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DOCUMENT 13



Australian Government
Department of Infrastructure and Regional Development

FOR: The Hon Darren Chester MP cc: Dr Steven Kennedy PSM, Secretary Ms Pipence, AGD Secretary	PDR ID: MS17-002171	For Decision by: Routine
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SUBJECT: Inland Rail - Narromine to Narrabri Preferred Corridor

Recommendation: That you:

Key Issues:

1. The Inland Rail Sponsors Group has endorsed the ARTC's Narromine to Narrabri Preferred Corridor Report at **Attachment E** and its recommendation of a preferred corridor - map at **Attachment A**. A table setting out key information on each of the corridor's five sub-sections is at **Attachment B**.
2. The preferred corridor has a lower cost (overall saving of \$50.6 million) and a shorter transit time (4.6 minutes less) than the concept corridor. The high level results of the multi-criteria analysis show no significant differences between the preferred corridor and the concept corridor. For these reasons, we recommend you agree to ARTC's preferred corridor.
3. We have included information on the other corridors that ARTC considered below and at **Attachment E** should you wish to endorse an alternative corridor.

Sensitivities:

Three of the five corridor sub-sections have sensitivities you should be aware of in making your decision: Narromine to Burrowg.

This corridor sub-section is contentious. ARTC's preferred corridor for this sub-section goes to the east of Narromine and has superior technical and constructability attributes and a lower flood risk than the concept corridor. It does not go directly into Narromine, minimising future environmental and social issues that may exist in a route closer to town.

Created by: Ricar Wong, Executive Director
Date: 26 October 2017
Phone: 6274 7413
Division: Inland Rail Unit

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The preferred corridor costs an additional \$37 million due to the requirement for extra trackwork and track materials. Further, there is a potentially higher impact to heritage sites. The preferred corridor may also attract vocal opposition from some stakeholders concerned about increased risks to endangered species and habitats; reduced land values; increased noise and vibration; and impaired visual amenity. One community group, the High Park Road Landholder Group with around 50 members, has already formed.

Burroway to Curban

This corridor sub-section is not considered as contentious at this time. However, ARTC has identified a study corridor that is up to five kilometres wide. Further analysis and landowner consultation is required prior to further refinement.

Curban to Mt Tenandra

This corridor sub-section is contentious. ARTC prefers its original corridor over the alternative option. The alternative option would make use of the existing Coonamble rail line from Curban to Gulargambone before following Box Ridge Road to Mt Tenandra.

The Gilgandra and Coonamble Shire Councils, together with potentially affected landowners, support the alternative option as it has less impact on properties and productive farming land and goes closer to Gulargambone and Coonamble. However, this option would cost an additional \$34 million and increase transit time by nine minutes.

As there is little difference between the options in terms of technical viability and constructability, the decision is a matter of weighing up community and property impacts against transit time and cost.

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Mt Tenandra to Harradine

This corridor sub-section is not considered contentious at this time. ARTC proposes to use the original corridor.

Barradine to Narrabri

The recommended option runs through the Pilliga State Forest to Narrabri. It has local support and costs \$83 million less and has a seven minutes faster transit time than the concept corridor.

54:0:5

General community concerns

In common with many greenfield infrastructure projects, there is a high level of concern from landowners on all corridor options about the impacts of Inland Rail. Key concerns include flooding and water flow; land access or severance; farming activities and ongoing profitability; land acquisition; and compensation.

Uncertainty is another critical issue. While your decision on a preferred corridor will mean some landowners will no longer be affected, those in the preferred corridor will continue to be uncertain on the scope and scale of impact the project will have on their properties and may seek compensation.

The Department of Infrastructure and Regional Development is in discussion with ARTC and the NSW Government to develop a strategy for property acquisition and principles for compensation.

However, as impacts cannot be quantified until ARTC has completed the feasibility design to inform the environmental impact assessment, the uncertainty may last between six to seven months.

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Communications Strategy

While far less contentious than the Border to Gowrie section, some stakeholders are critical of the consultation process: ARTC has noted that it gave late notice of its intention to consider alternative options for some sub-sections along the corridor.

The Department will work closely with ARTC ensure it provides affected communities with a full understanding of the development process.

Background:

The Narromine to Narrabri corridor comprises 307 kilometres of new track through farmland and the Pilliga State Forest. The concept corridor identified in the 2010 Inland Rail Alignment Study excluded routes through state forests and conservation from consideration. From 2016 to early 2017, ARTC consulted with landowners on both the concept and alternative options. ARTC convened multi-criteria analysis workshops in December 2016 and May 2017 to refine options and determine a preferred corridor.

Consultation:

Inland Rail Sponsors Group and the Department of Finance.

Action to Follow:

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We will work with your office to settle the announcement strategy, public statement and materials.

You may wish to instruct your office to consult local councils and MPs ahead of an announcement.

After the corridor is announced, ARTC will hold community information sessions and commence planning approval and reference design processes.

Attachments:

Attachment A - Map of ARTC's preferred corridor for the Narromine to Narrabri section

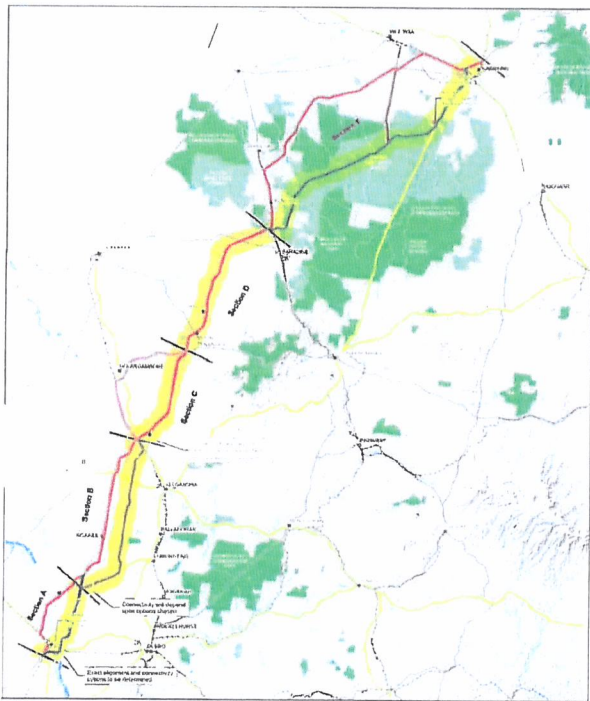
Attachment B - Narromine to Narrabri Inland Rail Corridor - Analysis of sub-options

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Attachment E - ARTC's Narromine to Narrabri: Preferred Corridor Report

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Scale: 1:50,000
Date: 10/11/2011
Project: Narromine

Narramine to Narrabri Inland Rail Corridor

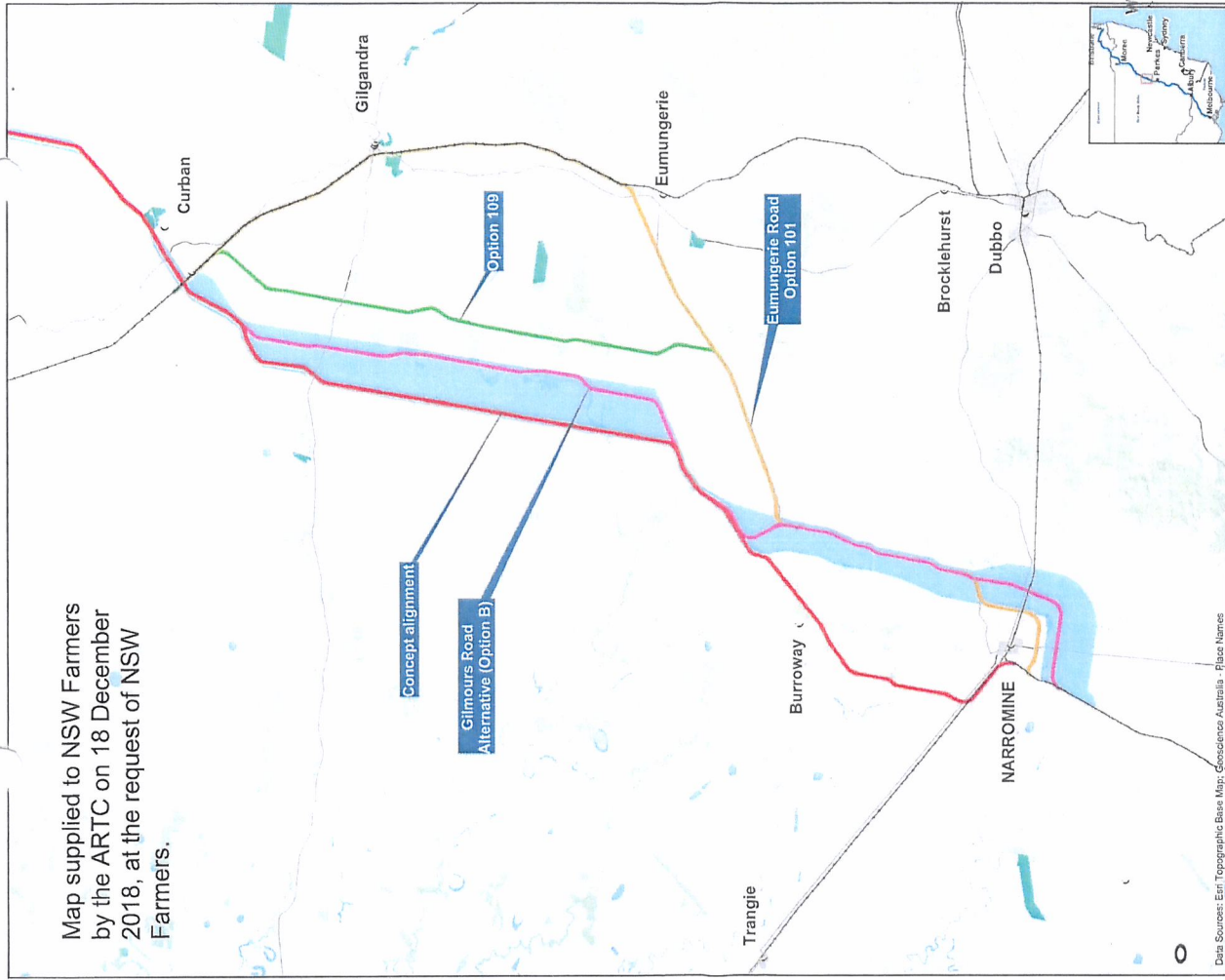
The table below sets out key information concerning each of the five sections of the Narramine to Narrabri Inland Rail Corridor.

Corridor section	Cost difference	Transit time difference / hours	Technical viability ¹	Safety assessment ¹	Operational approach ¹	Constructability / schedule ¹	Environment / heritage ¹	Community / property ²	Approvals / stakeholder risk ²	Overall MCA score ³	Comments
Narramine to Bunaway	\$37,093,861	-0:00:24	3.50	1.50	-1.67	5.75	0.25	-4.00	-2.00	+0.55	<p>ARTC's preferred corridor: Alternative option via Emmungerie Road</p> <p>Constructability, technical viability and reduced flood risk strongly favour ARTC's preferred corridor via Emmungerie Road. This option also avoids passing through Narramine, minimising future environmental and social issues that may exist in a route closer to town.</p> <p>Issues: Stakeholders' sentiment and potential heritage impacts v. constructability</p> <p>The Emmungerie Road option affects more properties (40, compared with 29 on the concept COI/rail) and has higher heritage impacts.</p>
Bunaway to Curbau	-\$4,257,193	+0:01:20	1.75	0	0	1.00	1.00	-1.00	0	+0.43	<p>There was marginal difference between the two options considered.</p> <p>As both options were close to each other, and the common land owners who are directly affected by both routes, ARTC has recommended that a corridor, up to 3kms wide, encompassing both options be carried forward to the next stage. The preferred alignment would then be selected following further landowner consultation and, where practicable, additional geotechnical investigations.</p>
Curbau to Mt Tenandra	\$34,620,629	+0:09:04	-0.88	-0.25	-3.33	-0.25	-0.75	4.00	1.00	-0.27	<p>ARTC's preferred corridor: Original concept corridor</p> <p>There are no significant differences in the technical viability and constructability scores between the options. However, the alternative corridor (the Box Ridge Road option) would cost an additional \$34,620,629 and increase transit time by +0:09:04 compared with ARTC's preferred corridor (see the significantly lower score or operational approach).</p> <p>Issues: Stakeholder sentiment and property impacts v. cost and service offering</p> <p>Organised and vocal stakeholders, backed by Gilgandra and Coonamble Shire Councils, want the Box Ridge Road option that uses the Coonamble rail line to Gulagambone.</p>
Mt Tenandra to Banadine	0	0	0	0	0	0	0	0	0	0	<p>ARTC's preferred corridor: Original concept corridor</p> <p>This section did not have an option to assess in the May 2017 MCA workshop, so there are no results to discuss. With the results of further geotechnical investigation and landholder consultation through this area generated in Phase 2, a formal multi-criteria analysis will need to be undertaken to confirm the alignment of any refinements.</p>
Baradine to Narrabri	-\$83,400,331	-0:07:35	4.88	2.50	1.67	6.00	4.25	2.00	1.00	+3.18	<p>ARTC's preferred corridor: Alternative option via Pilliga and Newell Highway</p> <p>The Pilliga State Forest option is measurably more favourable than other corridor options, with no technical attribute downsides.</p>

Legend: **D** Measurably positive score or attribute **D** Measurably negative score or attribute

1. A score of positive 5 suggests the option is measurably better than the ARTC concept corridor. A score of negative 5 suggests the option is measurably worse than the ARTC concept corridor. (Total score)
 2. A score of positive 3.125 suggests the option is measurably better than the ARTC concept corridor. A score of negative 3.125 suggests the option is measurably worse than the ARTC concept corridor. (Technical aspects)
 3. A score of positive 1.875 suggests the option is measurably better than the ARTC concept corridor. A score of negative 1.875 suggests the option is measurably worse than the ARTC concept corridor. (Non-technical aspects)

Map supplied to NSW Farmers by the ARTC on 18 December 2018, at the request of NSW Farmers.



NARRABERI TO NARRABERI Phase 1 - Alignment alternatives Map 1 of 1

LEGEND

- Water bodies and courses
- NZN study area
- State forest
- Native vegetation (forest or shrub)
- Road
- Railway
- Concept alignment option
- Gilmours Road alternative option
- Option 101 - Eumungerie Road
- Option 109

Coordinates System: GCS WGS 1984
 Date: 14/12/2018
 Scale: 1:250,000
 Author: IR GIS

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