

Pampas

Investigating refinements to the revised reference design

The NSW/Qld Border to Gowrie section is in the environmental approvals stage.

Inland Rail is seeking approval from the Queensland Coordinator-General (Coordinator-General) for the NSW/Qld Border to Gowrie revised draft Environmental Impact Statement (EIS) and its revised reference design, which was on public consultation in mid-2025.

As a coordinated project, the NSW/Qld Border to Gowrie section also needs approval from the Australian Government under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

We're investigating design refinements for Pampas

Inland Rail is investigating the feasibility of design refinements at several locations along the NSW/Qld Border to Gowrie section, including at Pampas.

These investigations are possible due to updates to our design standards since the revised reference design was finalised for assessment in 2023. The investigations also provide an opportunity for Inland Rail to further improve the design in response to community feedback.

The potential design refinements aim to reduce the amount of land required for the project, improve safety at road-rail interfaces and minimise impacts to the community, including noise, vibration, earthworks, truck movements and visual amenity.

The design refinements presented are indicative only and we are sharing these now to inform the community of the opportunities potentially available to refine the revised reference design.

What happens next?

We'll report back to the community on potential design refinements once design investigations are complete.

After the Coordinator-General approves the revised draft EIS and revised reference design, any feasible design refinements adopted by Inland Rail must go through the Coordinator-General's project change process and, if required, the Australian Government's EPBC Act variation process.

Coordinator-General's project change process

The Coordinator-General's project change and assessment process allows for consideration of project changes following Queensland Government approval.

The project change process addresses potential environmental, social and economic impacts of any proposed change.

The Coordinator-General may require a public notification of the proposed changes.

Read more about environmental impact assessments for coordinated projects at www.coordinatorgeneral.qld.gov.au.

Pampas

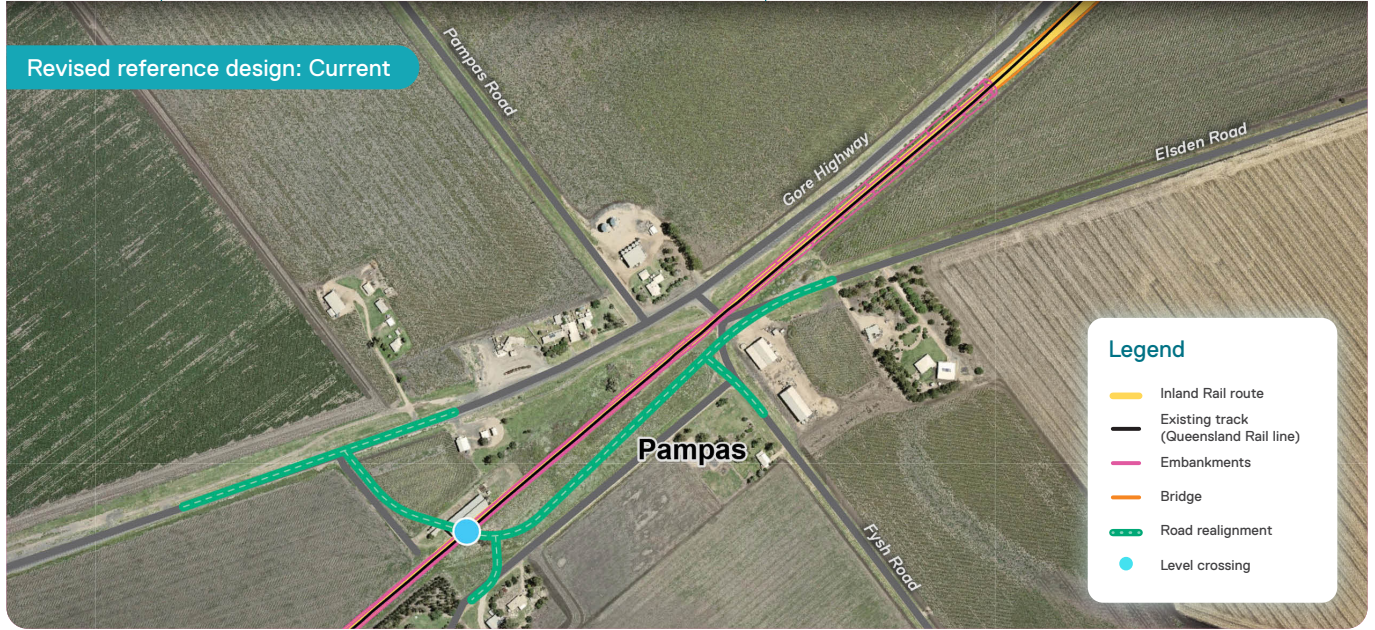
Key design refinement investigations includes introducing a rail-over-road bridge at Fysh Road and extending the bridge to connect with the Condamine River North Branch rail bridge.



Legend

- Inland Rail route
- Existing track (Queensland Rail line)
- Embankments
- Bridge
- Rail-over-road

Location	Design refinement investigation	Key benefits
Pampas	<ul style="list-style-type: none"> • Rail-over-road bridge at Fysh Road • Rail-over-road bridge extended to connect with Condamine River North Branch rail bridge (~500m addition) • Removes the need for Harris Road level crossing and Gore Highway upgrade works. 	<ul style="list-style-type: none"> • Retains existing Fysh Road intersection without change to road layouts and property access • Improves safety by removing level crossings and reduces level crossing noise (i.e. boom gate bells and train horn) • Additional bridge structure is expected to improve flood mitigation and management.



Legend

- Inland Rail route
- Existing track (Queensland Rail line)
- Embankments
- Bridge
- - - Road realignment
- Level crossing

Find out more



We remain committed to working with the community to ensure the best outcome for the region and encourage you to get in touch with us, with questions big or small. Call 1800 732 761 or email inlandrailqld@inlandrail.com.au.



For project information or to subscribe to our newsletter, visit inlandrail.com.au/b2g.

