



# Project reference design between Athol and Gowrie

## AREA FACT SHEET

QLD

### NSW/QLD Border to Gowrie Project

The NSW/QLD Border to Gowrie (B2G) project is nearing completion of the reference design phase.

During this phase, we have carried out field investigations and consulted widely with landowners and stakeholders. The information and feedback we have collected has assisted us to develop a project reference design. This design includes details such as the proposed rail alignment, public road rail crossings, and the project footprint.

In developing the reference design, we have considered the technical viability, safety, operational restrictions, constructability, environment, and community and property impacts.

Design development will continue and be assessed as part of the Environmental Impact Statement (EIS).

### The proposed rail alignment between Athol and Wellcamp

- ▶ travels parallel to the Gore Highway where possible
- ▶ allows for safe stacking distances between the local road crossing in Athol and the Gore Highway
- ▶ allows for a connection road between Athol School Road and Purcell Road
- ▶ aligns with property boundaries where possible.

### The proposed rail alignment between Wellcamp and Warrego Highway

- ▶ meets Obstacle Limitation Surface (OLS) requirements at Wellcamp Airport
- ▶ provides more distance between Gowrie Mountain community and Inland Rail.



## The proposed rail alignment between the Warrego Highway and the Gowrie to Helidon Project

- ▶ was optimised based on landowner feedback to reduce the impact to farming operations while balancing the increase in earthworks. The alignment optimisation straightened the proposed alignment to achieve more workable agricultural outcomes
- ▶ connects with the Gowrie to Helidon (G2H) project at InterLinkSQ.

The connection from Inland Rail to the existing Queensland Rail (QR) West Moreton Coal Line along with any realignment works to the QR line and the InterLinkSQ interface works will be documented in the G2H reference design and EIS.

## Technical constraints considered in the design process

- ▶ Toowoomba Cecil Plains Road
- ▶ existing utilities (Powerlink, gas, water mains)
- ▶ Westbrook and Dry Creek floodplain
- ▶ Brimblecombe Road
- ▶ Wellcamp Airport infrastructure and OLS
- ▶ challenging topography
- ▶ elevation change of 29m across 1,300m (Warrego Highway to Gowrie Creek)
- ▶ Gowrie Creek floodplain
- ▶ QR West Moreton Coal Line
- ▶ G2H connection and InterLinkSQ.

The reference design may change as a result of further investigations, government approvals or during the detailed design phase.

We will continue to seek community feedback on the project's design and will keep you informed of any changes.

## Road/rail clearances

Crossings identified as possible grade separated intersections (where the rail goes over or under the road), are expected to have the following clearances:

- ▶ a minimum of 6.5m where the rail is over state roads
- ▶ a minimum of 5.5m where the rail is over local roads
- ▶ a minimum of 7.1m for all roads over rail.

These heights are subject to change based on ongoing discussions with the relevant road authority.

Pending project approval from the Australian and Queensland governments, the detailed design phase will be carried out by the contractor appointed to design and construct the project. Although the proposed rail alignment has included rail alignment heights, these may change during the detailed design process.

Any changes will need to be in line with the EIS and associated conditions, as well as additional reviews and approvals.

## How we have engaged

- ▶ landowner meetings
- ▶ site and property visits
- ▶ Community Consultative Committee (CCC) meetings
- ▶ technical working group meetings
- ▶ community information sessions
- ▶ social impact assessment community survey and workshops
- ▶ community workshops
- ▶ online interactive map.

## Who we engaged with

- ▶ directly affected landowners
- ▶ government agencies and local councils
- ▶ local businesses
- ▶ community members
- ▶ industry and economic development groups
- ▶ CCC members
- ▶ Wellcamp Airport
- ▶ InterLinkSQ.

## What you told us was important

- ▶ property severance and compensation
- ▶ minimising impacts to the Gowrie Mountain community
- ▶ minimising impacts to existing utility infrastructure
- ▶ changes to roads
- ▶ maintaining access for emergency services
- ▶ impacts to water infrastructure and flow paths
- ▶ rail alignment height
- ▶ noise and vibration
- ▶ maintaining safe distance between planes and trains
- ▶ considering moving alignment to the north of Gowrie Creek
- ▶ impacts the ability to continue farming
- ▶ maintaining access to the Warrego Highway.

## How your feedback is being used

Feedback has assisted us to identify issues to be addressed in the EIS, social impact assessment and the detailed design phase. Where possible, information is also being used to influence the current stage of design.

## More information

To view the proposed alignment, learn more about proposed changes to roads or to provide feedback, please visit the interactive map at [\*\*maps.inlandrail.com/b2g#\*\*](https://maps.inlandrail.com/b2g#/) or our project page [\*\*inlandrail.com.au/b2g\*\*](https://inlandrail.com.au/b2g)

## Public road rail crossings

Information from government agencies, road authorities and traffic counts was used in the development of the public road rail crossing design. Any proposed changes to local roads will be subject to ongoing discussion with the Department of Transport and Main Roads and councils.

Feedback from the community throughout this area included:

- ▶ requests to accommodate the movement of large trucks and farming machinery

- ▶ concerns about maintaining access for emergency services
- ▶ concerns about maintaining access to properties
- ▶ requests to maintain or improve safety at level crossings and road intersections
- ▶ sharing information about the types and quantities of road movements
- ▶ requests to minimise additional vehicle travel times.

LOCATION/ TREATMENT	PROPOSED SOLUTION *	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
<b>Purcell Road</b>  <b>Level crossing</b>	<p>A level crossing is proposed at Purcell Road to maintain connectivity. Initially Inland Rail believed there would be sufficient height to propose a rail over road option at Purcell Road however the proposed rail alignment has been moved west to minimise land severance and align more closely with shared property boundaries. This has meant the crossing at Purcell Road had to change to a level crossing.</p> <p>A connection will be provided between Athol School Road and Purcell Road for people travelling between Athol School Road and the Gore Highway. This is expected to add an additional two minutes to vehicle travel times.</p>	<ul style="list-style-type: none"> <li>▶ concerns about stacking distances, sight distances and blocking the Gore Highway</li> <li>▶ concerns about current safety at the Athol School Road and Gore Highway intersection</li> <li>▶ comments about people commuting to Toowoomba, Pittsworth and Oakey</li> <li>▶ concerns about dust</li> <li>▶ Purcell Road is a connecting road to Wyreema and Cambooya</li> <li>▶ comments about school buses using Purcell Road and Athol School Road</li> <li>▶ comments about waste and mail services using these roads</li> <li>▶ concerns about current flooding/water on Athol School Road</li> <li>▶ comments about preferring a grade separation and additional commute time rather than a level crossing</li> <li>▶ comments about a poultry farm in the area</li> <li>▶ concerns about road closures, additional commute time and the impact/cost to local businesses</li> <li>▶ comments about Athol School Road and Purcell Road used as detours when there are accidents on Toowoomba Cecil Plains Road, and the Gore and Warrego highways</li> </ul>
<b>Toowoomba Cecil Plains Road</b>  <b>Rail over road grade separation</b>	<p>It is proposed a rail bridge will be constructed over Toowoomba Cecil Plains Road.</p>	<ul style="list-style-type: none"> <li>▶ requests for rail bridge over Toowoomba Cecil Plains Road.</li> </ul>
<b>Brimblecombe Road</b>  <b>Rail over road grade separation</b>	<p>It is proposed a rail bridge will be constructed over Brimblecombe Road. This decision was based on topography, local road use, traffic counts and predicted traffic growth in the area.</p>	<ul style="list-style-type: none"> <li>▶ comments about Brimblecombe Road being used to access Warrego Highway from Toowoomba Cecil Plains Road</li> <li>▶ comments about Brimblecombe Road being used as a diversion when the Warrego Highway is closed due to accidents.</li> </ul>
<b>Warrego Highway</b>  <b>Rail over road grade separation</b>	<p>It is proposed a rail bridge will be constructed over the Warrego Highway. Due to topography and existing utilities in this area, a tunnel was not proposed to traverse the Warrego Highway.</p>	<ul style="list-style-type: none"> <li>▶ concerns about property access</li> <li>▶ requests for rail to go under the Warrego Highway.</li> </ul>
<b>Chamberlain Road</b>  <b>Rail over road grade separation</b>	<p>It is proposed that a rail bridge will be constructed over Chamberlain Road. This decision was based on topography, locals' use of the road, traffic counts and predicted traffic growth in the area.</p>	<ul style="list-style-type: none"> <li>▶ concerns about local property access</li> <li>▶ needs to accommodate traffic travelling between Gowrie Junction and the Warrego Highway</li> <li>▶ needs to accommodate farming machinery.</li> </ul>
<b>Leesons Road</b>  <b>Level crossing</b>	<p>Leesons Road will remain open with a level crossing.</p>	<ul style="list-style-type: none"> <li>▶ requests to keep Leesons Road open</li> <li>▶ comments about no reason for Leeson Road to remain open</li> <li>▶ comments about access being required for local landowners with land on both sides of the creek.</li> </ul>

\* Where road consolidations and detours are required travel time estimates have been based on vehicles travelling at 60km/h.

The reference design may change as a result of further investigations, government approvals or during the detailed design phase.

## Existing



## Proposed



View of the proposed alignment, looking north-west on Linora Drive towards the Warrego Highway.

### Want to know more?

ARTC is committed to working with landowners, 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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# ARTC

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

CURRENT AS AT OCTOBER 2019