

# GOWRIE TO HELIDON



## PROJECT NEWSLETTER – JUNE 2019

QLD

### PROJECT STATUS

The Gowrie to Helidon (G2H) project is currently in the feasibility design phase, where we are reviewing all aspects of the proposed Inland Rail alignment from Gowrie to Helidon, including the tunnel through the Toowoomba Range.

The G2H section is the most technically complex section of the Inland Rail program, and our aim is to build a railway line on which we can be confident trains will operate efficiently and safely.

Our commitment to safety means we are investing more time and effort in undertaking extensive engineering studies and ensuring we gather the data needed to design to our safety standards.

To aid the assessments, our team has also been speaking to hundreds of people through various communication channels and events.

We have been collecting information through one-on-one discussions, briefings, meetings, workshops, surveys, research and comments on the interactive map on our website. Thank you for providing your feedback.

We look forward to working with you further as we refine our designs for the G2H rail line. We anticipate providing details of the alignment design to the community in mid-2019.

### ABOUT THE GOWRIE TO HELIDON PROJECT

The Gowrie to Helidon (G2H) section is one of 13 projects that complete Inland Rail. This project comprises 27.9 km 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 Lockyer Valley.

G2H will be delivered as part of a Public Private Partnership (PPP) arrangement that also includes the Helidon to Calvert and Calvert to Kagaru sections of Inland Rail. G2H includes a new 6.1 km tunnel to create an efficient route through the steep terrain of the Toowoomba Range.

The indicative project timeline has construction scheduled to begin in 2021 and be completed in 2024–25.

### WHAT'S BEEN HAPPENING?

The G2H project team is carrying out a number of investigations and studies including ongoing geotechnical works, hydrology and ecology workshops with local community organisations and individuals, technical planning meetings with local councils, and direct engagement with landowners, local communities and community organisations.

Environmental and geotechnical investigations have been continuing, with the results informing some of our key design and construction planning considerations, including the tunnel and elevated structures throughout the proposed alignment.

We have ongoing engagement with key services providers in the area and our Social Impact Assessment is continuing.

In late March, Australian Rail Track Corporation (ARTC) called for Expressions of Interest (EOI) for the PPP project, which closed on 24 May 2019.

Contractors will be shortlisted in the third quarter of 2019 and a preferred contractor is expected to be announced by the end of 2020.





## FIELD STUDIES AND GEOTECHNICAL INVESTIGATIONS

Inland Rail is undertaking extensive studies and investigations to help us to gain a greater understanding of environmental and geological conditions, and to assist in planning how the Toowoomba tunnel and the rest of the alignment will be built.

Environmental investigations include pre-clearance ecological surveys. These surveys aim to identify the presence of threatened ecological communities, fauna habitat and protected plants as well as known weed populations.

The geotechnical investigations for the G2H project include:

- ▶ Borehole and auger hole drilling
- ▶ Geological mapping surveys
- ▶ Seismic surveys
- ▶ Test pit soil sampling
- ▶ Groundwater sampling.

These investigations are taking place within existing road and rail corridors, on government land and private property within the study area.

Factsheets about environmental field studies and geotechnical investigations including information about the different types of studies and how they are carried out are on our website.

## COMPLETED STUDIES IN THIS PERIOD

Over the past three months, the following investigations have been conducted:

- ▶ Hydrology and flooding community workshops completed to confirm hydrology and flooding base case (existing case without Inland Rail)
- ▶ Ongoing safety in design exercises to ensure safe and efficient network
- ▶ Baseline noise and air investigations
- ▶ Surface water sampling
- ▶ Baseline visual
- ▶ Traffic counts
- ▶ Engineering survey.

## NEXT STEPS

- ▶ Community consultation on proposed changes to rail and road network
- ▶ Flora and fauna ecology local groups workshops ongoing
- ▶ Complete tunnel design
- ▶ Produce next round of hydrology and flood assessments
- ▶ Identification and finalisation of rail maintenance access locations for reference design
- ▶ Finalise proposed loop locations
- ▶ Finalise earthworks extents and viaduct structure design using geotechnical results
- ▶ Develop reports to support the Environmental Impact Statement (EIS) covering the topics shown on the next page.

## COMMUNITY FEEDBACK

Community and stakeholder comments provided during our engagement and consultation process are captured and provided to our technical and assessment teams. As we progress with the feasibility design and EIS studies, we will continue to consider and respond to feedback from community.

The information gathered through our community engagement and environmental investigations will help shape the preferred alignment and design and construction methodology of the G2H project.

We are committed to working with all levels of government, landowners and communities as a vital part of our planning process for this project, including engineering requirements.





1 PROPOSED INTERMODAL HUB

We are asking community, landowners and road users for feedback on how they use local roads, specifically Draper, Stegers and Leeson Roads, to inform the design of public roads in the Gowrie Junction/Kingsthorpe area.

2 GOWRIE JUNCTION AND WESTERN PORTAL

We are asking community, landowners and road users for feedback on how they use local roads, specifically Old Homebush, Gowrie Junction, Paulsens, Morris and Boundary roads, to inform the design of public roads in the Gowrie Junction area.

3 TUNNEL AND EASTERN PORTAL

The current tunnel design length is approximately 6.1 km, with a central ventilation building, at a location which will be confirmed. More information about the ventilation buildings can be found on our website.

4 ELEVATED STRUCTURES AND VIADUCTS

This area has challenging geotechnical conditions including slip planes, loose materials, rock slides and other constraining factors informing and impacting our feasibility design. We are working with landowners, local community and stakeholders like Lockyer Valley Regional Council, Nexus, Department of Transport and Main Roads (DTMR) to ensure we are better informed of these complex challenges.

5 POSTMAN'S RIDGE AND HELIDON

The alignment and current design is influenced by constraints such as avoiding or minimising impacts to local businesses critical to local employment and the agriculture industry, Withcott Seedling farm dams, tying into the Queensland Rail (QR) corridor to the east, and crossing the gas pipeline at a location that would allow construction of the rail line without major impact.

FOR MORE INFORMATION

Go to our website  
[inlandrail.artc.com.au/G2H](http://inlandrail.artc.com.au/G2H)

View and comment on interactive map  
[maps.inlandrail.com.au/g2k](http://maps.inlandrail.com.au/g2k)

Contact us directly  
1800 732 761

Legend

- Crossing Loop

Highway

Proposed Rail Alignment

Protected Corridor
- Creeks

Secondary Road

Proposed Rail Tunnel

Study Area





## PROJECT STATUS UPDATE

EIS TOPIC	STATUS
Alignment	<ul style="list-style-type: none"> <li>▶ Ongoing tunnel portal location optimisation.</li> <li>▶ Proposed loop locations confirmed to suit operational modelling outputs.</li> </ul>
Water	<ul style="list-style-type: none"> <li>▶ First round of hydrology and flooding community workshops completed to confirm existing hydrology and flooding assumptions.</li> </ul>
Noise and vibration	<ul style="list-style-type: none"> <li>▶ Baseline measurements undertaken to characterise ambient environment.</li> <li>▶ Prediction models to be developed.</li> </ul>
Transport level crossings / road impact	<ul style="list-style-type: none"> <li>▶ Ongoing traffic impact assessment and consultation with local government areas on road network connectivity.</li> <li>▶ Underground service location continues.</li> </ul>
Air	<ul style="list-style-type: none"> <li>▶ Undertaking air quality sensitivity analyses to understand the best location of the tunnel ventilation buildings.</li> </ul>
Hazards, health and safety	<ul style="list-style-type: none"> <li>▶ Ongoing assessment of natural hazards including bushfire, flood, wildlife and rail related hazards as well as security, rail collision, dangerous goods and other contributing factors.</li> </ul>
Land use/visual/soils	<ul style="list-style-type: none"> <li>▶ Geotechnical investigations and subsurface sampling works are ongoing. A fly-through video is available online, which will be updated as the project progresses.</li> </ul>
Social and economic	<ul style="list-style-type: none"> <li>▶ The Social Impact Assessment is continuing and will incorporate all EIS topics. Recent activity has included engagement with key services providers in the area e.g. emergency services, health and education. Early activities in this area include the implementation of a mental health partnership.</li> </ul>
Flora and fauna	<ul style="list-style-type: none"> <li>▶ Flora and fauna workshops groups will be ongoing during the upcoming months.</li> </ul>
Cultural heritage – Indigenous and European	<ul style="list-style-type: none"> <li>▶ Ongoing community and stakeholder engagement for any sites of interest.</li> <li>▶ Ongoing compliance with Cultural Heritage Management Plan – including continued engagement with Indigenous parties and investigations for any sites of interest.</li> </ul>

## COMMUNITY CONSULTATIVE COMMITTEE MEETINGS

The Lockyer Valley and the Inner Darling Downs Community Consultative Committees (CCC) provide input and feedback to the Gowrie to Helidon project team and meet on quarterly basis. Observers are welcome at Committee meetings.

Upcoming CCC meetings include:

- ▶ **Lockyer Valley**  
Tuesday 13 August 2019, from 6pm – 8pm at the Old Grantham Butter Factory, Victor Street, Grantham.
- ▶ **Inner Darling Downs**  
Tuesday 27 August 2019. Venue to be confirmed.  
Please refer to the Inland Rail website for details.

## COMMUNITY FUNDING GRANTS

An Inland Rail Community Sponsorships and Donations Program has been established and nominations are being sought from eligible organisations and groups. For terms and conditions and to access an application form, please email [IRCommunitySponsorships@ARTC.com.au](mailto:IRCommunitySponsorships@ARTC.com.au)

## MENTAL HEALTH SUPPORT

ARTC acknowledges that the uncertainty for landowners and communities while we plan the project can be stressful. If you are experiencing stress, depression and/or anxiety, please call **1300 971 309** to speak to a local independent service and access support either face to face or on the telephone.

## 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