

# GOWRIE TO HELIDON



## PROJECT NEWSLETTER – AUGUST 2019

QLD

### ABOUT THE GOWRIE TO HELIDON PROJECT

The Inland Rail Gowrie to Helidon (G2H) section of Inland Rail comprises approximately 28km of new dual gauge track between Gowrie (north-west of Toowoomba) and Helidon (east of Toowoomba). It crosses the two local government areas of Toowoomba and the Lockyer Valley.

G2H will include a 6km tunnel, as well as a number of significant viaducts and cuttings, to create an efficient route through the steep terrain of the Toowoomba Range.

This section uses both the existing rail corridor at Gowrie and the Department of Transport and Main Roads' Gowrie to Grandchester 2003 protected corridor.

### E-NEWS

Please sign up for our Gowrie to Helidon online newsletter to remain up-to-date on the project.

Visit the link below to register:  
[inlandrail.com.au/register](http://inlandrail.com.au/register)



### PROJECT STATUS

The G2H project is nearing the end of the feasibility stage and we are in the process of finalising the draft Environmental Impact Statement (EIS) and a reference design for the project.

We will be holding a series of community consultation events to provide further information about how the project has progressed from an engineering perspective as well as gather data and your feedback.

The consultation sessions will focus on findings relating to the rail alignment and engineering design.

Concept visualisations of the design will be available, and technical specialists will also be in attendance to explain the details and answer your questions.

Subject-matter experts will be available to provide information about the engineering, property and environmental studies and talk with you about matters that are important to you.

We are working with communities and stakeholders as a vital part of our planning and design process, and we value your input.

We encourage you to attend one of the consultation sessions and look forward to seeing you there.

### CONSULTATION SESSIONS

DATE	LOCATION	TIME
Wednesday, 21 August 2019	Gowrie Junction Community Hall Old Homebush Road, Gowrie Junction	4pm–7pm
Thursday, 22 August 2019	Helidon and Districts Community Centre 5 Arthur Street, Helidon	4pm–7pm
Saturday, 24 August 2019	Withcott Sport Centre – 43 Parkridge Drive, Withcott	10am–2pm
Tuesday, 27 August 2019	Empire Theatre – 54–56 Neil Street, Toowoomba City	4pm–7pm

## PROJECT UPDATE

The G2H project team are continuing to work on the proposed rail design, meet landowners and stakeholders and gather data as part of the Environmental Impact Statement (EIS) preparation. This is part of determining the project's feasibility.

We have a corridor for the rail line and a proposed design that we plan to submit for approval to the Coordinator-General.

The aim of this stage is to gather further data, analyse potential impacts, develop mitigation measures to address these impacts.

We will keep you updated as the project progresses and advise of any opportunities for further consultation.



**Concept assessment**  
2015–2016

**Project feasibility**  
2017–late 2019

**Project assessment**  
late 2019–late 2020

**Project approval**  
late 2020

**Construction**  
2021–2025

### UPDATE OF G2H INTERACTIVE MAP

As the design for the proposed alignment progresses, we will update our online interactive map to reflect these changes.

We are currently working on adding new details on the map which will include crossing loops, level crossing/grade separation, bridges, a tunnel and road realignments.

Thank you to those who have contributed to the online map for G2H so far. The map will remain open for your comments.

Please visit the online map and add any comments, questions or feedback that you may have:

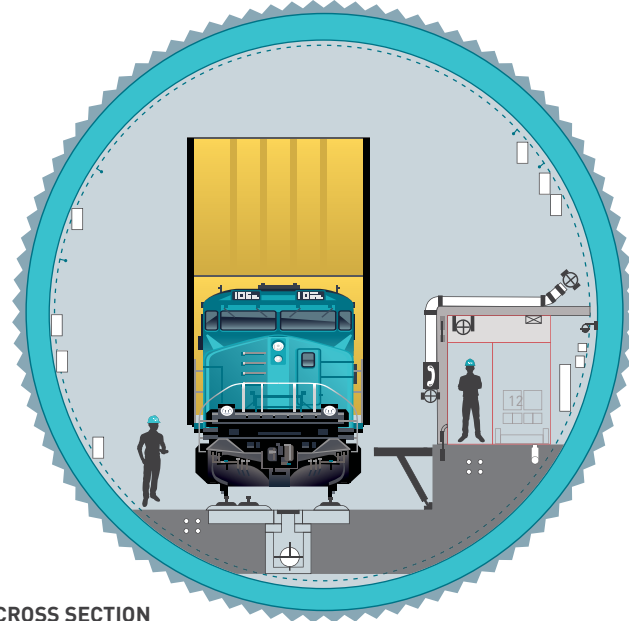
[maps.inlandrail.com/g2k](https://maps.inlandrail.com/g2k).



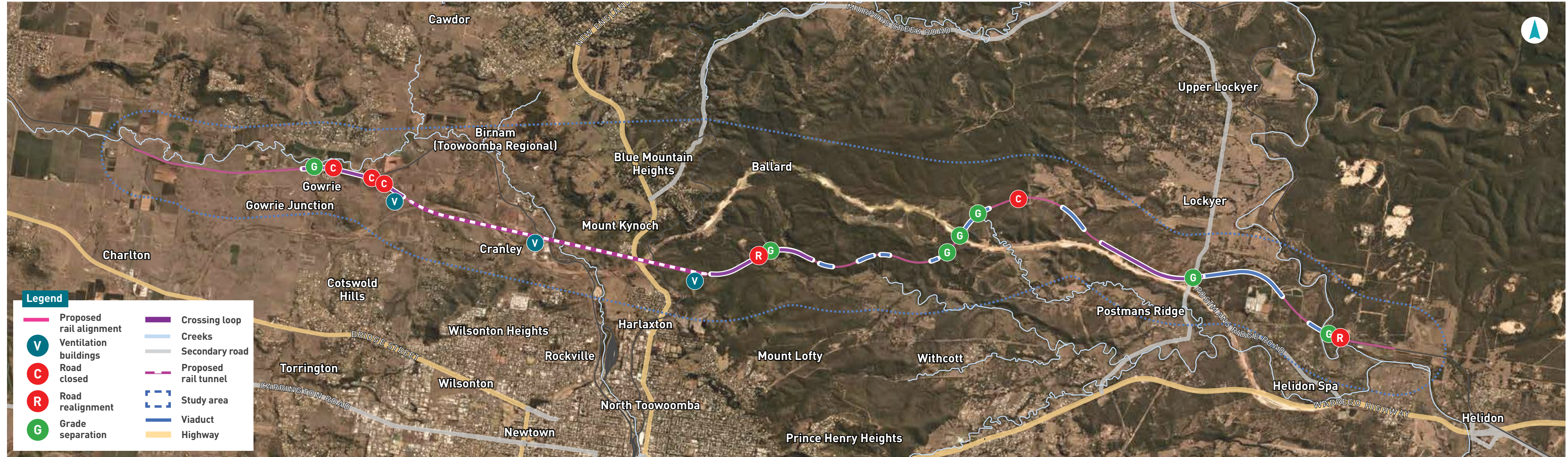
### TUNNEL INCLUDING VENTILATION BUILDINGS

The Toowoomba Range tunnel is approximately 6km long and 220m below the surface at the deepest point. The single-track tunnel will be designed for bi-directional freight operations. The proposed tunnel will have ventilation buildings at each tunnel entrance/exit portal and tunnel mid-point. The ventilation shaft will be 100m deep. There will be a power substation at each ventilation building location and two in-tunnel power substations.

#### PROPOSED TUNNEL EXAMPLE



CROSS SECTION



A fly-through video is available on the Inland Rail website

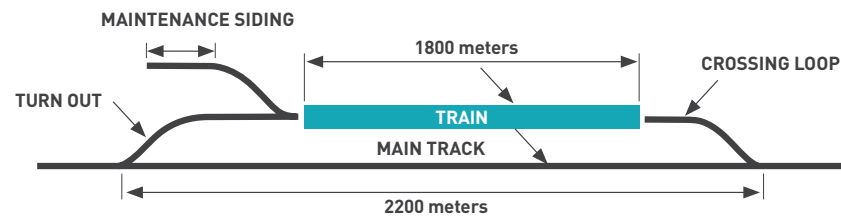
### RAIL BRIDGES AND VIADUCTS

The G2H section has 13 bridge and viaduct structures proposed along the alignment totaling 6.7km in length.

#### These include:

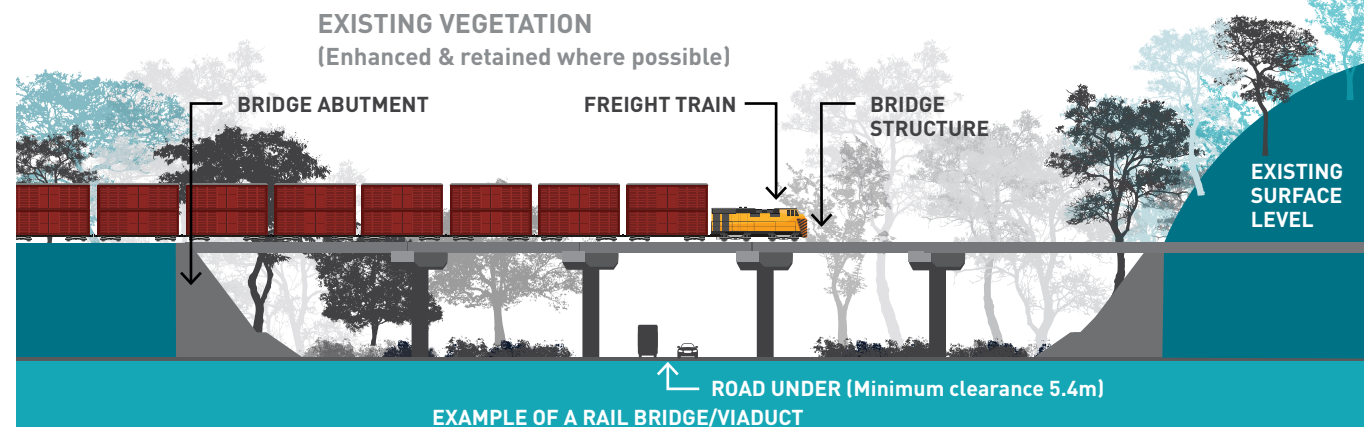
- ▶ Two road over rail bridges
- ▶ Seven rail over waterway bridges
- ▶ Four rail over both waterway and road

The bridges are of various lengths and spans to suit the alignment and topography. Our team members will be able to provide details about the bridges, including their approximate length and height, at the information sessions.



#### CROSSING LOOPS

Three crossing loops are proposed for the G2H section. They will be parallel to the existing track and will accommodate double stacked freight trains up to 1.8km long. The crossing loops are located at Gowrie Junction, Ballard and Postmans Ridge.



EXAMPLE OF A RAIL BRIDGE/VIADUCT

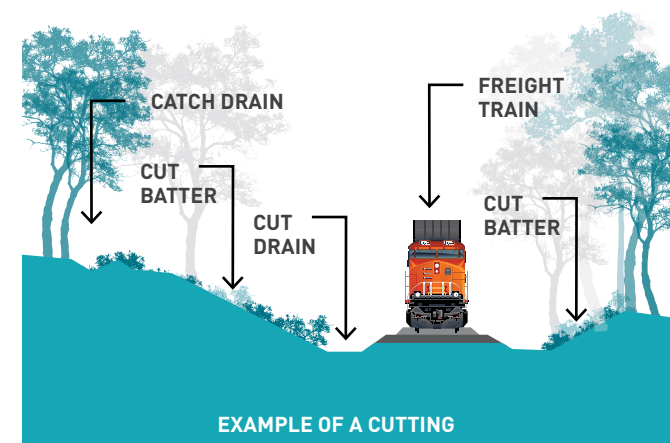
### EMBANKMENTS/CUTTINGS

The project alignment requires a significant amount of cuttings in order to allow a smooth gradual climb up the Toowoomba Range to meet freight train operational requirements.

The total length of embankments is 10km and the maximum height is 33.7m. The total length of cuts is 5.1km and the maximum cut depth is 45.7m.

#### EXISTING VEGETATION

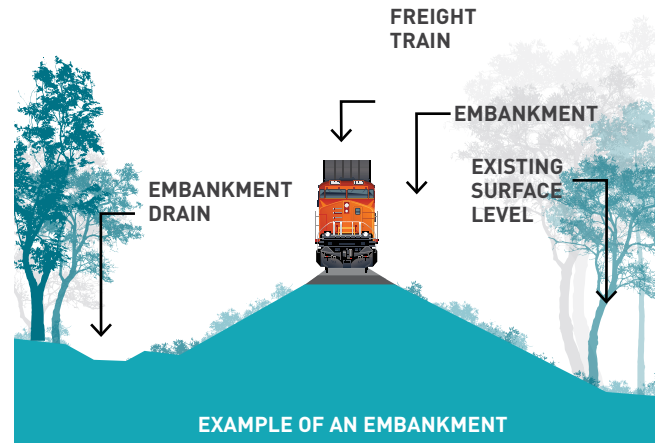
(Enhanced & retained where possible)



EXAMPLE OF A CUTTING

#### EXISTING VEGETATION

(Enhanced & retained where possible)



EXAMPLE OF AN EMBANKMENT

### LEVEL CROSSINGS

We are proposing to replace the existing level crossing at the Gowrie Junction Road with a new road over rail bridge. At this location, the G2H rail line is proposed to run parallel to the existing rail line and we require a crossing loop for trains to hold while waiting for tunnel clearance as the tunnel is single track only. It is ARTC policy that there cannot be level crossings at rail crossing loops for safety reasons and to ensure community connectivity. The proposed new road over rail bridge will be similar to the visualisation shown in the image below.



## NEXT STEPS

During the preparation of the EIS, the project team is undertaking investigations throughout the project study area on range of issues, including:

- ▶ Alignment
- ▶ Water quality, water resources and flood management
- ▶ Noise and vibration
- ▶ Transport, level crossings and road impacts
- ▶ Air quality
- ▶ Hazards, health and safety
- ▶ Land use and tenure, landscape and visual amenity, topography, geology and soils
- ▶ Social and economic
- ▶ Flora and fauna
- ▶ Indigenous and non-indigenous cultural heritage.

We will continue to engage with landowners, residents, businesses, community groups and other key stakeholders.

There will be a range of consultation opportunities and we encourage you to be involved to ensure your community issues and concerns are considered and addressed in the feasibility design and EIS.

Once finalised, the EIS will be submitted to the Coordinator-General before being released for public exhibition. We will advise when the EIS is available for public comment and will also provide information on how stakeholders can share submissions.

Keep an eye on our website [inlandrail.com.au/g2h](http://inlandrail.com.au/g2h) sign up to our e-news and follow Inland Rail on social media.

## NAIDOC WEEK CELEBRATIONS

NAIDOC Week celebrations were held across Australia in July to help celebrate the history, culture and achievements of Aboriginal and Torres Strait Islander peoples. NAIDOC week is celebrated not only by Indigenous communities, but by Australians from all walks of life.

The 2019 Theme was: Voice. Treaty. Truth. Let's work together for a shared future.

This year at Inland Rail, we celebrated NAIDOC week with a range of activities in the major offices of Melbourne, Sydney and Brisbane and the regional offices of Toowoomba and Parkes.

Dale, a Kooma, Yuwaalaraay woman from Central Queensland, took our Brisbane team through different bush tucker treats. At our Toowoomba office, representatives from the Western Wakka Wakka traditional owner group joined us to help celebrate with a morning tea.



## REMINDER ABOUT NEW ACCESS AND SUPPORT SERVICES

Inland Rail acknowledges the uncertainty for landowners and communities while we plan the G2H section can be stressful. We continue to work with the Darling Downs and West Moreton Primary Health Network in a range of ways to provide access and support for our communities and residents impacted by Inland Rail during planning, design and construction.

If you are experiencing stress, depression and/or anxiety, please call **1300 971 309** to speak to a local, independent service, to access support either face-to-face or on the telephone.

We encourage you to pass these details onto your local community groups and other networks.

## 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 JUNE 2019