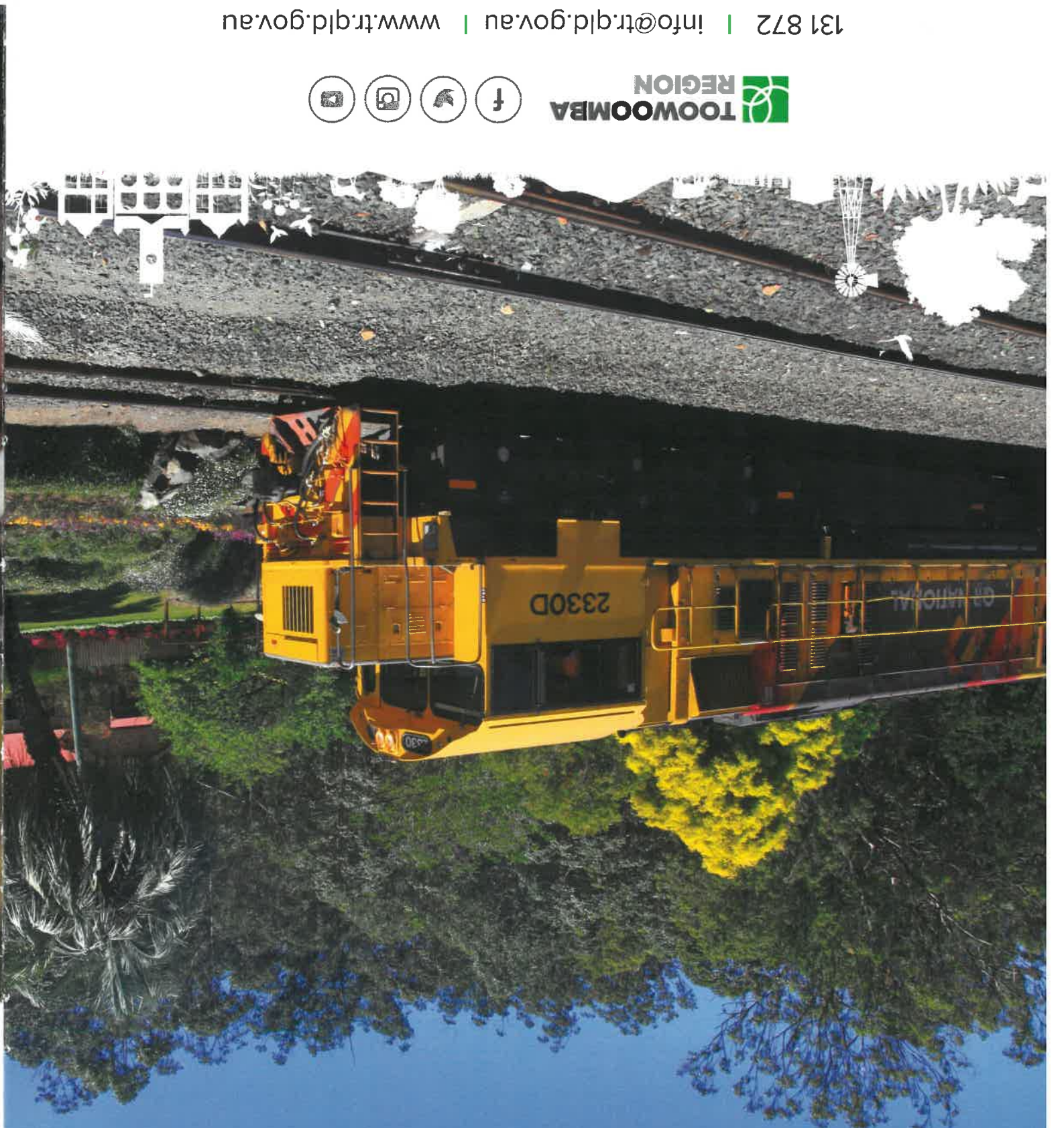




## INLAND RAIL BRIEF 2019



“ The Inland Rail Project is a nationally transformational project, delivering critical infrastructure for the local, state and national land transport networks of Australia. ”

*Mayor Paul Antonio*



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“Toowoomba Region is one of Queensland’s most vibrant and diverse regional communities. We are fortunate that the Federal Government is already a significant investor in our region.”

*Mayor Paul Antonio*

## 7 NOISE AND LIGHTING CONSIDERATIONS

### The Recommendation

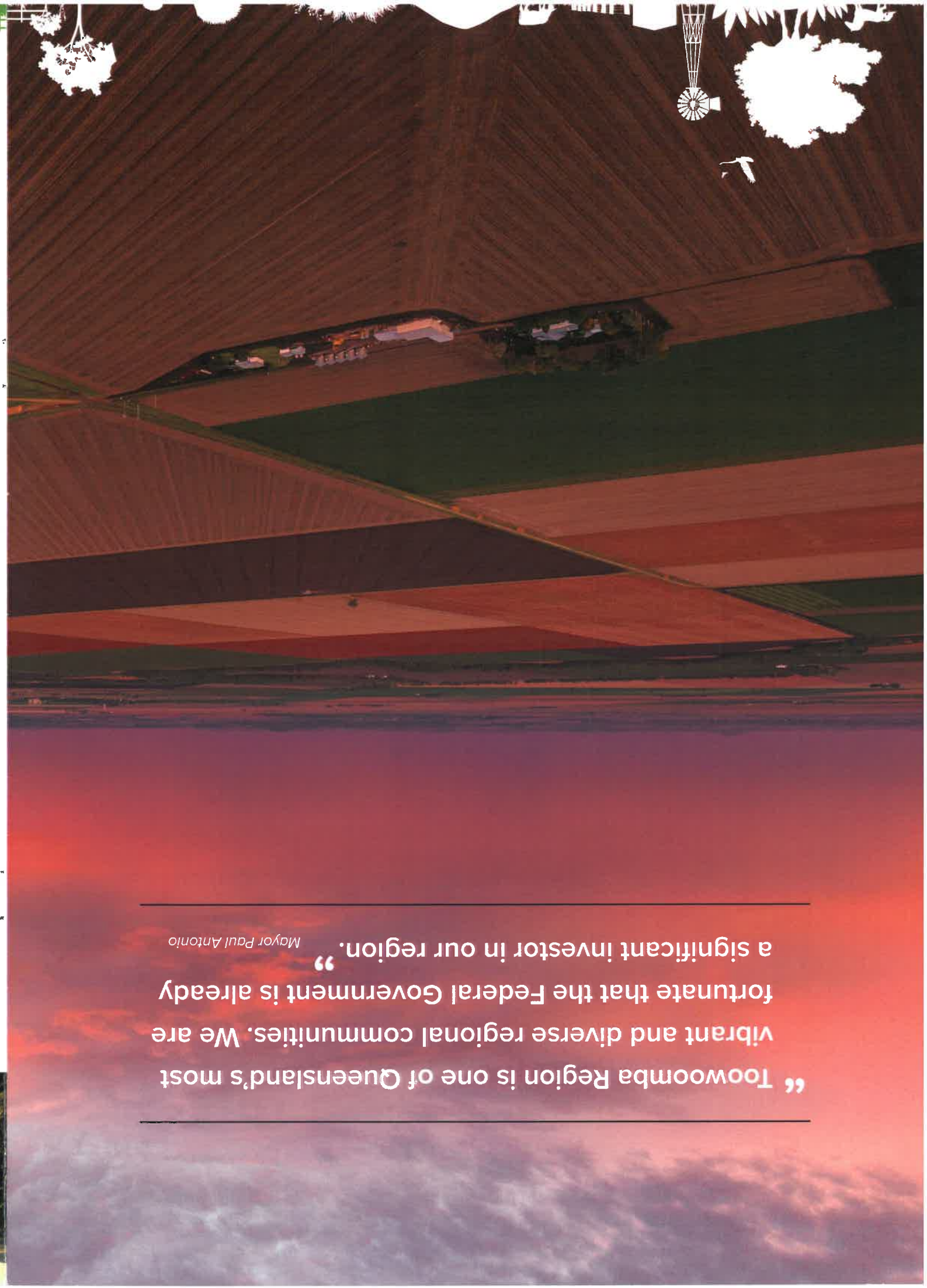
That Council actively engage with ARTC to request adverse noise and lighting impacts are suitably considered, well addressed and treated along the proposed Inland Rail Project corridor.

### Background and Issues

- ARTC are currently undertaking noise modelling along the proposed Inland Rail alignment. Council are aware that noise impacts are a major consideration and concern for the community, given the existing environment and change that the Inland Rail will bring.
- Council are also concerned about the impact of the introduction of lighting in rural areas, and request adequate investigation into the impacts that lighting has on all communities along the proposed Inland Rail alignment.

“ Though Council strongly supports this project, we also recognise the impact on our local communities and need to ensure that key opportunities and outcomes of regional significance are considered and progressed as part of the project for the benefit of our community.”

*Mayor Paul Antonio*





## 5 RAIL PROVISIONING CENTRE - MAINTENANCE FACILITY

### The Recommendation

That Council advocate and lobby ARTC to provide their provisioning centres at preferred Council locations within the Toowoomba Region, such as Millmerran.

### Background and Issues

- ARTC will construct a number of facilities near the alignment, for maintenance purposes. These provisioning centres are located approximately every 200km and are likely to house approximately 30-40 staff.
- ARTC wish to investigate locating these centres in rural areas and regions. ARTC have stated they have a desire to locate in communities impacted by the Inland Rail Project.
- There are certain constraints that need to be worked through, e.g. town must have suitable infrastructure for maintenance staff.
- An opportunity exists for Council to advocate and encourage ARTC to review the potential location of Provisioning Centres and associated facilities at regional townships south of Toowoomba (which could preferably include Millmerran).
- There is also the opportunity to create a partnership arrangement between Provisioning Centres and Council Depots to optimise usage.

### The Recommendation

That Council advocate and lobby ARTC for a connection between the proposed Inland Rail alignment and the Queensland Rail South Western System connection/s (Yelarbon and Southbrook areas).

### Background and Issues

- The Toowoomba Region includes the existing West Moreton System and South Western System.
- The existing South Western rail system (Wyreema to Athol) is south of the Gore Highway near Pittsworth and Southbrook. The proposed ARTC Inland Rail alignment is north of the Gore Highway at this location.
- The existing South Western rail system that stretches west from Warwick across to Yelarbon, is also a key route, given this line would be a key strategic line to cater for freight to the areas west of Yelarbon.
- The current proposed Inland Rail B2G alignment has close interactions with the existing South Western System at both Yelarbon and Southbrook.
- Council advocates for potential rail connections crossing the Gore Highway (between Southbrook and Wellcamp), and Yelarbon to accommodate heavy grain loads from the west. This would remove necessity for major freight loads through Toowoomba.

## 6 SOUTH WESTERN SYSTEM (CONNECTION)

### Background and Issues

- Inland Rail Project is expected to significantly impact Council's infrastructure across the region. The Border to Gowrie (B2G) and Gowrie to Helidon (G2H) sections of the project will see over 125km of new and upgraded rail line through the Toowoomba Region, and a new 6.5km (approx.) tunnel, which is by far the largest and most complex piece of the entire Inland Rail Project. Numerous interactions and impacts to existing Council roads, utilities and private accesses will occur, including several interfaces with Council maintained roads and additional interfaces with unformed Council roads, resulting in multiple proposed closures and realignments.
- In addition to road interfaces, there are a significant number of private crossings impacted, of which many are currently proposed for permanent closure. The project will also cross over 12.5km of the Condamine River floodplain that will see a combination of bridges and culvert structures traverse this important prime agricultural land.
- Council believes that further investment by the Federal and State Governments to cater for the opportunities and outcomes of regional significance, needs to be considered as part of the planning for the Inland Rail Project. These include:
- **Inland Rail Tunnel width** (through Toowoomba Range) provides for future requirements now, including utilities and a passenger rail network.
- **Gowrie Junction** (road and network utilities) road network and utility improvements that meet Council's future development need to be implemented.
- **Boundary Street** (west-facing ramps on the Toowoomba Second Range Crossing [SRC]) includes the provision of the west-facing ramps as part of the project.
- **Future Passenger Rail Terminal location** is considered in design development.
- Requirement for **Rail Provisioning Centres** (maintenance facilities) to be considered for preferred Council locations, such as Millmerran, to enhance regional development opportunities.
- Proposed alignment includes a **connection to the Queensland Rail South Western System** in the Yelarbon and Southbrook areas.
- ARTC continue to engage with the community and develop design outcomes to **minimise the impact on the community of adverse noise and lighting** along the corridor.

Toowoomba Regional Council looks forward to working with the Federal Government, ARTC and the Queensland State Government to ensure that Inland Rail, as a nationally significant project, has substantial positive regional outcomes for our local communities.

Cr Paul Antonio

Mayor, Toowoomba Regional Council

## MAYOR'S MESSAGE

Toowoomba Region is one of Queensland's most vibrant and diverse regional communities. We are fortunate that the Federal Government is already a significant investor in our region.

The Inland Rail Project is a nationally transformational project, delivering critical infrastructure for the local, state and national land transport networks of Australia. Though Council strongly supports this project, we also recognise the impact on our local communities and need to ensure that key opportunities and outcomes of regional significance are considered and progressed as part of the project to benefit our community.





## 1 TUNNEL - FUTURE PROOFING

### The Recommendation

For Council to actively engage with ARTC and lobby government for final design and construction of the tunnel to include future proofing width, at least two rail tracks and a water pipeline.

### Background and Issues

- The tunnel through the Toowoomba Range, to be constructed as part of the Inland Rail Project, is currently only planned to cater for a single track.
- Council supports the tunnel being capable of catering for at least two rail tracks and have space for a future water pipeline.
- Two lines for freight are generally required for expected future growth (Melbourne to Brisbane).
- If the width of the tunnel is restricted now, it will be more expensive to widen and increase capacity later.
- ARTC have currently proposed crossing loops at both the top and bottom of the Toowoomba Range.
- For future industry and agriculture projects, there is a proposal to pump water and waste water from South East Queensland to the Darling Downs (savings in costs and pump elevation). Therefore, there is a need to ensure suitable allowance is made in the sizing of the tunnel to allow for this.
- The wider tunnel will also better support future passenger transport.

- Gowrie Junction has experienced high growth in recent years, and the areas adjoining and including Cranley, Meringandan and Highfields, are expected to continue to experience significant growth into the future.
- ARTC have only adopted a 10-year development horizon. With Council's future planning around this area, Council wish to design for a 2050 horizon (minimum).
- ARTC's current proposal removes the connectivity between these high growth areas and Boundary Street (via Morris Road), which has already seen a significant increase in traffic volumes since the partial opening of the TSRC. Council requests that this connectivity is maintained via Boundary Street North.
- ARTC's current proposal has major impacts on existing and planned future water and sewer infrastructure. Council's objective is to maintain connectivity, allow for growth and minimise service impacts.

### Background and Issues

The Council actively engage with, and negotiate with ARTC, to achieve the desired Council outcome for Gowrie Junction Road, Morris Road, Paulsens Road and the northern area transport connectivity via Boundary Street North.

### The Recommendation

The Council actively engage with, and negotiate with ARTC, to achieve the desired Council outcome for Gowrie Junction Road, Morris Road, Paulsens Road and the northern area transport connectivity via Boundary Street North.

## 2 GOWRIE JUNCTION

### The Recommendation

That Council allow locations of interest to develop with the review of Council's Sustainable Transport Strategy (STS) and engage the State now during the design development of the Inland Rail Project.

### Background and Issues

- The driver for identification of suitable locations is likely to be the review of the Toowoomba Region Sustainable Transport Strategy, which is occurring over the next two years.
- Other considerations for the potential location of future railway stations are the existing Toowoomba City Station, future developments such as the new base hospital, University of Southern Queensland, and Toowoomba City itself.
- Although Council has an obvious interest in this matter, the State Government (through Queensland Rail) need to lead this discussion and allow locations of interest to further develop with the review of the Sustainable Transport Strategy and State engagement is required now.

## 4 FUTURE PASSENGER RAIL TERMINALS/

### Background and Issues

- As part of the TSRC, eastern access ramps were constructed at Boundary Street.
- There is currently no plan to construct the TSRC western ramps, however both Council and the State have flagged the need to ensure the design of the Inland Rail western tunnel allows for future ramps constructed as part of this project to support the Inland Rail Operations and Maintenance Facility and the Boundary Street North proposal.
- This will require coordination with ARTC regarding the location of the tunnel and the State to ensure the planning is suitable for construction of these ramps as part of the project.

### The Recommendation

That Council actively engage with ARTC to ensure provision of future west facing ramps at Boundary Street and the TSRC now, as part of the project design development phase, and with the State to plan for construction of the west facing ramps.

## 3 BOUNDARY STREET - WEST FACING RAMP

