

Oakajee Narngulu Infrastructure Corridor

Draft Alignment Definition Report

Information for stakeholders

February 2014



Department of
Planning



The Department of Planning has prepared the draft Oakajee Narngulu Infrastructure Corridor Alignment Definition Report, which collates existing information; identifies opportunities and constraints; sets out design criteria and standards; informs consultation with stakeholders; and defines a preferred alignment for the Oakajee Narngulu Infrastructure Corridor (ONIC).

The key objective of planning for the ONIC is primarily to co-locate road and rail infrastructure within one corridor between Oakajee and Narngulu to minimise impacts on landowners. It was also considered advantageous to provide capacity within the ONIC to accommodate utilities infrastructure.

This brochure provides a synopsis of the information contained within the draft Oakajee Narngulu Infrastructure Corridor Alignment Definition Report, for which stakeholders are encouraged to provide comment on by Monday 17 March 2014.

Project background

The need for a multi-use corridor linking the proposed Oakajee port and industrial estate to existing infrastructure in the greater Geraldton area has been identified in various planning strategies and studies since the 1990s. These studies built upon work undertaken for a rail route dating back to the 1970s.

Further planning for the Oakajee Narngulu Infrastructure Corridor commenced following the emergence of the Oakajee Mid West Development Project coordinated by the Department of State Development. The Oakajee Mid West project aims to establish an integrated port and industrial estate at Oakajee and supporting rail and infrastructure corridors to facilitate the development of the resources sector in the Mid West and ensure the long-term prosperity of the region.

The Oakajee Narngulu Infrastructure Corridor is one component of the broader Oakajee Mid West Development Project. The Department of Planning was tasked with coordinating the planning of the Corridor in 2009.



Current planning overview

Through the draft Alignment Definition Report, it is proposed that the Oakajee Narngulu Infrastructure Corridor will be approximately 34 kilometres in length and provide strategic linkages between Oakajee (proposed port and industrial estate), Narngulu, Geraldton Port and iron ore mines. To accommodate road, rail and service utilities infrastructure the corridor is required to be at least 230 metres wide, however it may be wider in some locations to accommodate engineering requirements of the road and rail alignments.

The Oakajee Narngulu Infrastructure Corridor rail component is approximately 60 metres wide and will have capacity to accommodate a dual-gauge, dual-track rail from the existing Geraldton-Mullewa rail line (near Narngulu) through to Oakajee. From just south east of the Broadcast Australia site through until Oakajee, the ONIC rail component reserve has been widened to accommodate a dual-gauge, dual-track rail alignment consistent with that proposed by Oakajee Port and Rail (OPR). The rail component of the ONIC has strategic importance to Western Australia as it is likely to form an important part of the supporting rail infrastructure for the Oakajee Port through providing possible rail connections to iron ore mines to the south-east and north-east of Geraldton.

The road component of the Oakajee Narngulu Infrastructure Corridor is approximately 80 metres wide and is located immediately to the west of the rail component. The ONIC road, which connects into the Geraldton-Mt Magnet Road (near Moonyoonooka) and continues through to the North West Coastal Highway (near Oakajee), will ultimately be a four-lane, controlled access, rural highway that will form part of the Geraldton Outer Bypass. The Bypass will include a connection from Brand Highway through to the ONIC road and allow heavy freight vehicles to bypass the built up areas of Geraldton.

The services corridor portion of the Oakajee Narngulu Infrastructure Corridor is approximately 90 metres wide and is located immediately to the west of the road component. The services corridor commences immediately north of the existing road reserve for the Geraldton-Mt Magnet Road

and continues through to Oakajee. The services corridor may accommodate future service and utilities requirements such as water, gas, slurry pipelines and telecommunications. Depending on the timing and demand for locating utilities within the ONIC, there may also be a need to locate power infrastructure either within, or next to it. The location of power infrastructure within the ONIC or an expanded ONIC would require further technical studies and regulatory approvals.

The 40-metre wide 1998 Westrail alignment was used as the initial alignment upon which planning for the Oakajee Narngulu Infrastructure Corridor is based. The preferred Corridor alignment is largely the result of maximising co-location both within the ONIC and with the proposed OPR rail; and minimising impacts on key infrastructure, environmental and heritage assets, land severance impacts on private land owners, topography and the engineering design standards for road and rail design.

Based on these considerations, the preferred alignment of the Oakajee Narngulu Infrastructure Corridor is illustrated in Figure 1. Key features include the:

- rail component has both eastern and western tie-ins to the existing Geraldton-Mullewa rail line;
- rail component passes under the Geraldton Mount-Magnet Road;
- road component connects into the Geraldton-Mount Magnet Road with a reservation requirement that includes both 'at grade' and 'grade-separated' options (Intersection 1, options 4 and 5);
- ONIC avoids the Cutubury Nature Reserve (Segment 1, Option 1);
- ONIC avoids impacting on the Broadcast Australia site by locating the services corridor to the west of the site and co-locating the road and rail components with the proposed OPR rail alignment to the east of the site (Segment 2, GHD Option A);
- ONIC is widened from just south east of the Broadcast Australia site through to Oakajee to accommodate the rail alignment proposed by OPR; and



- ONIC alignment through the Wokatherra Gap been designed to co-locate road, rail and utilities infrastructure, minimise impacts on vegetation and watercourses and reduce the amount of earthworks (Segment 3, Option 4).

The land requirement of the preferred ONIC alignment as defined in this report is approximately 1,022 hectares, with 664 hectares occurring across 59 privately-owned lots (34 individual land owners). The remaining 358 hectares occur on Government-owned and publicly reserved land

Future processes

Following consultation with landowners and other stakeholders, the draft Alignment Definition Report will be updated to reflect comments received and then submitted to Government for consideration and approval of the preferred alignment.

The draft Alignment Definition Report only involves planning for the Oakajee Narngulu Infrastructure Corridor to a sufficient level of detail to define a corridor suitable for possible future reservation. There is currently no commitment or funding allocated to acquisition of the land or construction of infrastructure within the ONIC. It is anticipated that a business case for funding the acquisition of the ONIC and an implementation strategy for its acquisition and management will need to be further considered by Government.

Potential construction timing

To ascertain the possible timing for construction of infrastructure within the Oakajee Narngulu Infrastructure Corridor, the *Oakajee Narngulu Infrastructure Corridor Capacity Analysis Study* (GHD 2013) was undertaken. This analysis predicted that there is likely to be an unacceptably high number of heavy vehicles travelling on Brand Highway and North West Coastal Highway through Geraldton by around 2018 (based on a low growth projection). This could be considered as a trigger point for the ONIC road to form part of a high standard outer heavy vehicle bypass of the Geraldton City Centre and surrounding residential areas.

For the ONIC rail component the capacity analysis acknowledged that it is unlikely that rail within the ONIC would be required until such time as it is needed to complement the capacity, or form an integral part of the iron ore rail network. Further, in the longer term, the ONIC rail will also be required to address the needs of transporting break-bulk between the Narngulu and Oakajee industrial estates.

Construction of utilities infrastructure within the ONIC will be dependent on the timing of development and the needs of the Oakajee port and industrial estate.

How can you get information?

For more information or to arrange a meeting to discuss the planning of the corridor in more detail, you can:

- visit the PlanningWA website at www.planning.wa.gov.au/ONIC
- contact the Oakajee-Narngulu Infrastructure Corridor Project Manager on telephone (08) 6551 9000

Have your say

We welcome your comments on the proposed Oakajee Narngulu Infrastructure Corridor alignment planning.

Please complete the attached comment sheet and return to:

Project Manager: Oakajee Narngulu Infrastructure Corridor
Department of Planning
Level 5, Gordon-Stephenson House
140 William St
Perth WA 6000

Or, you can email your comments to corporate@planning.wa.gov.au with **Oakajee-Narngulu Infrastructure Corridor** in the subject line.

Comments close on **Monday 17 March 2014**

Figure 1: Oakajee-Narngulu Infrastructure Corridor

