

Border to Gowrie

Proposed road network changes in Pampas

Comprises building approximately 145km of new dual gauge track and upgrading approximately 71km of track from the NSW/QLD border near Yelarbon, to Gowrie Junction, north west of Toowoomba.





Project status

The project's draft Environmental Impact Statement (EIS) was released for public notification and comment by the Coordinator-General (CG) on Saturday 23 January 2021 and closed on Tuesday 4 May 2021. During this time, the community and key stakeholders were invited to view and make a submission to the CG on the draft EIS. The CG will now evaluate the draft EIS against public submissions and feedback from advisory agencies.

In preparing the draft EIS, we carried out environmental studies and investigations, flood modelling and analysis, and community and stakeholder engagement. We are continuing to refine the project's detailed design in consultation with advisory agencies.

What has been happening

The project team continues to meet with members of the local community and representatives of the Department of Transport and Main Roads (TMR) and Toowoomba Regional Council (TRC) to determine the design scope and requirements for road networks.

These discussions have resulted in updates to the project's proposed reference design in Pampas.



The proposed rail alignment in Pampas

The proposed rail alignment for the Border to Gowrie section of Inland Rail follows the existing Queensland Rail Millmerran branch line through Yandilla and Pampas.

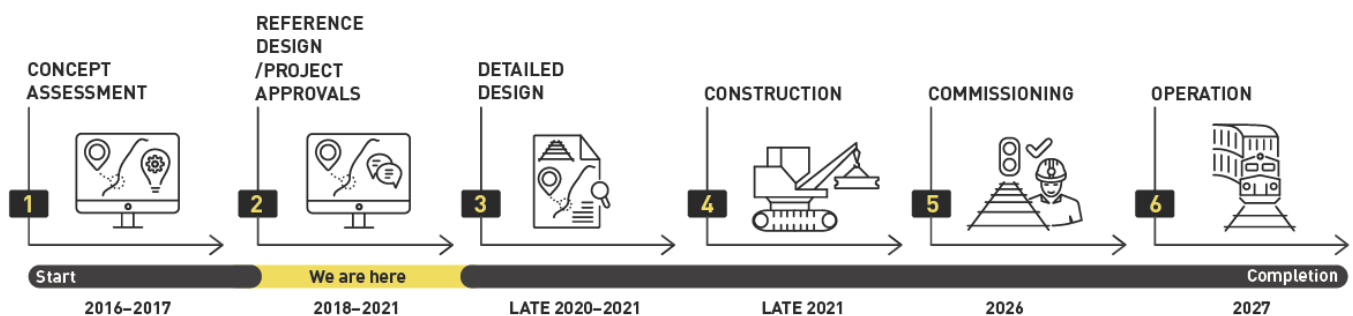
In developing the project's reference design, we considered technical viability, safety, operational restrictions, constructability, the environment, community, and property impacts, and consulted widely with landowners and key stakeholders.

What you told us about the proposed reference design

The project's reference design and level crossing in Pampas were developed in consultation with the local community. When we met with the Pampas community in July 2019, we were asked to keep the level crossing as close to its current location as possible to:

- + ensure tractors and equipment could continue to move across the Gore Highway to and from Pampas-Bostock Road with minimised highway interference
- + minimise impacts on Pampas Hall
- + minimise impacts to residents.

Border to Gowrie project timeline



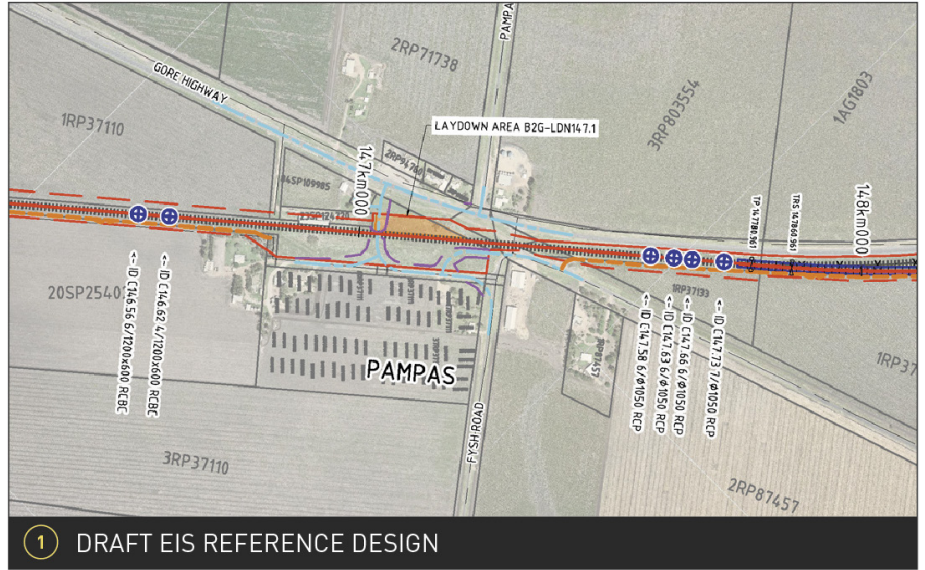
**Timeframes are indicative and are subject to change*

Draft EIS reference design

The road design in Pampas included in the draft Border to Gowrie EIS was developed in consultation with the local community. The following map shows the draft EIS reference design.

Key features of the draft EIS reference design

- + Harris Road active level crossing to replace the existing Fysh Road level crossing. This included locating the crossing as far east as possible to assist machinery crossing the Gore Highway to and from Pampas-Bostock Road, while accommodating vehicle storage requirements between the Gore Highway and proposed railway
- + local road reconfigurations on the southern side of the railway
- + upgrades to the Gore Highway to accommodate the new Harris Road intersection.



Development of the draft EIS reference design

As the project team further developed the draft EIS reference design in consultation with road authorities, the Gore Highway required additional turning lanes which resulted in potential road safety and access issues, including:

- + new Harris Road intersection located opposite the Caltex service station, creating conflicting turning movements
- + increased difficulty for vehicles turning from Pampas-Bostock Road onto the Gore Highway due to additional lanes on the highway
- + increased difficulty and potentially reduced level of access for vehicles entering and exiting properties on the northern side of the Gore Highway due to additional lanes on the highway.





Proposed design solution to address road safety and technical constraints


Due to the potential road safety and access issues identified during further design development, we have developed an alternate proposed design solution for Pampas.

The proposed solution offers a simpler, safer, less impactful design to landowners, the community and road users. It does this by:

- + minimising conflicting turning movements on the Gore Highway
- + minimising changes to property access on the Gore Highway
- + maintaining current access arrangements from Pampas-Bostock Road to and across the Gore Highway
- + reducing the extent of works and disruption to the Gore Highway during construction
- + minimising land required and landowner impacts on the southern and northern sides of the Gore Highway.

Key features of the proposed design solution

- + active level crossing at Harris Road, utilising the existing Harris Road intersection with the Gore Highway
- + intersection upgrade at Harris Road to provide left and right turn lanes from the Gore Highway
- + Harris Road realignment involving a skew across the proposed railway to mitigate noise and visual impacts to properties located south of the new active level crossing
- + retaining the updated intersection arrangements at Harris Road, Fysh Road and Pampas Pit Road.



Have your say

If you were unable to make it to our recent information session or would like to provide additional feedback on the proposed road network changes in Pampas, please contact our team on **1800 732 761** or email inlandrailqld@artc.com.au by **Monday 12 July 2021**.

What you told us

On 12 May 2021, the project team hosted a community information session to discuss proposed road network changes in Pampas. Technical experts were on hand to explain why the road changes are needed, discuss the plans in more detail and answer community questions. Feedback was sought from the community and key stakeholders on the developed draft EIS reference design and proposed design solution.

Feedback on the developed draft EIS reference design

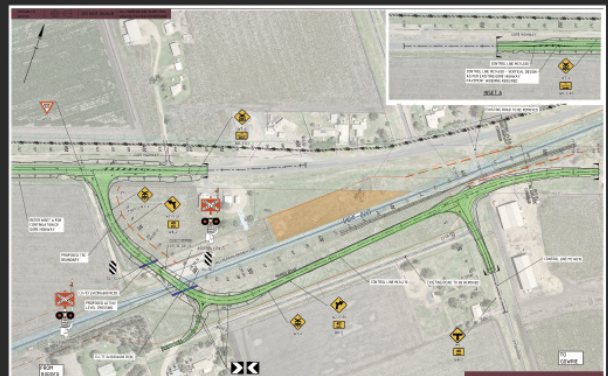
- + safety concerns for Queensland Fire and Emergency Services (QFES) volunteers travelling to and from the sheds due to proposed Gore Highway upgrades
- + impacts, such as access arrangements, to landowners on the northern side of Pampas due to extensive Gore Highway upgrades
- + machinery movements from Fysh Road onto Pampas-Bostock Road would be needed to cross the upgraded 'five lane' highway
- + support for locating Harris Road/Gore Highway intersection further away from Pampas-Bostock Road, which has perceived road safety issues, including visibility
- + increased stormwater run-off for properties located on the northern side of Pampas due to increased width of the Gore Highway
- + suggestions for a speed limit reduction to 60km/hour on the Gore Highway through Pampas.

Feedback on the proposed design solution

- + the proposed design appears to be much safer and has less impact on the Gore Highway and community
- + there will be less disruption during construction
- + landowners on the northern side of the Gore Highway will not have upgrades 'on their doorstep'
- + access will be safer for QFES volunteers who would also like a track onto the Harris Road diversion
- + safer option for local farmers to cross the Gore Highway onto Pampas-Bostock Road
- + members of the community would like a speed limit reduction to 60km/hour on the Gore Highway through Pampas
- + no concerns about flooding with the proposed solution
- + the Harris Road intersection is further away from Pampas-Bostock Road
- + members of the community would like the proposed laydown area opposite the Caltex service station to remain to prevent trucks from stopping on the side of the Gore Highway
- + farmers would like the 'track' on the southern side of the Gore Highway to remain, or a slip lane to be installed, on the southern side of the Pampas Hall and QFES buildings to allow for machinery and equipment movements.



DEVELOPED DRAFT EIS REFERENCE DESIGN



PROPOSED DESIGN SOLUTION



Next steps

The CG is now evaluating the draft EIS against public submissions and feedback from advisory agencies and may request further information be addressed in a revised draft EIS for consideration.

The proposed design solution, incorporating feedback from the community and key stakeholders, will be formally submitted to the CG through the response to submissions phase of the project.

Please note, the reference design may change as a result of further investigations, government approvals or during detailed design.



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About Inland Rail

Inland Rail is a 1,700km fast freight backbone providing transit times of less than 24 hours for freight trains travelling between Melbourne and Brisbane via regional Queensland, New South Wales and Victoria.

Once complete, Inland Rail will transform how we move goods around Australia, better link businesses, manufacturers and producers to national and global markets and generate new opportunities for industries and regions.


Comprising 13 individual projects, Inland Rail is the largest freight rail infrastructure project in Australia and one of the most significant infrastructure projects in the world.

The Border to Gowrie section of Inland Rail will connect one of Australia's most productive farming regions to markets across the country.

This section includes building approximately 145km of new dual gauge track and upgrading approximately 71km of track from the New South Wales/Queensland border, near Yelarbon, to Gowrie Junction, north west of Toowoomba in Queensland.

Want to know more?

ARTC is committed to working with state and local governments, communities and landowners as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about this project update, please let us know.

 1800 732 761

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