Project reference design between Pittsworth and Southbrook

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 in this area

- avoids Toowoomba Regional Council's water reservoirs
- does not cross the Gore Highway and, where possible, runs parallel to the highway
- reduces community impacts such as noise and vibration in the Southbrook township compared to alternative alignment options closer to Southbrook
- includes a 2,200m crossing loop at Linthorpe.

Technical constraints considered in the design process

- existing Queensland Rail (QR) Millmerran branch line
- Gore Highway
- Pittsworth and Southbrook townships
- road rail interfaces
- property boundaries and undulating topography.

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 reference 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 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.

What you told us was important

- minimising impacts to property severance and compensation
- changes to roads
- maintaining access for emergency services
- impacts to water infrastructure and flow paths
- rail alignment height
- noise and vibration
- impacts to townships including schools
- safe sighting distances at road intersections
- consideration of farm machinery movements
- understanding vehicle types and movements (eg caravans, cars, trucks, horse floats and so on)
- understanding community connectivity and road use between townships and major centres
- understanding local businesses and road movements they generate
- understanding current road conditions and how they may be improved.

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

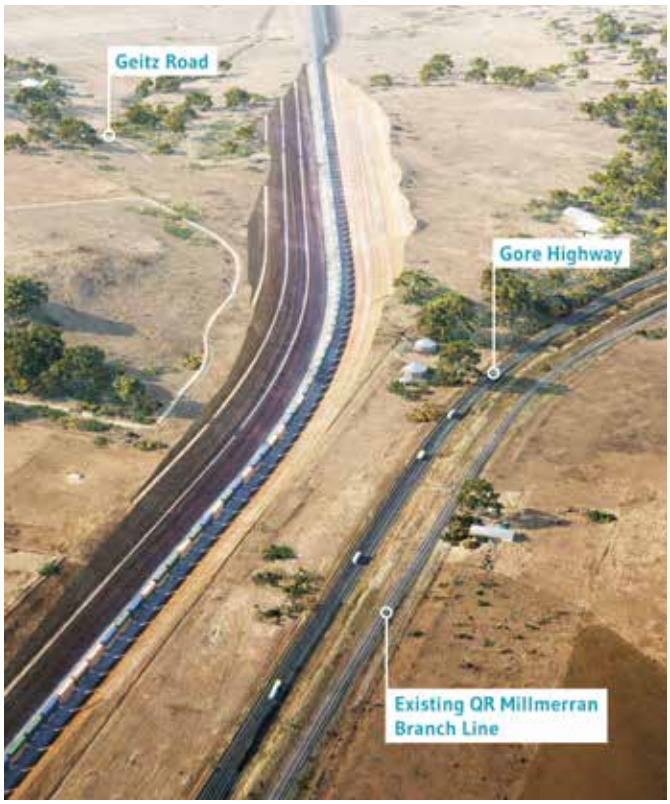
To view the proposed alignment, learn more about proposed changes to roads or to provide feedback, please visit the interactive map at **maps.inlandrail.com/b2g#/** or our project page **inlandrail.com.au/b2g**

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 travel times.



View of the project reference design looking north-east towards Geitz Road, Southbrook. This artist's impression illustrates the cutting at Southbrook and does not represent the final landscape.

LOCATION/ TREATMENT	PROPOSED SOLUTION *	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
French Road and Tip Road **Level crossing**	French Road is proposed to be detoured to a level crossing at Tip Road. This will add an additional one minute vehicle travel time when using French Road. There will be approximately 300m between the crossing and the Gore Highway, to accommodate roadtrains.	▸ cattle are walked along the road ▸ community cattle yards on Tip Road ▸ concerns about safety and sight distances when entering and exiting the Gore Highway ▸ local trucking company will have over 100 workers using the road each day ▸ concerns about maintaining easy access to Pittsworth and Toowoomba.
Oakey Pittsworth Road, Quibet Road and Dallman Road **Rail over road**	It is proposed a rail bridge will be constructed over Oakey Pittsworth Road to maintain connectivity. The Dallman Road connection to the Gore Highway and Quibet Road will be detoured via Oakey Pittsworth Road. This is expected to add an additional two minutes to vehicle travel times on Dallman Road and one minute on Quibet Road. A connection road is proposed between Quibet Road and Dallman Road.	▸ Oakey Pittsworth Road caters for all types of vehicles ▸ requests for an under/overpass to keep movements uninterrupted and safe ▸ access between Oakey Pittsworth Road and Quibet and Dallman roads is required ▸ high traffic due to feedlot at Texas ▸ consider slip lanes for traffic movements between Oakey Pittsworth Road and the Gore Highway, and between Oakey Pittsworth Road and Quibet Road.
Lochaber Road, McEwan Lane and Paint Mine Road **Rail over road**	It is proposed a rail bridge will be constructed over Lochaber Road. The McEwan Lane and Paint Mine Road connections to the Gore Highway will be detoured via Lochaber Road. This is expected to add an additional one minute to vehicle travel times on McEwan Lane and three minutes on Paint Mine Road. A connection road will be provided between McEwan Lane and Paint Mine Road.	▸ Lochaber Road is the main access road from the east to Stoneleigh Road and McEwan State Forest ▸ very busy roads seasonally ▸ Lochaber Road is the main access to Toowoomba and Pittsworth for this community ▸ very popular kennels on Paint Mine Road. 30-40 vehicles use this road for the business per day ▸ horses are ridden along McEwan Lane and Paint Mine Road ▸ concerns about adequate stacking distance and queuing.
Linthorpe Road **Road over rail**	It is proposed a road bridge will be constructed over the rail line at Linthorpe Road.	▸ requests to use existing rail line south of the highway ▸ concerns about level crossings ▸ road is used to travel to Pittsworth and Toowoomba ▸ concerns about sight distances due to fog.
Geitz Road, Linthorpe Valley Road **Level crossing**	It is proposed Geitz Road will be detoured to the Linthorpe Valley Road level crossing. This is expected to add an additional five minutes to vehicle travel times. The level crossing at Linthorpe Valley Road will accommodate large trucks and hay and earthmoving machinery.	▸ concerns about connections between the Gore Highway and Geitz Road and Linthorpe Valley Road ▸ Linthorpe Valley Road floods and Geitz Road provides alternative access ▸ if Geitz Road is closed, consider upgrading Luck Road for people travelling to Pittsworth ▸ roads used to access Pittsworth and Toowoomba ▸ local trucking company carries farming equipment.
Bushy Lane and Biddeston Southbrook Road **Rail over road**	It is proposed a rail bridge will be constructed over Biddeston Southbrook Road. Bushy Lane is proposed to be detoured to Biddeston Southbrook Road. This is expected to add an additional one minute to vehicle travel times.	▸ Bushy Lane is a preferred route between Toowoomba and Linthorpe Valley Road ▸ residents use this road when there is a flood event ▸ Bushy Lane would be utilised more if it were sealed ▸ concerns about additional travel time ▸ Biddeston Southbrook Road is used as a connection to the Gore Highway, Pittsworth, Toowoomba, Oakey, Wellcamp Airport and Dalby ▸ concerns about stacking distances, queues, slip lanes and overtaking lanes ▸ Biddeston Southbrook Road is used by transport companies to cart livestock ▸ consider widening Biddeston Southbrook Road.

*** 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.

View of the project reference design, looking north-west on Pittsworth Felton Road, towards Oakey-Pittsworth Road and the Gore 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.

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