



# Project reference design between Millmerran and Brookstead

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) Millmerran branch line through Yandilla and Pampas
- ▶ crosses the Condamine floodplain with six bridges with a combined total length of 6.1km, and embankment with approximately 500 culverts
- ▶ seeks to minimise property severance and impacts to dwellings by using existing infrastructure
- ▶ balances earthworks with the need to minimise impacts to prime agricultural land
- ▶ minimises changes to existing water flows
- ▶ avoids existing private dams and water infrastructure
- ▶ reduces noise/vibration impacts compared to alternative options
- ▶ allows for a 2,200m crossing loop parallel to Lovells Road
- ▶ minimises impacts to local farms and businesses.

### Technical constraints considered in the design process

- ▶ property severance and land use
- ▶ impacts to natural water flow, depth and speed
- ▶ existing QR Millmerran branch line
- ▶ Condamine River floodplain
- ▶ existing critical farming infrastructure
- ▶ black soil conditions
- ▶ stacking and sighting distances in Pampas adjacent to the Gore Highway.

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.



*The existing railway line, Gore Highway, Pampas.*

## Proposed clearances

While there are no crossings identified as possible grade-separated intersections (where the rail goes over or under the road), in this area, other areas of the proposed rail alignment 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.

## What you told us was important

- ▶ changes to water behaviour – water levels and velocities
- ▶ minimising impacts to property – value/severance
- ▶ minimising impacts to water flow paths, depths and speeds
- ▶ scour and erosion, especially on cropping land
- ▶ maintaining access to farming infrastructure and not disrupting business operations
- ▶ height of the rail line
- ▶ changes to roads, especially those used frequently by heavy machinery during harvest
- ▶ safe sighting distances at road intersections.

## How your feedback is being used

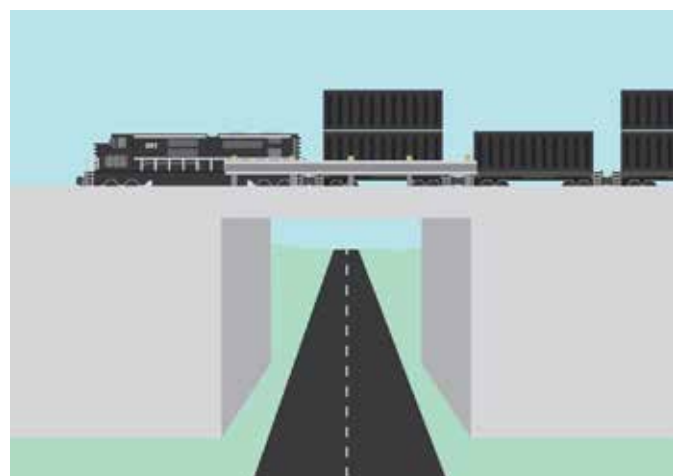
Feedback has assisted us to identify issues to be addressed in the EIS, Social Impact Assessment and the detailed design phase. Where possible information is also being used to influence the current design process.

## More information

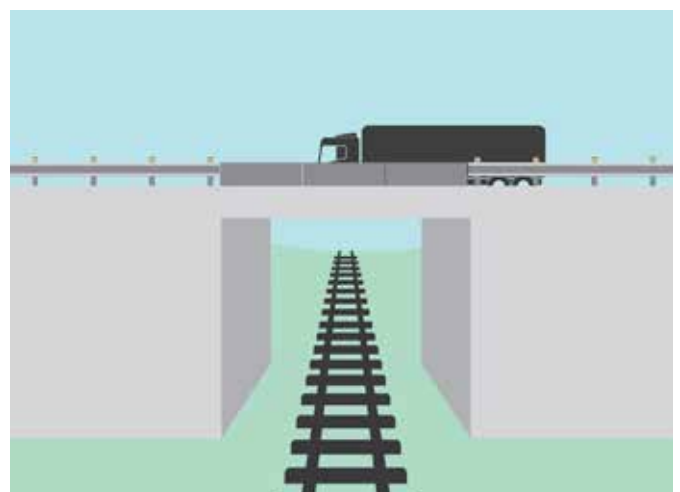
To view the proposed rail alignment, learn more about proposed changes to roads or to provide feedback, please visit the interactive map at [maps.inlandrail.com/b2g#](https://maps.inlandrail.com/b2g#) or our project page [inlandrail.artc.com.au/b2g](https://inlandrail.artc.com.au/b2g)



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



Example of rail over road.



Example of road over rail.

## 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.

LOCATION/ TREATMENT	PROPOSED SOLUTION	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
<b>Owens Scrub Road</b> Level crossing	A level crossing is proposed at Owens Scrub Road.	<ul style="list-style-type: none"> <li>▶ Owens Scrub Road is the main route to the power station and Commodore Mine and is very busy at shift change. Large mining vehicles also use the road</li> <li>▶ the road is also the main access to the dump from Millmerran which can attract bulldozers and excavators</li> <li>▶ frequent use by large and wide machinery</li> <li>▶ large machinery and harvesters use Owens Scrub Road as a back road from Millmerran to Leyburn</li> <li>▶ local bus route</li> <li>▶ preference for active level crossing at Owens Scrub Road</li> <li>▶ requests for the entire road to be sealed.</li> </ul>
<b>Lindenmayer Road</b> Level crossing	A level crossing is proposed at Lindenmayer Road.	<ul style="list-style-type: none"> <li>▶ access to the Gore Highway from Lindenmayer Road needs to be maintained.</li> </ul>
<b>Hall Road</b> Level crossing	A level crossing is proposed at Hall Road.	<ul style="list-style-type: none"> <li>▶ access needs to be maintained for local business operations.</li> </ul>
<b>Millmerran-Leyburn Road</b> Level crossing	A level crossing is proposed at Millmerran-Leyburn Road.	<ul style="list-style-type: none"> <li>▶ treatment needs to consider localised flooding impacts</li> <li>▶ road trains use Millmerran-Leyburn Road from the Gore Highway to access grain silos</li> <li>▶ road frequently used by semi-trailers, headers, cotton pickers and other wide and long machinery</li> <li>▶ back route to Warwick and often used to transport livestock to a number of feedlots on the route.</li> </ul>
<b>Gilgai Lane</b> Level crossing	A level crossing is proposed at Gilgai Lane.	<ul style="list-style-type: none"> <li>▶ access to the Gore Highway from Gilgai Lane needs to be maintained</li> <li>▶ preference for slip lanes from the Gore Highway to improve safety</li> <li>▶ key route for local farming operations.</li> </ul>
<b>Fysh Road</b> Level crossing and road diversion	<p>It is proposed that Fysh Road will be diverted to join Harris Road where there will be a level crossing before joining the Gore Highway. The existing level crossing at Fysh Road will be closed.</p> <p>The diversion will also allow connectivity to Pampas Pit Road from the north east.</p>	<ul style="list-style-type: none"> <li>▶ not currently a road train route but should be future-proofed as one</li> <li>▶ very frequent use during harvest with long and wide vehicles.</li> <li>▶ regular use by heavy machinery outside of harvest</li> <li>▶ campers and caravans frequent Fysh Road</li> <li>▶ Fysh Road is a busier road than Pampas Pit Road</li> <li>▶ need to keep right-hand turns open for service station and residents preference to keep Fysh Road as far east as possible to increase sighting distances</li> <li>▶ preference for Fysh Road to be as close as possible to aligning with Pampas Pit Road</li> <li>▶ slip lanes from the highway would be beneficial</li> <li>▶ school bus drop off area near Fysh Road on the Gore Highway</li> <li>▶ truck speeds a concern in the area - speed restrictions would be supported.</li> </ul>

## Existing



## Proposed



View of the project reference design, which follows the existing QR rail corridor, looking south-east from the Gore Highway near the intersection of Brose Lane.

### 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