



Project reference design between Kurumbul and Whetstone

NSW/QLD Border to Gowrie

AREA FACT SHEET

QLD

About the 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 key 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

- ▶ follows the existing Queensland Rail (QR) South Western line from Kurumbul to Whetstone
- ▶ seeks to minimise property severance and impacts to dwellings by using existing infrastructure
- ▶ allows for two 2,200m crossing loops in Kurumbul and Whetstone, in addition to the existing QR loop near South Kurumbul Road
- ▶ requires track upgrades and the widening of the existing rail corridor by approximately 10m in some areas
- ▶ improves safety and clearances at the Cunningham Highway in Yelarbon with a road-over-rail grade separation
- ▶ allows for the realignment of East Sawmill Road to run parallel to the proposed alignment to accommodate the widening of the rail corridor
- ▶ avoids existing private dams and water infrastructure
- ▶ avoids impacts to farming in Yelarbon and Whetstone.

Technical constraints considered in the design process

- ▶ Graincorp operations
- ▶ Yelarbon township
- ▶ local feedlots
- ▶ existing road crossings.

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.



A feedlot near the existing rail line in Yelarbon.

Proposed 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 project reference design includes heights, these may change during the detailed design process for the project. Any changes will need to be in line with the EIS and associated conditions, as well as requiring 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
- ▶ local businesses
- ▶ government agencies and local councils
- ▶ community members
- ▶ industry and economic development groups
- ▶ CCC members
- ▶ Graincorp.

What you told us was important

- ▶ safe sighting distances at road intersections and level crossings
- ▶ keeping South Kurumbul Road open to enable continued access to Goondiwindi
- ▶ keeping current alignment of Georges Lane and Yelarbon Kurumbul Road to avoid property impacts and waste deposits
- ▶ safe crossing of the Cunningham Highway at Yelarbon that maintains access to the town and businesses
- ▶ understanding farm machinery movements
- ▶ understanding vehicle types and movements (e.g. cattle trucks, grain trucks, cars etc)
- ▶ understanding local businesses and road movements they generate
- ▶ minimising property severance.

How your feedback is being used

Feedback has assisted us to identify issues to be addressed in the EIS, the Social Impact Assessment and the detailed design phase. Where possible information is also being used to influence the current design process.

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 to properties and farming businesses
- ▶ requests to maintain or improve safety at level crossings and road intersections
- ▶ sharing information about the types and quantities of road movements.



A Southern Darling Downs Community Consultative Committee meeting in 2018.

LOCATION/ TREATMENT	PROPOSED SOLUTION	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
South Kurumbul Road	Remain as a level crossing.	<ul style="list-style-type: none"> ▶ road trains use South Kurumbul Road frequently ▶ main access road from Kurumbul and Yelarbon to Goondiwindi ▶ Kurumbul dump is located off Yelarbon Kurumbul Road/ Georges Lane.
Cunningham Highway Road over rail	<p>It is proposed a road bridge will be constructed over the Cunningham Highway.</p> <p>To increase safety for local road users, a cul-de-sac will prevent access from Kera Street to Yelarbon Keetah Road and Taloom Street/the Cunningham Highway.</p> <p>Bengalla Street will be extended through the gazetted road reserve to connect with Yelarbon Keetah Road and maintain local connectivity for residential Yelarbon.</p>	<ul style="list-style-type: none"> ▶ requests for safety to be improved by straightening the highway or introducing a grade-separation ▶ highway is busy with trucks ▶ concern about visual amenity and the height of the road bridge over the Cunningham Highway ▶ impacts to several properties adjacent to Taloom Street/ the Cunningham Highway need to be minimised ▶ traffic speed through Yelarbon is a concern ▶ any overpass needs to maintain access to Yelarbon and small businesses ▶ pedestrian access across the line needs to be considered.
Suttons Road	Remain as a level crossing.	<ul style="list-style-type: none"> ▶ main access for surrounding properties to Yelarbon ▶ farm equipment and semi-trailers cross the rail line at Suttons Road ▶ busy road seasonally during harvest.
Springborg Road	Remain as a level crossing.	<ul style="list-style-type: none"> ▶ access needs to be maintained for the mail run twice a week ▶ provides access to State Forest.
Whetstone Access Road	A level crossing is proposed at Whetstone Access Road.	<ul style="list-style-type: none"> ▶ access needs to be maintained for the mail run twice a week ▶ provides access to State Forest.
McDougalls Crossing Road	A level crossing is proposed at McDougalls Crossing Road.	<ul style="list-style-type: none"> ▶ provides access to State Forest ▶ alternative access to parts of Yarranbrook Feedlot.
Cremascos Road	A level crossing is proposed at Cremascos Road.	<ul style="list-style-type: none"> ▶ Cremascos Road is a high-traffic road used daily by road trains, tractors and employees at Yarranbrook Feedlot.

More information

To view the proposed rail 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



Level crossings can be either passive or active. This illustration shows an active crossing.

Existing



Proposed



View of the project reference design, including the proposed alignment within the existing QR rail corridor and Cunningham Highway realignment and road overpass, looking south-west towards Goondiwindi, from the Cunningham Highway near Memorial Park.

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.

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