



Project reference design between Whetstone and Millmerran

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, constructibility, environment, and community and property impacts.

Design development will continue and be assessed as part of the Environmental Impact Statement (EIS). Several alignment options were considered between Inglewood and Clontarf.

The proposed alignment impacts the least number of farm operations and dwellings within 200m of the alignment. It also affects the smallest number of farms mid-block.

The proposed rail alignment

- ▶ minimises property severance and impacts to dwellings
- ▶ balances earthworks with the need to minimise impacts to prime agricultural land
- ▶ considers Macintyre Brook floodplain impacts on embankment design, drainage and structures
- ▶ considers the crossing of Millmerran-Inglewood Road
- ▶ allows a 2,200m crossing loop near Canning Creek
- ▶ avoids impact to the Commodore Mine open-cut pit
- ▶ minimises road rail interfaces
- ▶ incorporates significant hydrology work in order to cross six creeks.

Technical constraints considered in the design process

- ▶ Millmerran-Inglewood Road
- ▶ Macintyre Brook floodplain
- ▶ earthwork volumes
- ▶ location of Commodore Mine and potential future expansion areas
- ▶ multiple creek 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.



View of the project reference design, including proposed alignment and crossing of Millmerran-Inglewood Road, looking north between Commodore Mine and Millmerran township

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 of 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

- ▶ safe sighting distances at road intersections and level crossings
- ▶ minimising property severance
- ▶ understanding farm machinery movements
- ▶ understanding vehicle types and movements (e.g. cars, trucks, headers)
- ▶ understanding community connectivity and road use between townships
- ▶ understanding local businesses and road movements they generate.

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# 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 to properties
- ▶ concerns about access for emergency and community services
- ▶ requests to maintain or improve safety at level crossings and road intersections
- ▶ sharing information about the types and quantities of road movements
- ▶ concerns about impacts on local school bus routes
- ▶ local business operations and employee travel.



View of the project reference design, including proposed alignment and crossing loop, looking north towards Grays Road.

LOCATION/ TREATMENT	PROPOSED SOLUTION	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
Bybera Road Realignment and level crossing	Due to the steep topography within the forestry, it is proposed that Bybera Road will be realigned to the east in the vicinity of the rail alignment. A level crossing is proposed at this location.	<ul style="list-style-type: none"> ▶ access to State Forest ▶ semi-trailers and logging trucks use Bybera Road frequently.
Lovells Crossing Road Level crossing	A level crossing is proposed at Lovells Crossing Road.	<ul style="list-style-type: none"> ▶ used by local residents to access Millmerran-Inglewood Road when other roads are cut off by floodwaters.
Thornton Road Level crossing	A level crossing is proposed at Thornton Road.	<ul style="list-style-type: none"> ▶ logging trucks and light vehicles use Thornton Road daily ▶ Thornton Road is the back access to Lovells Crossing Road through the forestry when other roads are cut off by floodwaters.
Millmerran-Inglewood Road, Heckendorf Road and Schwartens Road One level crossing Two rail over road grade separations Two road diversions	<p>It is proposed the rail line will cross Millmerran-Inglewood Road three times.</p> <p>The southern crossing, approximately eight kilometres north of the Cunningham Highway intersection, will be a level crossing.</p> <p>A rail bridge is proposed at the second crossing between Millwood Road and Heckendorf Road.</p> <p>Heckendorf Road will be diverted south, traveling parallel to the proposed rail alignment, before joining Millmerran-Inglewood Road. This will add approximately two minutes travel for a vehicle travelling at 60km per hour.</p> <p>A rail bridge is also proposed at the northern crossing after Schwartens Road.</p> <p>Schwartens Road will be closed at the intersection of Millmerran-Inglewood Road and Kooroongara Road. It will be diverted east along property boundaries and re-join Millmerran-Inglewood Road approximately one kilometre north of the proposed rail bridge on Millmerran-Inglewood Road. This will add under two minutes travel for a vehicle traveling at 60km per hour.</p>	<ul style="list-style-type: none"> ▶ desire for the rail line to be straight and follow Millmerran-Inglewood Road to minimise land requirements ▶ Millmerran-Inglewood Road is the mail run route ▶ school bus route ▶ Heckendorf Road and Schwartens Road are frequently used by wide machinery and cattle trucks ▶ emergency services and health care providers regularly use Heckendorf Road ▶ water runoff is an issue on Schwartens Road.
Grays Road Level crossing	A level crossing is proposed at Grays Road.	<ul style="list-style-type: none"> ▶ road used regularly by logging trucks and cattle trucks ▶ daily use for local residents in light vehicles ▶ mail run route.
Wongavale-Yugilbar Road Level crossing	A level crossing is proposed at Wongavale-Yugilbar Road.	<ul style="list-style-type: none"> ▶ tractors, headers and other heavy and wide farm machinery use Kooroongarra Road frequently to access Millmerran-Inglewood Road and travel between properties ▶ this road is a shortcut to Warwick and Leyburn ▶ busier than other roads in close proximity ▶ boom gates preferred at this location ▶ local school bus route.
Kooroongarra Road Level crossing	A level crossing is proposed at Kooroongarra Road.	<ul style="list-style-type: none"> ▶ tractors, headers and other heavy and wide farm machinery use Kooroongarra Road frequently to access Millmerran-Inglewood Road and travel between properties ▶ this road is a shortcut to Warwick and Leyburn ▶ busier than other roads in close proximity ▶ boom gates preferred at this location ▶ local school bus route.

LOCATION/ TREATMENT	PROPOSED SOLUTION	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
Paton Road Level crossing	A level crossing is proposed at Paton Road.	<ul style="list-style-type: none"> ▶ Paton Road is a shortcut to Stonehenge used by large vehicles ▶ Regular light vehicle use.
Nicol Creek Road Level crossing	A level crossing is proposed at Nicol Creek Road.	
Millwood Road Level crossing	A level crossing is proposed at Millwood Road.	<ul style="list-style-type: none"> ▶ heavy use seasonally during harvest ▶ heavy and light vehicles use Millwood Road to connect between the Gore Highway and Millmerran-Inglewood Road ▶ a heavy vehicle escort is often used between Millwood Road and Millmerran-Inglewood Road ▶ wide vehicles often use Millwood Road so clearance must accommodate this ▶ local employer sees up to 16 workers use Millwood Road ▶ local school bus route ▶ frequently used by locals as a shortcut to Warwick.
Blackwell Road Level crossing	A level crossing is proposed at Blackwell Road.	<ul style="list-style-type: none"> ▶ heavy and wide vehicles such as tractors use Blackwell Road weekly to shift materials between properties ▶ frequent use by workers at Commodore Mine ▶ regular use by headers and wide implements ▶ Blackwell Road is the access to the rabbit fence ▶ emergency services and health care providers regularly use Blackwell Road.
Commodore Peak Road and Scragg Road Level crossing and road diversion	Commodore Peak Road will be diverted north where Scragg Road diverts slightly west. Commodore Peak Road will cross the proposed alignment with a level crossing. This will add approximately 30 seconds travel time for a vehicle traveling at 60 kilometres per hour.	<ul style="list-style-type: none"> ▶ heavy and light vehicles use both roads regularly ▶ Scragg Road sees regular use by tractors, headers, cattle trucks and other wide machinery ▶ alternative route to Millmerran for machines and light vehicles.

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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