NSW/QLD BORDER TO GOWRIE

Artist's impression of Inland Rail at Brookstead

NEWSLETTER QLD

PROJECT STATUS

The NSW/QLD Border to Gowrie (B2G) project is nearing completion of the reference design development phase.

During this phase, we have carried out field investigations and consulted widely with the community and stakeholders. The information and feedback that we collected has assisted us to complete a proposed reference design for the project.

This reference design includes details such as the rail alignment, public road and rail crossings, and the project footprint. These elements are shown in the map in the centre of this newsletter and you can also view an interactive version of the map on the B2G project webpage **maps.inlandrail.com.au/b2g#/**

In developing the reference design, we have considered the technical viability, safety, operational restrictions, constructability, environment, and community and property impacts.

Reference design development has been based on the outcomes of engineering, environmental and social investigations.

The project reference design may be updated as a result of further field investigations, government approvals or during the detailed design phase.

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.

We will continue to seek community feedback on the project's reference design and will keep you informed of any changes.

COMMUNITY FEEDBACK OUTCOMES

Community feedback has been instrumental in shaping the reference design of the B2G project. Key outcomes have included:

- changes to local road design to better meet the needs of the local community
- extending some bridges to improve connectivity for private properties
- extending some bridges to mitigate flooding impacts on private properties
- adjustments to the proposed alignment to reduce property impacts.

We are developing local area fact sheets, which provide more detail about the design development in each specific locality.

As we progress with the development of the reference design and EIS, we will continue to respond to feedback from the community.

PROJECT STATUS UPDATE

Below is a list of the status of the environmental and technical investigations being completed to inform the development of the project reference design and EIS.

Topic	Status
Water	▸ Flood modelling for the various catchments in the project area has been carried out. These models incorporate data gathered from government sources and local knowledge from community members. ▸ Aquatic ecology fieldwork is ongoing to capture seasonal variations. ▸ Groundwater and surface water sampling in local and regional catchments is ongoing. ▸ The proposed Condamine floodplain crossing solution has been developed and is available on the Inland Rail website.
Noise and vibration	▸ Noise and vibration baseline monitoring was completed in December 2018. Monitoring locations were selected along the proposed alignment to capture representative background noise levels. ▸ The noise model for construction and operation has been developed and assessments are underway.
Air	▸ The air quality model has been developed. Assessments are underway.
Hazards, health and safety	▸ Assessment of the health, safety and environmental hazards and risks associated with the project throughout the design, construction and operational phases is ongoing.
Land use	▸ Field investigations have been completed and assessments are ongoing.
Visual amenity	▸ Field investigations have been completed and modelling of the potential impacts is ongoing.
Soils	▸ Geotechnical investigations and subsurface sampling, testing and analysis are ongoing.
Social	▸ Development of the social baseline (information about local communities) is underway. ▸ A community survey was conducted in December 2018 and workshops with councils, government departments and community groups were held in February and May 2019 to gather feedback to further understand social impacts.
Economic	▸ Assessment of the economic impacts, including cost benefit analysis, is underway.
Flora and fauna	▸ Field investigations have been completed and assessments are ongoing.
Cultural heritage – indigenous and non-indigenous	▸ Targeted surveys focusing on previously un-surveyed areas and areas of cultural significance will be carried out over the coming months. Non-indigenous field investigations have been completed.

ROAD RAIL CROSSINGS

Safety is our number one consideration in designing public road crossings. Community feedback, together with traffic counts and information from local councils and Queensland Government departments on current and expected future transport needs, has been considered in the design of public road crossings.

Considerations used to determine public road crossing designs included:

- gathering data from the community, traffic counts, road authorities and emergency services
- investigating whether a grade separation (road over rail or rail over road) is possible and can safely maintain road connectivity
- consolidating roads and partial road closures where there is a safe road rail crossing nearby and connectivity can be maintained
- seeking feedback from government agencies including emergency services, the Department of Transport and Main Roads and councils
- risk assessing all proposed designs using the Australian Level Crossing Assessment Model (ALCAM).

Please refer to the map in the centre of this newsletter or visit **maps.inlandrail.com/b2g#/** for more information about the proposed public road rail crossings.

Information about the design of private crossings and stock crossings is not available at this stage. The design of these will be determined during the detailed design phase. Information from landowners has been collected and will be fed into the design process. We will continue to work with landowners to develop the design of private level crossings and stock crossings.

Any proposed changes to local roads will be subject to ongoing discussions with the Department of Transport and Main Roads and councils.

CROSSING LOOPS

Inland Rail will build a single-track railway from Melbourne to Brisbane. Crossing loops are required to allow for trains to pass or cross other trains travelling in both directions. The need for and location of the crossing loops is driven by operational modelling results. Crossing loops have been positioned in various locations depending on many factors including:

- the requirement for a transit time of less than 24 hours between Melbourne and Brisbane (Inland Rail Business Case)
- the time it takes to run a train between each of the crossing loops
- capacity and how many trains can be operating in any direction on the networks at any time
- accounting for all train configurations, as some trains may be shorter and carry light loads, whereas some may be maximum weight and travel slower
- the operationally optimal location based on operating scenarios for the next 50 years of expected operation
- safe entry and exit points onto Inland Rail from other networks.

Crossing loops on the Inland Rail track will be approximately 2,200m long, allowing for 1,800m long trains to sit and wait for oncoming trains to pass safely.

As a result of preliminary modelling and design, four crossing loops are proposed between the NSW/QLD border and Brookstead and one crossing loop between Brookstead and Gowrie.

Crossing loops are proposed in the areas of Yelarbon, Whetstone, Canning Creek, Millmerran, and Linthorpe.

NOISE ASSESSMENT

Draft assessment and modelling to address potential construction and operational noise impacts based on the proposed B2G reference design continues.

ARTC's noise specialists are currently validating inputs to the noise model. The model will be re-run based on the final reference design. ARTC will now engage with government to seek their technical feedback on the noise assessment methodology.

Noise specialists will be available at the upcoming community information sessions, to provide an opportunity for the community to hear how the model was developed and the modelling results.

If you're unable to attend a session, you can learn more about noise assessment and modelling by visiting **inlandrail.com.au/b2g**

CONDAMINE FLOODPLAIN CROSSING

Since the release of the preliminary Condamine floodplain crossing in late 2018, ARTC has continued consultation with landowners and key stakeholders to update the flood model and reference design of the crossing solution.

The flood model has been expanded to incorporate additional local flow paths, in particular within the Back Creek catchment, and has also been validated against the 2013 flood event. We have undertaken further sensitivity testing on the model to determine how inflows from local creeks may impact water levels and velocities in a 1-in-100 (1% Annual Exceedance Probability (AEP)) flood event in order to gain more robust results based on local knowledge.

We have also included additional data from the Warwick and Cecil Weir stream gauges, as well as anecdotal data of historic flood events prior to 1921, to improve our flood frequency analysis. These updates have improved our understanding of flooding behaviour in the Condamine floodplain.

The Condamine floodplain crossing design has been updated to incorporate community feedback. Key changes include:

- extending the proposed bridge over the North Branch by approximately 250m north
- moving the proposed Yandilla rail bridge further south and combining with the proposed Grasstree Creek bridge
- increasing the number of proposed culverts near Yandilla grain silos to ensure the drainage channel to the south of the silos has sufficient culverts to convey flood water.

The proposed Condamine floodplain crossing solution remains within the existing rail corridor, and now comprises:

- 6 bridges
- 6.1km total bridge length
- approximately 500 culverts (900mm – 2.1m in diameter).

Assessment of the proposed Condamine floodplain crossing solution using the updated flood model indicates that in a 1% AEP event, the solution is likely to change flood behaviour at 23 private properties that already experience some degree of flooding. This includes changes in peak water levels of 10–50mm at six houses. We are continuing to work with landowners to develop mitigation measures to minimise and manage any changes to flood behaviour. You can view the proposed floodplain crossing design at **inlandrail.com.au/b2g**

The proposed Condamine floodplain crossing solution is subject to assessment as part of the EIS process and may change as a result of conditions of approval, further investigations, or detailed design.

WHAT WE HAVE HEARD

Key issues that communities have raised include:

- impacts of project construction and/or operation on rural and town amenity
- impacts on private properties
- impacts of any changes to flood behaviour
- impacts on connectivity
- impacts on public transport
- traffic delays (including delays to emergency services)
- safety at level crossings
- project-related stress impact on mental health
- impacts of noise, vibration, and air quality changes on community wellbeing
- access to employment for local people
- business opportunities to supply the project.

We are grateful to communities for continuing to work and share local knowledge with us. This valuable information has been considered in the development of the project reference design and EIS.

INLAND RAIL SPONSORSHIP AND DONATION APPLICATIONS OPEN

ARTC is committed to supporting community groups along the Inland Rail alignment who are working hard to contribute to local and regional prosperity, well-being and sustainability. We have established a sponsorships and donations program, which considers financial requests between $1,000 and $4,000 from eligible community organisations.

The program is administered in four rounds per year.

For projects, events, activities commencing:	Round opens:	Round closes:
December to February	1 August each year	31 October each year
March to May	1 November each year	31 January each year
June to August	1 February each year	30 April each year
September to November	1 May each year	31 July each year

"Downs Steam Tourist Railway and Museum is run entirely by volunteers at our site in Drayton. Restoration and preservation of Heritage rolling stock is our main activity with the intent of running tourist trips across the Darling Downs. The successful application to ARTC for a new BBQ will enable us to raise funds on our open days with sausage sizzles. Downs Steam is very grateful for this grant."

Ros Scotney OAM, Chair – Downs Steam Tourist Railway and Museum.

For more information about eligibility requirements, application and assessment processes and terms and conditions of funding, visit **inlandrail.com.au/sponsorships.** Alternatively, you are welcome to email **ircommunitysponsorships@artc.com.au**

ARTC is proud to have sponsored several community organisations already.

Organisation	Sponsorship details
Goondiwindi P&A Show Society	ARTC sponsored the Show Society to relocate the schools exhibit from the Youth Pavilion into the McColl Pavilion.
Biddeston State School	In March 2019, ARTC sponsored the Ladies Twilight Garden Party, which raised funds to support White Ribbon Australia and the Toowoomba Domestic Violence Action Centre (DVAC). Funds raised also went into the Biddeston State School's long-term project of closing in the Covered Outdoor Learning Area.
Kingsthorpe State School	ARTC sponsored the 2018 Mega Auction and Art Exhibition to raise money for the school and Aussie Helpers.
Pittsworth District Alliance	ARTC provided funding to assist the Pittsworth Alliance to host a free night of rides and entertainment for families at the Pittsworth Christmas lights.
Brookstead State School P&C	ARTC sponsored the 2018 Black and White Bash, which raised funds to support the school and not-for-profit organisation, Aussie Helpers.
Inglewood State School	ARTC supported the Inglewood State School P&C to purchase a new portable stage for the school.
Downs Steam Tourist Railway and Museum	Funding to assist the purchase of the new catering facility.
Kath Dickson Family Centre	Funding to assist with the toy library refresh project.

COMMUNITY INFORMATION SESSIONS

Tuesday 22 October	3.00–6.00pm	Gowrie Progress Association Community Hall	24 Old Homebush Road, Gowrie Junction
Wednesday 23 October	3.00–6.00pm	Southbrook Hall	Queen Street, Southbrook
Thursday 24 October	3.00–6.00pm	Millmerran Cultural Centre	45 Walpole Street, Millmerran
Saturday 26 October	8:30–11:30am	Brookstead Hall	Madelaine Street, Brookstead
	1.00–4.00pm	Pittsworth Town Hall	Park Street, Pittsworth
Monday 28 October	9.00am–12.00pm	Inland Rail Toowoomba office	65 Neil Street, Toowoomba
	3.00–6.00pm	Inglewood Civic Centre	18 Elizabeth Street, Inglewood
Tuesday 29 October	3.00–6.00pm	Yelarbon and Districts Soldiers Memorial Hall	Taloom Street, Yelarbon
Wednesday 30 October	3.00–6.00pm	Goondiwindi Gateway to Training	15–21 Russell Street, Goondiwindi

You can also provide feedback by emailing **inlandrailqld@artc.com.au,** phoning **1800 732 761** or dropping in to our Toowoomba office at 65 Neil Street, Toowoomba between 9am and 5pm on business days.

HAVE YOUR SAY

We are seeking community feedback on the project, proposed alignment and public road crossings.

Have your say by posting a comment on our interactive map **maps.inlandrail.com.au/b2g#/** or attend a community information session during October 2019. Our team will be available at these sessions to provide more details about the project and design development.

Using our interactive map is easy and you can comment anonymously. Click the "About" icon located in the top lefthand corner for tips on how to search the map and leave comments.

HOW IS YOUR FEEDBACK USED?

We gather information provided during engagement sessions, landowner meetings and stakeholder interactions and provide it to the technical design and environmental assessment teams. This informs the development of the reference design and Environmental Impact Statement (EIS).

SUPPORT SERVICES

We acknowledge that the uncertainty for landowners and communities while we plan the B2G section of Inland Rail can be stressful.

Please call **1300 971 309** to speak to a local, independent service, and access support either face-to-face or on the telephone. This service is confidential, free of charge, available 24/7, and will put you in contact with the right organisation in your community to best help you.

SIGN UP TO OUR E-NEWS UPDATES

If you would like to receive regular updates about B2G, please email us at **inlandrailqld@artc.com.au** and include B2G e-news in the subject line. Alternatively you can visit our website to register: **inlandrail.com.au/register** or phone **1800 732 761**.

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 about this fact sheet, please let us know.

1800 732 761

inlandrailqld@artc.com.au

ARTC Inland Rail, GPO Box 2462, Brisbane Qld 4001

inlandrail.com.au

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

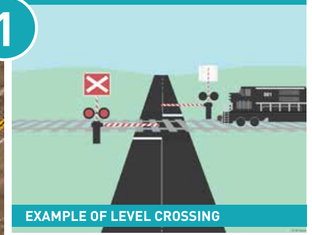
CURRENT AS AT SEPTEMBER 2019

IR_1014

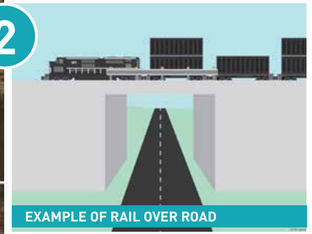
BORDER TO GOWRIE (B2G) MAP

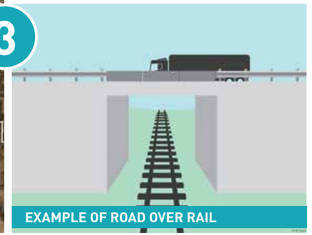
PART 1 OF 2

This map is provided for information only and is subject to change.



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





BORDER TO GOWRIE (B2G) MAP

PART 2 OF 2

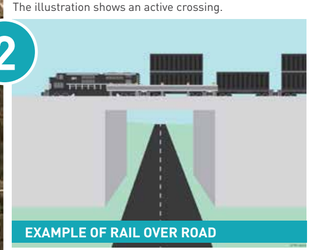
This map is provided for information only and is subject to change.

1

EXAMPLE OF LEVEL CROSSING

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

2



EXAMPLE OF RAIL OVER ROAD

3