

Managing rail corridor fencing

Committed to public safety

We appreciate that landowners may have some concerns about how the rail corridor will be fenced and what, if any, impact this may have on their properties.

As part of our commitment to protect public safety and ensure secure property boundaries for landowners, we will install new fencing along the railway corridor in areas where completely new track is laid.

We will also replace current fencing on a 'like for like' basis or install new fencing if existing structures do not meet the minimum standard.

During the detailed design phase for each Inland Rail project, we will consult individual landowners to understand and address their fencing needs in relation to gate widths, fencing materials and accessibility for stock crossings, machinery and vehicles.

What can I expect?

All new Inland Rail corridors will be fenced so that it is safe for people, property, domestic animals, wild fauna and agricultural needs.

ARTC's fencing standards aim to align with general fencing standards in each district, unless there are specific circumstances that require alternate solutions.

Where new fencing is required on 'greenfield' projects, we will consult with adjacent landowners during the detailed design phase to confirm fencing requirements.

Minimum fencing standards

The minimum standard for rural fencing along the alignment adjacent to grazing properties will be 7/90/30 tight cross-over knot mesh. The minimum standard for cropping land fencing will be plain or barbed wire fence (4–6 strand). The minimum standard for urban fencing will be a standard chain link boundary fence.

In certain circumstances, the minimum standard of fencing described above may be enhanced to ensure a fit-for-purpose solution, but only where agreed by ARTC.

This may include recognition of different topography and aligning fencing with land use.

ARTC will be responsible for ongoing maintenance of rail corridor fencing once each section of Inland Rail is operational. If shared rail corridor fencing is damaged by a landowner, the landowner will be responsible for any repairs. ARTC has comprehensive insurance coverage in relation to any potential public liability in the event of an incident in the rail corridor.

ARTC has no requirement for adjoining landowners to hold insurance, but encourages interested parties to seek their own advice on insurance as appropriate.

For any fencing repair concerns once Inland Rail is operational, please call the ARTC EnviroLine on **1300 550 402** or email **enviroline@artc.com.au**

During the construction of Inland Rail, temporary fencing will likely be erected by our construction contractors to delineate short-term work areas and material laydown areas. The type of fencing installed at these locations will be determined by the time period the area will be required by our construction contractors.



Images for reference purposes only. Subject to detailed design



1 Minimum standard fencing along grazing land. Image for reference purposes only. Subject to detailed design.



2 Private gate image is for reference purposes only. Subject to detailed design.



3 Urban fencing

Standard fencing specifications

1 Rural fencing along the alignment

The minimum standard for rural fencing along the project alignment will be rural plain or barbed wire fence (4–6 strand).

For grazing properties, the minimum standard 7/90/30 tight cross-over knot mesh.

2 Rural fencing for private properties

The gate type installed for rural fencing fronting private properties will be 5 bar or mesh infill.

3 Urban fencing

The minimum standard for urban fencing will be a standard chain link boundary fence.

Want to know more?

ARTC is committed to working with property owners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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