



Managing landscapes and visual amenity

Need to know



Inland Rail is being constructed using existing rail corridors through rural and urban areas, with new rail connections crossing agricultural lands, rural communities and bushland.



The design and construction of Inland Rail considers visual amenity as part of the environmental assessment process.



Inland Rail is being built now to create a new freight future for Australia.



It is a fast freight backbone spanning more than 1,700km between Melbourne and Brisbane and is transforming the way goods are moved around a country as big as ours.



As the largest freight rail infrastructure project in Australia, it's progressively unlocking opportunities for our industries and regions.

Our approach

Inland Rail is being designed to comply with engineering standards and legislative requirements while also considering:

- existing landscapes, heritage and habitats
- infrastructure including rail embankments, bridges, noise barriers, overpasses and fencing
- changes to visual amenity due to earthworks and infrastructure
- opportunities to avoid, minimise or mitigate visual or environmental impacts through infrastructure design
- long-term weed management and corridor maintenance requirements
- climate factors.

How we assess and manage landscapes and visual amenity

Landscaping and rehabilitation is determined in consultation with key stakeholders and the community during various stages of each project, starting with the environmental impact assessment during the planning phase.

Proposed landscape treatments or strategies are designed to be practical, achievable, cost-effective and sustainable.

To ensure Inland Rail is developed to meet the community's expectation around visual amenity, we adopt strategies including:

- visual screening
- landscaping
- landform contouring
- habitat restoration.



Parkes to Narromine section of Inland Rail, New South Wales

Our guiding principles

The following principles inform the management of visual amenity during the design and delivery of Inland Rail:

- respond to the natural landscape, topography and landform
- protect and enhance public areas and buildings within, and adjacent to, the project's existing landscape
- maintain or enhance ecological connections
- protect natural assets and cultural values, including cultural heritage sites (both First Nations and non-First Nations) and areas of environmental conservation
- incorporate efficient and durable materials for both the hard and soft landscape
- identify opportunities to reuse materials, including local materials
- minimise our environmental footprint and impacts on land, water and ecosystems
- connect footpaths and cycle routes, where appropriate
- deliver a safe design that minimises vandalism or opportunities for antisocial behaviour
- respond to identified climate change risks through adaptive design
- deliver a minimal maintenance landscape, including requirements for weed and pest control
- address both permanent (rail corridor) and temporary works (construction areas, borrow pits etc.).

What Inland Rail could look like

Artist impressions showing what Inland Rail could look like are being developed as part of the environmental impact assessment process.

These will be displayed at community and stakeholder engagement forums.

Landscape diversity is incorporated into the design elements of each section of Inland Rail.

New infrastructure required for Inland Rail may include bridges over rivers, creeks and floodplains, sections of elevated viaduct, fauna crossings, embankments and culverts, road under and overpasses, fencing and noise barriers.

Border to Gowrie project visualisation



View of the project reference design, looking north-east on Ware Street at Brookstead State School, Queensland

Helidon to Calvert project visualisation



View of the project reference design, looking east on the Warrego Highway at Grantham, Queensland

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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