



Response to Questions from proponents during the site inspection.

1. Site areas

Questions & Responses:

- i. Can TfNSW provide a detailed yard diagram that shows the rail infrastructure included within the site, where the ARTC takes responsibility and connections to the main lines and distinguish what is part of the Pacific National lease or not?
 - a. *See diagram and revised map that are loaded separately onto the webpages of the JHR site.*
- ii. Confirm if there was historically or still is a waste treatment plant on the site?
 - a. *There was no treatment plant on the site historically, all past waste controls were the responsibility of the tenant. In the past a collection drum and subsequent pump out of waste was the standard practice for waste treatment used on the site. There was a storage tank on the outside of the rear wall of the roundhouse that was the repository and collection point for waste oils and fuel.*
- iii. Confirm the access Pacific National has now and will continue to have access to areas that seem to be on the proposed lease site such as the wash down facility?
 - a. *Pacific National will have (as they do today) access to the site to the area known as area A on its lease and the wash down or fuelling facility. This will be facilitated with a license or easement arrangement across the new leased area. The easement or license will run parallel to the "Store Road" on the map.*
- iv. Who is responsible for cleaning up the site in its current condition?
 - a. *The site is offered on a where is as is basis. Any requirements to clean or remediate the site will be the responsibility of the new lease holder. Contamination information has been provided and is now available on the JHR webpage, see the ERM report of June 2017 for lease area information and an additional report. "Environmental Contamination Investigation - Parkes Loco Depot – Envirowest" has been uploaded for additional information on the locomotive depot area.*
- v. Can TfNSW supply building reports outlining the electrical infrastructure condition report on all the wiring and terminal boards, drainage diagrams showing where the two different sets of pipework run underground within the leased area?
 - a. *Electrical rewiring works will be completed in the roundhouse and machine shop with work commencing in the next two months. The schematics and scope of the proposed works has been provided on the JHR web page for reference. TfNSW has uploaded to the JHR web page current approximate (hand drawn) maps of stormwater on the site. Although there are no current building condition reports it is worth noting that the roof of the roundhouse was replaced 6-7 years ago and the roundhouse building was reclad 3 years ago.*

vi. Please provide an updated map of the site to show which rail tracks and points will be included in the lease and which will be excluded as per (i) above? (i.e. leased to Pacific National)?

a. Please see map as referred to in question (i). The separation between the Pacific National lease and the lease on offer through the RFT process is as follows:

Pacific National has lease of Arrival Road Number 1, through the yard past the decant pad and through to a connection with the departure road towards the South West Fork end of the lease area. Pacific National also has Arrival Road number 2 which runs through the fuelling point. In addition, they are responsible for the two connections firstly to the “short loop” and secondly to the departure road where the Arrival Road Number 1 also meets the departure road. These are known as Arrival Road Number 3 and Fuel Road.

All other rail track and points on the site are to be included in the new lease agreement. This includes the Store Road, The Accident Crane Road, the Departure Road and the Run Round Road including the turntable and roundhouse rail. This rail runs from a designated cut over point at the Parkes end of the Main Line Down to the West South Fork end of the lease area.

vii. Will the lease document clearly display the Pacific National fuel tank filling point has been part of their lease and therefore any fuel spill that effects the environment be Pacific National’s to clean up and remediate?

a. The lease document will clearly outline the responsible areas and those that fall outside the lease will be the responsibility of other parties be that ARTC, TfNSW, JHR as part of the CRN or other lease holders such as Pacific National.

viii. Will all the rollingstock and spare parts currently stored at the site be removed prior to the new tenant taking possession or will they be able to negotiate storage fees for the 2 x locos and flat wagons once the lease comes into effect?

a. The intention is that the site will be cleared of all rolling stock and parts prior to the handover, JHR and TfNSW are in contact with the responsible parties of the assets in question and are seeking a confirmation of the timetable for the removal of the items.

2. Heritage

Questions & Responses

ix. Confirm the heritage restrictions on the Round House for including additional machinery and equipment or changing the building including taking away timber framework on the outside?

a. Any equipment and machinery required for operations at the site and within the structures is allowable without approval, the restrictions due to the heritage listing apply to any structural changes to the buildings or superstructures such as removals or additions and changes. Any changes such as removal of the timber frameworks will require review and agreement prior to works with the Heritage Division of NSW (Office of the Environment and Heritage). The JHR heritage office can assist with providing information on prior heritage dealings (information) on the site and with regards to specific buildings.

- x. Confirm the heritage restrictions and actions of TfNSW in relation to the two buildings with asbestos roofing on site?
 - a. *There are restrictive covenants on the two buildings (Store and Office) as listed with the Heritage Division. Attempts to remove or substantially alter these two buildings have been rejected in the past. It is expected that the new lease holder will have to manage these building in conjunction and coordination with TfNSW. The buildings are expected to remain in place and be managed for both Heritage obligations and safety with regards to asbestos containing materials.*

3. Environmental status and condition of assets?

Questions & Responses:

- xi. Are you able to provide a building condition report on the state of the roundhouse, in particular the condition of the structural wooden beams and roof?
 - a. *No building inspection reports have been completed. TfNSW will have inspection reports completed prior to entering into a lease with a tenant such that current condition of the buildings is agreed between the parties.*
- xii. Would TfNSW consider contributing to assist with the repairs to the turntable due to its significant historical value to the site or would the lease holder have to pay for all repairs/remediation and upkeep for term of the lease?
 - a. *TfNSW is not offering any assistance in repairing the turntable as part of the RFT (lease) process.*

Any repairs to the turntable are expected to conform to minimum standards, but it should be noted there is no onus to work to the specific report conditions provided in the GHD report (Parkes Locomotive Turntable Structural Load Rating Assessment). The lease holder must be satisfied and will be responsible, as a private siding operator, for the safe operation of the turntable and other infrastructure. The infrastructure must be in a condition no less than as provided by TfNSW (on commencement) at the time when the lease expires and the assets are handed over (back) to TfNSW.
- xiii. Can TfNSW provide a condition report/piping diagram or any details on the trade waste treatment plant that was positioned a hundred metres or so from the roundhouse within the fenced compound?
 - a. *Previously there was a storage tank on the outside of the rear wall of the roundhouse which was used as the repository and collection point for waste oils and fuel. We are unsure of the extent of the trade waste treatment plant as this has been in a dilapidated/ damaged state for a considerable length of time. The trade waste area within the fenced compound at the South West of the site is part of the Pacific National lease.*
- xiv. Can TfNSW confirm that the electricity to the area within the lease site is on a separate power metre for accurate billing purposes?

- a. The power supply is being addressed with the rewiring project and the site will have a separate metre for this process and the new lease.*
- xv. Can you confirm that the water supply to the area within the lease site is on a separate usage metre for accurate billing purposes?
 - a. TfNSW will confirm whether it is an exclusive water supply, noting it has never been raised as a potential issue in the past by previous tenants.*
- xvi. The environmental condition report provided with the RFP information only covers off the vacant land plot at the end of the lease area. Is there another report that covers the actual roundhouse site and surrounds, or will the new tenant need to get their own report as a baseline?
 - a. The most recent report for the additional area (original lease area) completed in 2011 has been loaded onto the JHR site. This report is “Environmental Contamination Investigation - Parkes Loco Depot – Envirowest”. It is recommended that any new tenant should get their own report as a baseline position of the site should they consider these reports inadequate.*

4. Operational

Questions & Responses:

- xvii. Does the successful operator have to offer open access to the facility?
 - a. No, the expectation is that the facility will be listed as a private facility operated by the lease holder for their own purposes. The private siding requirements can be accessed via the regulators site: <https://www.onrsr.com.au/operations/private-sidings/new-registration>*
- xviii. Please confirm the functionality of the fire hydrants on site?
 - a. All fire hydrants will be tested and brought to working condition prior to an agreement being negotiated.*
- xix. Can John Holland provide a recent track inspection report showing the condition of all the rail infrastructure within the lease site or do we just take the fact that the track is still ‘operational’ to mean it is alright and fit for purpose?
 - a. The new lease holder will need to audit the track condition on take up (or before) and prior to use. The area as offered which is currently maintained by JHR is noted as booked into use and fit for purpose, this includes all rail in the offered lease area. The turntable is not operational and cannot be used until the new lease holder makes its own risk assessment and addresses any issues to make this safe for its working purpose, the turntable is currently booked out of use.*
- xx. Can TfNSW confirm if the current water tanks are useable or operational as is?
 - a. No due to their heritage status these tanks cannot be used. They are not operational or in use today.*

xxi. Please outline the standards to apply to any infrastructure improvements on the site such as sidings, points, rail, weight limits and the turntable.

- a. As the depot and all infrastructure will remain the property of TfNSW and will be leased the standards that will apply are those as managed by the NSW Asset Standards Authority. For the Parkes Depot the current standards are the JHR CRN Standards.*

The JHR CRN standards are to apply to any improvements or additions to the rail infrastructure on the site. The engineering standards applying are to be found at www.jhrcrn.com.au

xxii. Apart from maintaining the grass and trees around the two heritage listed buildings that contain asbestos and the need for all site workers and visitors to be kept away for health reasons, what are the expectations of TfNSW as far as their upkeep/preservation?

- a. TfNSW would update the current protections for the two buildings (board up and make safe by restricting access to the buildings) and the leasee would be required to maintain restricted access to the buildings as a considerable area of the buildings is unsafe.*

xxiii. The work platforms inside the roundhouse are not complaint to current fall protection standards. Would TfNSW consider a contribution to their upgrade or would it have to funded by the new tenant?

- a. It will be the responsibility of the new lease holder (tenant) to upgrade the infrastructure and superstructure such that it meets all required safety standards.*

xxiv. The work pits inside the roundhouse are not complaint to current fall protection standards and have no barriers. Would TfNSW consider a contribution to their upgrade or would it have to funded by the new tenant?

- a. It will be the responsibility of the new lease holder (tenant) to upgrade the infrastructure and superstructure such that it meets all required safety standards.*

If you have any questions in relation to the answers provided, please contact Scot Taylor as per the details below.

Scot Taylor
0418 255 064
scot@tayloredconsult.com