



## Narrabri to North Star Phase 2

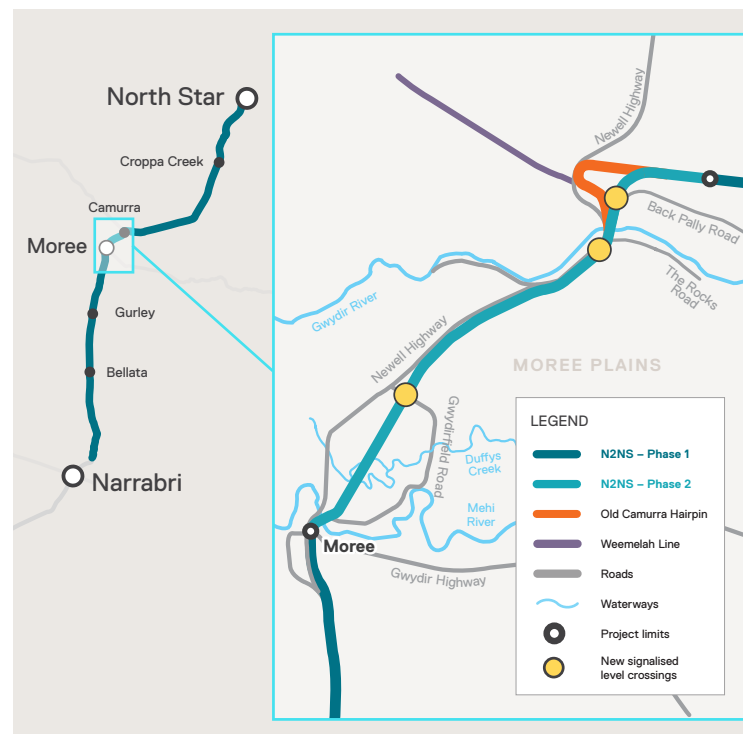
Narrabri to North Star (N2NS) is the second section of Inland Rail to enter construction, following the commissioning of the Parkes to Narromine section in September 2020.

N2NS involves upgrading approximately 189km of existing track and constructing approximately 2km of new rail line through the local government areas of Narrabri, Gwydir, and Moree Plains. The works will enable 1,800m long double-stacked freight trains to operate on the rail line.

Delivery of N2NS is split into two phases, due to the complexities of constructing across the Mehi-Gwydir floodplain. Phase 1 encompasses the area from north of Narrabri through to North Star and Phase 2 provides a vital missing link in the middle, just north of Moree.

Construction of Phase 1 was completed in October 2023 and involved upgrading 176km of track along the existing corridor.

Phase 2 involves upgrading approximately 13km of existing track between Moree and Camurra and building approximately 2km of new rail corridor across the Mehi-Gwydir floodplain at Camurra, north of Moree.



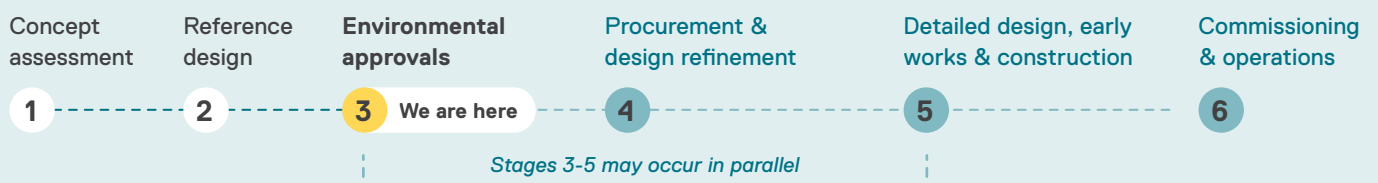
Map of N2NS (indicative and not to scale).

### Phase 2 current status

We are currently in an environmental approvals stage, having lodged the Environmental Impact Statement (EIS) with the NSW Department of Planning, Housing, and Infrastructure (DPHI) in early September 2022. This was followed by a 49-day public exhibition period that generated 20 public submissions and 12 pieces of agency advice.

A Response to Submissions Report is being prepared to address the EIS exhibition feedback alongside a Preferred Infrastructure Report following a request from DPHI. The EIS and supporting documents, including the submissions and advice, are available to view on the NSW Government's Major Projects website at [inlandrail.info/view-n2ns-p2-eis](http://inlandrail.info/view-n2ns-p2-eis).

### N2NS Phase 2 project stages



## Phase 2 works will involve

- **Raising railway heights** to achieve improved flood immunity and enhance operational capability.
- **Replacing and realigning existing bridges** over the Mehi and Gwydir rivers and smaller waterways such as Duffys Creek.
- **Upgrading cross drainage** and associated flood management infrastructure.
- **Modifying, closing, or replacing level crossings** to improve safety, integrate with the revised railway alignment and maintain property access.
- **Replacing or upgrading impacted utilities, infrastructure and fencing.**

## What's been happening

### Community consultation

We have been consulting with landowners, local government, and community groups on a range of matters to help inform the EIS and related reports. This includes:

- Meeting with local organisations to further understand the social impact of the project and provide project updates
- Presenting hydrology modelling and potential impacts to landowners, alongside possible mitigations
- Consulting with residents near the rail line in urban Moree, about the potential impacts from noise once Inland Rail becomes operational, and mitigation measures.

### Technical and field studies

Since 2019 we've completed a range of investigations and studies to support the environmental planning and engineering design process. Key work undertaken so far includes:

- Operational noise modelling
- Ecology and cultural heritage field studies
- Level crossing safety assessments
- Refined hydrology modelling using data from recent flooding events and levee bank level survey results.



Artist's impression of the Mehi River and Gwydirfield Road crossings



## Project planning timeline

- **2024** Preparing the Response to Submissions Report and a Preferred Infrastructure Report for submission to the Department of Planning, Housing and Infrastructure (DPHI) by mid year.
- **2023** The DPHI issued a request for a Preferred Infrastructure Report to include further information around operational noise and hydrology.
- **2022** The EIS is placed on public exhibition for 49 days.
- **2022** The N2NS Phase 2 EIS is submitted to the Department of Planning, Housing and Infrastructure.
- **2019** N2NS Phase 2 alignment finalised to include approx. 13km upgrade of existing track and approx. 2km construction of new track.
- **2017** An EIS prepared for the entire N2NS section.

## Next steps

We will continue preparing the Response to Submissions Report and Preferred Infrastructure Report to support environmental planning approvals, and work with DPHI to secure the environmental permits and licenses that are required for the next stage of investigative activities.

Landowner discussions will also continue around predicted operational noise levels and proposed mitigations, hydrology modelling, the draft design, and potential impacts.



## About Inland Rail

Inland Rail is a 1,600km fast freight rail line between Brisbane and Melbourne that is connecting businesses, manufacturers and producers to national and global markets and generating opportunities for industries and regions during construction and beyond.

Delivering Inland Rail will help shift more goods onto rail and take tens of thousands of large trucks off our roads. This means faster, more reliable freight; safer, less congested roads; and fewer emissions.

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Stop by our **Narrabri shopfront at 85 Maitland Street**, or call on **1800 732 761**.

Contact the Community Reference Group (CRG) Chair, Mr Mike Silver at [NS2Binlandrailccc@bigpond.com](mailto:NS2Binlandrailccc@bigpond.com)



For more information, to view the interactive project map, or subscribe to our newsletter, visit [inlandrail.com.au/n2ns](http://inlandrail.com.au/n2ns).

