



# B.J. Hall Pty Ltd

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To Whom It May Concern, please accept this as my Border to Gowrie Junction Inland Rail Submission,

The route chosen was the third in line preferred by the ARTC investigating team out of the 4 proposed choices, the fifth and seemingly most sensible route through the forest west of Millmerran was never even considered, I have formed this opinion having flown over this area at low level in a helicopter approximately 100 times over the last ten years and having a property of our own with heavy black soil similar to the Condamine Floodplain and experiencing the difficulties of building on it, even after doubling engineers specifications for foundations.

For the life of me I can not understand how potentially thousands of people can have their lives turned upside down, with on going discomfort for decades to come from noise, vibrations, potential flood height rises, flood wash issues and numerous dangerous small crossings required to access hundreds of small properties in this heavily populated area. Toowoomba Regional Council touts this as a key population growth area, this route is going to restrict development at Pittsworth as it will be unfeasible to have parts of the town developed on the northern side of the railway line which is short sighted when there is a feasible alternate route which would inconvenience far fewer people, utilises government owned land and is far more socially, environmentally and economically acceptable.

The decision making process is some what concerning, I asked John McVeigh at a meeting in Brookstead I was attending why this alternate route wasn't being considered and after stumbling around trying to think of an answer, the best he could come up with was "the country isn't suited" (which I dispute, noting it was hard red country with exposed sandstone in the waterways when flying over) he then put forward that the farmers alongside the existing brownfields corridor, from Cecil Plains to Mt Tyson had developed their infrastructure and farming practices around the corridor so they didn't want to inconvenience them again. The secretary from one of the rail committees asked one of the highest ranking elected representatives in the Toowoomba Regional Council for some assistance in putting in a submission for the Terms of Reference, they were curtly told words to the effect "you are wasting your time trying to get the decision overturned, as this is a looking after mates decision".

I believe there is also a lot about the floodplain crossing that is not being brought up in the quest to make it happen. Directly upstream of the proposed crossing is a major irrigation area, as you are no doubt aware water use efficiency is becoming more important than ever, we are seeing the replacement of flood irrigation with the approximately twice as efficient overhead irrigation systems, this will result in an estimated 40 odd lateral or pivot irrigators each about 1 km in length directly upstream of the proposed Condamine flood plain crossing. Once these are in place, if a severe storm is associated with a large flood it will carry these downstream, it will be akin to 40 km's of aluminium spaghetti and all the debris it collects trying to pass through the proposed infrastructure project. In a reasonable year there would also be several million tonnes of crop stubble standing upstream of the floodplain, given that a fair proportion would never make it to the crossing, it would still not be unfeasible for a million tonnes to have to pass through and if it is already blocked with irrigator pipes, it will be like one massive beaver dam, locals have confirmed the massive amounts of stubble that have been carried downstream in the past with mountains of sticks and stubble needing to be removed from the roads so they could be re-opened.

Lots of questions and not many answers!

Yours Sincerely

Brenton Hall