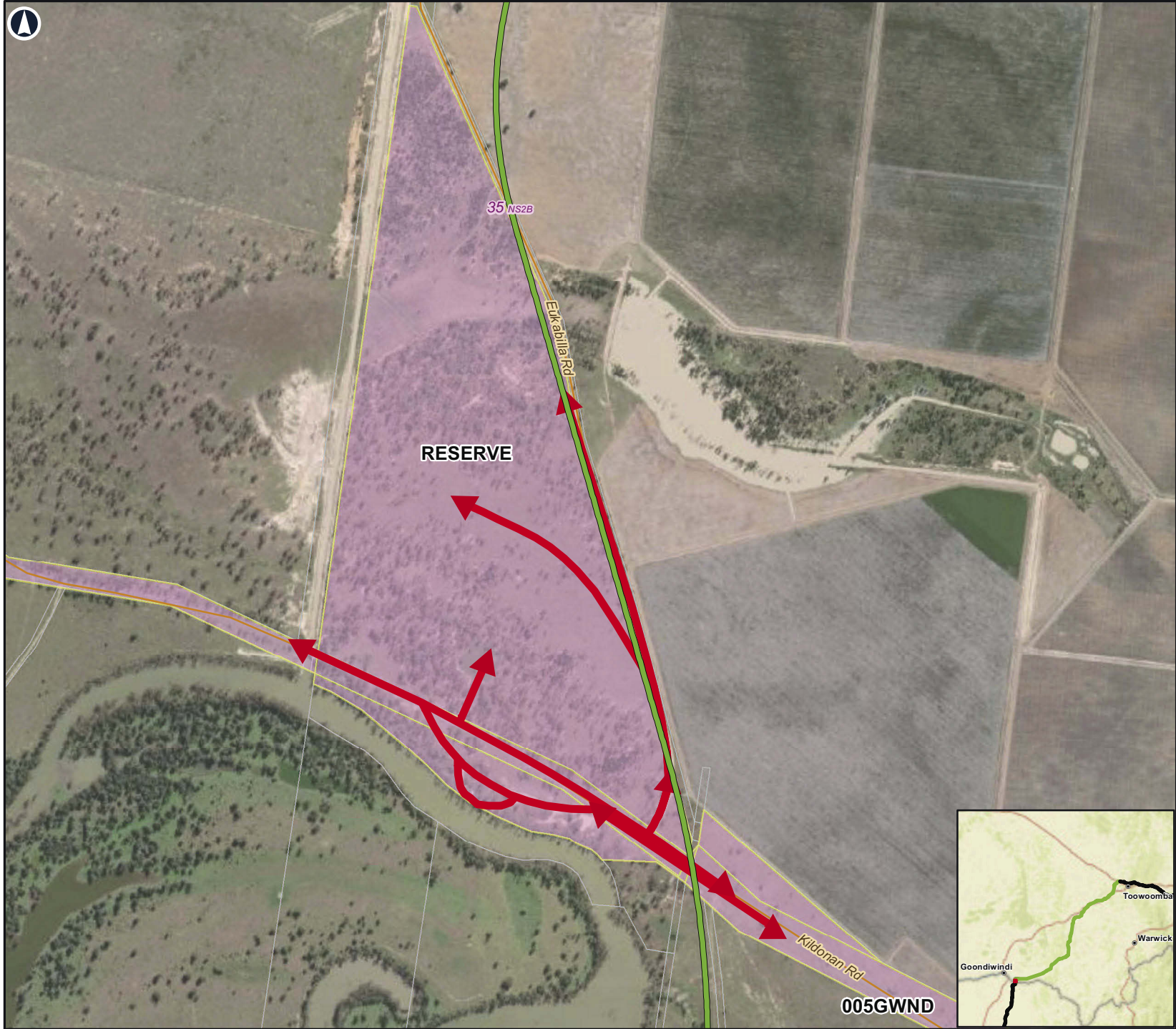


APPENDIX B2

Stock Routes

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



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

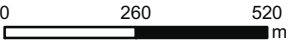
BORDER TO GOWRIE

Figure 1:
Existing Stock Route Movement
Rainbow Reserve and Eukabilla Road
Ch 33.4km

LEGEND

- Border to Gowrie alignment
- Stock movement
- Minor roads
- Stock route
- Cadastre

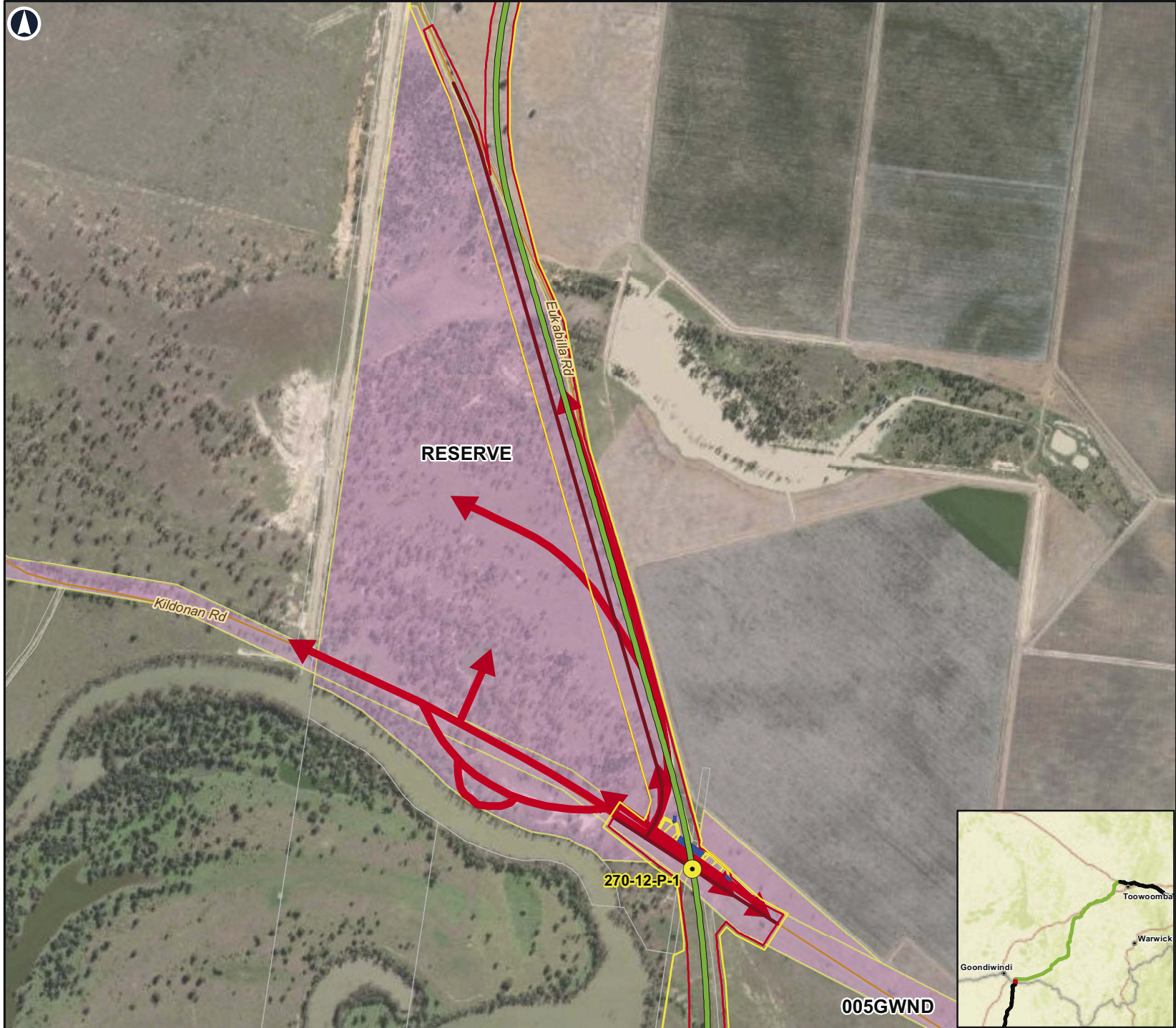
Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.



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BORDER TO GOWRIE

Figure 2:
Future Stock Route Movement
Rainbow Reserve and Eukabilla Road
Ch 33.4km

LEGEND

- Active LX
- Border to Gowrie alignment
- EIS Temporary footprint
- EIS Permanent footprint
- Stock movement
- Proposed stock route funnel fencing (minimum 10m wide)
- Proposed road alignment
- Minor roads
- Proposed stock holding yards
- Stock route
- Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 260 520
m

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BORDER TO GOWRIE

Figure 3:
Stock Route Concept Plan
Kildonan Road
Ch 33.1km (Detailed)

LEGEND

- Active LX
- Border to Gowrie alignment
- EIS Temporary footprint
- EIS Permanent footprint
- Gates (7.3m wide)
- Proposed stock route funnel fencing (minimum 10m wide)
- Proposed road alignment
- Minor roads
- Proposed stock holding yards
- Stock route
- Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

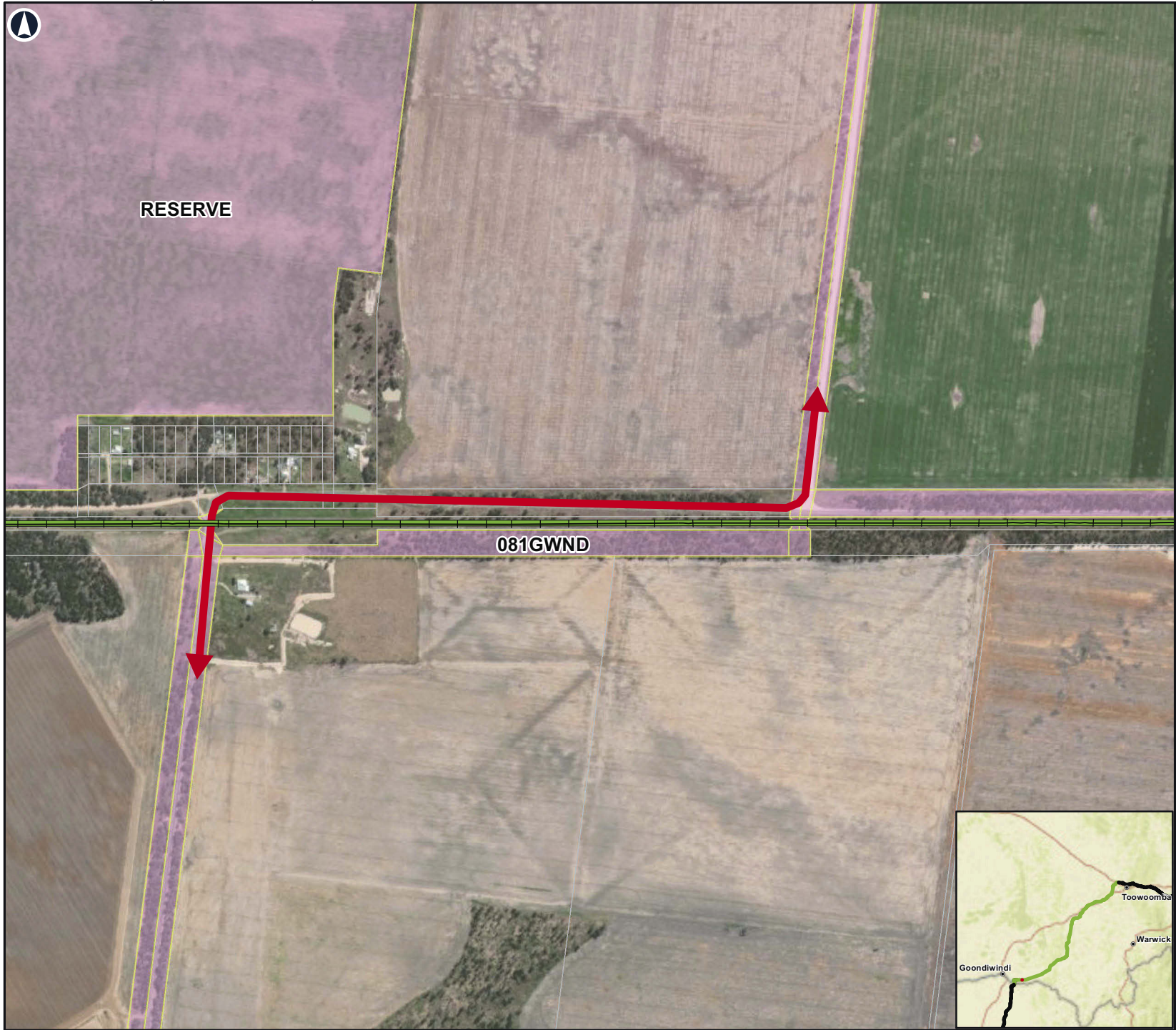
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BORDER TO GOWRIE

Figure 4:
Existing Stock Route Movement
Wondalli-Kurumbul Road and
Yelarbon-Kurumbul Road - Ch 7.2km

LEGEND

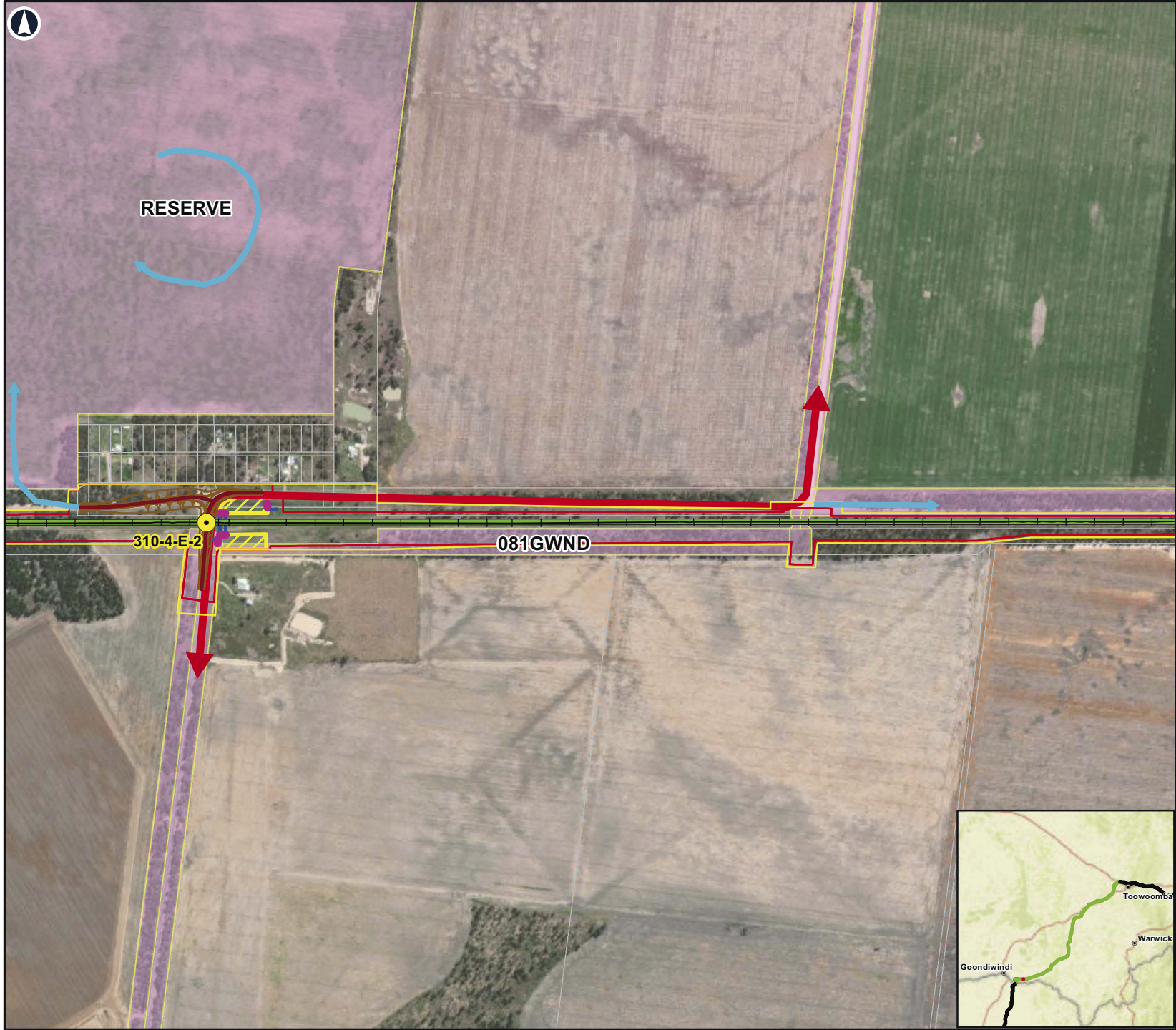
- Border to Gowrie alignment
- Existing rail (operational)
- Stock movement
- Stock route
- Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 175 350
m

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BORDER TO GOWRIE

Figure 5:
Future Stock Route Movement
Wondalli-Kurumbul Road and
Yelarbon-Kurumbul Road - Ch 7.2km

LEGEND

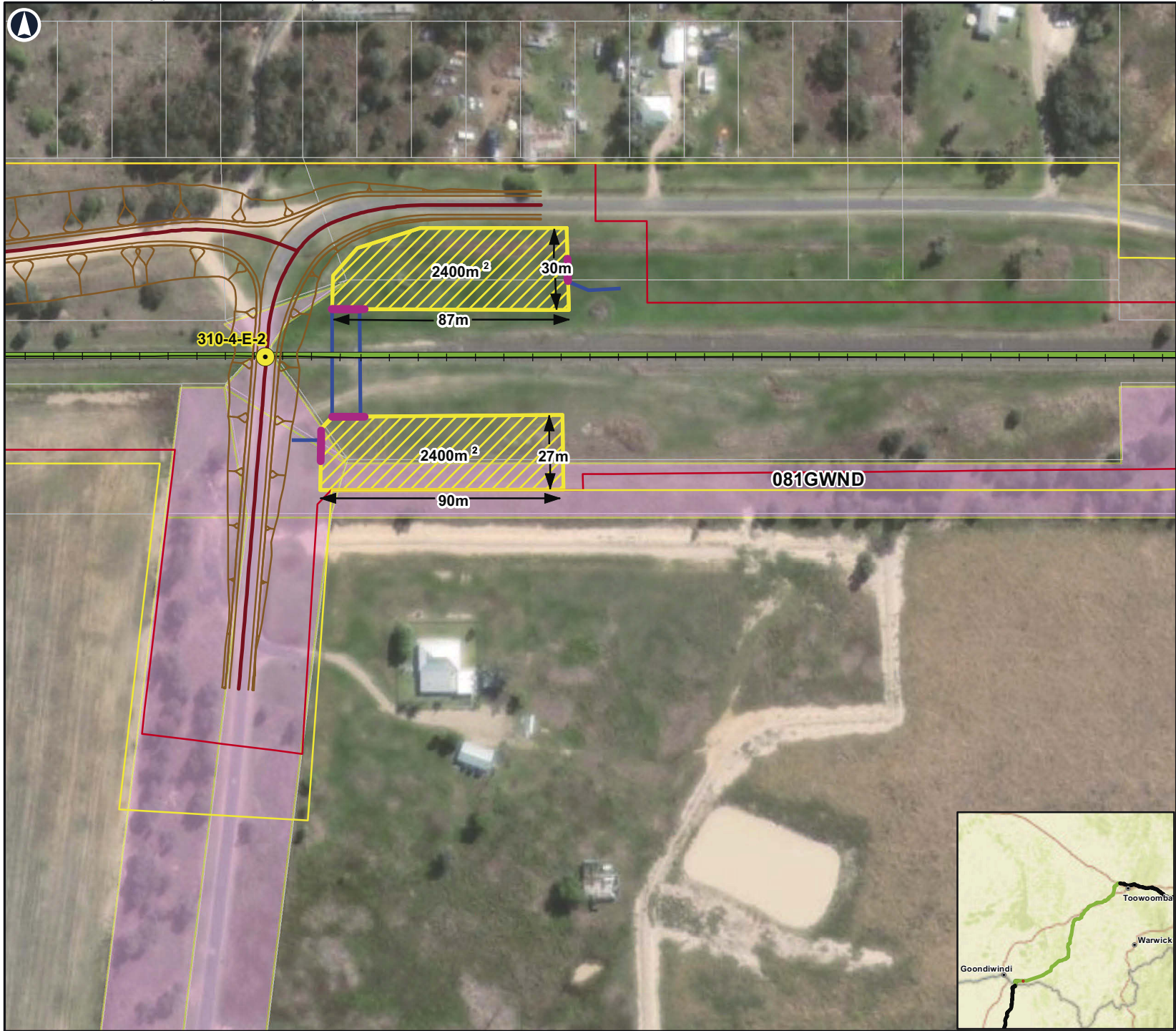
- Active LX
- Border to Gowrie alignment
- EIS Temporary footprint
- EIS Permanent footprint
- Existing rail (operational)
- Stock movement
- Gates (7.3m wide)
- Proposed stock route funnel fencing (minimum 10m wide)
- Proposed road earthworks
- Proposed road alignment
- Proposed stock holding yards
- Stock route
- Cadastre
- Stock future movement

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 175 350 m

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BORDER TO GOWRIE

Figure 6:
Stock Route Concept Plan
Wondalli-Kurumbul Road and
Yelarbon-Kurumbul Road - Ch 7.2km (Detailed)

LEGEND

- Active LX
- Border to Gowrie alignment
- EIS Temporary footprint
- EIS Permanent footprint
- Existing rail (operational)
- Gates (7.3m wide)
- Proposed stock route funnel fencing (minimum 10m wide)
- Proposed road earthworks
- Proposed road alignment
- Proposed stock holding yards
- Stock route
- Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 30 60
m

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BORDER TO GOWRIE

Figure 7:
Existing Stock Route Movement
Yelarbon
Ch 25.4km

LEGEND

- Localities
- Border to Gowrie alignment
- Existing rail (operational)
- Stock movement
- Major roads
- Minor roads
- Stock route
- Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 175 350
m

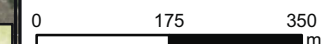
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Figure 8:
Future Stock Route Movement
Yelarbon
Ch 25.4km

- Localities
- Grade Separation - Road
- Passive LX
- Border to Gowrie
- EIS Temporary
- EIS Permanent footprint
- Existing rail (operational)
- Stock movement
- Gates (7.3m wide)
- Proposed stock route funnel fencing (minimum 10m wide)
- Proposed road
- Proposed road
- Major roads
- Minor roads
- Proposed stock holding
- Stock route
- Cadastre

Note:
- See notes represented on all other stock route pages



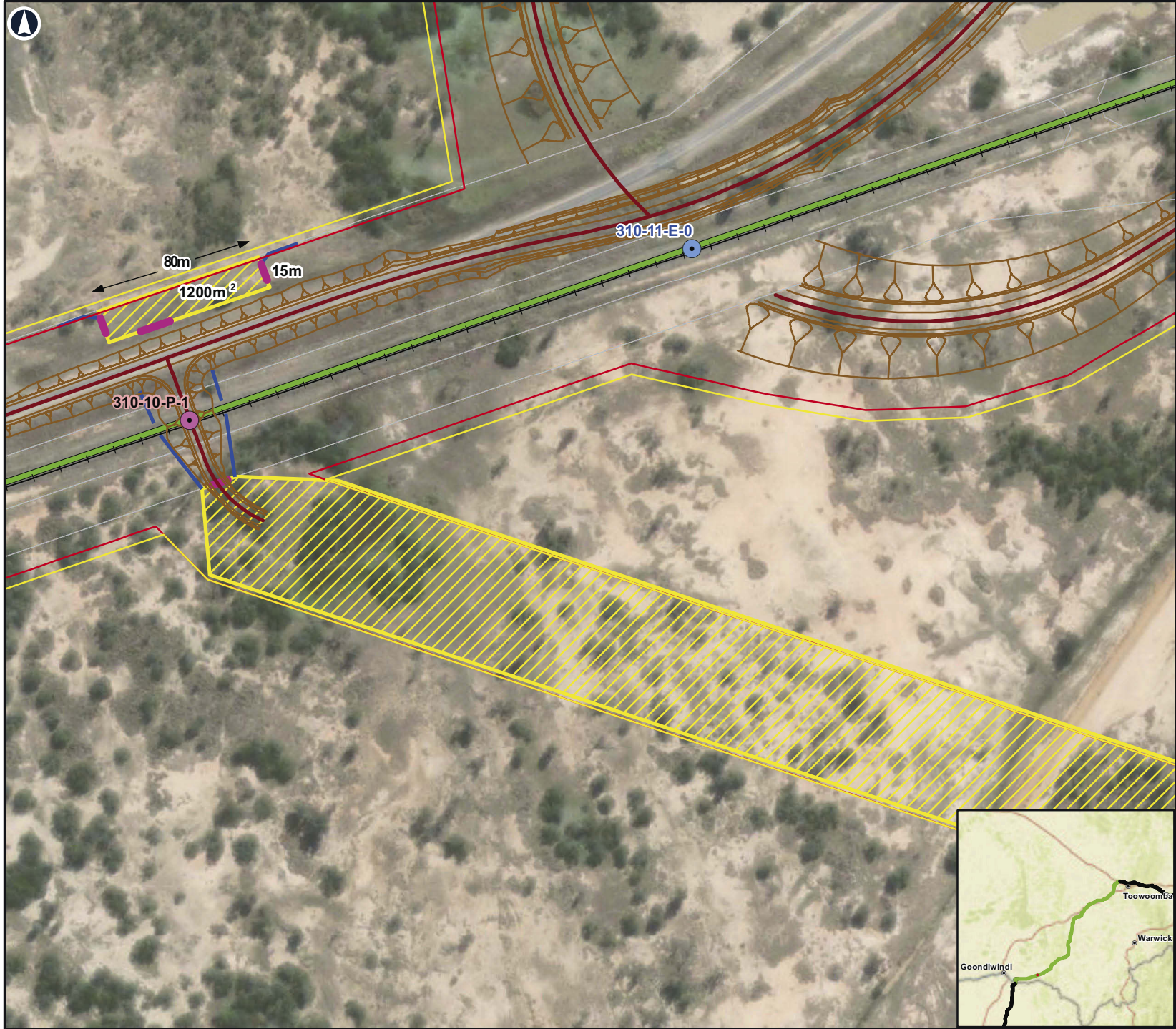
Coordinate System: GDA 1994 MGA Zone 56

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BORDER TO GOWRIE

Figure 9:
Stock Route Concept Plan
Yelarbon
Ch 25.4km (Detailed)

LEGEND

- Grade Separation - Road over
- Passive LX
- Border to Gowrie alignment
- EIS Temporary footprint
- EIS Permanent footprint
- Existing rail (operational)
- Gates (7.3m wide)
- Proposed stock route funnel fencing (minimum 10m wide)
- Proposed road earthworks
- Proposed road alignment
- Minor roads
- Proposed stock holding yards
- Stock route
- Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 40 80
m

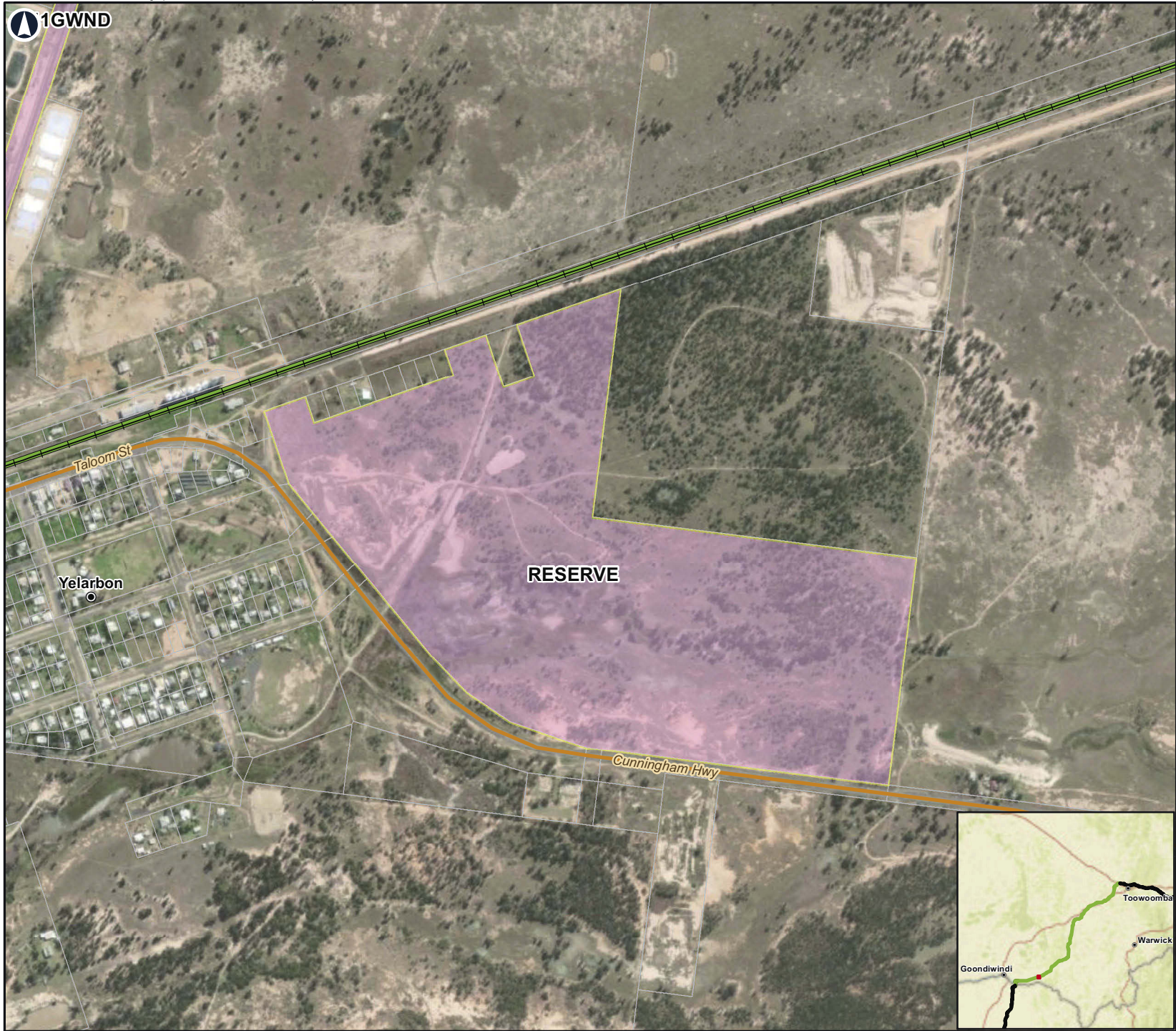
Coordinate System: GDA 1994 MGA Zone 56

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BORDER TO GOWRIE

Figure 10:
Existing Stock Route Movement
East of Sawmill Road
Ch 27.0km

LEGEND

- Localities
- Border to Gowrie alignment
- Existing rail (operational)
- Major roads
- Stock route
- Cadastre

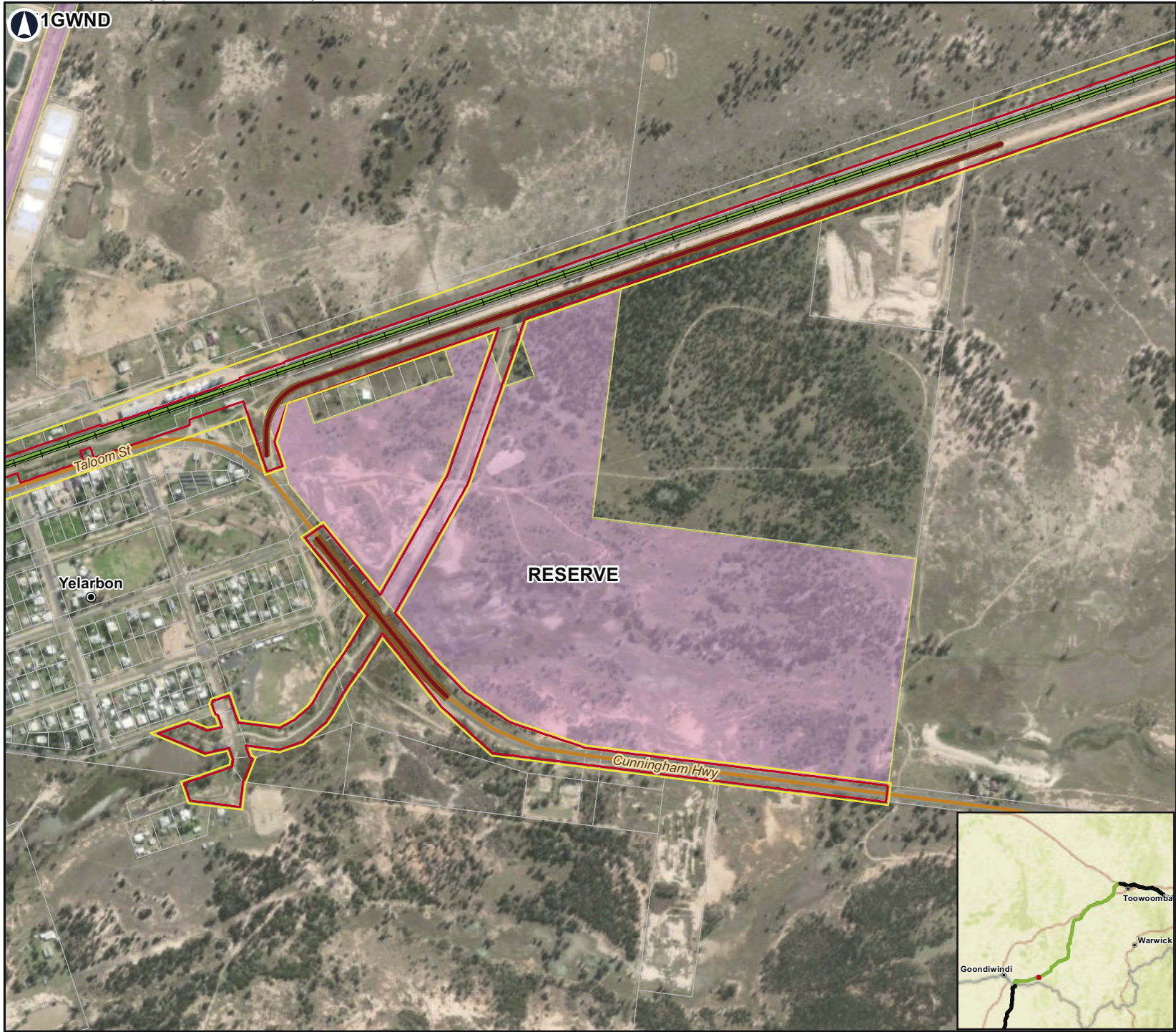
Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 175 350
m

Coordinate System: GDA 1994 MGA Zone 56

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BORDER TO GOWRIE

Figure 11:
Future Stock Route Movement
East of Sawmill Road
Ch 27.0km

LEGEND

- Localities
- Border to Gowrie alignment
- EIS Temporary footprint
- EIS Permanent footprint
- Existing rail (operational)
- Proposed road earthworks
- Proposed road alignment
- Major roads
- Stock route
- Cadastral

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 175 350
m

Coordinate System: GDA 1994 MGA Zone 56

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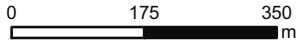
BORDER TO GOWRIE

Figure 12:
Existing Stock Route Movement
Lovells Crossing Road
Ch 65.8km

LEGEND

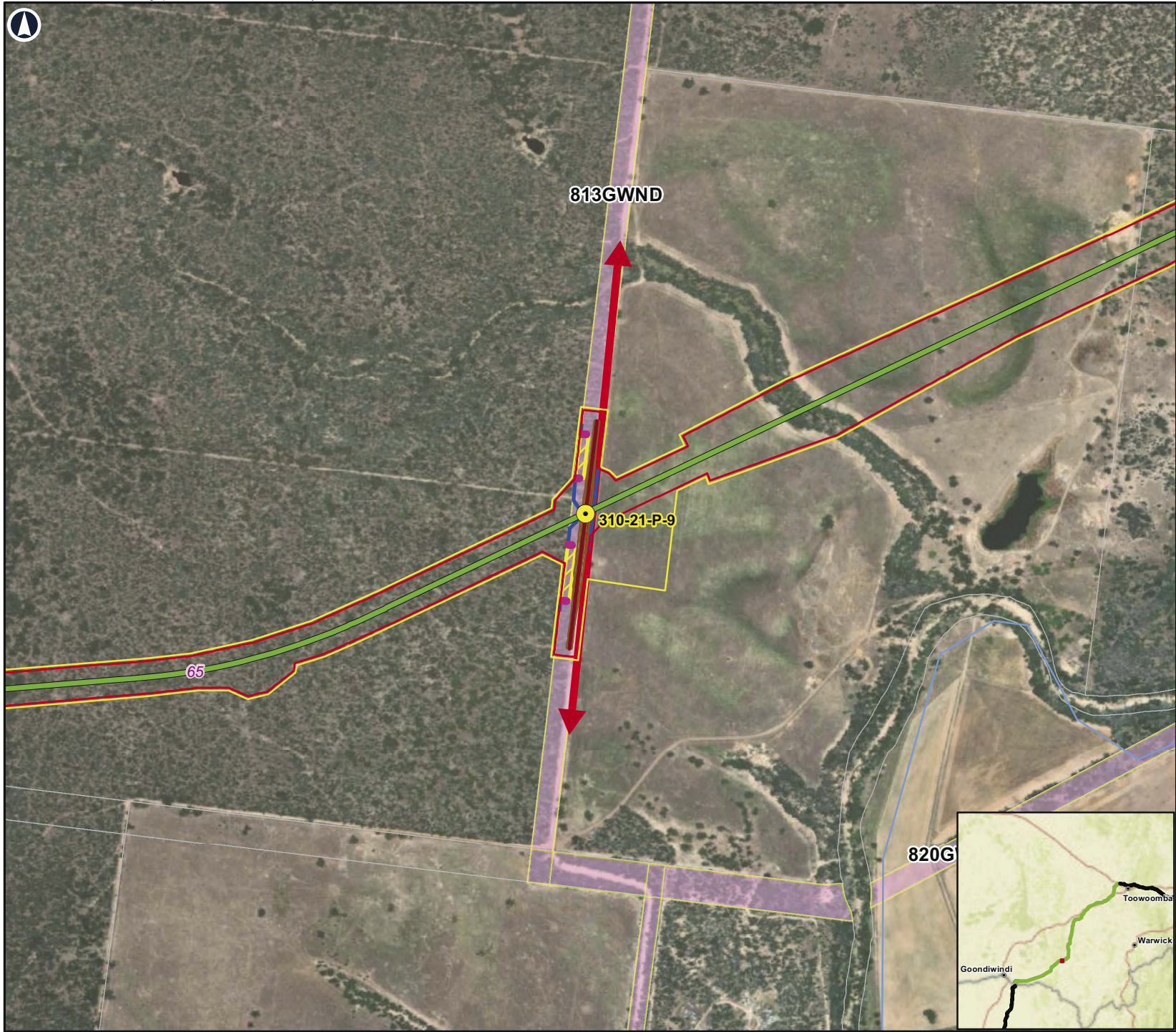
- Border to Gowrie alignment
- Stock movement
- Stock route
- Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.



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BORDER TO GOWRIE

Figure 13:
Future Stock Route Movement
Lovells Crossing Road
Ch 65.8km

LEGEND

-  Active LX
-  Border to Gowrie alignment
-  EIS Temporary footprint
-  EIS Permanent footprint
-  Stock movement
-  Gates (7.3m wide)
-  Proposed stock route funnel fencing (minimum 10m wide)
-  Proposed road earthworks
-  Proposed road alignment
-  Proposed stock holding yards
-  Stock route
-  Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 175 350
m

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Figure 14:
Stock Route Concept Plan
Lovells Crossing Road
Ch 65.8km (Detailed)

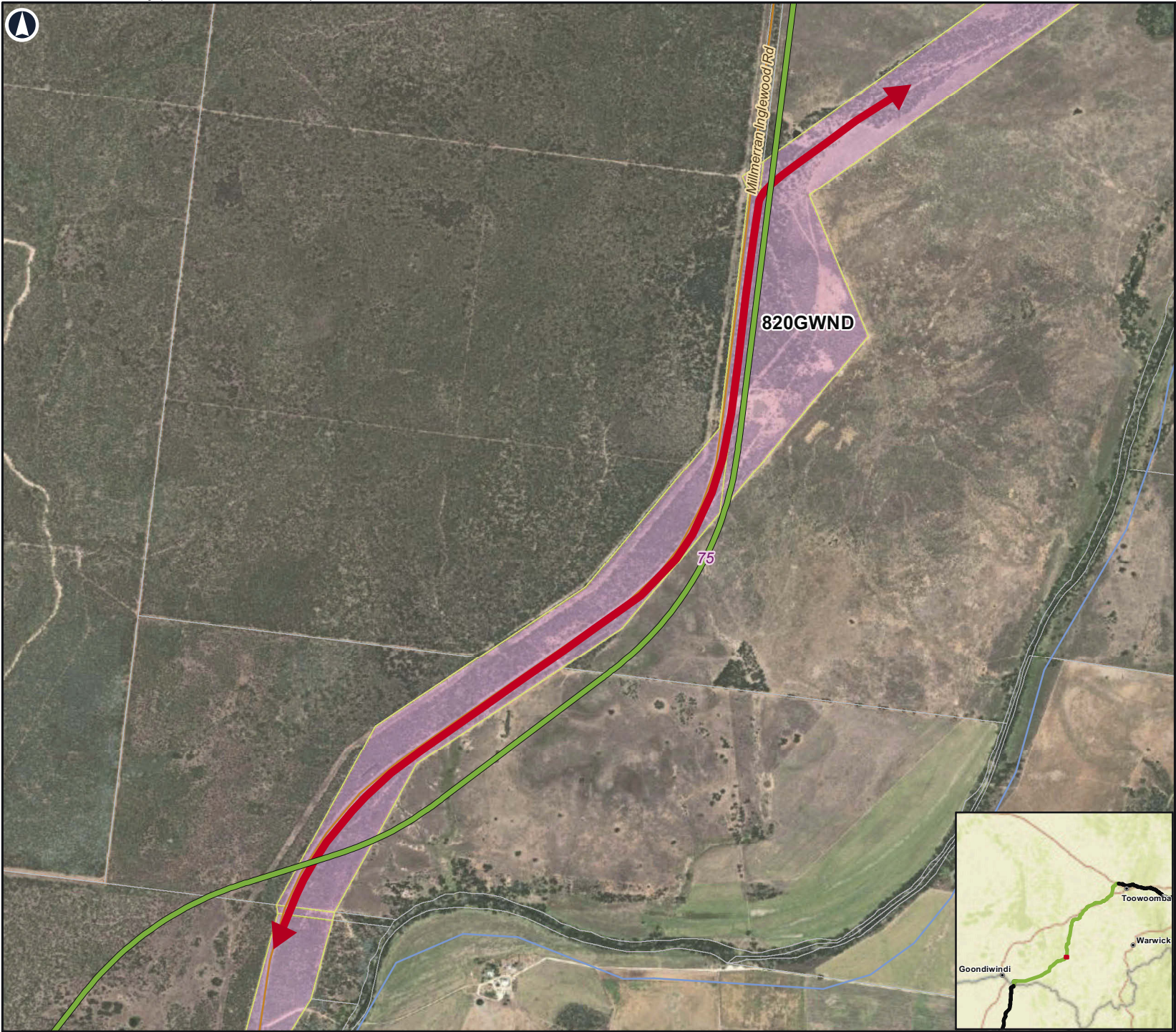
	Active LX
	Border to Gowrie alignment
	EIS Temporary footprint
	EIS Permanent footprint
	Gates (7.3m wide)
	Proposed stock route funnel fencing (minimum 10m wide)
	Proposed road earthworks
	Proposed road alignment
	Proposed stock holding yards
	Stock route
	Cadastre

- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

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BORDER TO GOWRIE

Figure 15:
Existing Stock Route Movement
Millmerran-Inglewood Road (Inglewood)
Ch 73.1 to Ch 76

LEGEND

-  Border to Gowrie alignment
-  Stock movement
-  Minor roads
-  Stock route
-  Cadastre

Note:

- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

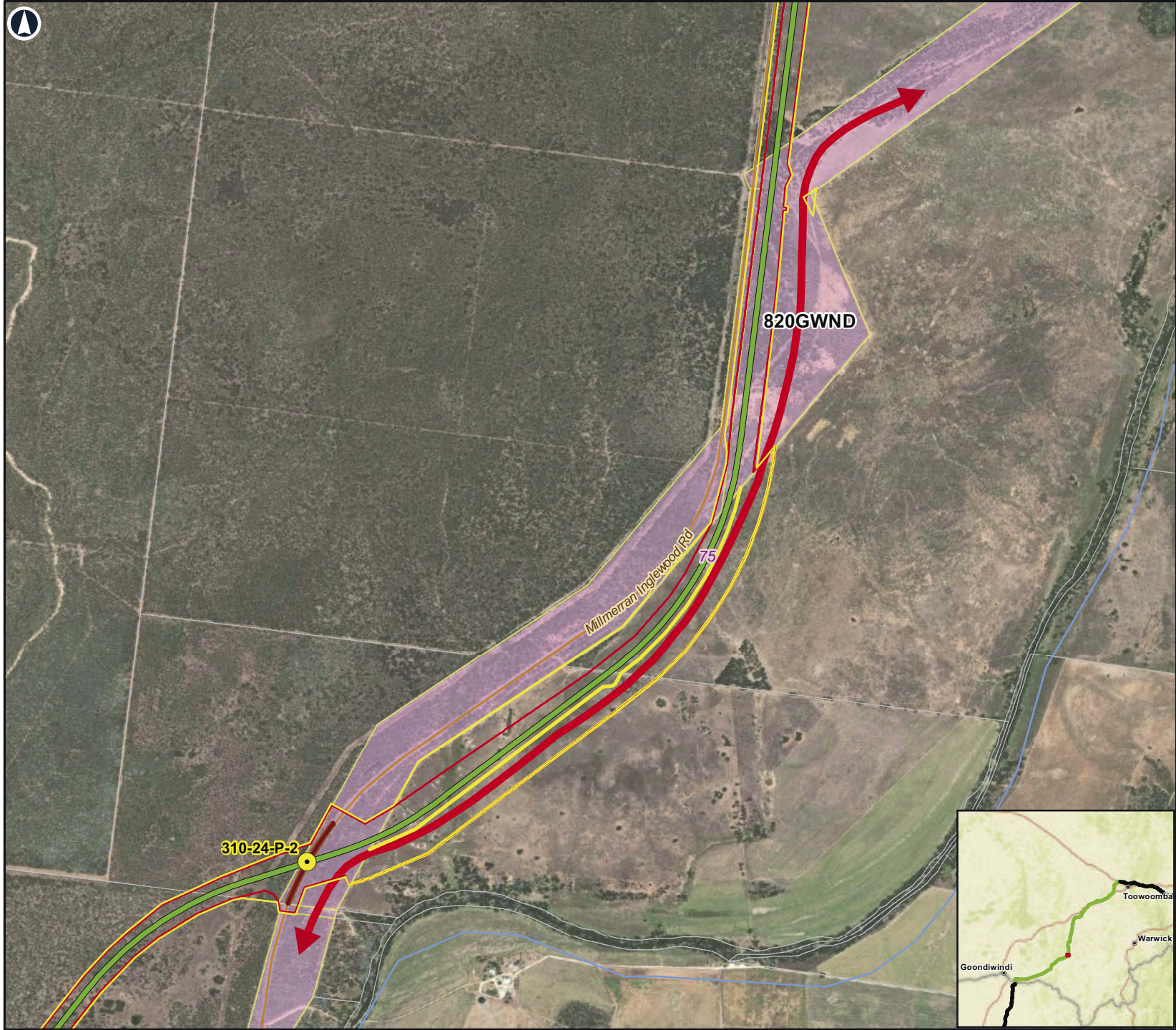
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BORDER TO GOWRIE

Figure 16:
Future Stock Route Movement
Millmerran-Inglewood Road (Inglewood)
Ch 73.1 to Ch 76

LEGEND

-  Active LX
-  Border to Gowrie alignment
-  EIS Temporary footprint
-  EIS Permanent footprint
-  Stock movement
-  100m wide stock route alignment
-  Proposed road earthworks
-  Proposed road alignment
-  Minor roads
-  Stock route
-  Cadastre

Note:

- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 350 700
m

Coordinate System: GDA 1994 MGA Zone 56

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BORDER TO GOWRIE
Figure 17:
Existing Stock Route Movement
Millmerran-Inglewood Road (Inglewood)
Ch 84.2km

LEGEND

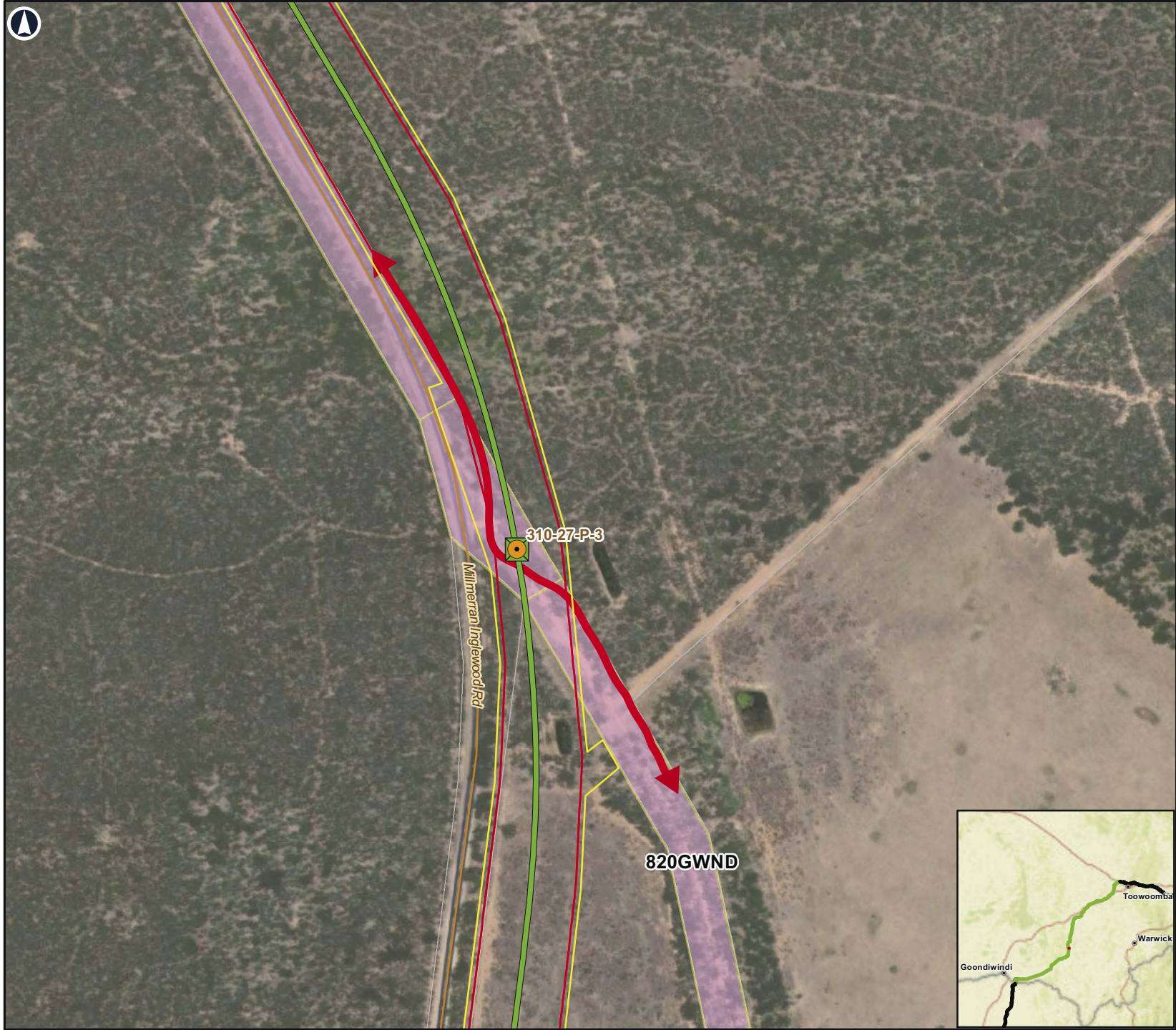
- Border to Gowrie alignment
- Stock movement
- Minor roads
- Stock route
- Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 80 160
m

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BORDER TO GOWRIE

Figure 18:
Future Stock Route Movement
Millmerran-Inglewood Road (Inglewood)
Ch 84.2km

LEGEND

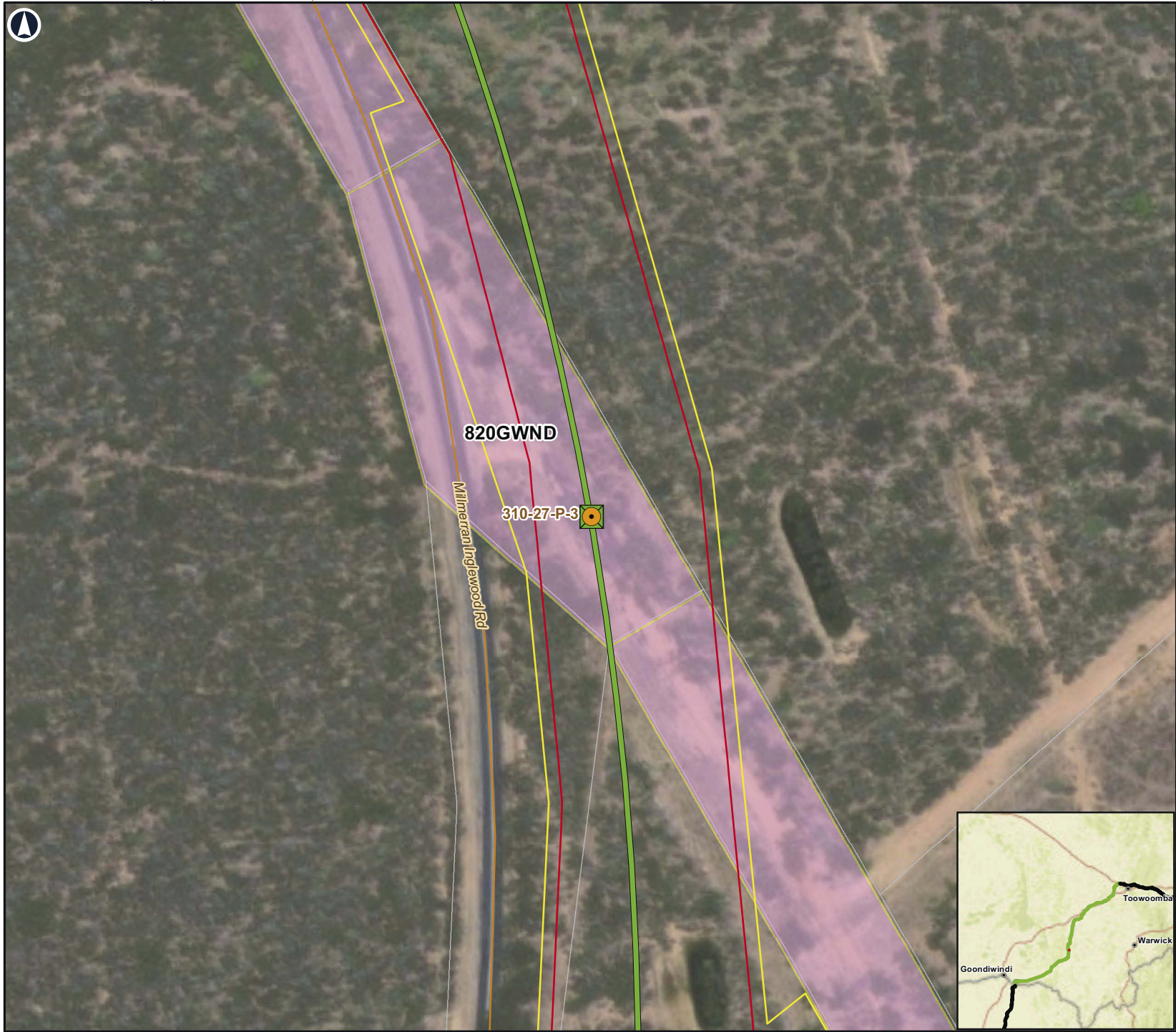
-  Grade Separation - Rail over
-  Culvert (3m x 3m)
-  Border to Gowrie alignment
-  EIS Temporary footprint
-  EIS Permanent footprint
-  Stock movement
-  Minor roads
-  Stock route
-  Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 80 160
m

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Data Sources: FFJV 2023











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BORDER TO GOWRIE

Figure 19:
Stock Route Concept Plan
Millmerran-Inglewood Road (Inglewood)
Ch 84.2km (Detailed)

LEGEND

-  Grade Separation - Rail over
-  Culvert (3m x 3m)
-  Border to Gowrie alignment
-  EIS Temporary footprint
-  EIS Permanent footprint
-  Minor roads
-  Stock route
-  Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 30 60
m

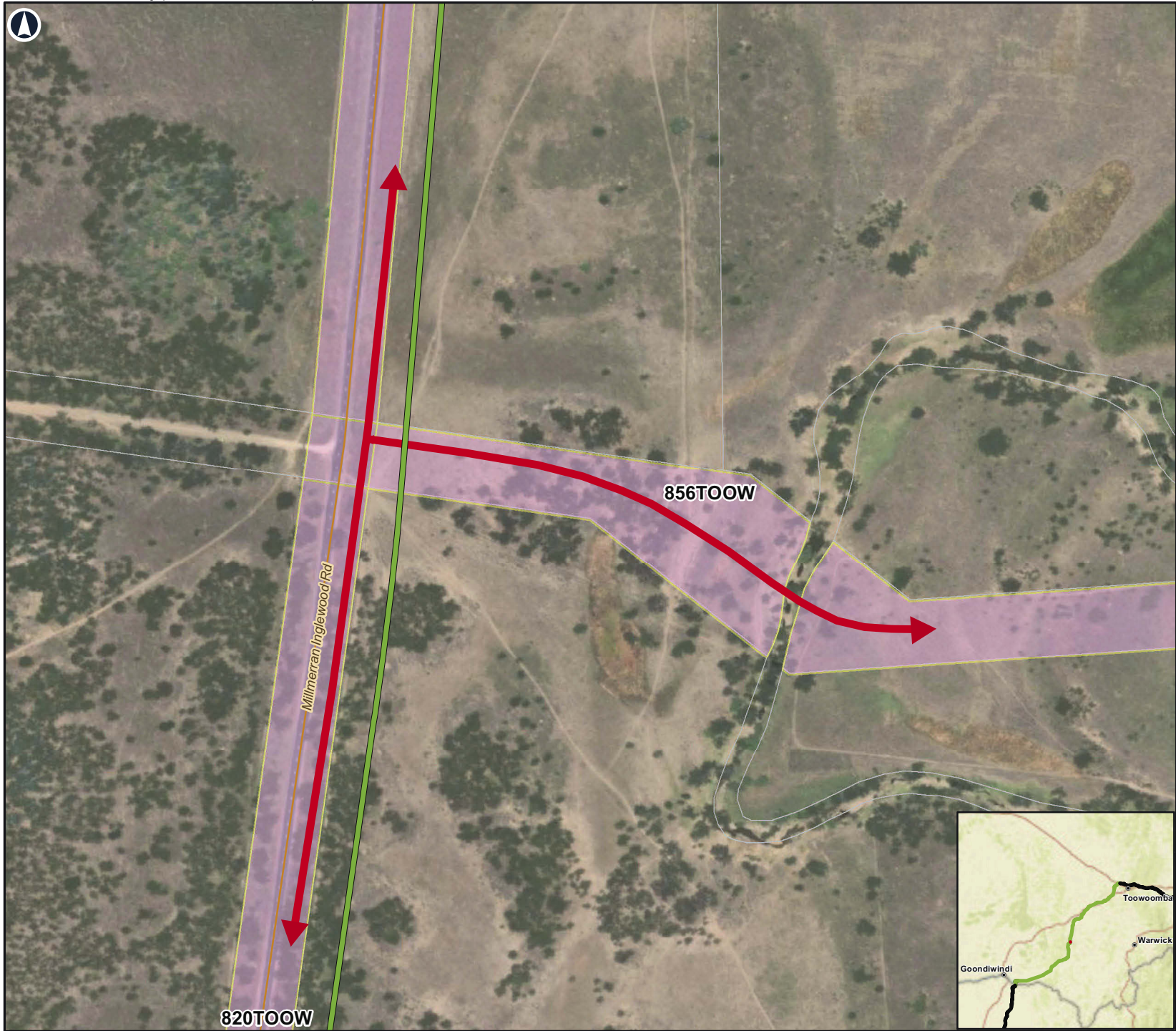
Coordinate System: GDA 1994 MGA Zone 56

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BORDER TO GOWRIE

Figure 20:
Existing Stock Route Movement
Kooroongarra-Anderson
Ch 96.1km

LEGEND

-  Border to Gowrie alignment
-  Stock movement
-  Minor roads
-  Stock route
-  Cadastre

Note:

- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

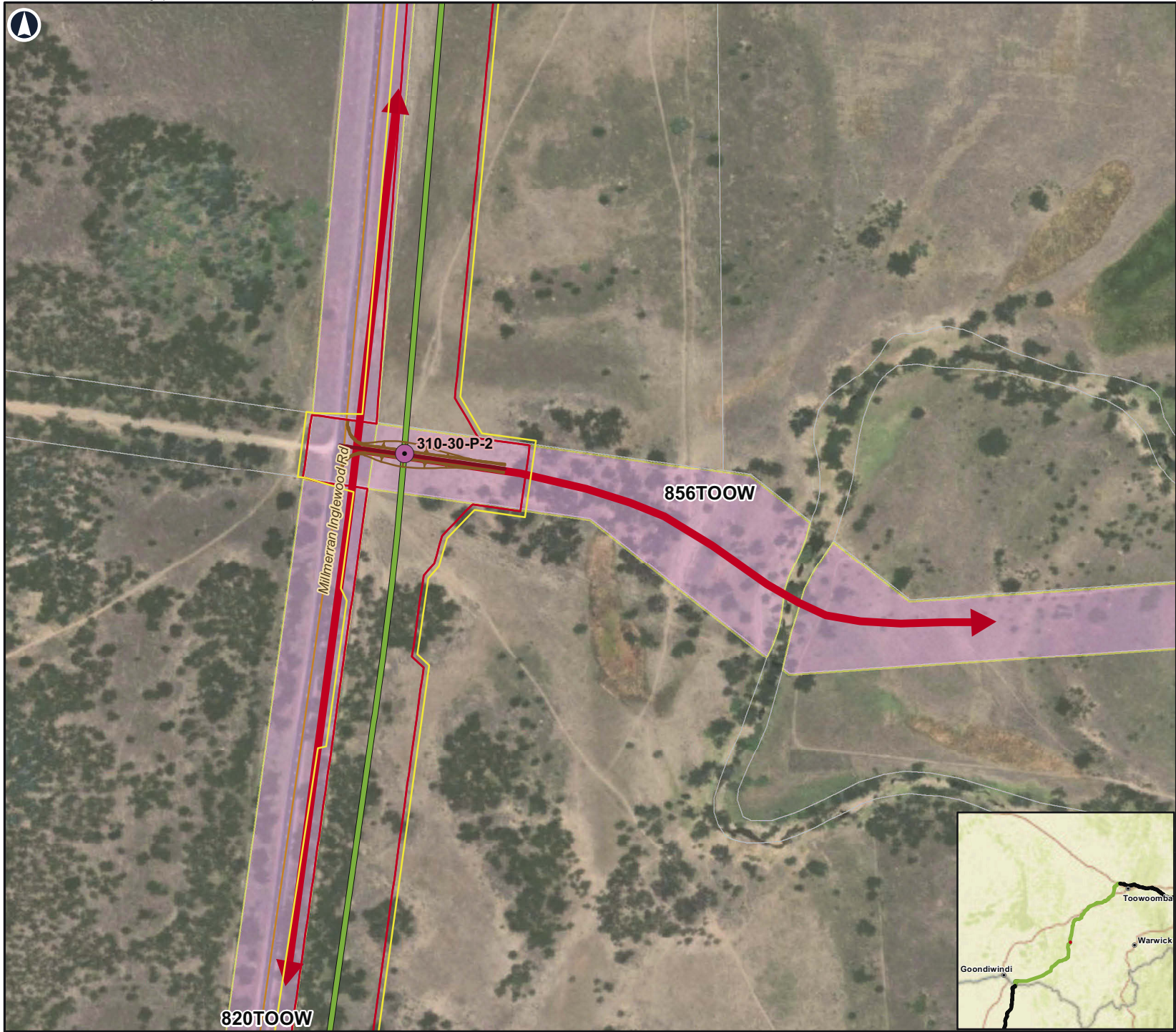
0 80 160
m

Coordinate System: GDA 1994 MGA Zone 56

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INLAND RAIL

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BORDER TO GOWRIE

Figure 21:
Future Stock Route Movement
Kooroongarra-Anderson
Ch 96.1km

LEGEND

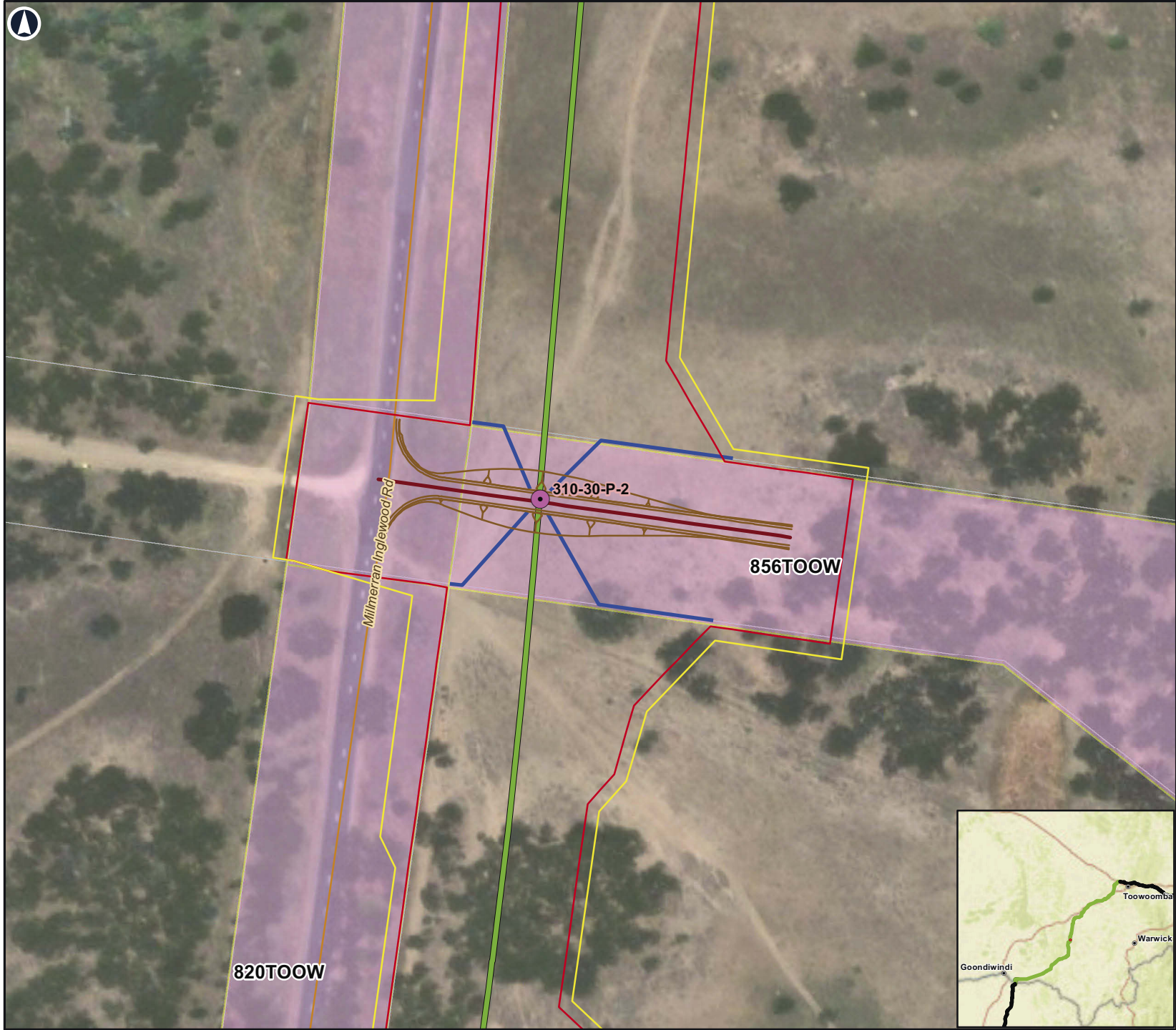
- Passive LX
- Border to Gowrie alignment
- EIS Temporary footprint
- EIS Permanent footprint
- Stock movement
- Proposed road earthworks
- Proposed road alignment
- Minor roads
- Stock route
- Cadastral

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 80 160
m

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BORDER TO GOWRIE

Figure 22:
Stock Route Concept Plan
Kooroongarra-Anderson
Ch 96.1km (Detailed)

LEGEND

-  Passive LX
-  Border to Gowrie alignment
-  EIS Temporary footprint
-  EIS Permanent footprint
-  Proposed stock route funnel fencing (minimum 10m wide)
-  Proposed road earthworks
-  Proposed road alignment
-  Minor roads
-  Stock route
-  Cadastre

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 30 60
m

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BORDER TO GOWRIE
Figure 23:
Existing Stock Route Movement
Millmerran-Inglewood Road
(near Heckendorfs Road) - Ch 115.5km

- LEGEND**
- Border to Gowrie alignment
 - Stock movement
 - Minor roads
 - Stock route
 - Cadastre

Note:

- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 80 160 m

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BORDER TO GOWRIE

Figure 24:
Future Stock Route Movement
Millmerran-Inglewood Road
(near Heckendorfs Road) - Ch 115.5km

LEGEND

-  Grade Separation - Rail over
-  Border to Gowrie alignment
-  EIS Temporary footprint
-  EIS Permanent footprint
-  Stock movement
-  Minor roads
-  Stock route
-  Cadastre

Note:

- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 80 160
m

Coordinate System: GDA 1994 MGA Zone 56

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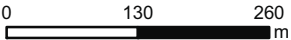
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BORDER TO GOWRIE
Figure 25:
Existing Stock Route Movement
Koorongarra Road (Commodore Mine)
Ch 127.2km

- LEGEND**
- Border to Gowrie alignment
 - Stock movement
 - Minor roads
 - Stock route
 - Cadastre

Note:

- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.



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BORDER TO GOWRIE

Figure 26:
Future Stock Route Movement
Koorongarra Road (Commodore Mine)
Ch 127.2km

LEGEND

- Grade Separation - Rail over
- Border to Gowrie alignment
- EIS Temporary footprint
- EIS Permanent footprint
- ↔ Stock movement
- Proposed road earthworks
- Proposed road alignment
- Minor roads
- Stock route
- Cadastral

Note:
- Barrier options across rail tracks are to be developed with DoR during detailed design
- Concept crossing detail: Crossing mitigations are subject to on-going consultation with DoR and other relevant stakeholders during design development to ensure mutually acceptable crossing design and systems controls solutions are agreed to allow safe passage of stock.

0 130 260
m

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