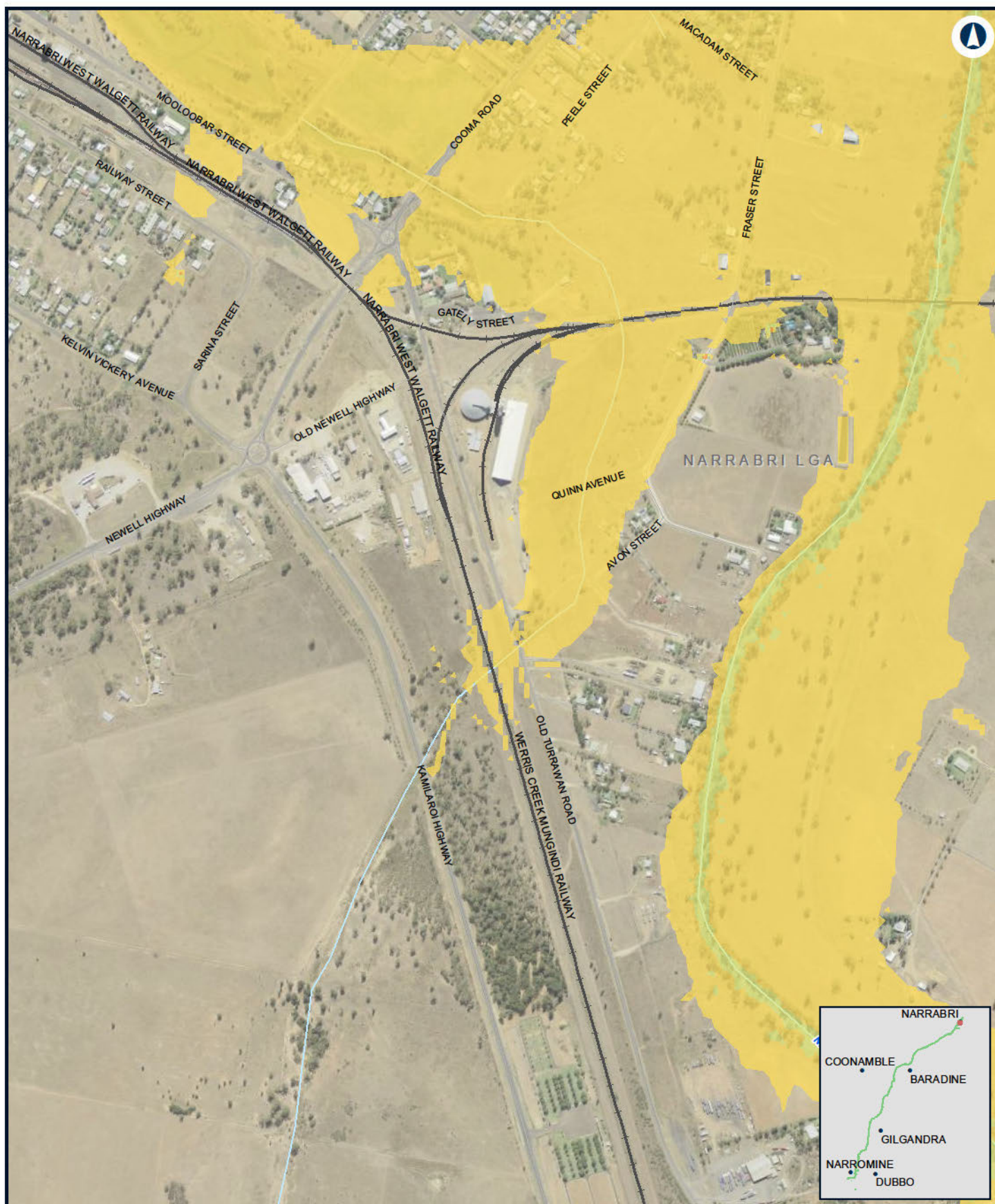
 12 hr - 24 hr increase

 > 24 hr increase

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.38

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

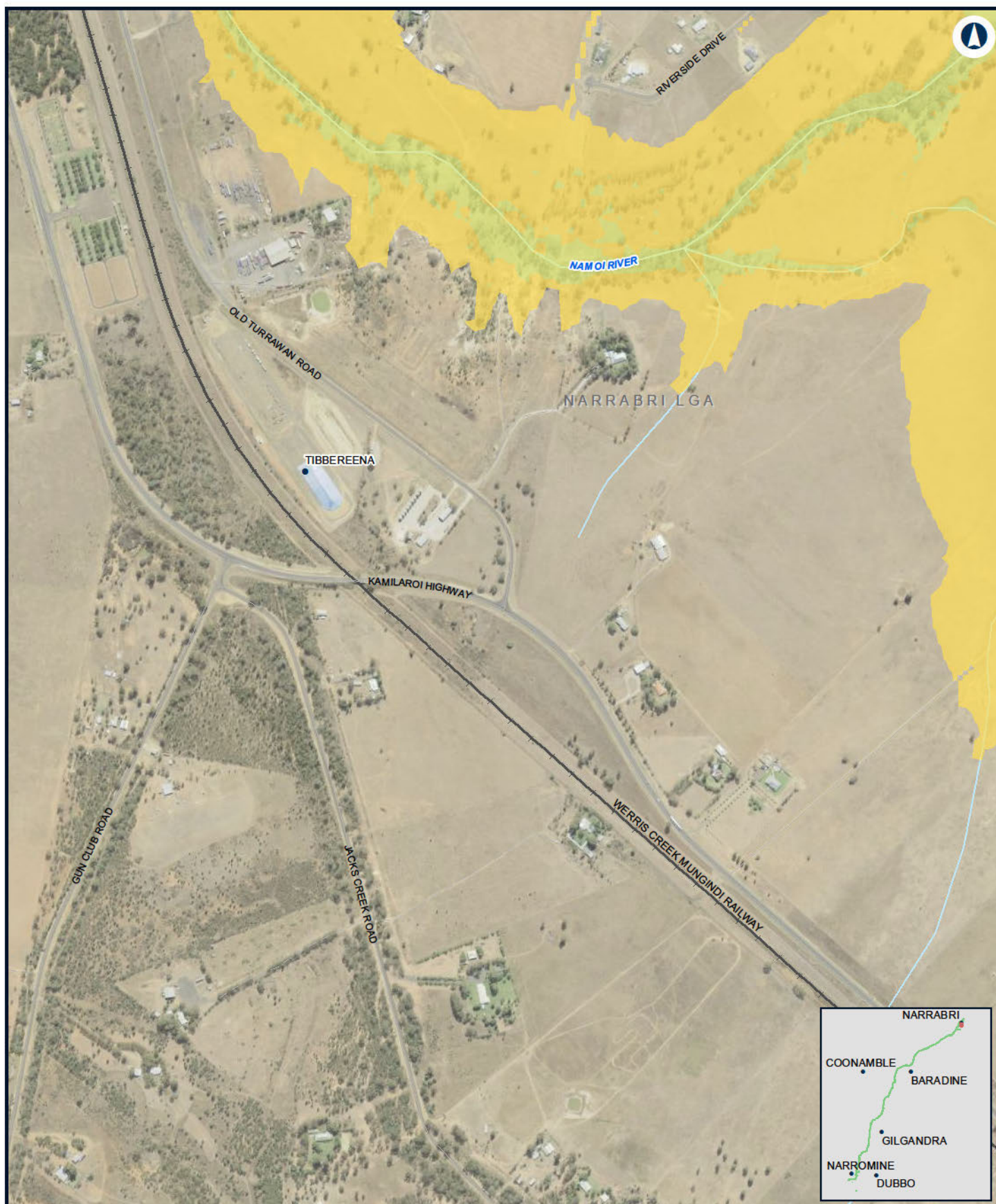
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.39

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Duration Change

- > 24 hr decrease
- 12 hr - 24 hr decrease
- 6 hr - 12 hr decrease
- 3 hr - 6 hr decrease
- 0 hr - 3 hr decrease
- 0 hr - 3 hr increase

- 3 hr - 6 hr increase
- 6 hr - 12 hr increase
- 12 hr - 24 hr increase
- > 24 hr increase

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in duration - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.7.40

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

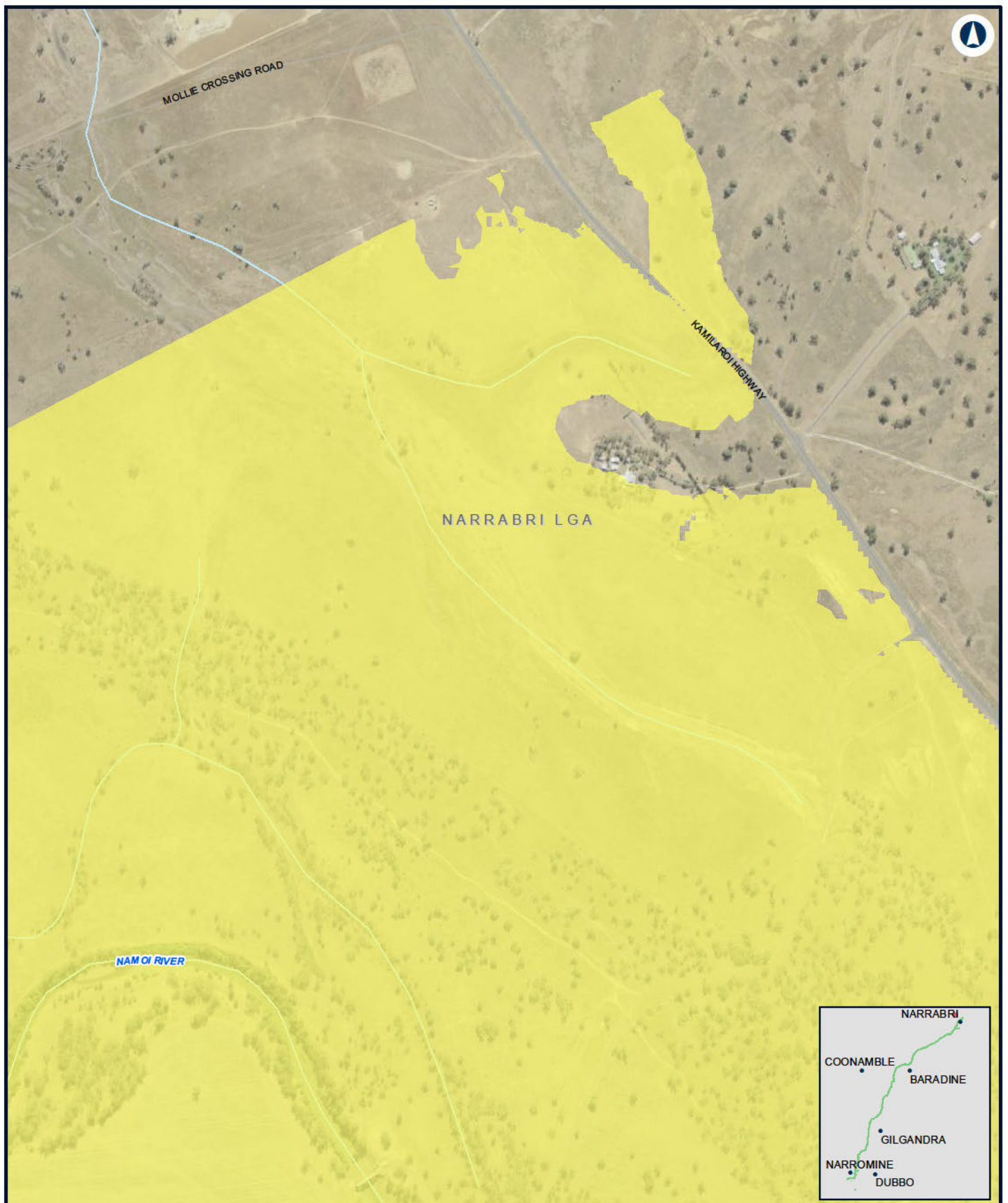
LEGEND

Duration Change

> 24 hr decrease	3 hr - 6 hr increase
12 hr - 24 hr decrease	6 hr - 12 hr increase
6 hr - 12 hr decrease	12 hr - 24 hr increase
3 hr - 6 hr decrease	> 24 hr increase
0 hr - 3 hr decrease	
0 hr - 3 hr increase	

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.1

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.2

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

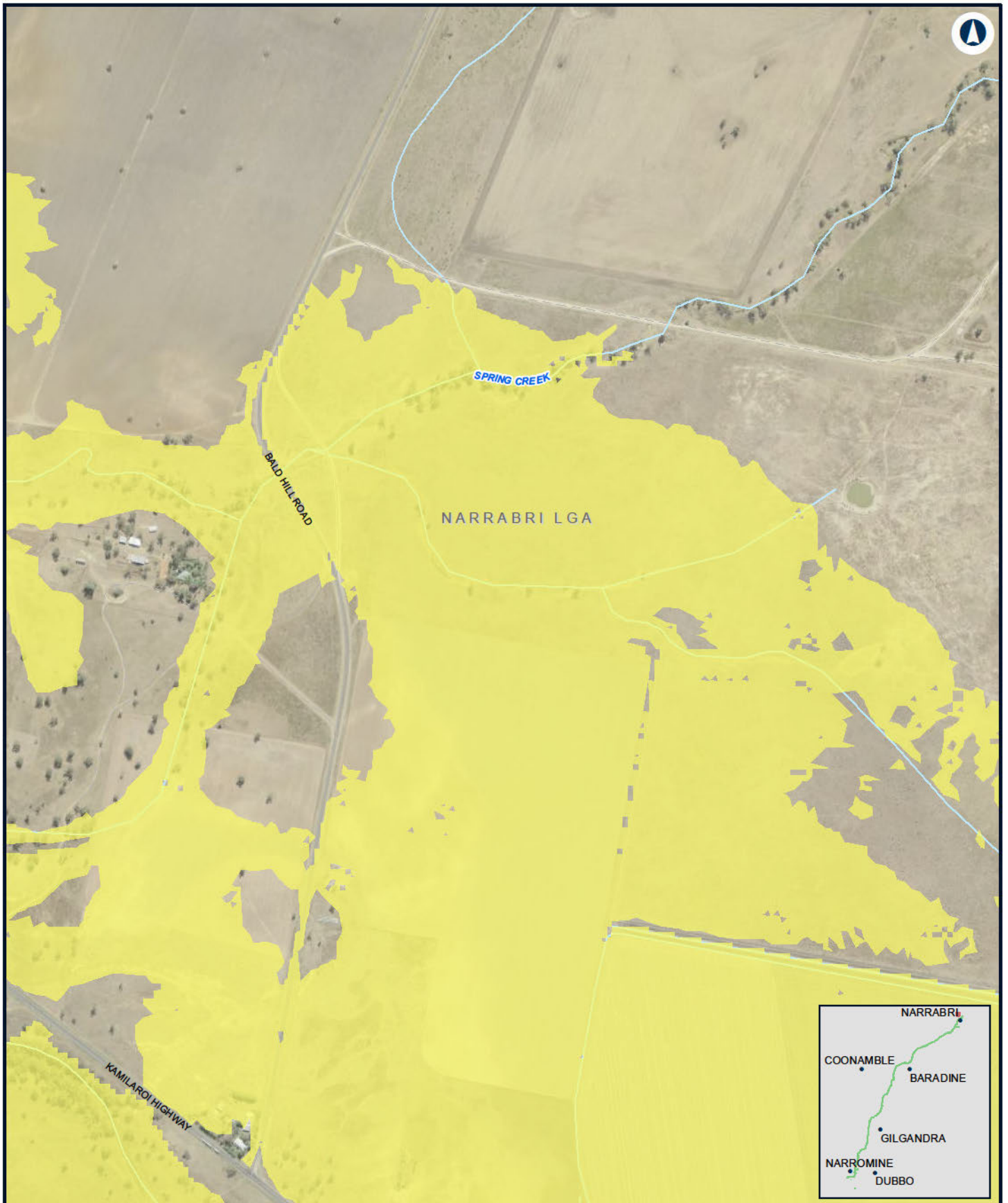
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.3

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

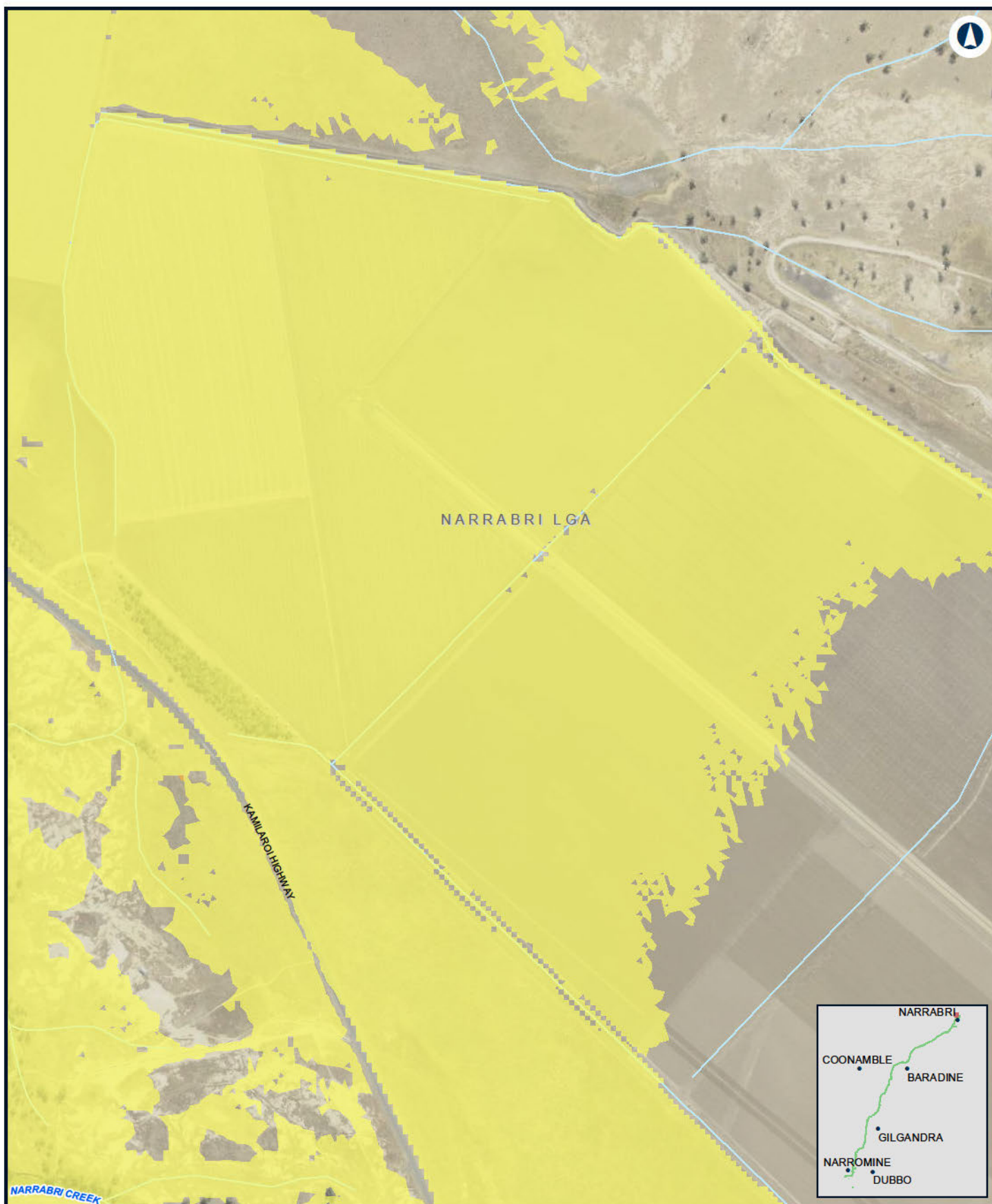
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.4

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

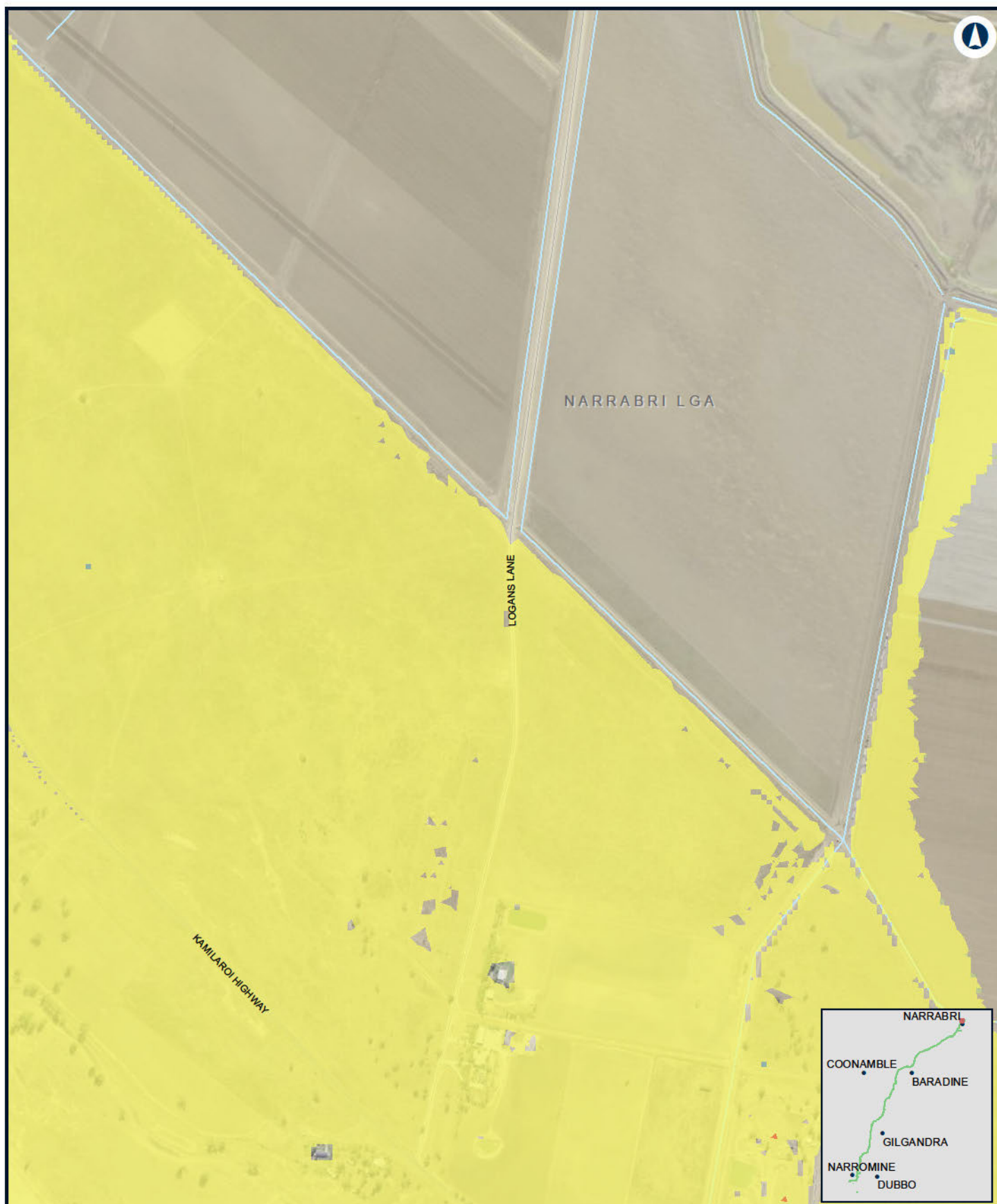
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.5

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

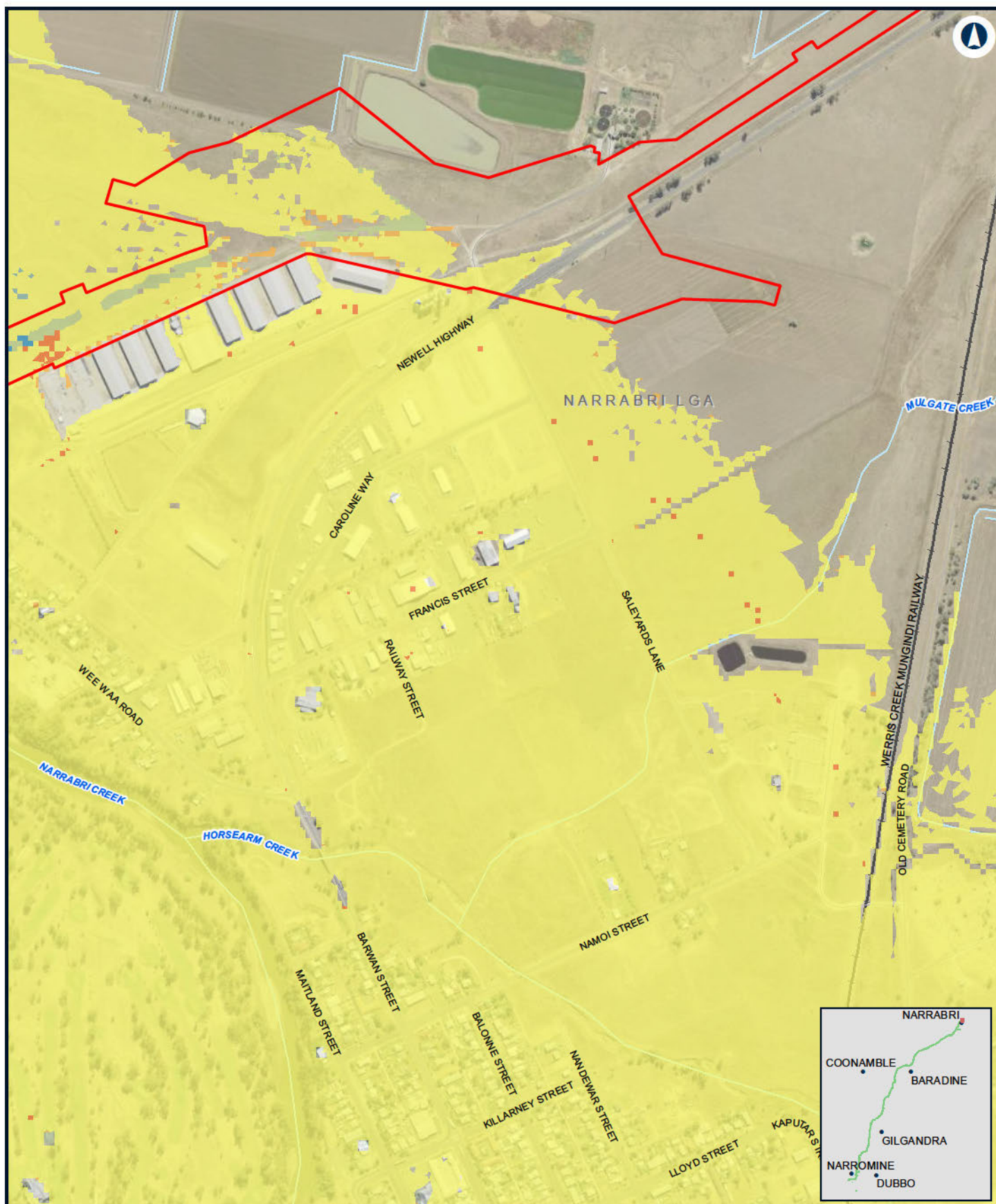
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.6

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Author: JacobsGHD

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

Paper: A4

Scale: 1:10,000

LEGEND

 The proposal site

Hazard Change

Was dry, now high

Was low, now high

Was dry, now low

Unchanged

Was low, now dry

Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.7

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

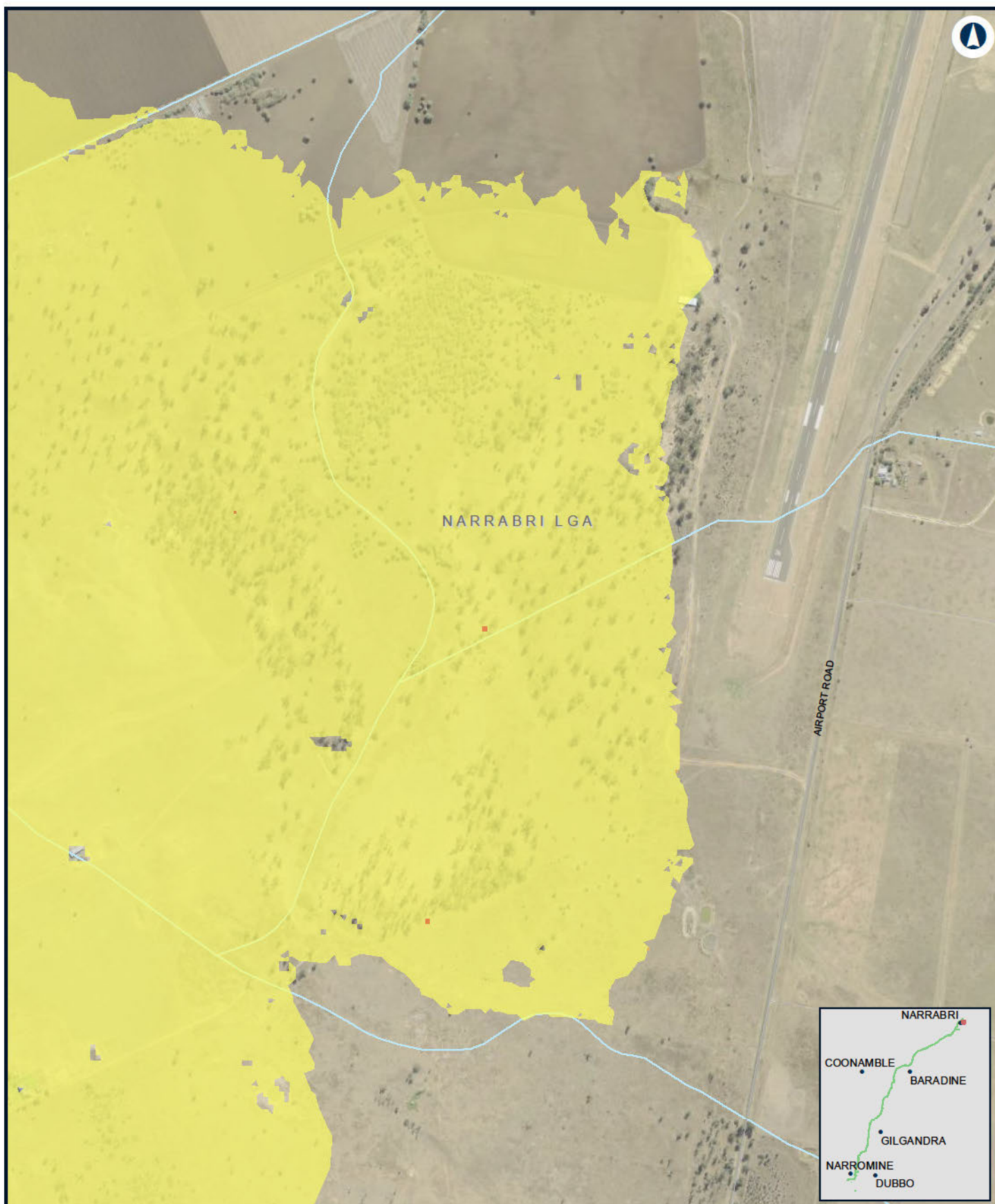
■ Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.8

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

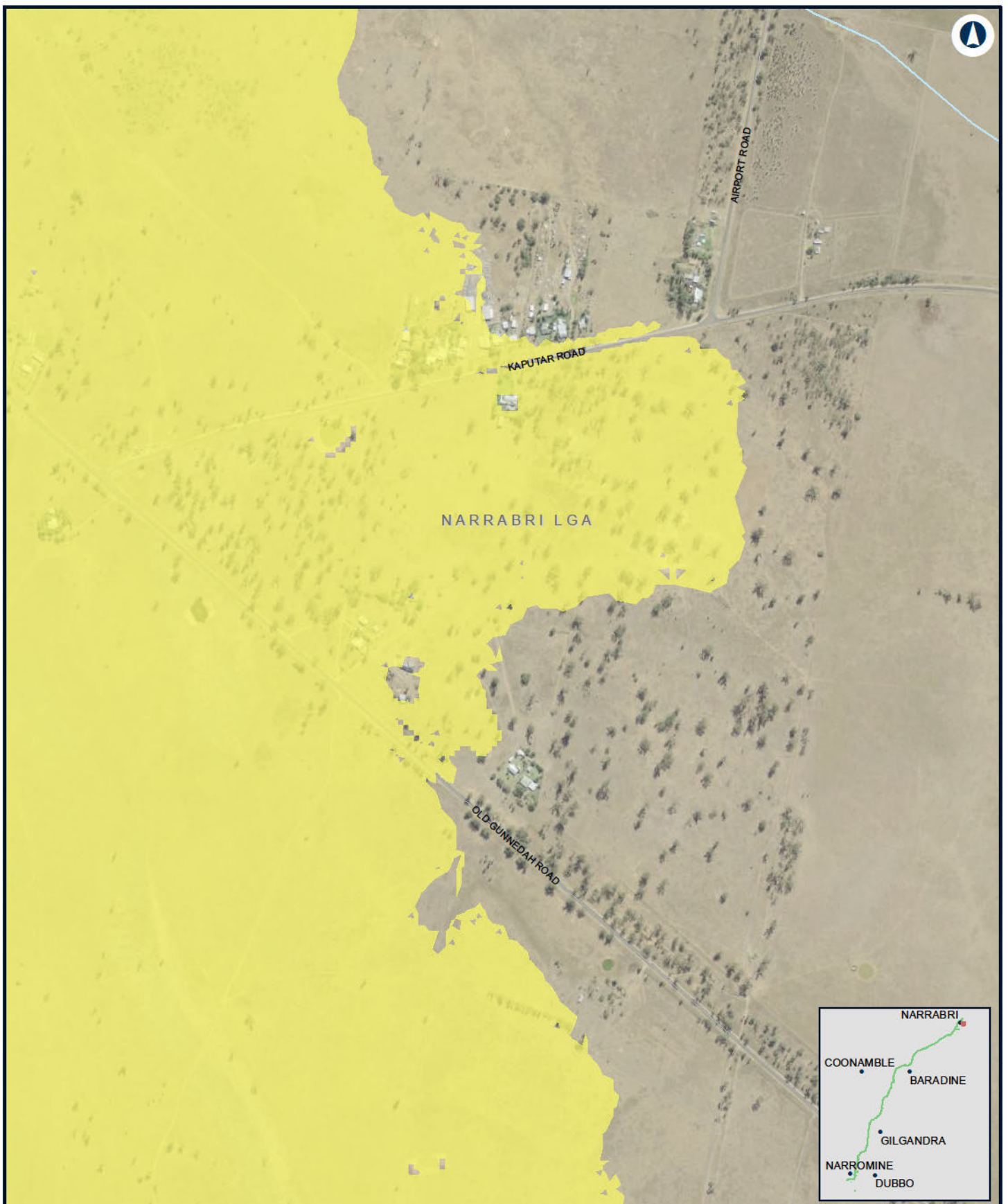
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.9

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

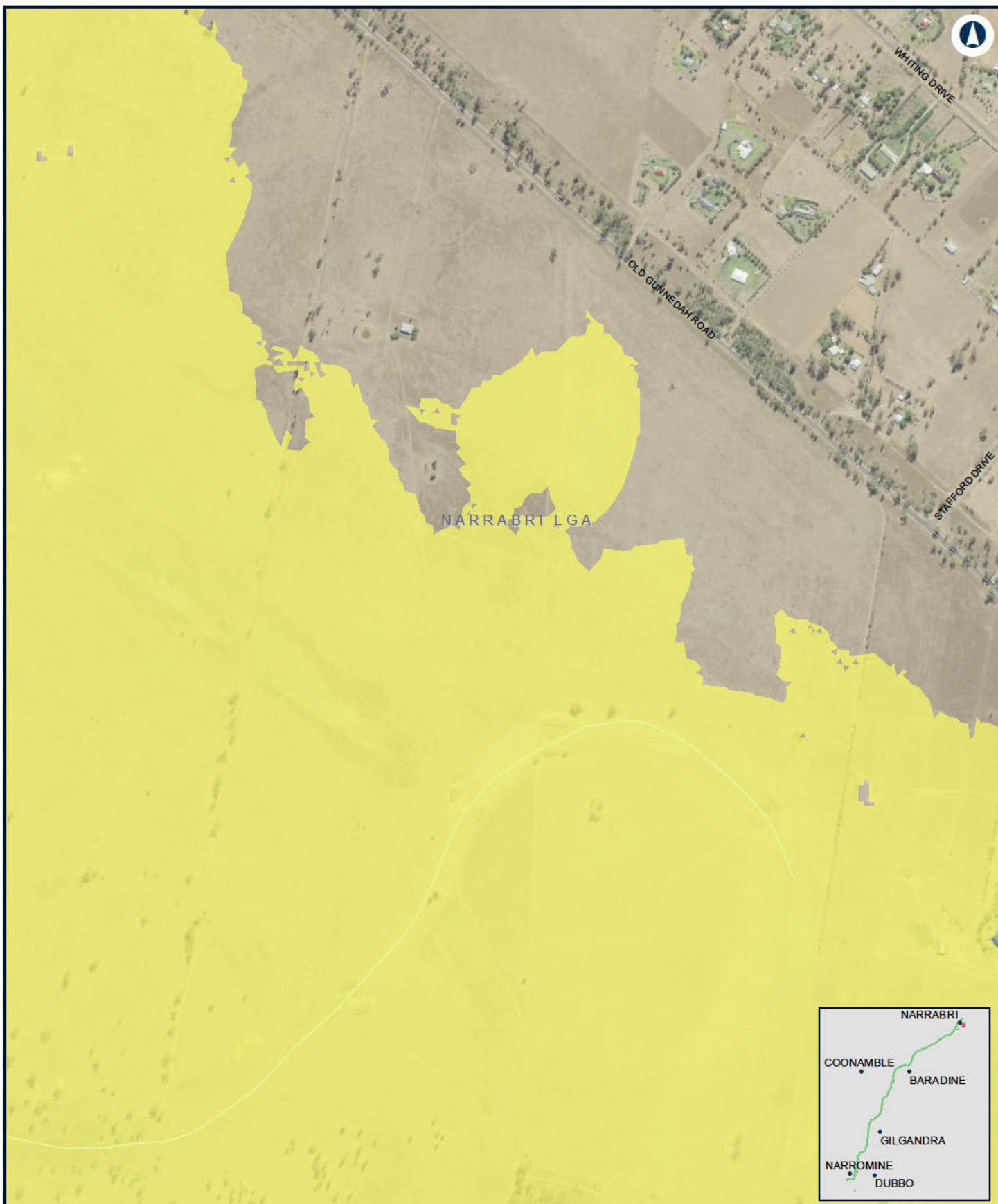
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

■ Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.10

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000
Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

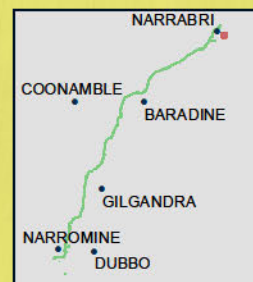
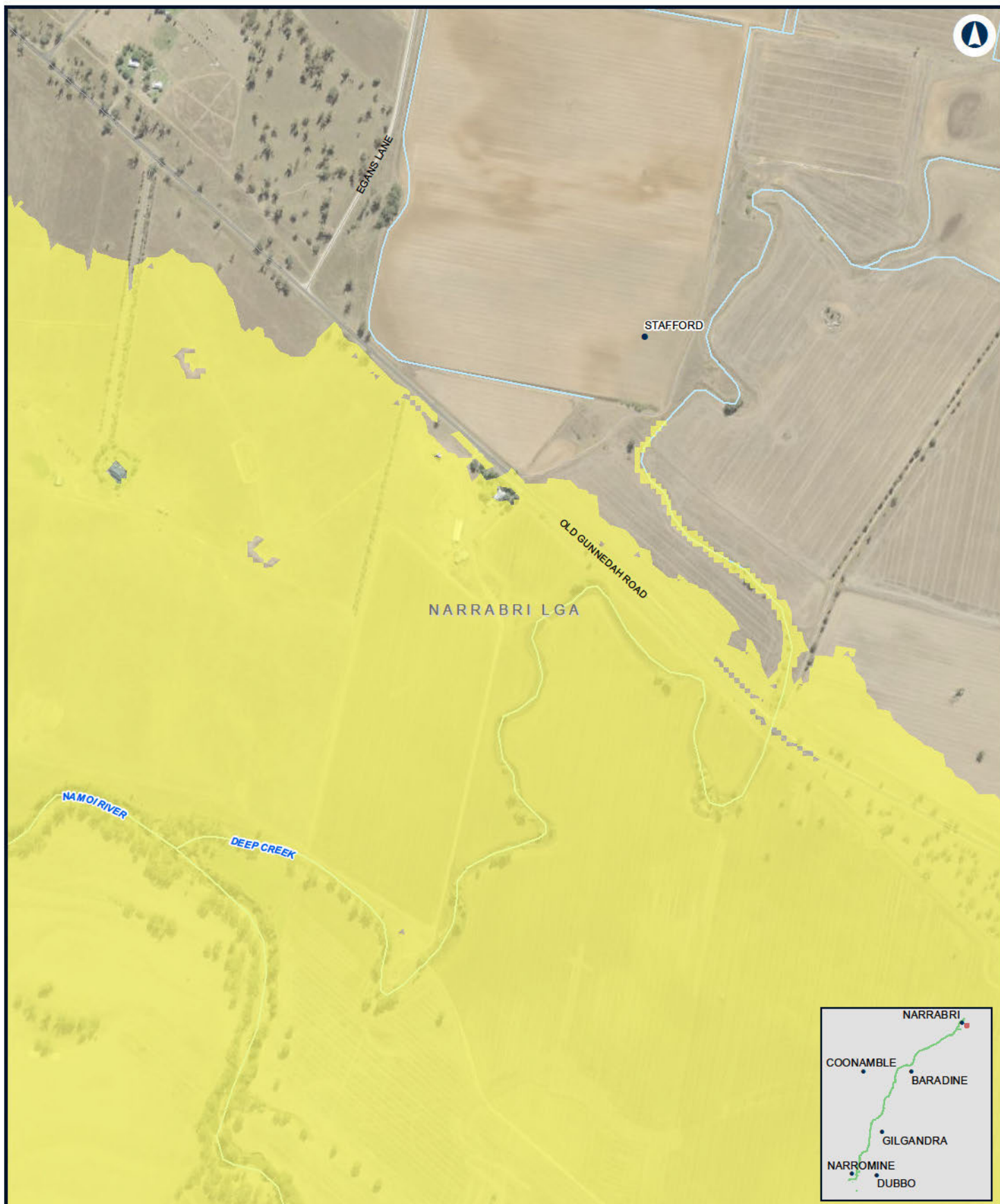
■ Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.11

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

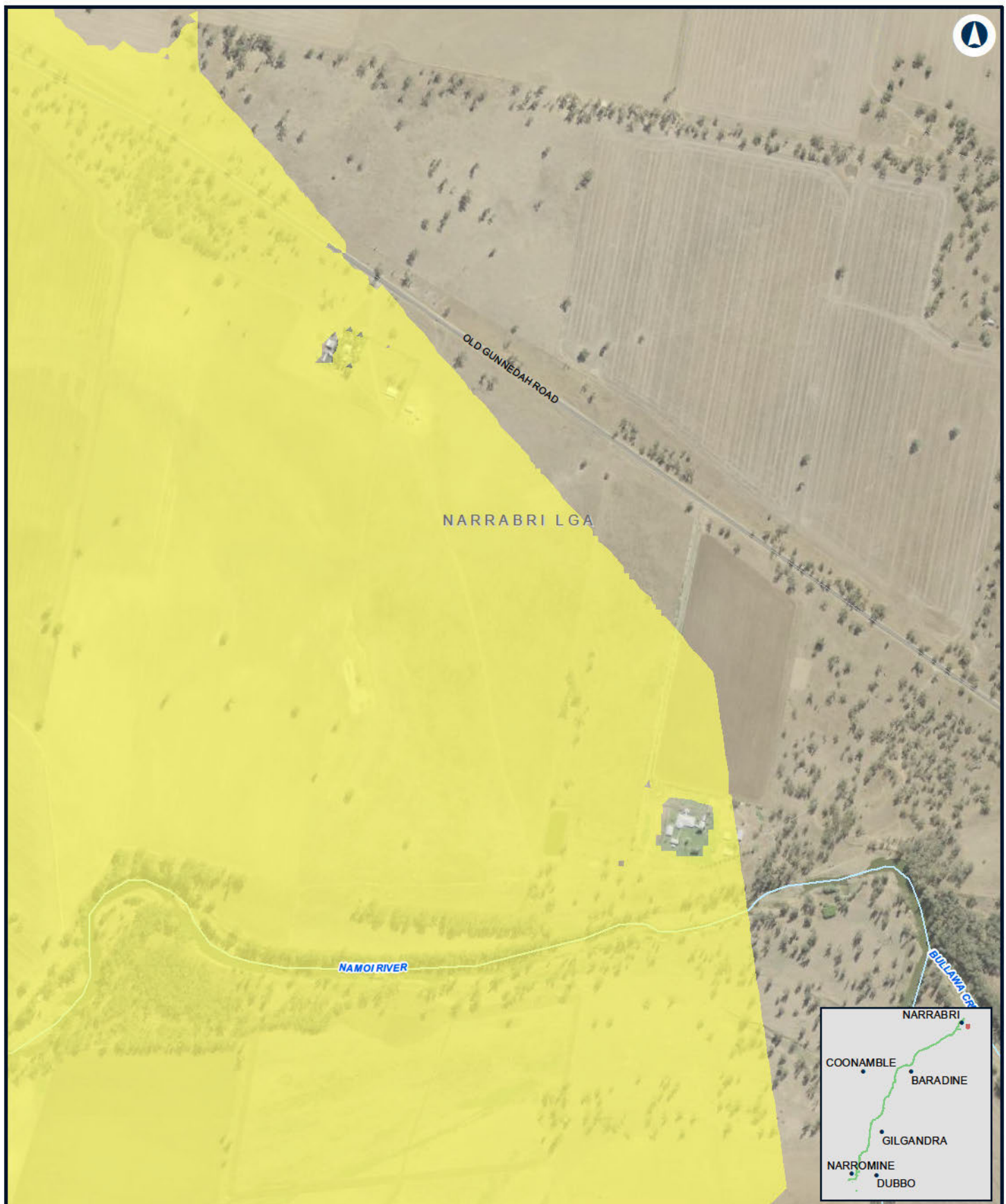
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.12

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

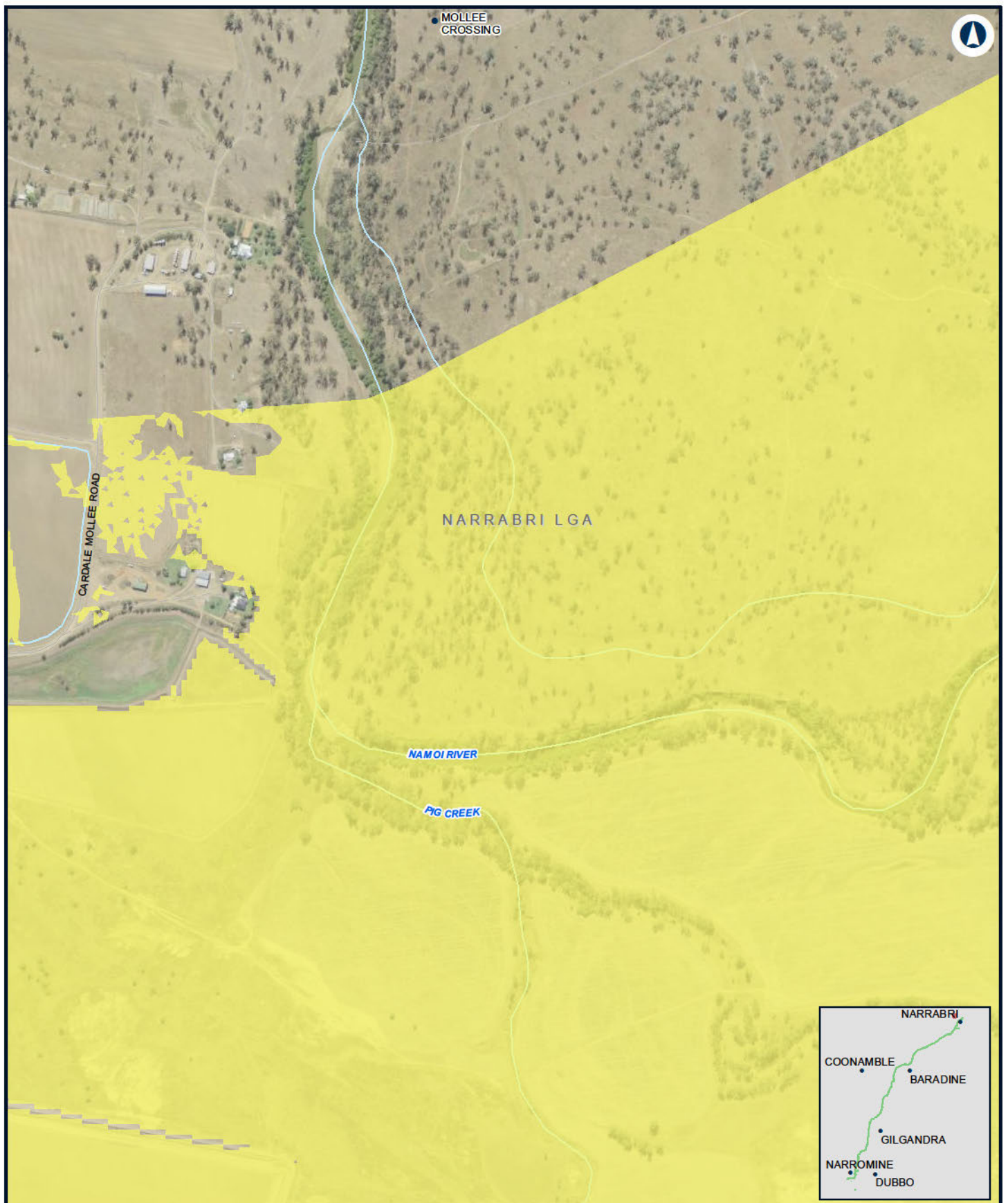
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.13

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

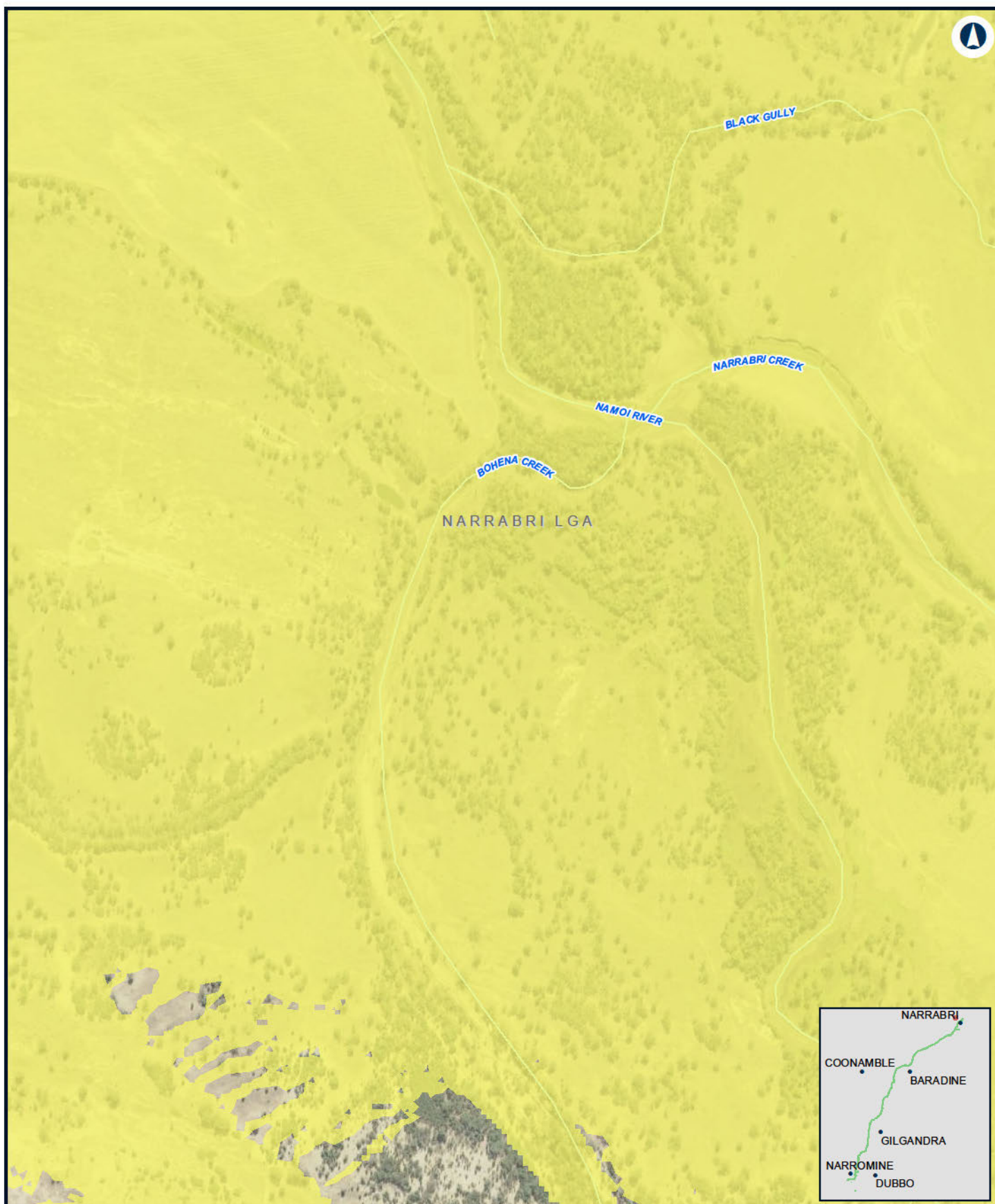
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.14

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

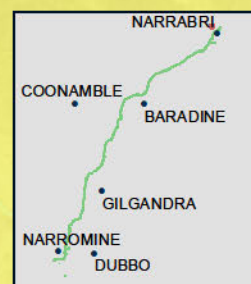
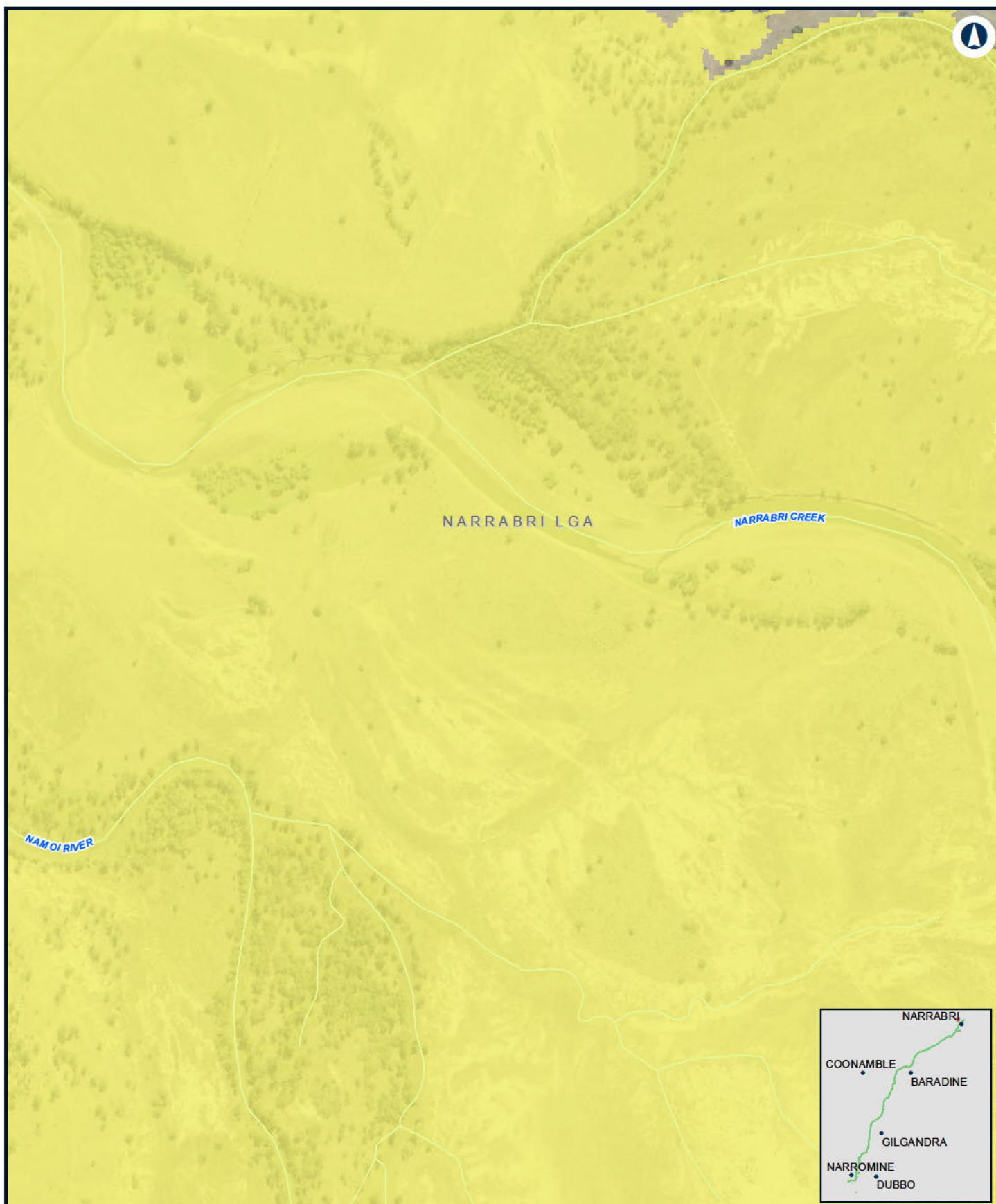
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.15

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

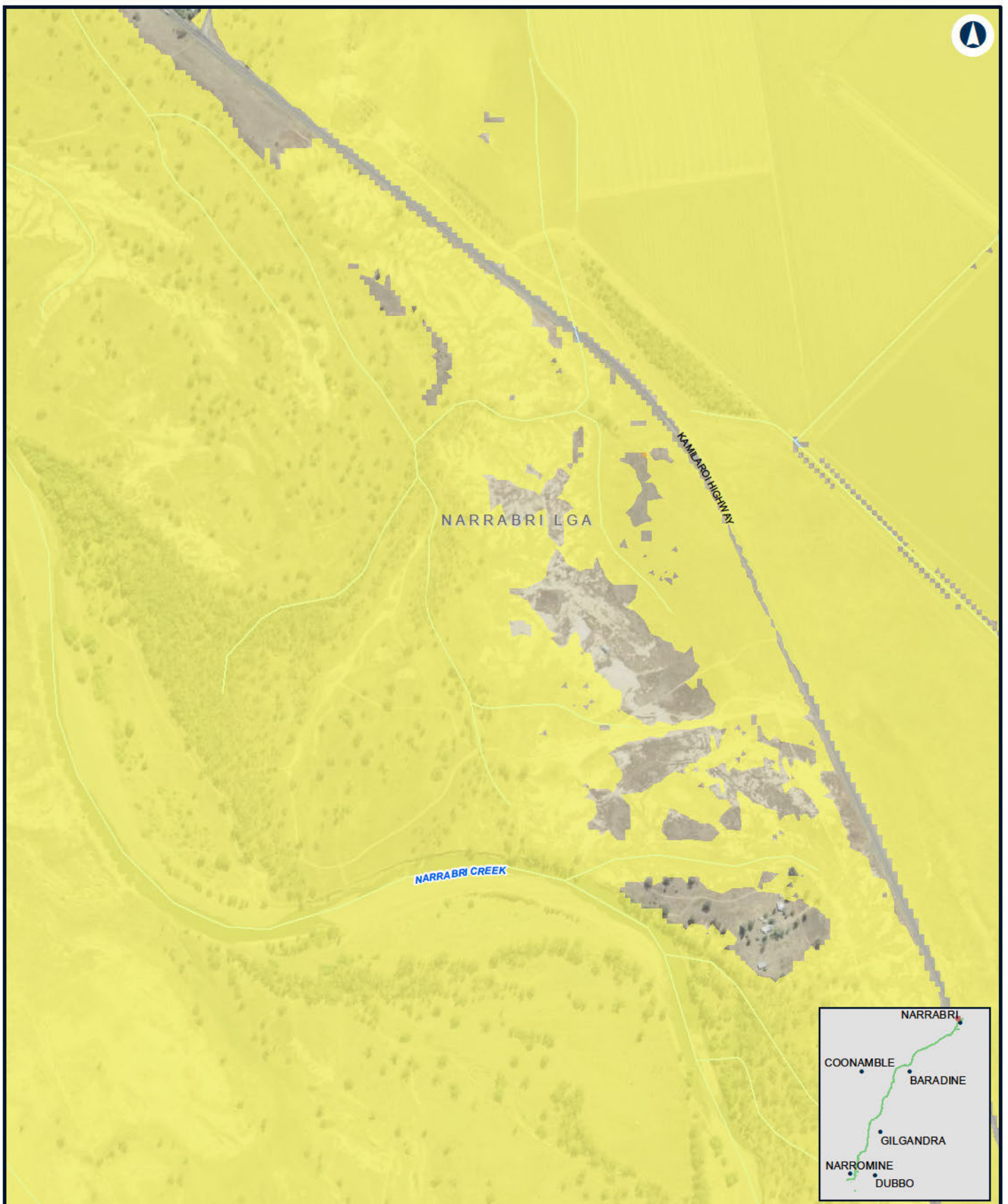
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

■ Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.16

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

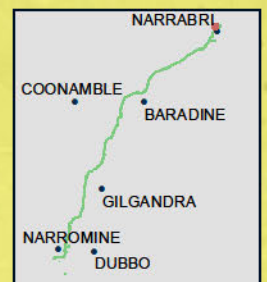
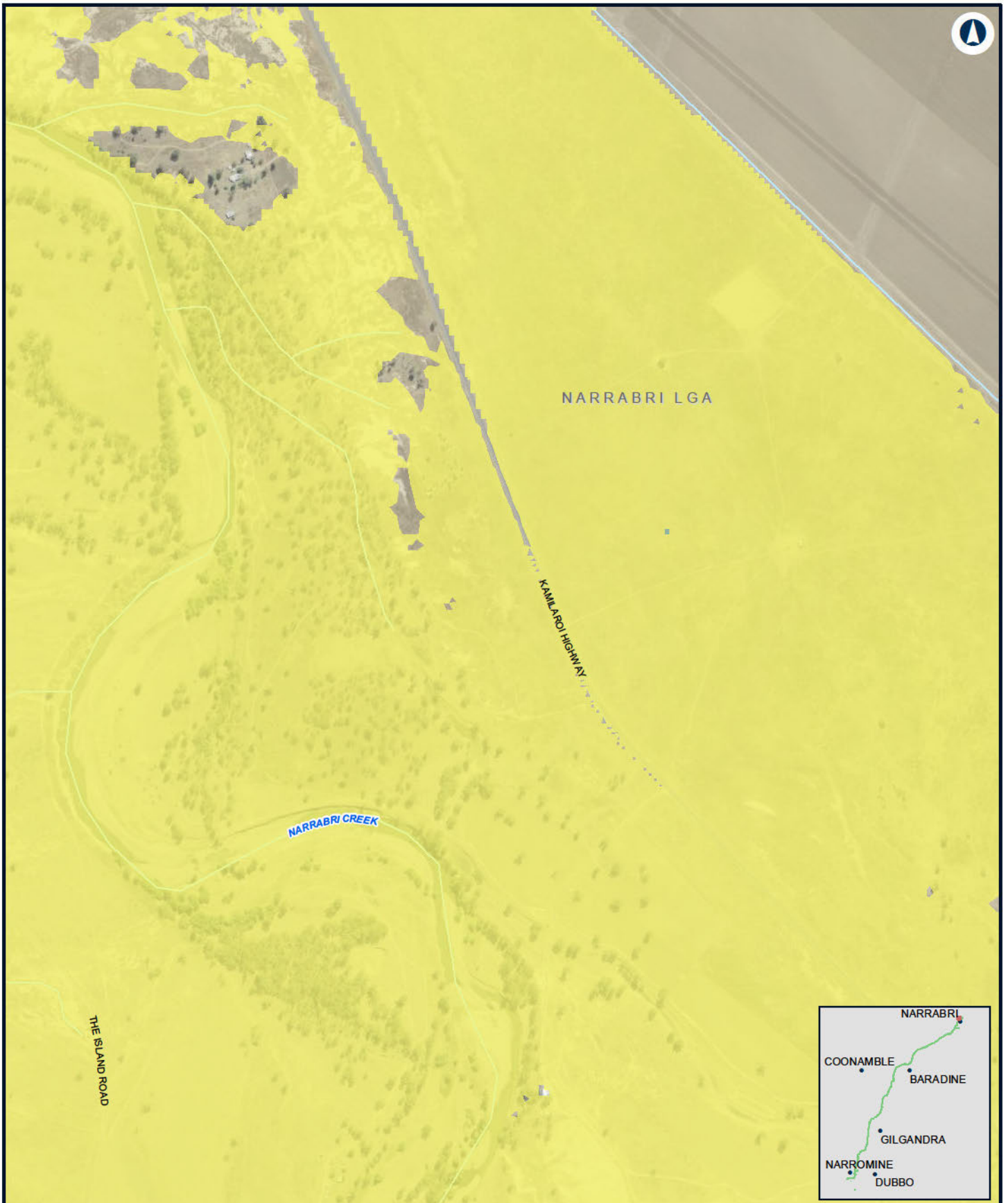
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.17

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

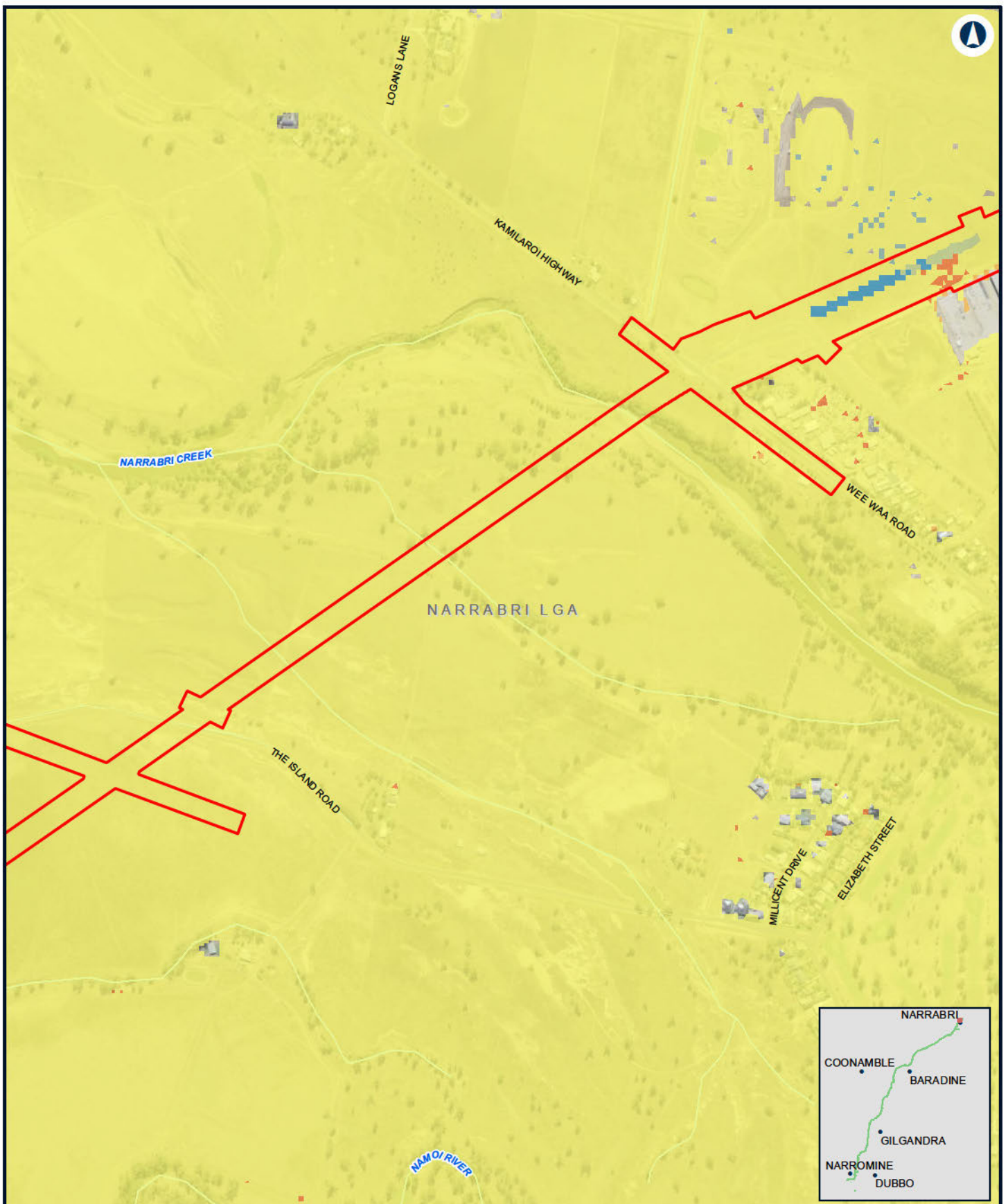
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.18

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Hazard Change

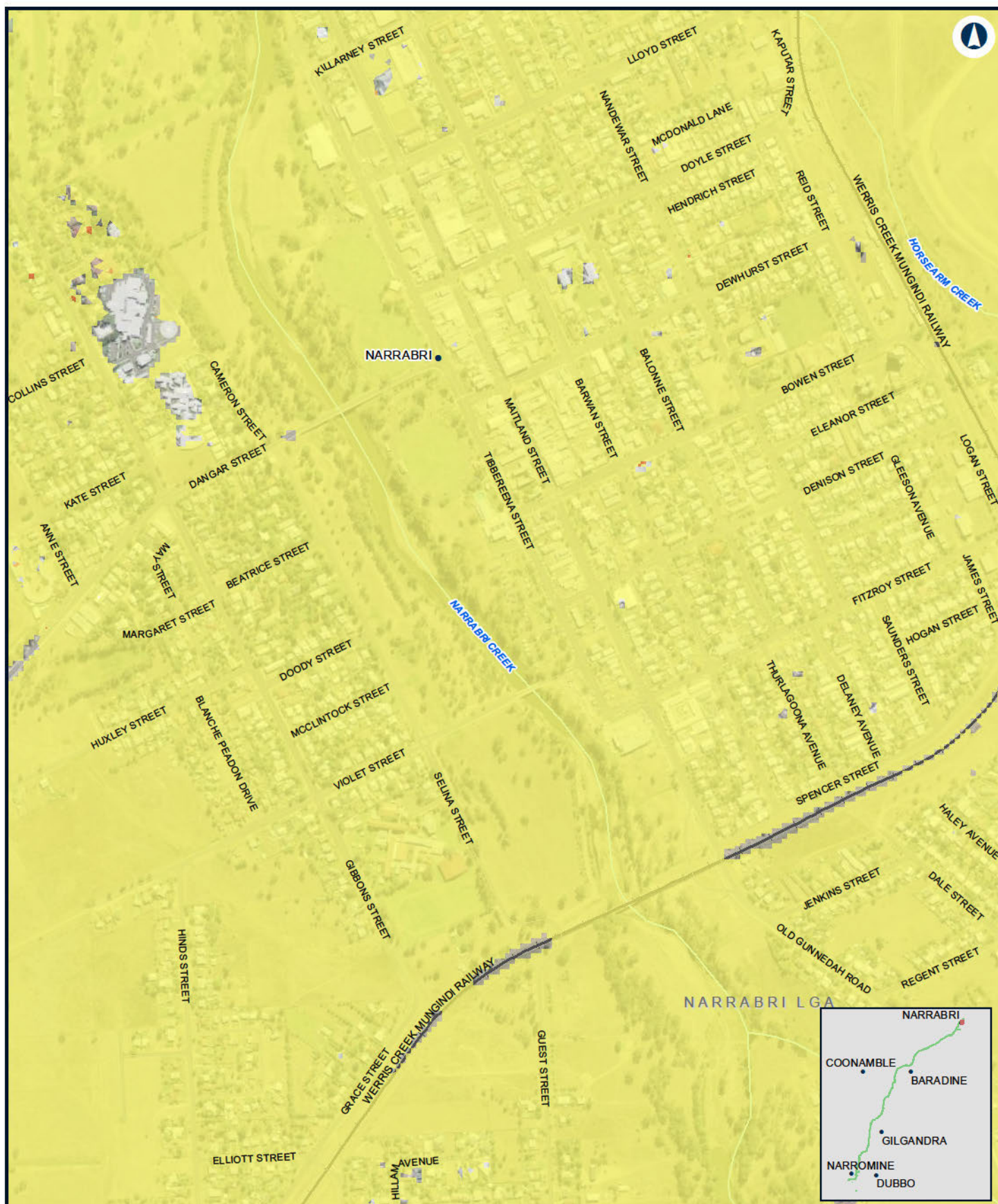
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry

- Was high, now low
- Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.19

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000
Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

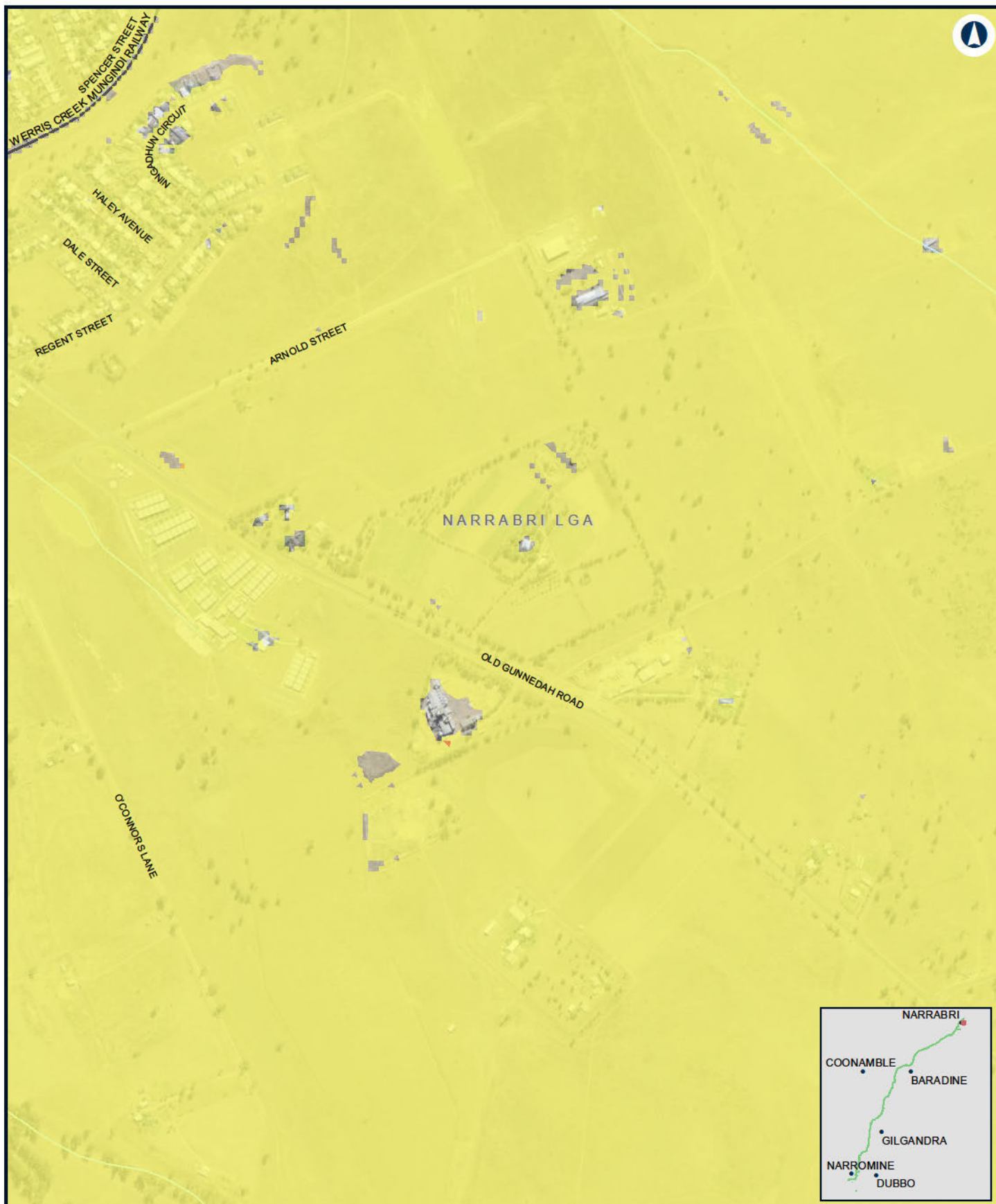
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.20

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD

Paper: A4
Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

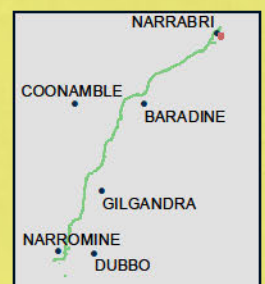
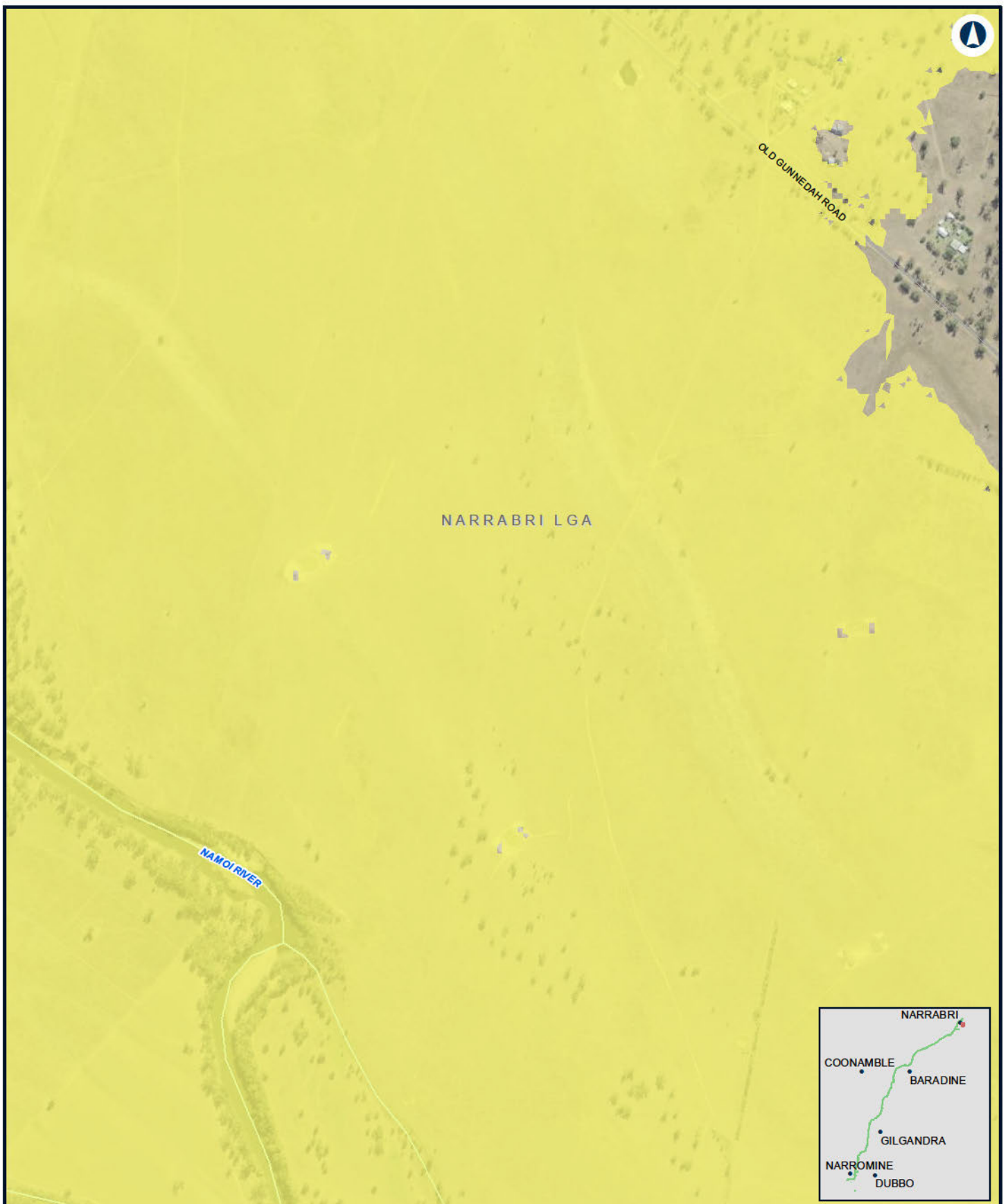
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.21

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

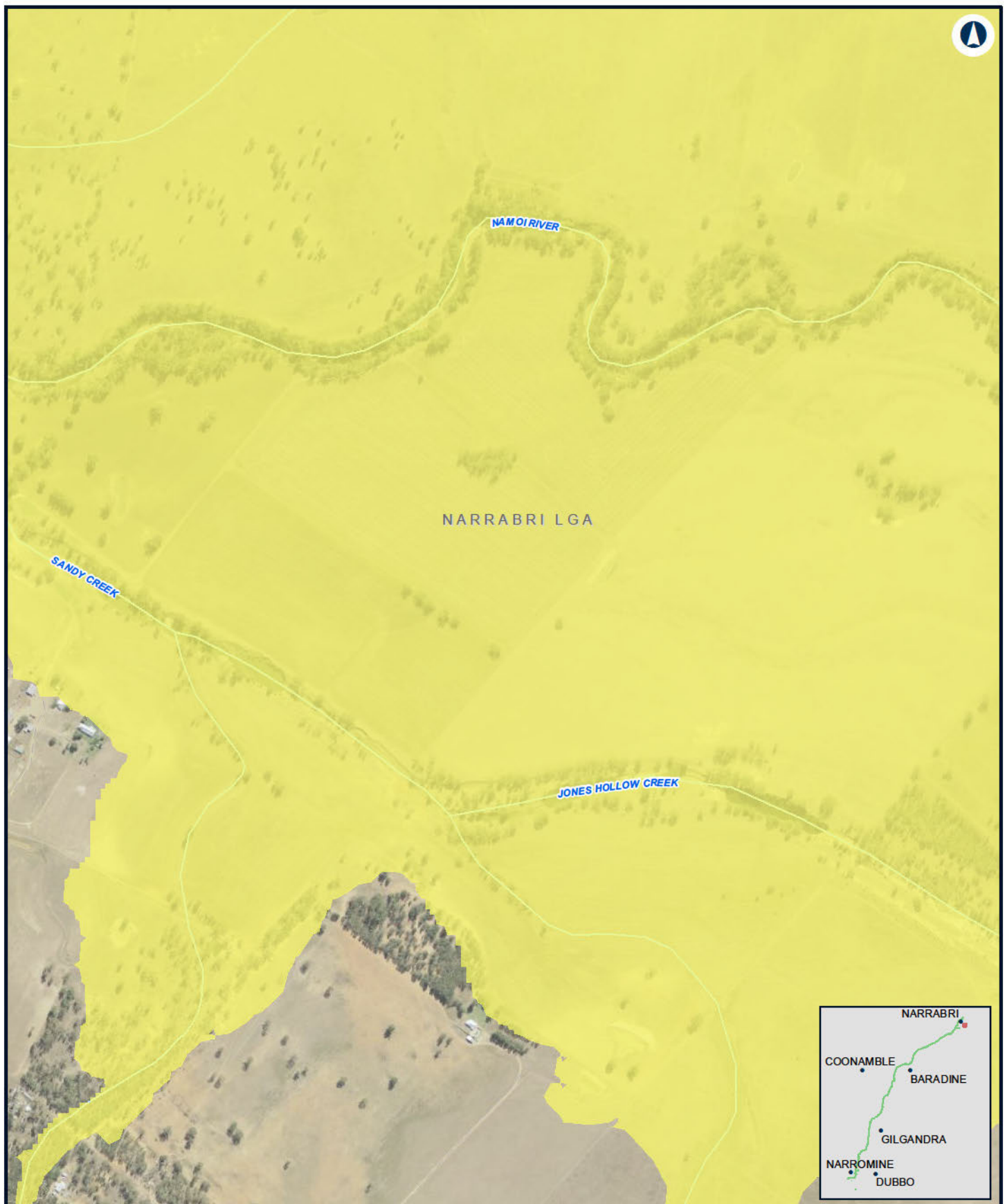
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

■ Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.22

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD
Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

Paper: A4
Scale: 1:10,000

LEGEND

Hazard Change

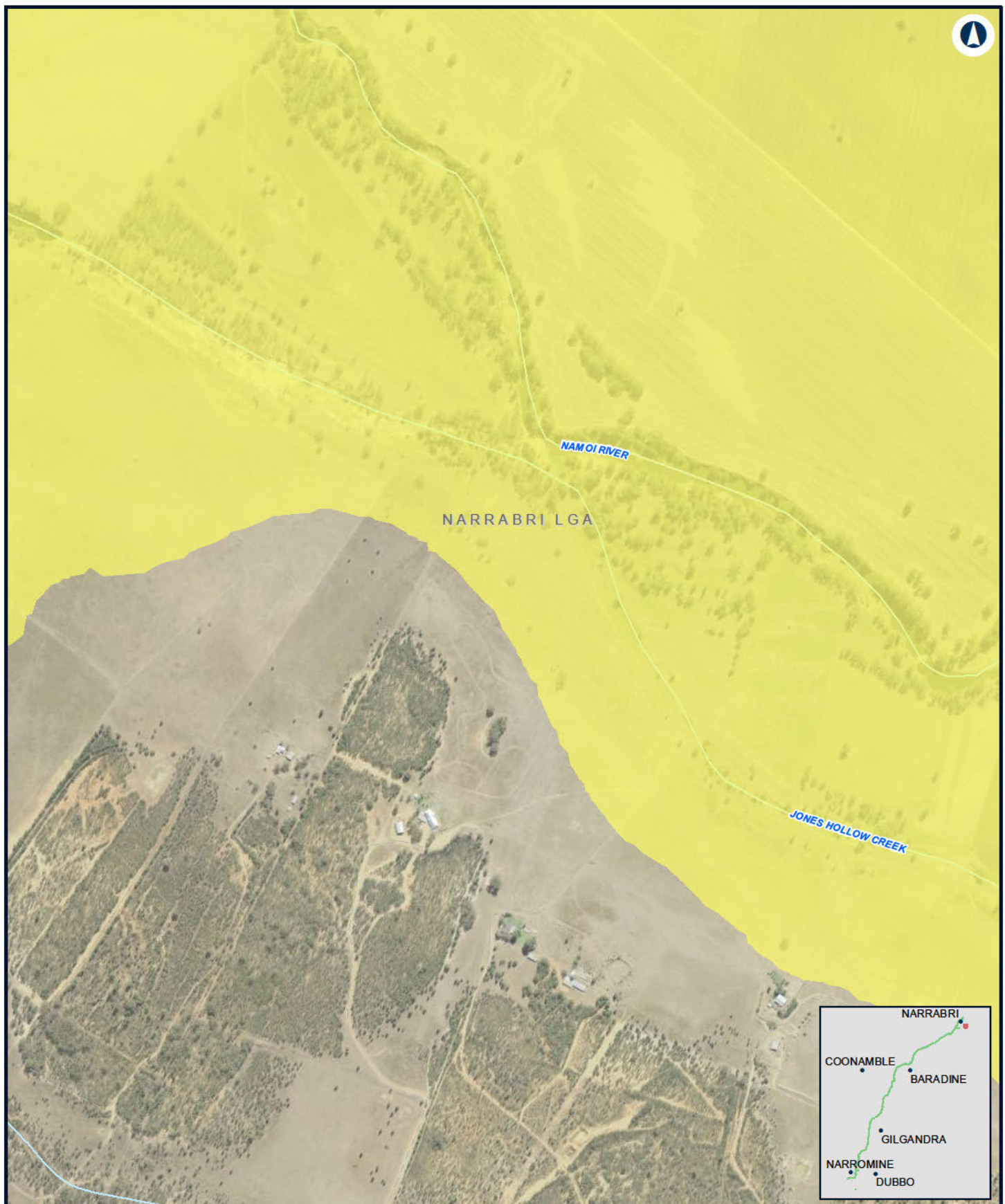
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.23

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

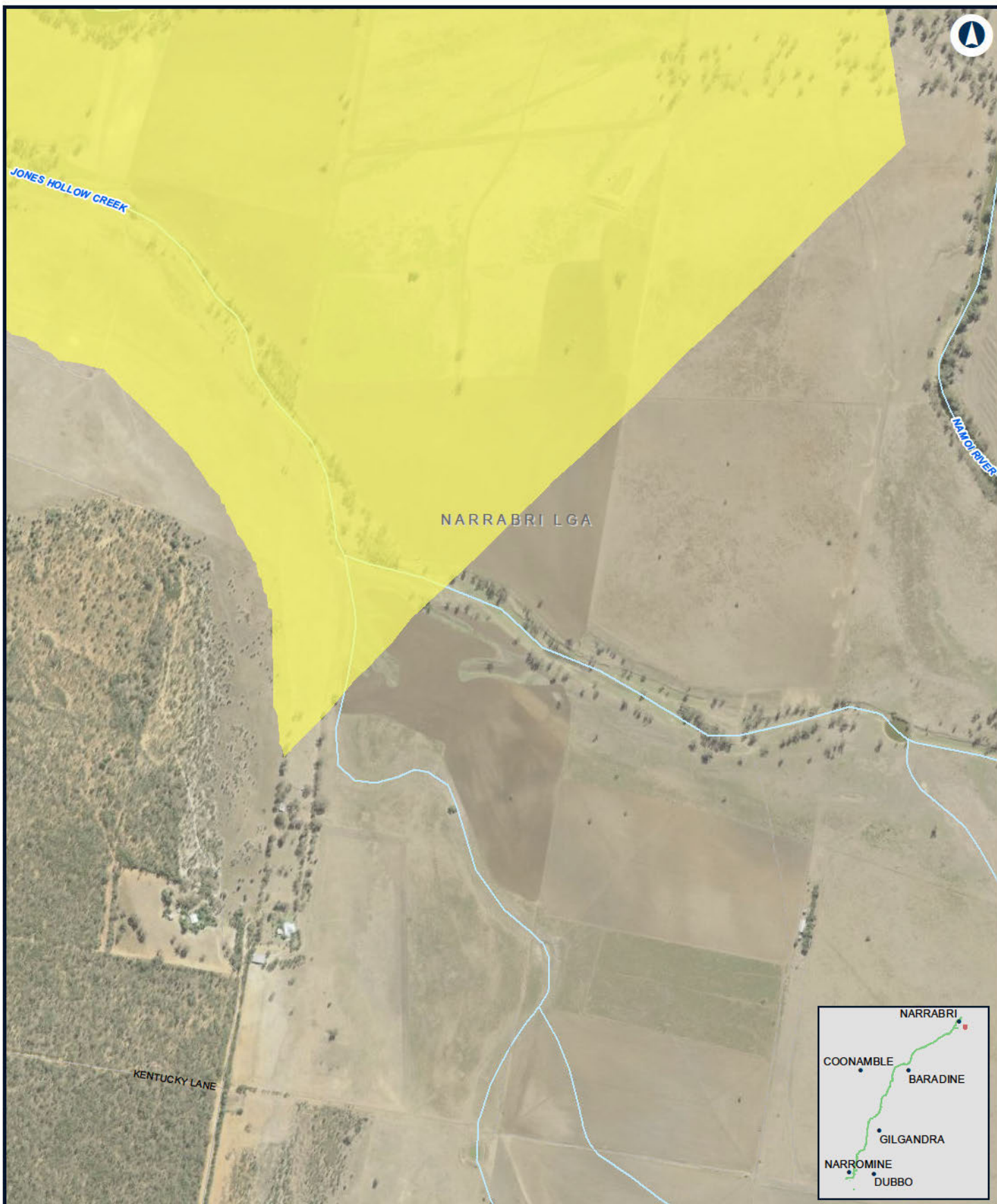
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.24

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

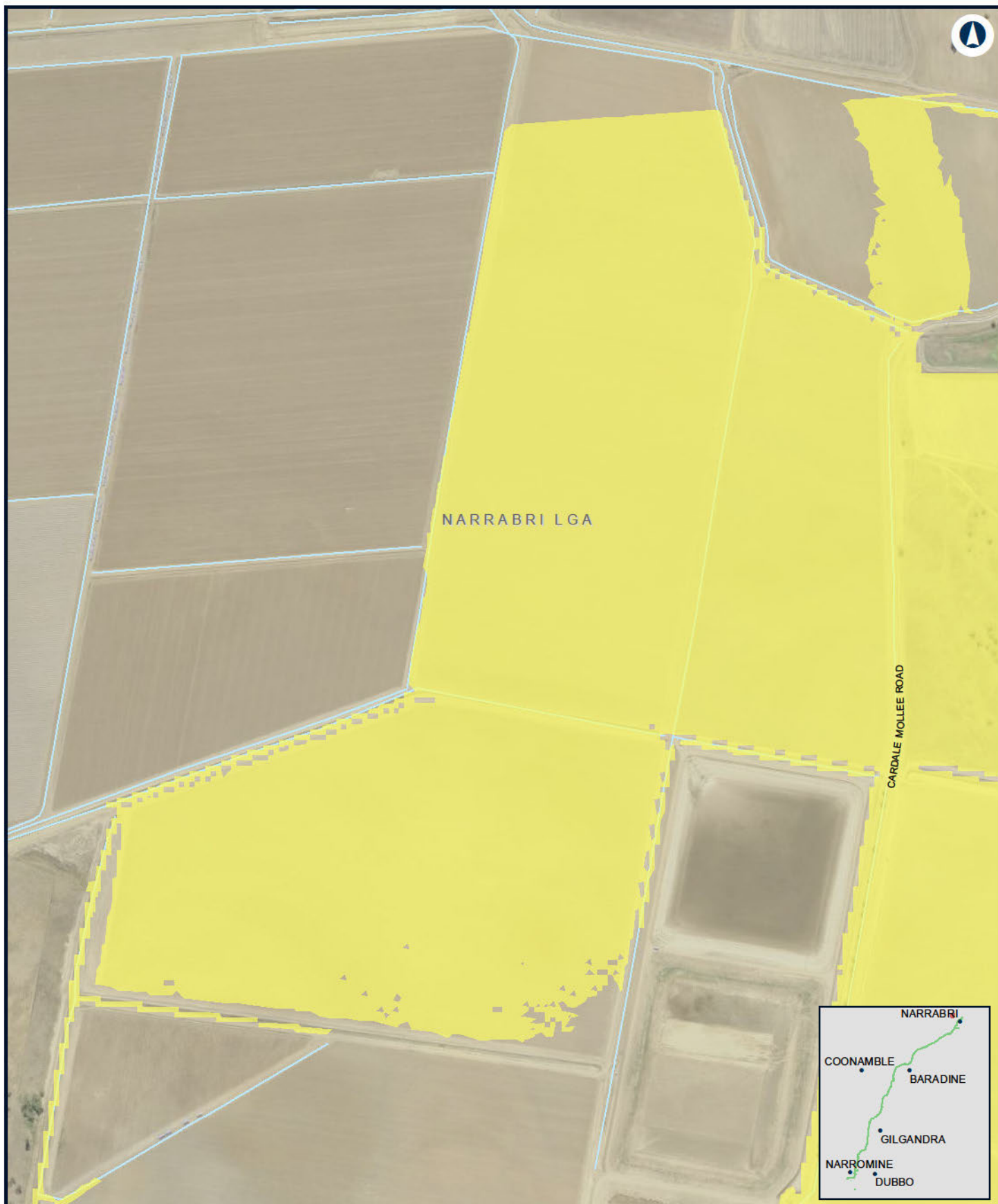
■ Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.25

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

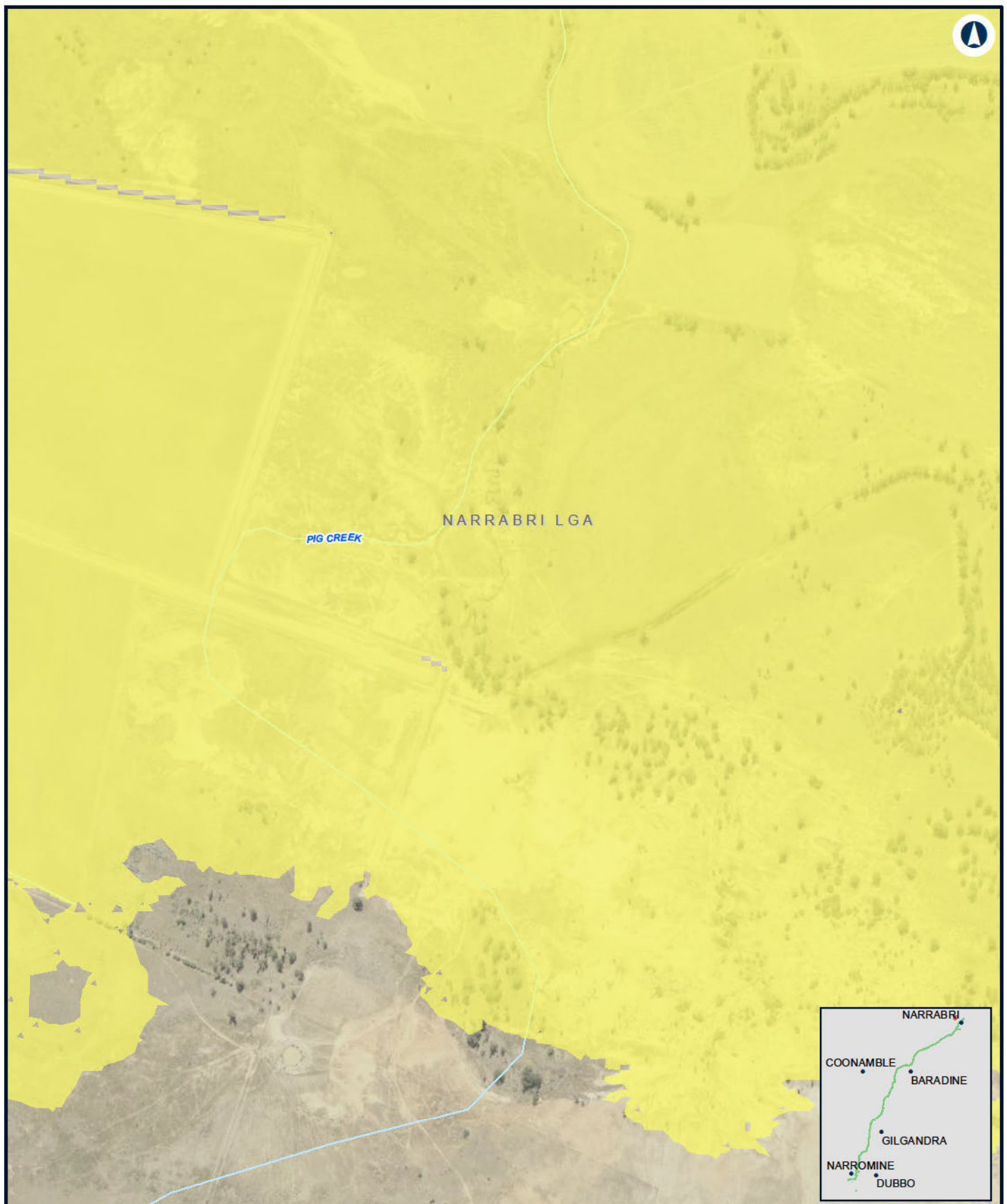
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.26

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

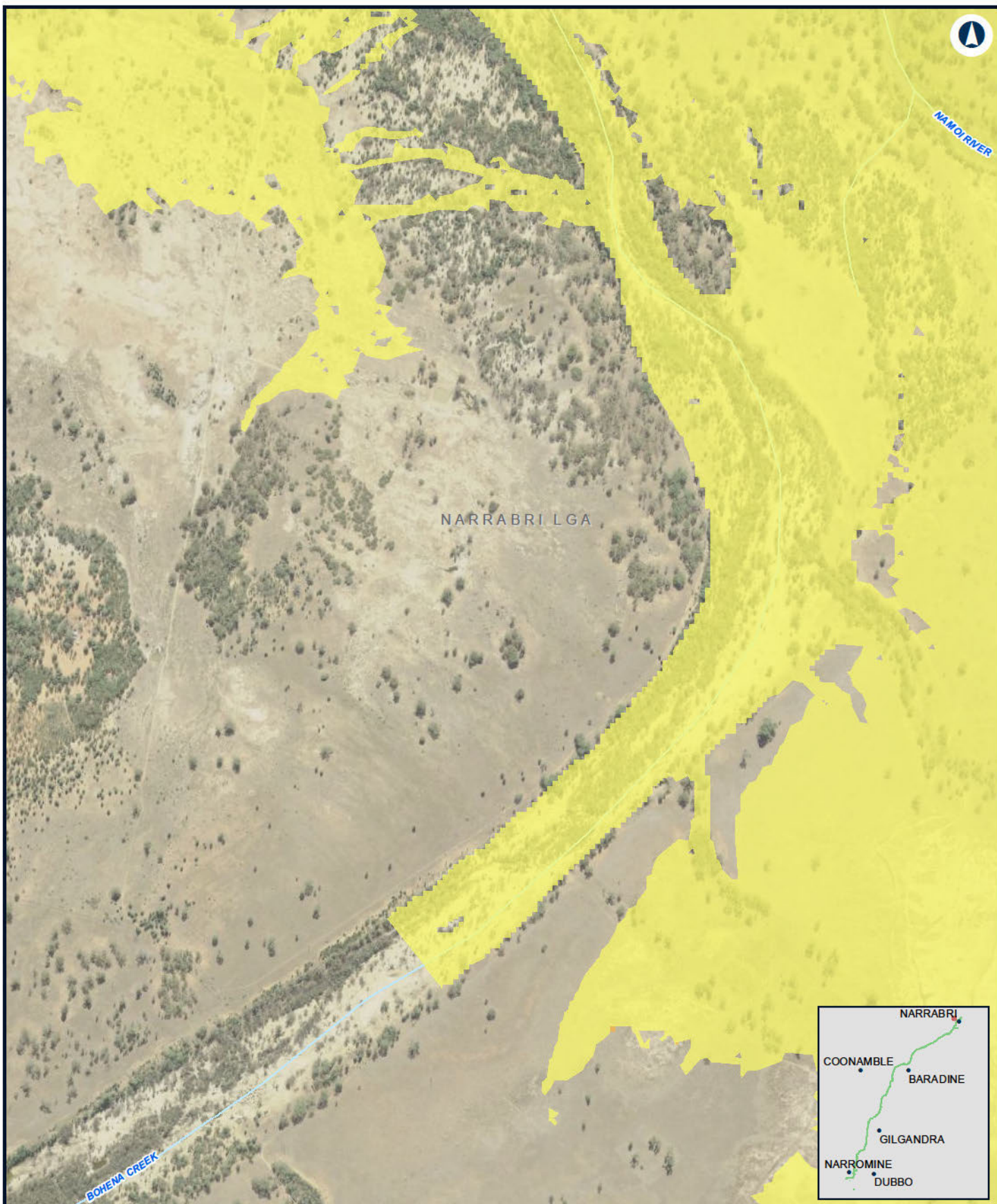
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.27

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000
Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

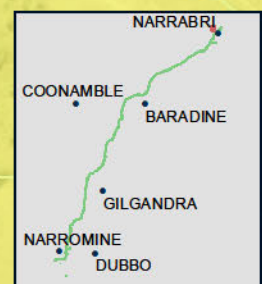
INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI LGA

NAMOIRIVER



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.28

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000
Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

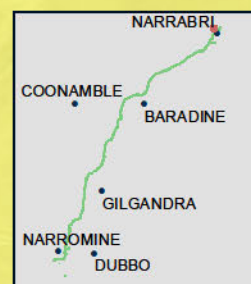
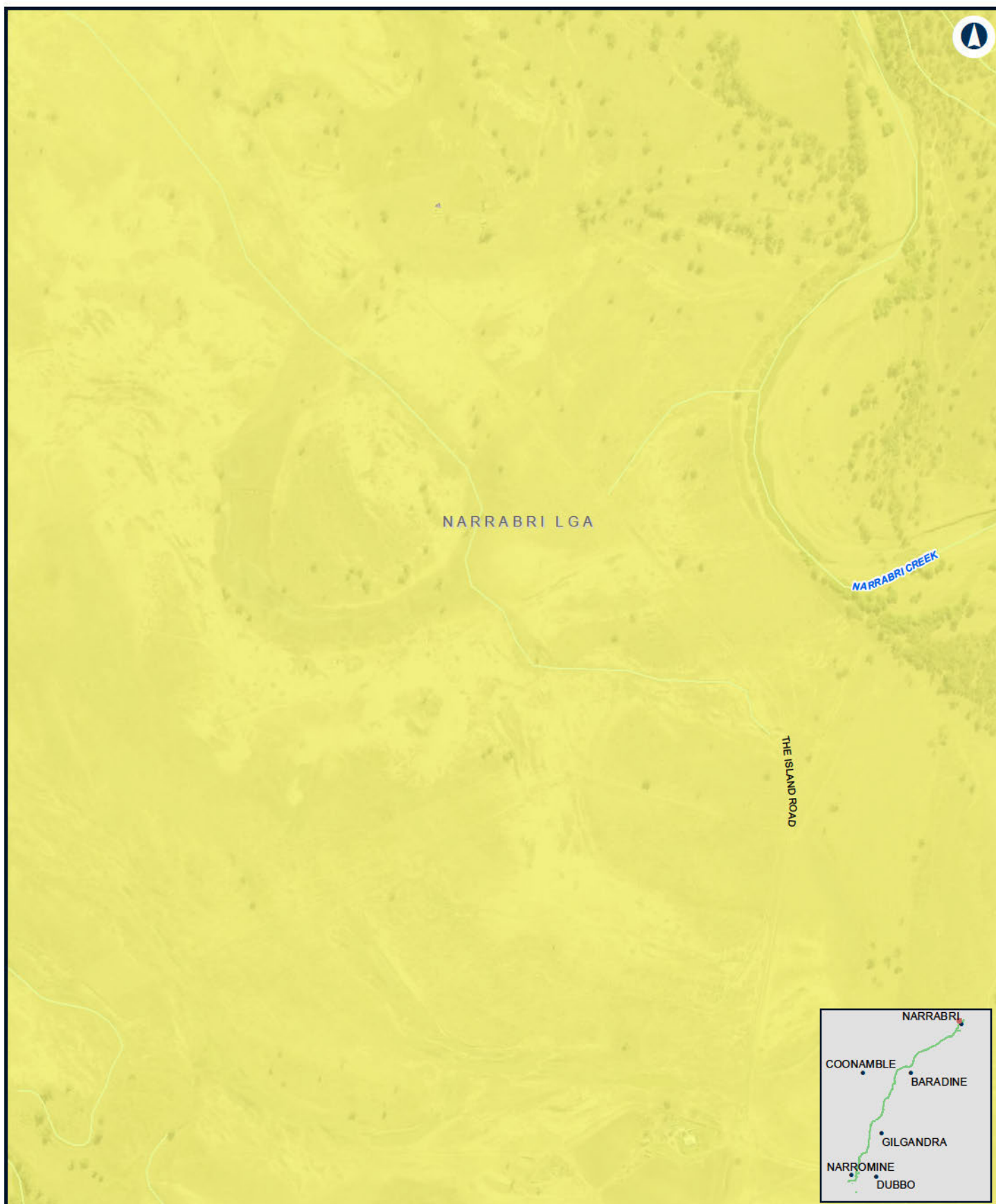
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.29

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

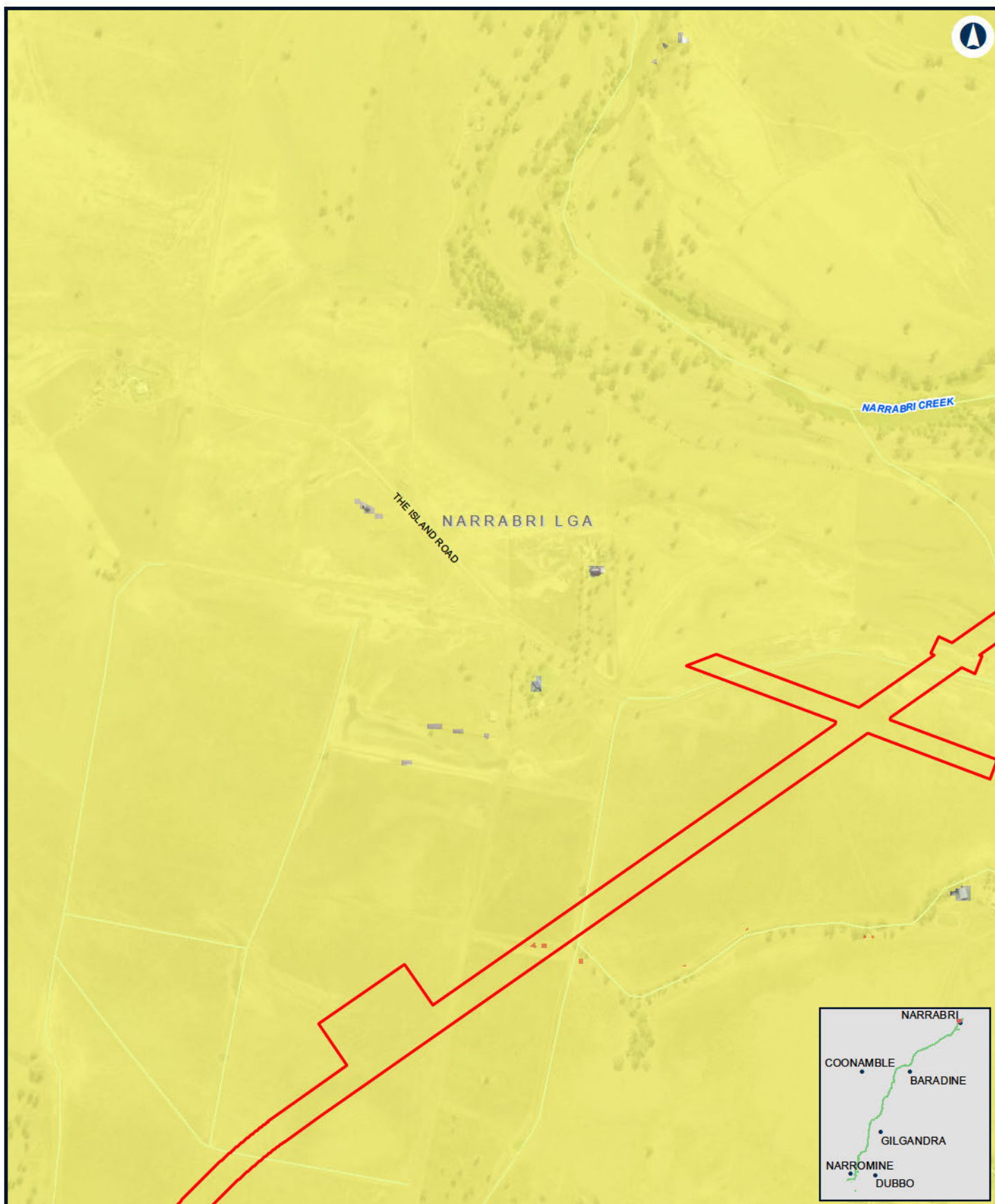
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

■ Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.30

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000
Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

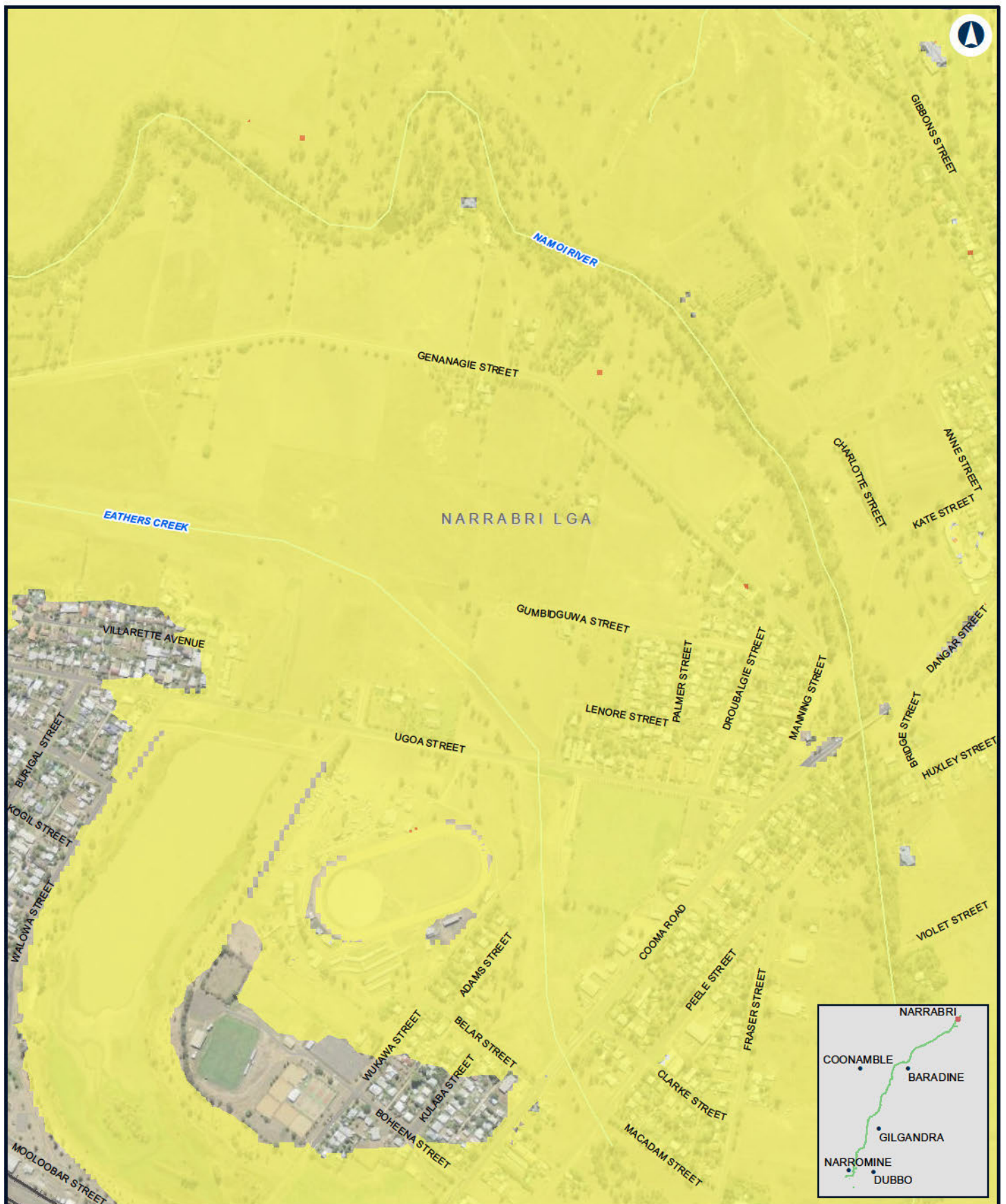
LEGEND

- The proposal site
- Was high, now low
- Hazard Change**
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.31

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

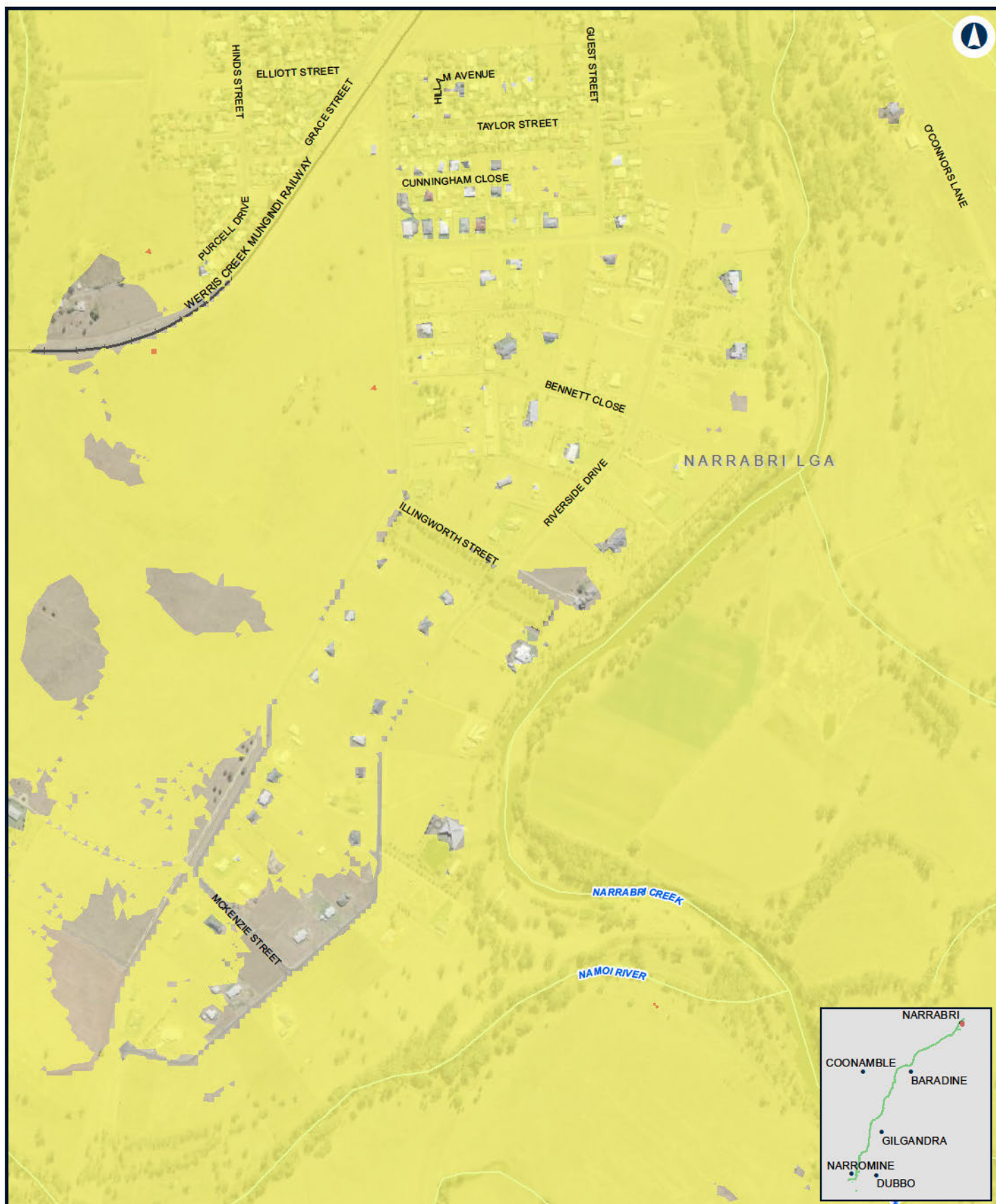
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.32

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000
Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

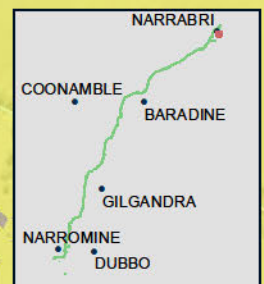
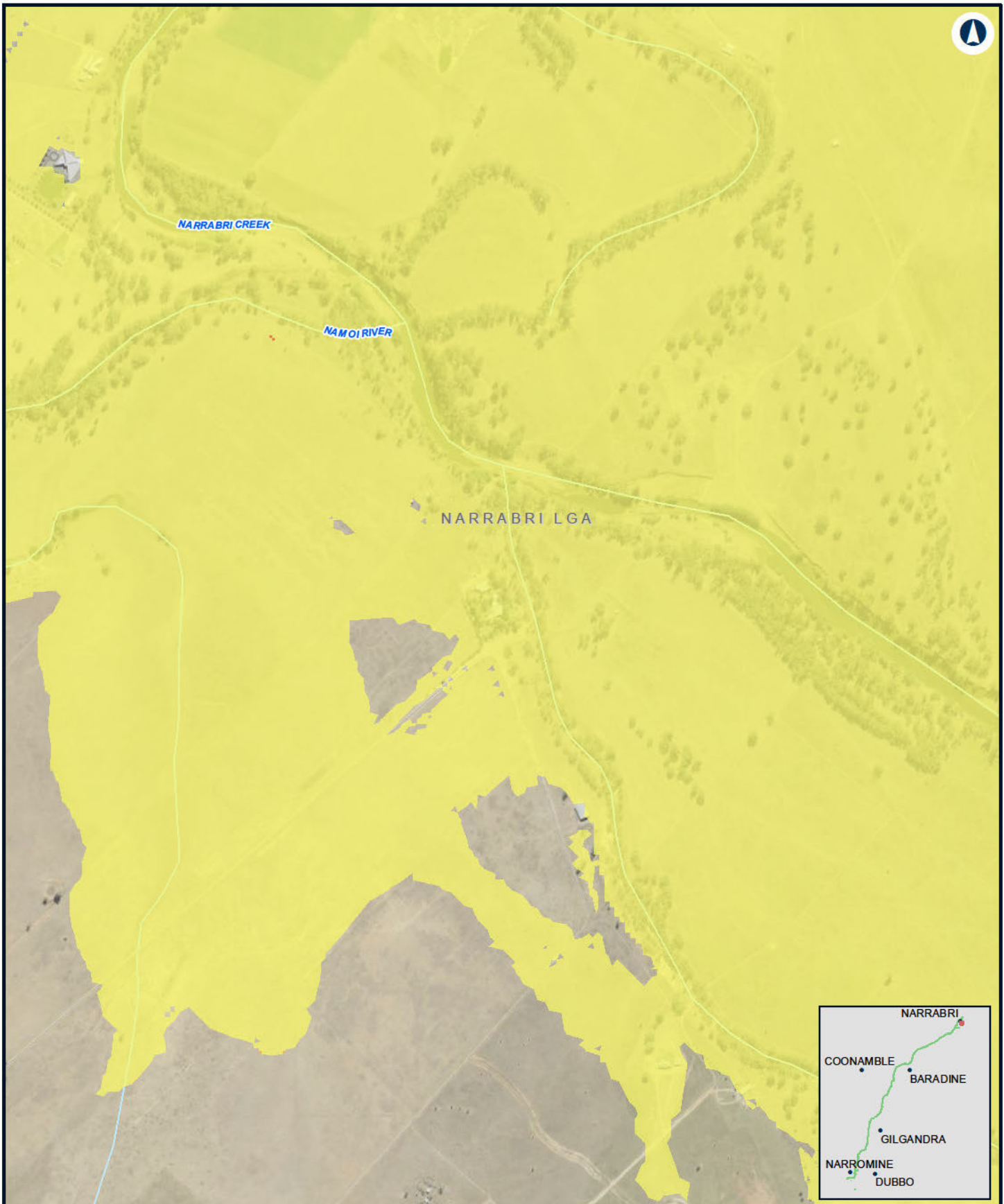
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

■ Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.33

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022
Author: JacobsGHD
Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

Paper: A4
Scale: 1:10,000

LEGEND

Hazard Change

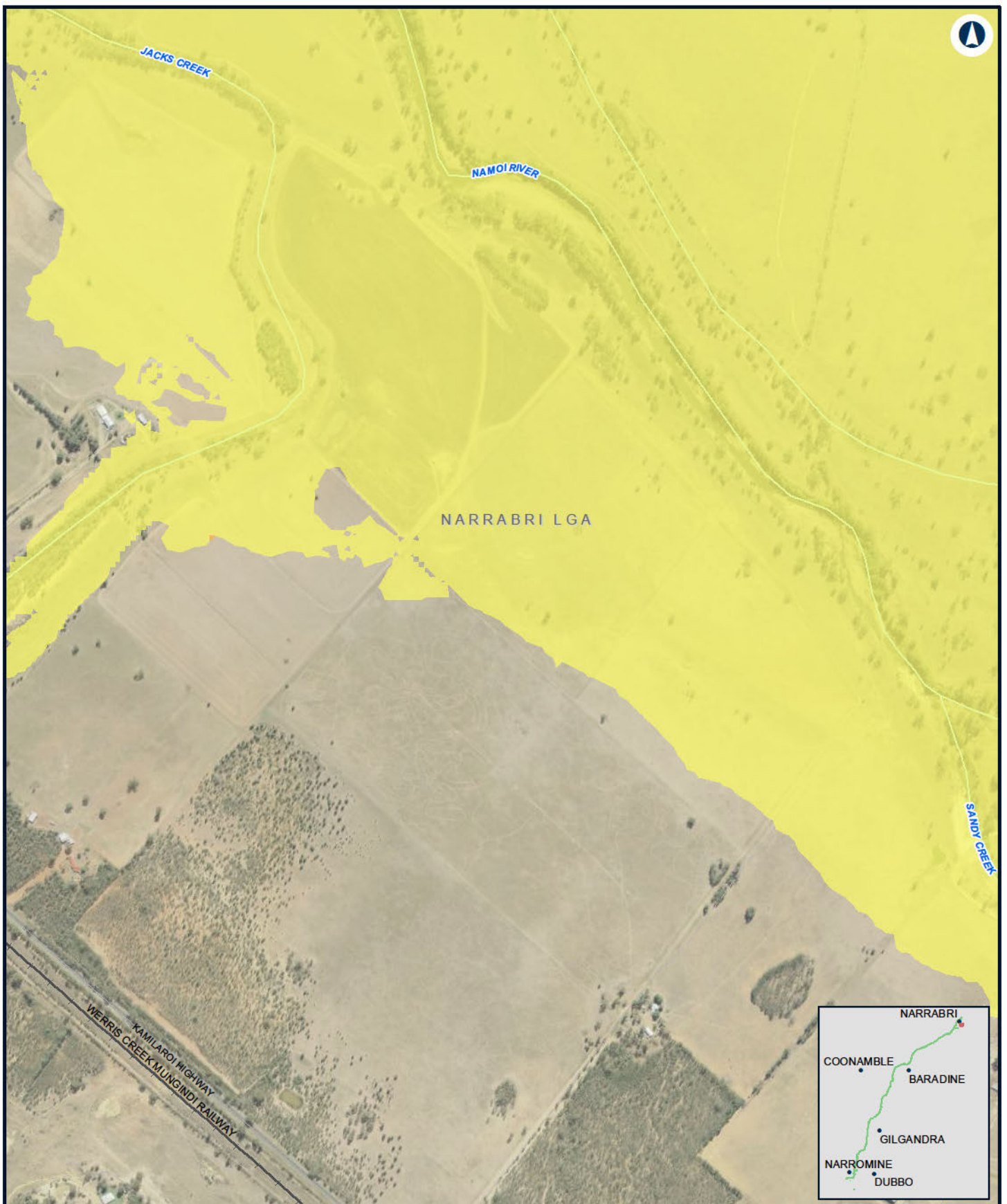
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

■ Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.34

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.35

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

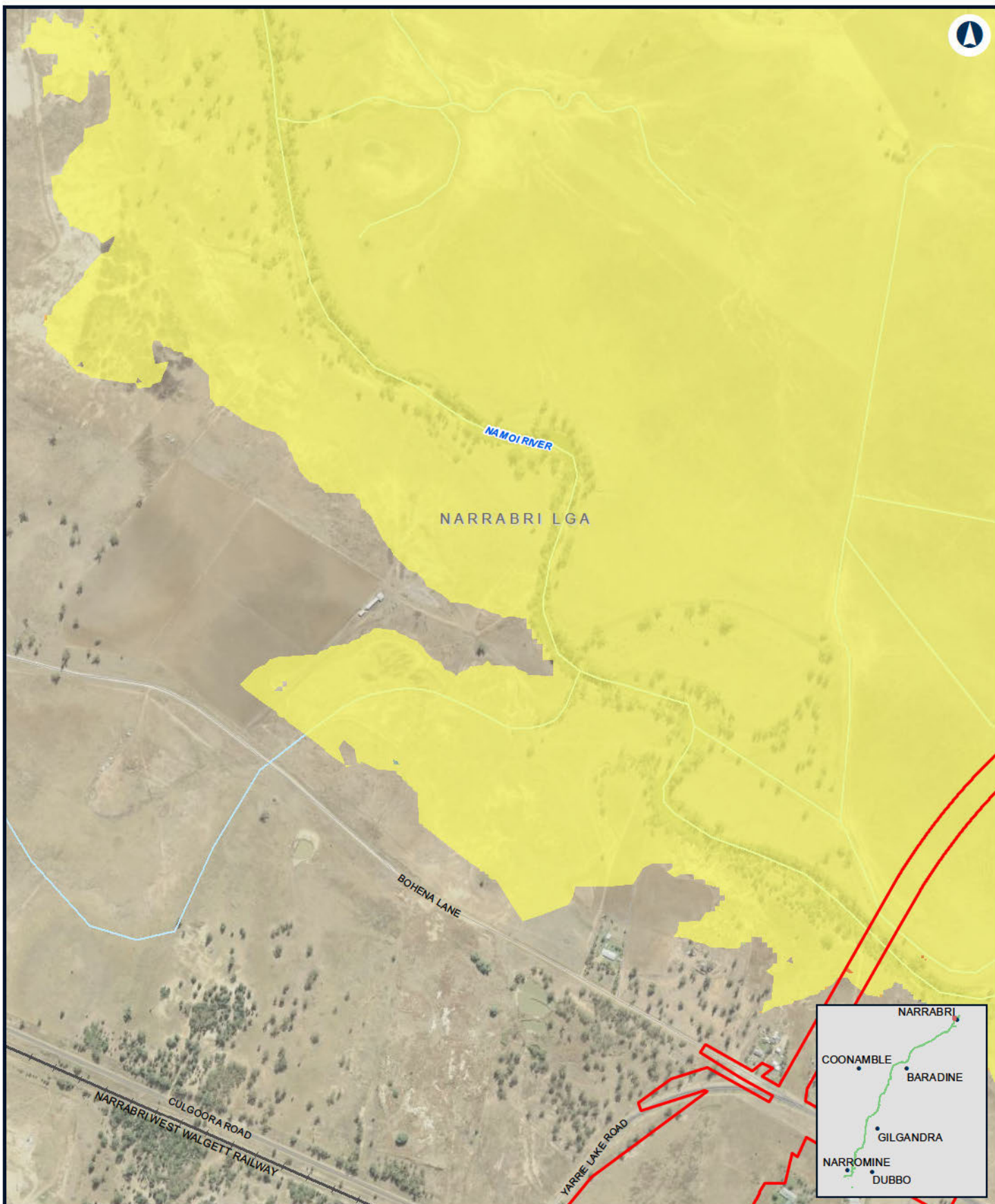
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.36

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Hazard Change

- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry

Was high, now low

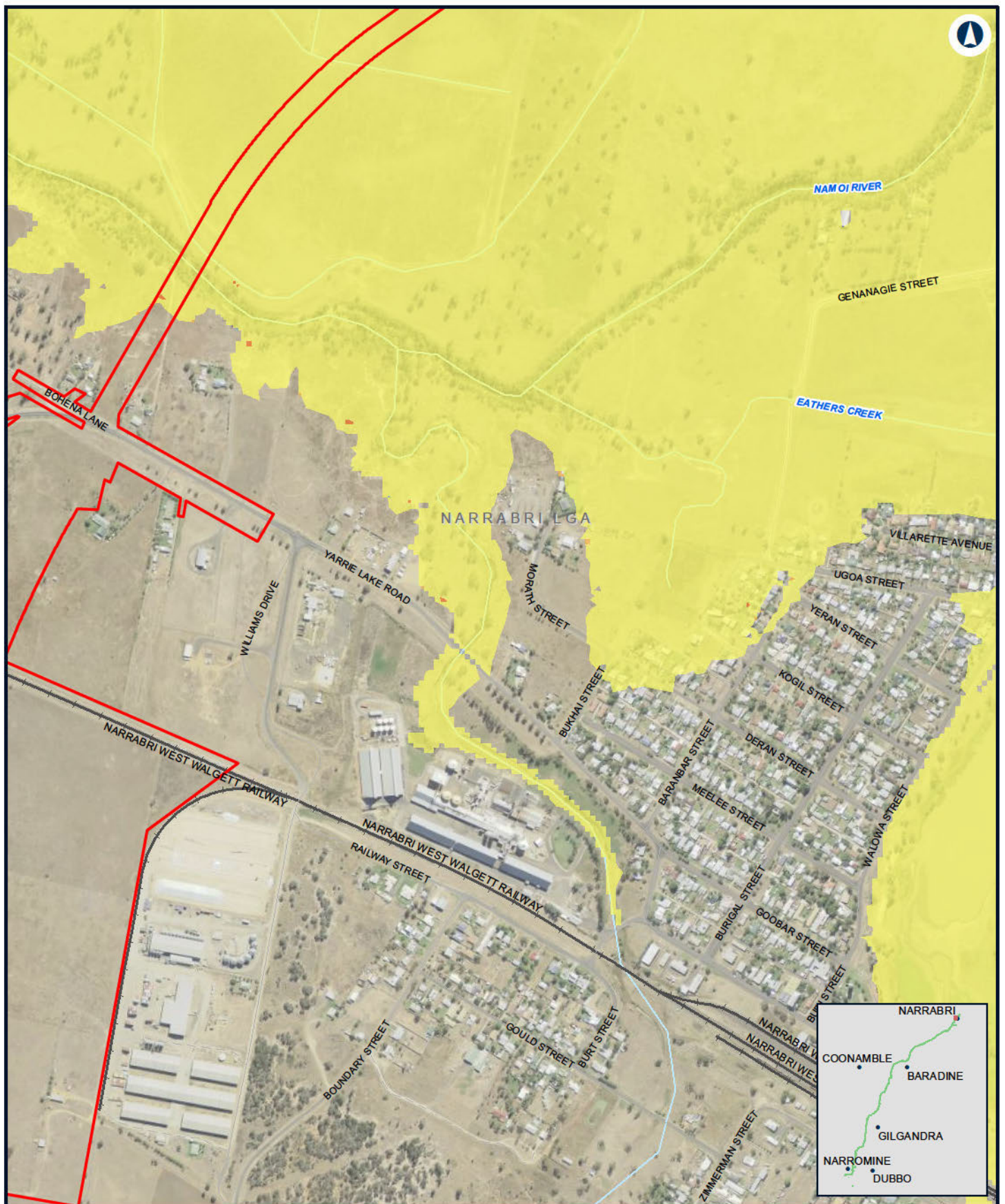
Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.37

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

 The proposal site

Hazard Change

Was dry, now high

Was low, now high

Was dry, now low

Unchanged

Was low, now dry

Was high, now low

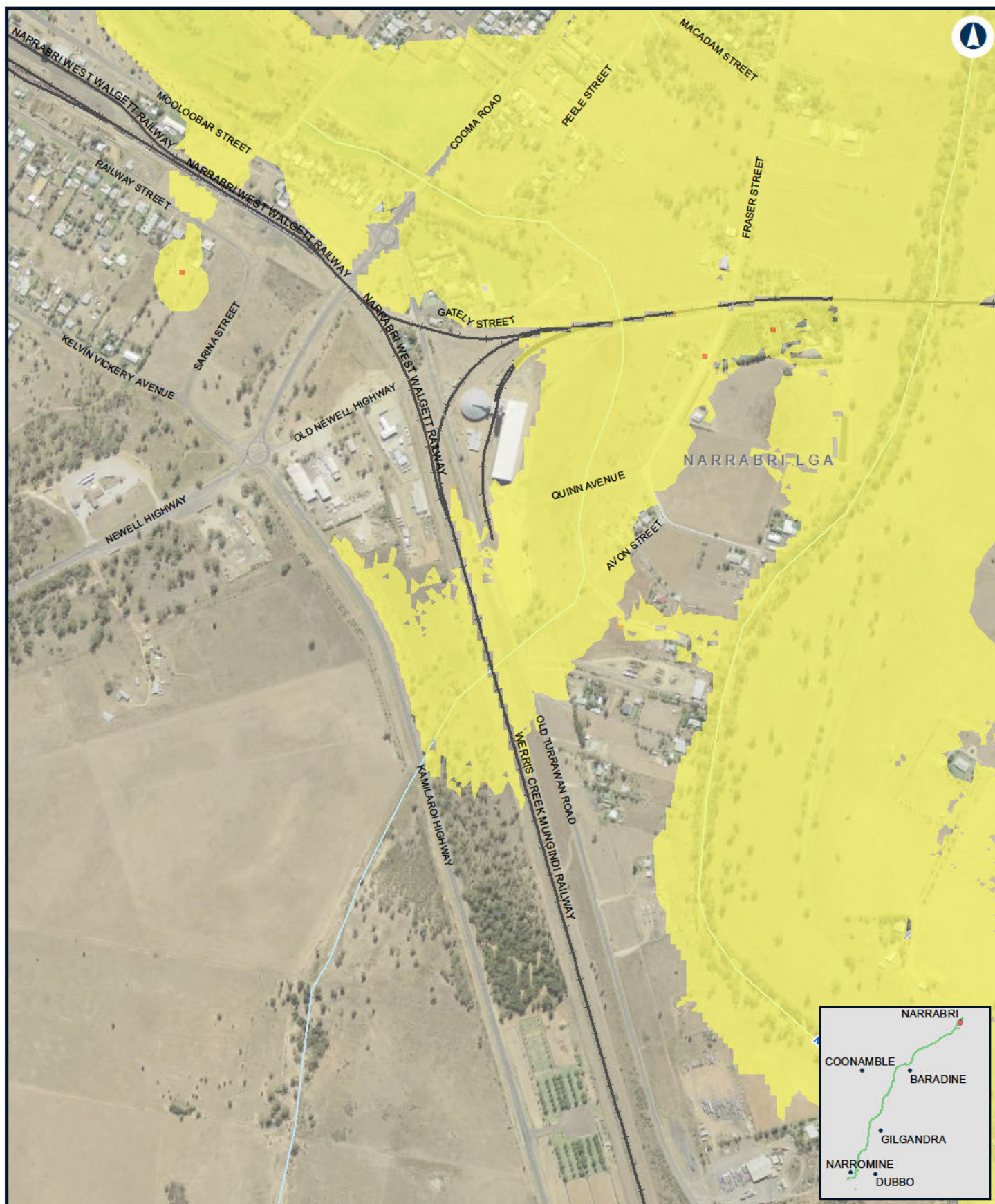
Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARRABRI TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.38

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022 Paper: A4
Author: JacobsGHD Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

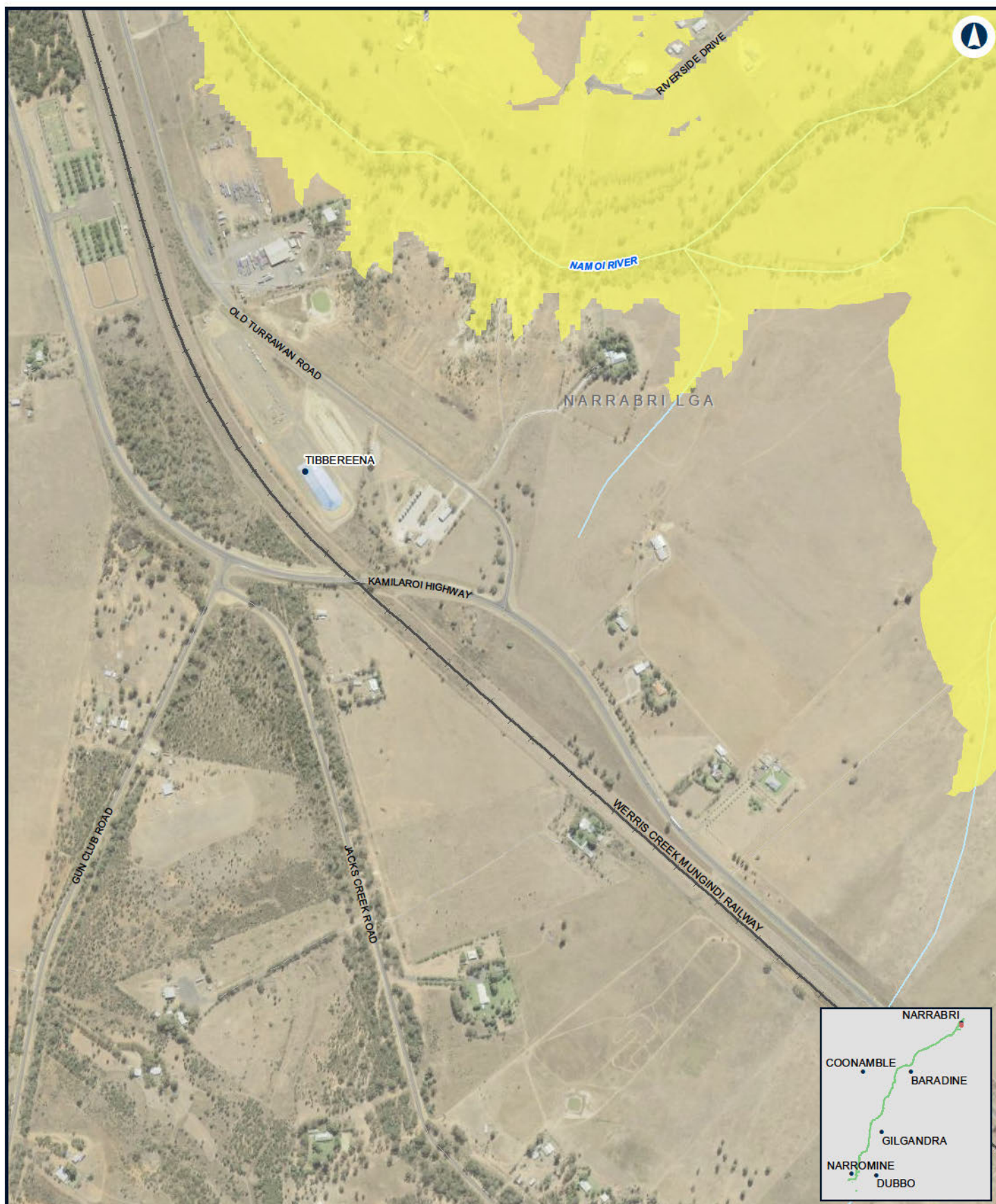
- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.39

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

**INLAND
RAIL**

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.



NARROMINE TO NARRABRI

Change in flood hazard - 1% AEP with Blockage - Narrabri Regional

Appendix A - Figure 2.8.40

0 0.1 0.2
Km

Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material.

ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 10/08/2022

Paper: A4

Author: JacobsGHD

Scale: 1:10,000

Data Sources: Basemap layers: NSWSS; all other layers: JacobsGHD

LEGEND

Hazard Change

- Was dry, now high
- Was low, now high
- Was dry, now low
- Unchanged
- Was low, now dry
- Was high, now low

Was high, now dry

Low hazard includes hazard categories 1 and 2.
High hazard includes hazard categories 3, 4, 5 and 6.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.