

THIS IS ALL UNNECESSARY

An alternative route is available which runs from near Santos' Leewood site along Kiandool Lane to the north of the Culgoora Road and then turns to cross the Namoi River upstream of Mollee Weir and then joins the existing Narrabri-Moree railway line just north of Knights Hill.

Alternative Route Advantages

- No bridges are required over Bohena Creek or Spring Creek.
- No disruption of Newell Highway traffic will be required south of Narrabri.
- The bridge/viaduct will only need to be about 3.3 kilometres long rather than 4.9 kilometres.
- **There will be no increase in flood levels in Narrabri.**
- **The construction traffic will be taken away from Narrabri town streets.**
- The number of property accesses affected is minimal.
- The **impacts from noise, flooding, access and visual effects** on the alternative route are **relatively minor** compared to the proposed route.
- There is no impact on access to Narrabri Treatment Works or the several major power lines nearby.
- **The alternative route should cost many millions of dollars less to construct than the proposed route.**

It is estimated there will be a cost saving of \$100 - \$150 million in rail bridges alone by using the alternative route rather than the proposed route. This is **taxpayer's money** which could be saved.

Narrabri Shire Council's Position

Despite a statement attributed to Mayor Ron Campbell in 'The Courier' that Council supports the proposed route and an apparent similar statement attributed to General Manager Stewart Todd in a letter to the Department of Planning, Industry and Environment (according to the office of Barnaby Joyce), **Council in fact have serious concerns about the proposed route.** On 27th January 2021, Council adopted a submission of 22 pages on the Environmental Impact Statement. This submission **raised major issues** such as flooding effects and stated:

"Of specific concern is that the proposed route does not provide an optimum outcome for Narrabri Shire."

Northern NSW Inland Port

There is a misconception amongst many people that the trains will stop and receive freight from the Northern NSW Inland Port. **The Inland Rail trains do not stop at Narrabri.** If businesses at the Inland Port are able to put their **own trains** on the Inland Rail tracks, the alternative route is a similar distance to the Narrabri Inland Port as the proposed route. **There is no disadvantage to the proposed Inland Port** if the alternative route is adopted.

What You Can Do Now – You Can Change This Inappropriate Proposed Route

The proposed route will severely disadvantage Narrabri. There will probably be some sort of reply to this flyer but beware of misinformation. The route can be changed but only if enough people speak up in favour of the alternative. You need to ring and/or email and/or write to the following to make your concerns known:

Deputy Prime Minister Barnaby Joyce

Email Minister.Joyce@infrastructure.gov.au PO Box 963, Tamworth NSW 2340 Phone (02)67613080

Member for Parkes Mark Coulton

Email mark.coulton.mp@aph.gov.au 69 Heber Street, Moree NSW 2400 Phone (02)67511251

Narrabri Shire Council

Email council@narrabri.nsw.gov.au PO Box 261, Narrabri NSW 2390 Phone (02) 67996866

Thank you from a concerned group of Narrabri residents.

The following contacts are local professionals who have no interest other than wanting the best outcome for Narrabri.

Contacts: Jim Purcell 0429 902584
jim@aquatechconsulting.com.au

Ross Gleeson 0459 921786
rossglee@gmail.com

PLEASE READ – THIS AFFECTS YOU AND THE FUTURE OF NARRABRI

Proposed Inland Rail Route Near Narrabri

The proposed Inland Rail Route follows the Newell Highway from near Santos' Leewood site until it gets close to Narrabri then it is located immediately downstream of the town, crossing the Yarrie Lake Road near the WTC depot and joining at a point on the Wee Waa Road at about the 50/80 kmph speed sign. It then runs near the Sewage Treatment Works and joins the existing Narrabri-Moree railway line just north of the overhead bridge. **Please see the attached maps.**

It is proposed that, once constructed, there will be 10 trains per day in 2025 rising to 14 trains per day in 2040. For 2025, that is a train every 2 hours 24 minutes. These trains are to be 1.8 kilometres long and travelling up to 115 kilometres per hour. The trains are about 6.5 metres high. This height is substantial and this does not even account for the height of the rails above the ground.

This route will severely disadvantage Narrabri for decades.

Proposed Route Disadvantages

The proposed route has several major problems, some of which are:

- New bridges are required over Bohena Creek and Spring Creek.
- At a point about 5.7km north of Bohena Creek, the edge of Bohena Creek is only about 50 metres from the Newell Highway formation. Squeezing the new line into this gap will cause problems and major disruption to highway traffic during construction. **An additional bridge 700 metres long** over Bohena Ck will be required.
- The proposed route crosses the Namoi River floodplain at one of its widest locations near Narrabri. A bridge/viaduct of about 4.9 kilometres will be required.
- In the section where the bridge/viaduct is proposed, the viaduct is about 6 metres high. In that section, the top of the train will be about 12.5 metres above the ground level.
- The bridge/viaduct will have a major negative visual impact for the people of Narrabri. The viaduct will have about 220 pylons, about 22 metres apart. There will be a long-term negative impact on Narrabri people.
- The frequency, size and speed of the trains will have a very significant negative impact on the social life of people in Narrabri and its immediate surrounds. This is unacceptable.
- **The increased transport during construction will have a major impact on Narrabri Streets, particularly Gibbons Street and local traffic.** The EIS states that there will be 336 heavy vehicle movements per day. If construction is carried out for 12 hours per day, this means a heavy vehicle movement every 2 minutes and 8 seconds. If the construction time each day is increased to 16 hours, this means a heavy vehicle movement every 2 minutes and 50 seconds.
- Along Gibbons Street (north of the highway), Elizabeth Street and Brailoc Estate are located Narrabri Hospital (including the Ambulance Station), two aged care facilities, Nurraby Childcare Centre, Narrabri Golf Club and ninety-four residences all which will be severely affected by these traffic movements.
- **Some residential land values within one kilometre of the proposed route have already decreased by 20% even before construction begins and the trains start running.**
- The flood modelling in the Environmental Impact Statement prepared for the project is wrong. It disagrees with the modelling done for Narrabri Shire Council for the Narrabri Flood Management Plan.
- Narrabri Shire Council's own Floodplain Risk Management Committee made a submission on the Environmental Impact Statement expressing major concerns with the effect of the proposed route on flooding in Narrabri.
- No real consideration has been given to the Social Impacts on the people of Narrabri. No real Visual Impact Assessment has been carried out.
- Inadequate Noise Assessments have been carried out.
- A number of residential properties will be affected by noise and these seem to have been ignored.

Please turn over



