LOCKYER VALLEY COMMUNITY CONSULTATIVE COMMITTEE MEETING

Helidon

11 June 2019

AGENDA ITEMS

NO.	AGENDA	TOPIC LEADER
1	Introduction and Welcome: 6.00pm	Chair
2	Confirmation of previous minutes and actions: 6.05pm	Chair
3	Conflict of interest register: 6.14pm	All
3	Gowrie to Helidon Project Update: 6.15pm	M Nichols
4	Helidon to Calvert Project Update: 6.25pm	C Matthews
5	Noise and Vibration and Visual Amenity Impacts Update: 6.35pm	S Harris
6	Inland Rail Chief Executive Officer presentation: 6.45pm	R Wankmuller
7	PPP Project Director Update: 7.15pm	T Lubofsky
8	Question for Chief Executive Officer: 7.30pm	R Wankmuller
9	General Business: 8.00pm	Chair
10	Meeting Closed: -	All

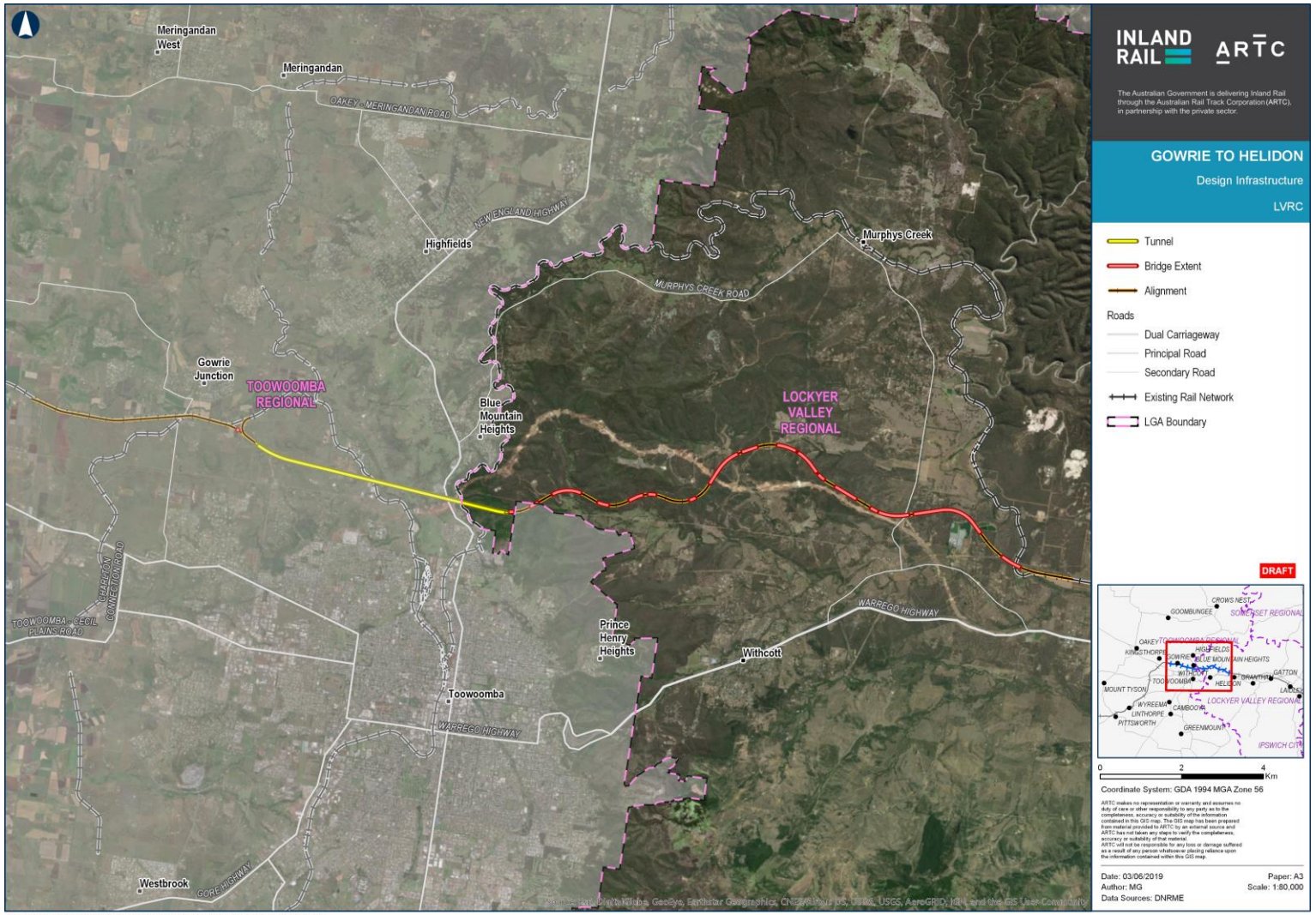
ACTIONS FROM PREVIOUS MEETINGS

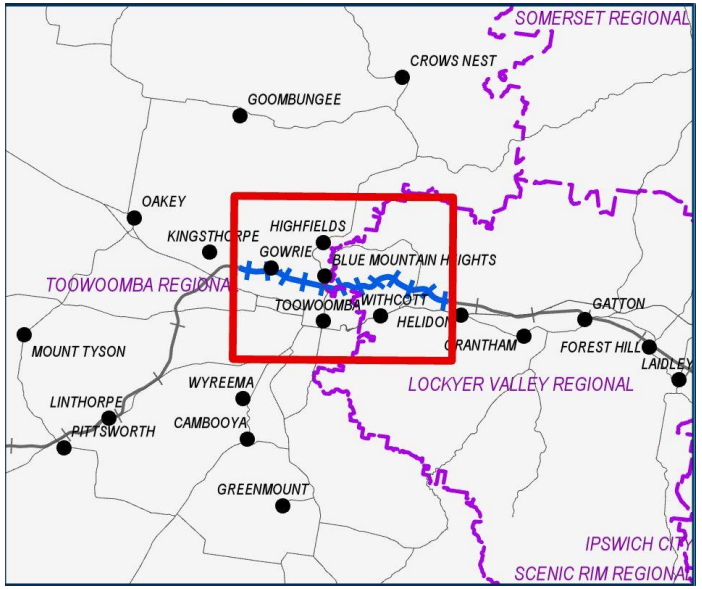
PREVIOUS ACTIONS

NO.	ACTIONS	RAISED BY	DUE DATE
1	ARTC to request for an independent landscape architect to speak to the communities to understand how they see their communities and work with them to provide visualisation of what we can expect upon completion of the Inland Rail alignment. **ARTC response: Workshop proposed for July with leading landscape architects Lat27. Participants to be discussed and agreed.**	GV	Pre month-end July
2	ARTC to draft an updated consultation plan **ARTC response: Updated content discussed in presentation. Hard-copies provided. Resources/venues locked in.**	SW	Next meeting
3	ARCT to provide the cross-section for Laidley near Laidley Plainland Road. **ARTC response: Complete**	KB	Prior to next meeting
4	Committee to provide questions for CEO Richard Wankmuller to address at the next meeting. **ARTC response: Agreed**	MH	
5	Alignment tour **ARTC response: Complete**	CD	1 June
6	ARTC to provide the presentation to the committee prior to the meeting. **ARTC response: For discussion**	CM	3 June

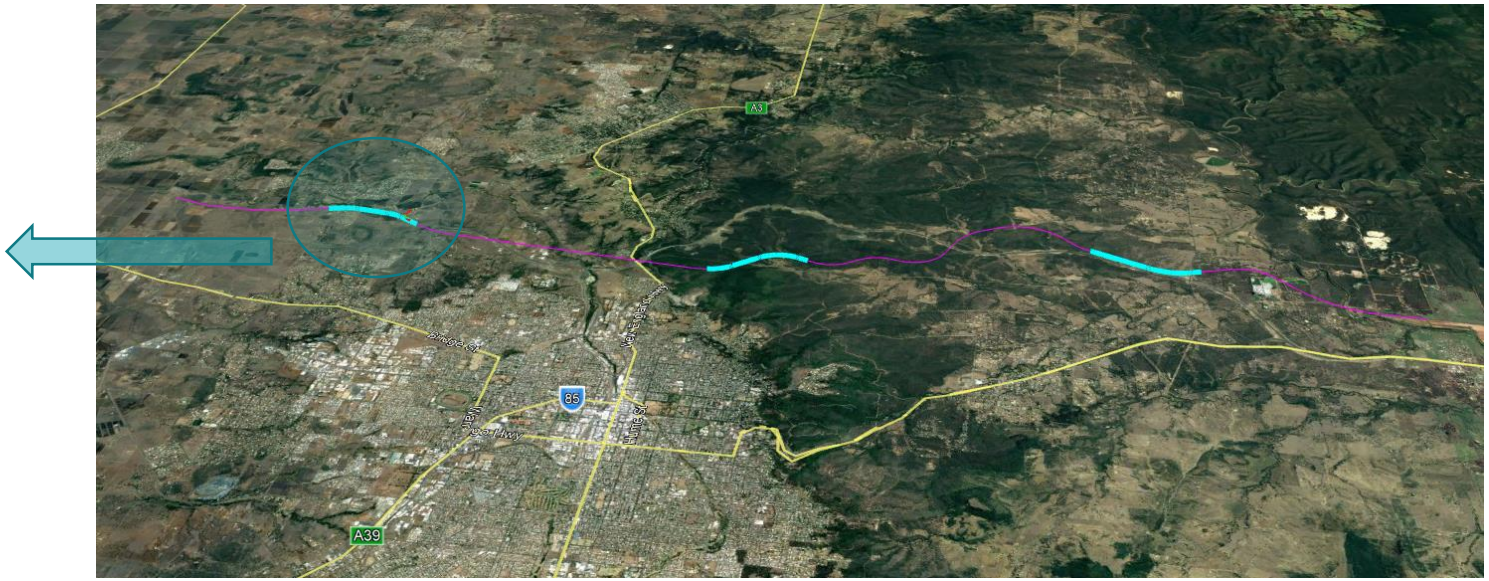
GOWRIE TO HELIDON (G2H) PROJECT UPDATE

BACKGROUND – BRIDGES AND TUNNEL

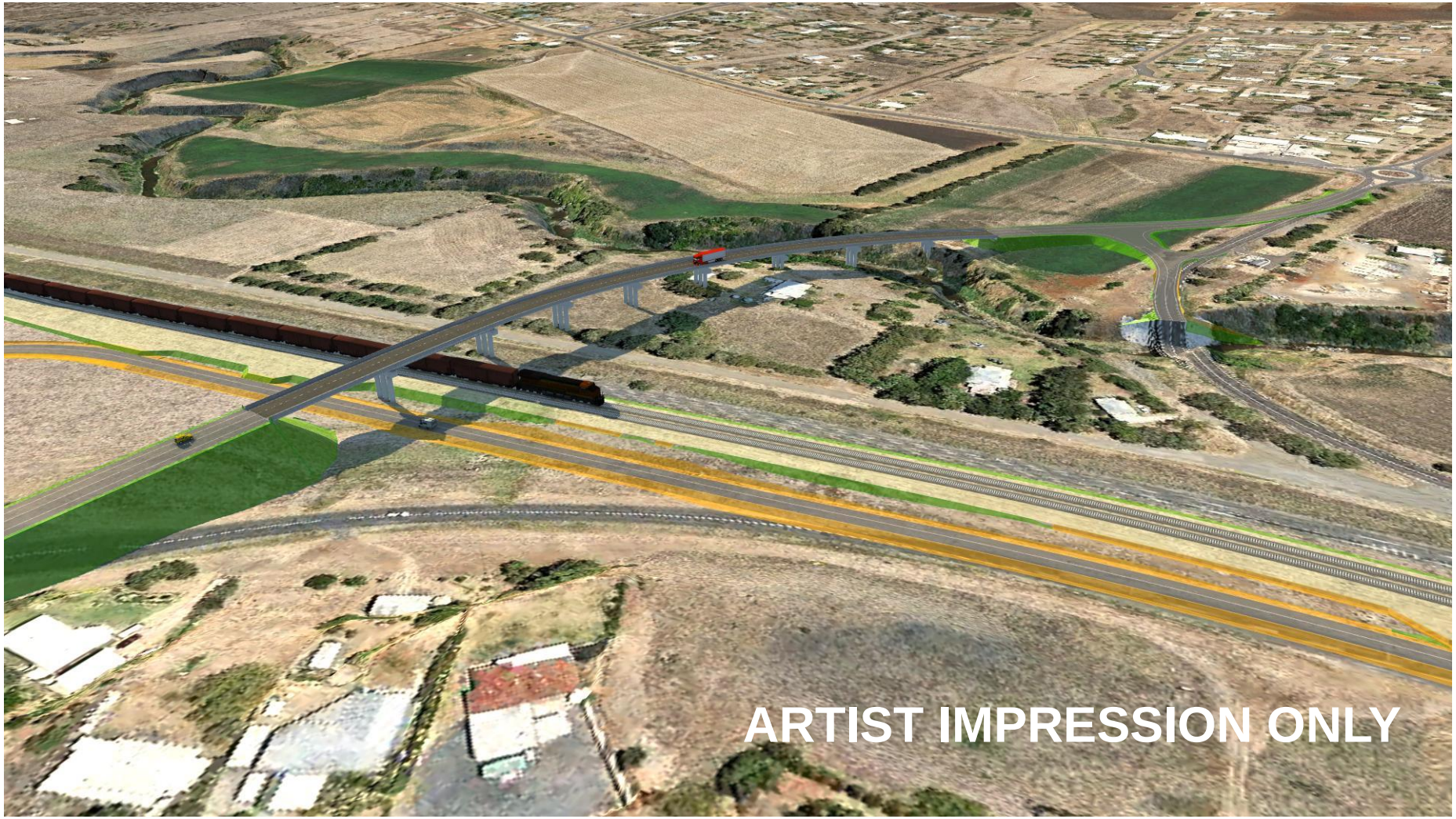




CROSSING LOOPS – TOOWOOMBA CROSSING LOOP

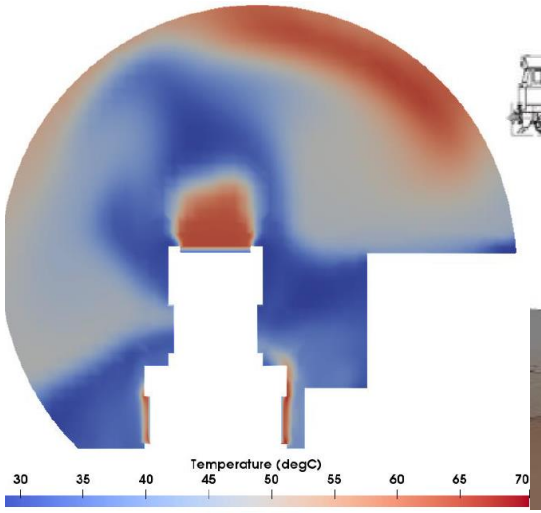


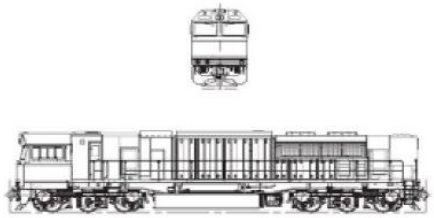
GOWRIE JUNCTION GRADE SEPARATION

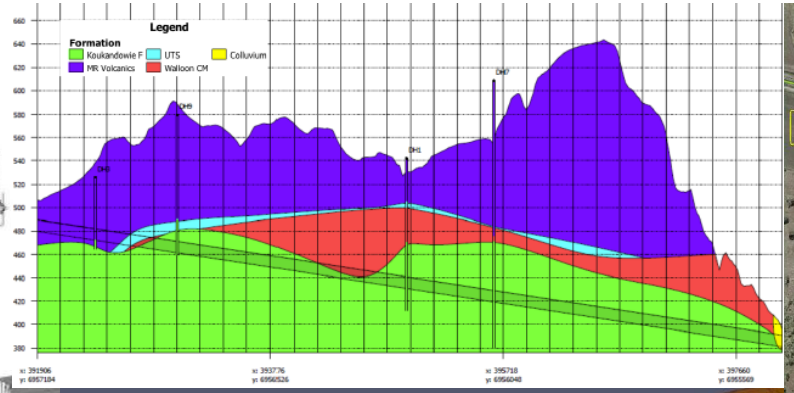


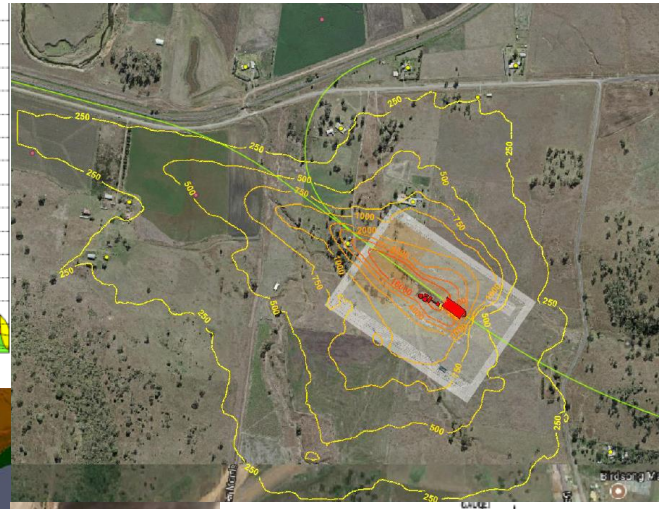
TOOWOOMBA TUNNEL - COMPLEX ENGINEERING

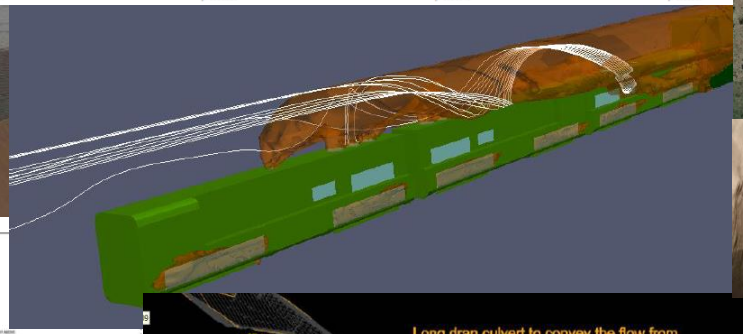
INLAND RAIL

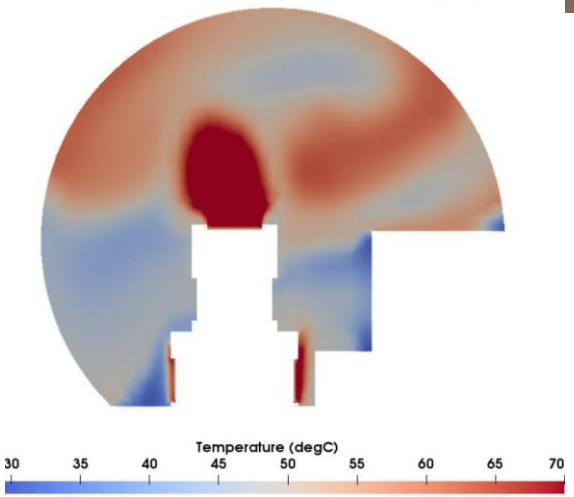


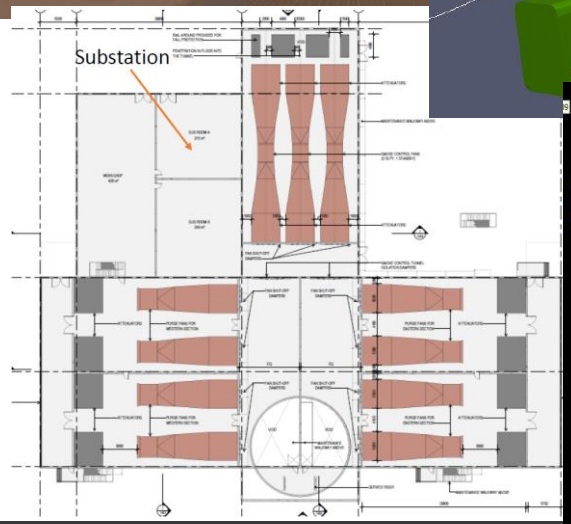


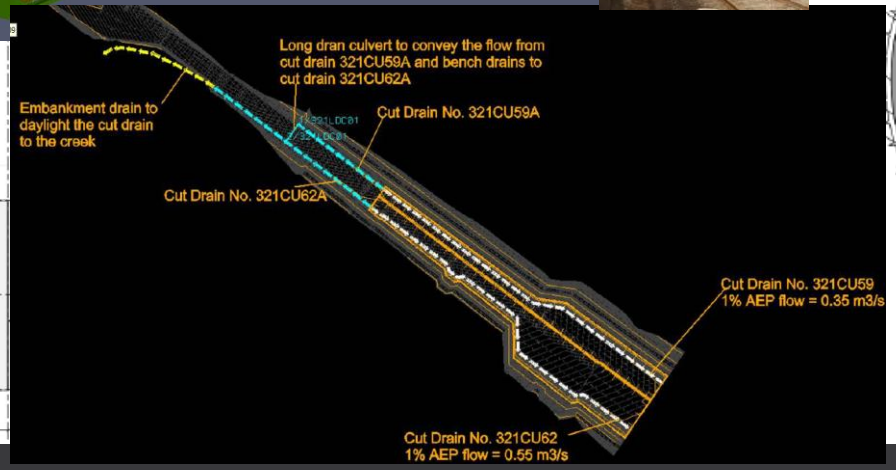


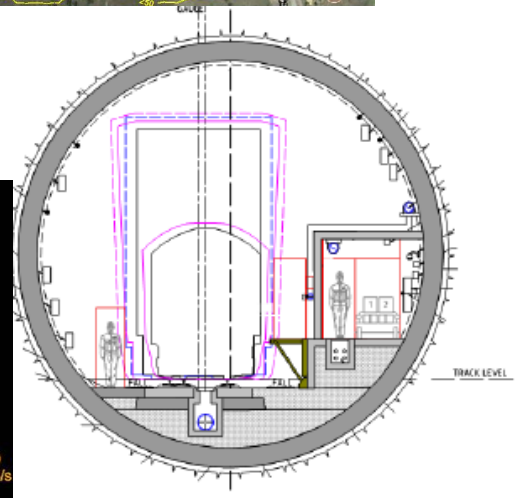




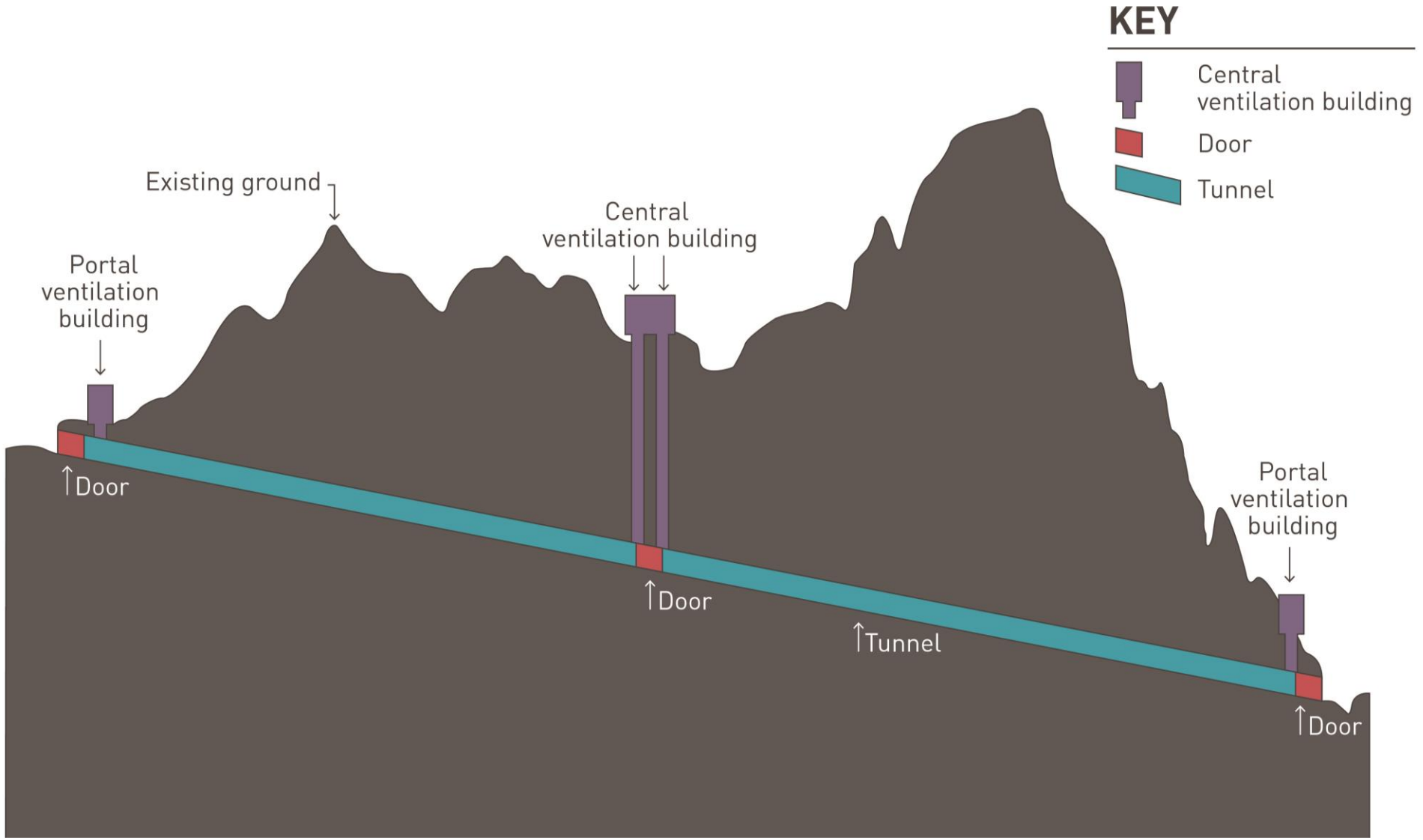




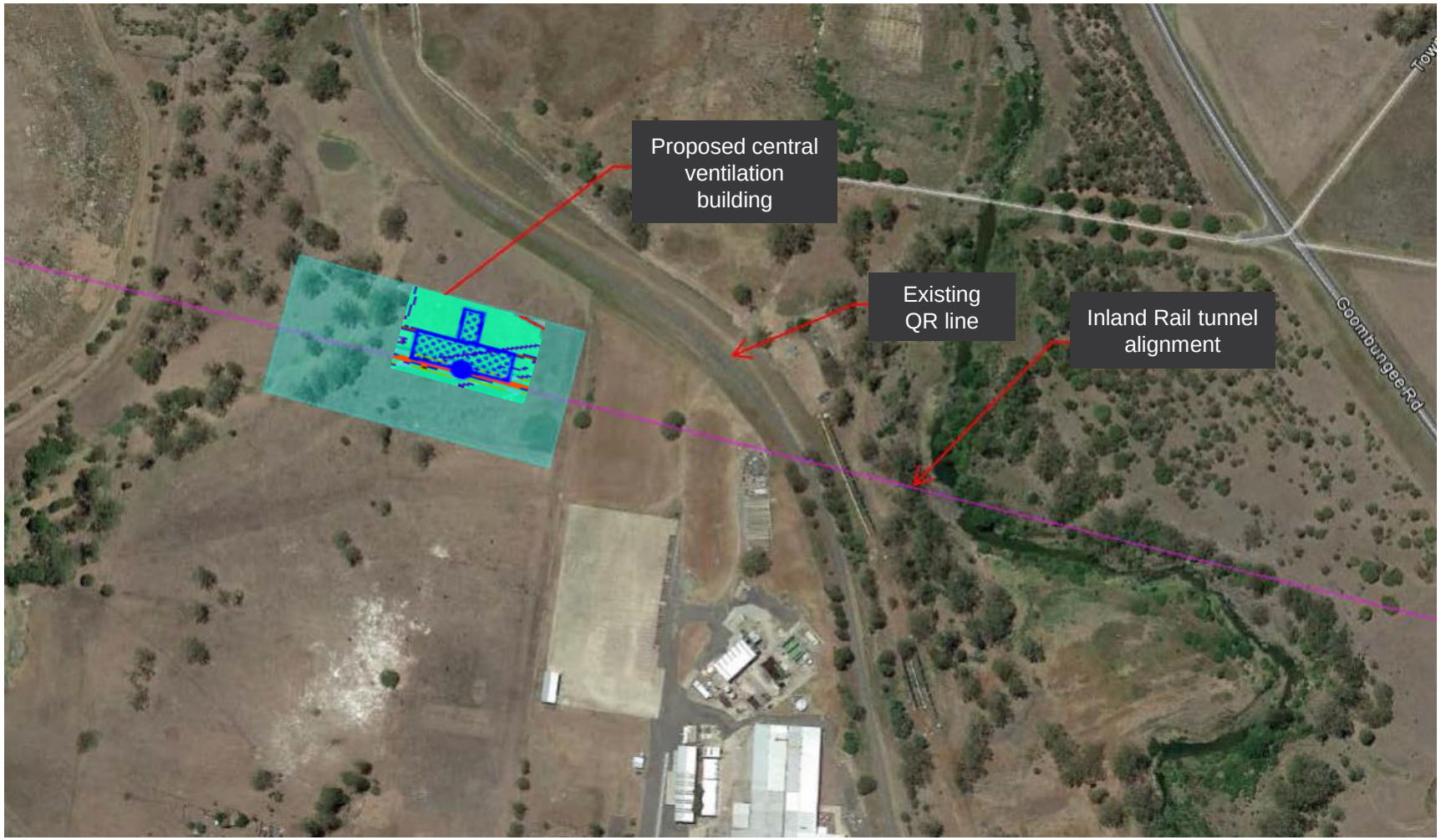




TOOWOOMBA TUNNEL



TUNNEL CENTRAL VENTILATION BUILDING



- Proposed location of the tunnel central ventilation building is 2,930m from the western portal.
- The central ventilation building is connected to the tunnel which is 96m deep in this location.

TUNNEL CENTRAL VENTILATION BUILDING – USA

G2H PROGRAM UPDATE

Design/EIS Activity	Timing
Preparation of designs, landowner interaction, discussions with councils and TMR, initial environmental assessments	Now
Public consultation drop-in sessions	August 2019
Draft EIS submitted to Office of the Coordinator-General	December 2019

HELIDON TO CALVERT (H2C) PROJECT UPDATE

DESIGN

- Reference Design and Draft EIS
- Multi Criteria Assessment (MCA) Road Rail interface
- Stakeholder interfaces (Councils, QR, TMR)
- Geotechnical investigations (Private and TMR)
- Utility Survey
- Draft EIS submission: **27 September 2019**

ROAD RAIL INTERFACES

Options/Multi Criteria Analysis – road/rail

- **Helidon** – Grade separation at Airforce Road
- **Gatton** – Close Gaul Street Level Crossing, but with improved connectivity around Old College Road and Eastern Drive
- **Forest Hill** – Retain Level Crossing, relocated to Glenore Grove Road, and improved road alignment to connect Victoria Road

CONSULTATION

INLAND RAIL

Engagement

Drop in sessions; newsletter; CCC; FAQs; fact sheets; media; socials; targeted sessions

April 2019 – ongoing

Mitigations

Mitigation; management; demonstrate improvements; commitments

Month End July 2019

Update EIS

100% Draft – issued ARTC Review

Start September 2019

Consultation

Water, Noise, Vibration, Air Face2Face – July

Flora and Fauna Workshop – 24, 26 June

Additional – Q3/Q4

INLAND RAIL ARTC

HELIDON TO CALVERT CONSULTATION PROGRAM

*EIS CONSULTATION

TOPIC	JUNE 2019	JULY 2019	AUGUST 2019	SEPTEMBER 2019	FUTURE STAGES
ONGOING COMMUNICATION AND ENGAGEMENT	Community consultative committeees, one-on-one stakeholder meetings, newsletters, email register updates, reponses to community queries to Inland Rail hotline or email, interactive mapping tool addressing queries, wider community project updates.				
ALIGNMENT	Following community consultation and technical review, ARTC has determined the horizontal alignment. The supporting infrastructure such as bridges/viaducts, embankments, culverts and access roads have been developed.				
WATER	The flood model has been developed to incorporate historical flood information and through consultation with communities and councils. Consultation with landowners will continue to provide direct information about their specific properties.				
NOISE AND VIBRATION	Noise monitoring took place along the alignment to capture representative background levels to develop a noise model for both construction and operation noise. This information will be provided to the communities and individuals where mitigation and management measures are required.				
TRANSPORT/ LEVEL CROSSINGS/ ROAD IMPACTS	Consultation with councils and communities of Forest Hill, Gatton and Helidon have taken place where options were provided to understand more about their communities and how they see their local road network developing. Results from the community feedback will be presented in July at the information sessions.				
AIR	ARTC will use existing information from the Bureau of Meteorology and the Department of Environment and Science to collate information air quality in the region. The outcomes of the assessment and modelling will be presented in July at the information sessions.				
HAZARDS, HEALTH AND SAFETY	Technical assessment of natural and operational hazards and other contributing factors will continue to be reviewed to meet the operation requirements for the Inland Rail infrastructure.				
LAND USE/ VISUAL/ SOILS	Geotechnical investigations and subsurface sampling works are ongoing. The visual aspect of the alignment is available in a fly-through video, and interactive mapping tool on the Inland Rail website **maps.inlandrail.com.au/h2c** *(interactive map to be separated from G2K).* The results will be presented at the July information sessions.				
SOCIAL AND ECONOMIC	The Social Impact Assessment is continuing. 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. We have ongoing engagement with key services providers in the area. Our Social Impact Assessment continues with the implementation of a mental health partnership as ARTC acknowledges that the uncertainty for landowners and communities while we continue to 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.**				
FLORA AND FAUNA	After the initial flora and fauna assessment of potential project related issues, another assessment known as the Adverse Impact assessment methodology was undertaken. As a result, ARTC offered Wildnet training to environmental groups scheduled to occur in June 2019. Additionally, flora and fauna workshops will also occur in June 2019 to discuss potential mitigation measures.				
HERITAGE ABORIGINAL AND EUROPEAN	Ongoing community and stakeholder engagement for any sites of interest. Ongoing compliance with Cultural Heritage Management Plan – including continued engagement with Indigenous parties and investigations for any sites of interest.				

DRAFT EIS CONSULTATION

FINALISATION OF DRAFT EIS

SUBMISSION OF DRAFT EIS TO THE COORDINATOR-GENERAL

STATUTORY PERIOD FOR PUBLIC SUBMISSIONS TO THE COORDINATOR-GENERAL ON THE DRAFT EIS

COORDINATOR-GENERAL EVALUATES DRAFT EIS AND PUBLIC SUBMISSIONS

IR_1056

FOR MORE INFORMATION 1800 732 761 inlandrailqld@artc.com.au inlandrail.com.au/H2C

INLAND RAIL DESIGN ACTIVITY COMMUNITY CONSULTATION ACTIVITY

*EIS Consultations will run in mid-July

Program is indicative only

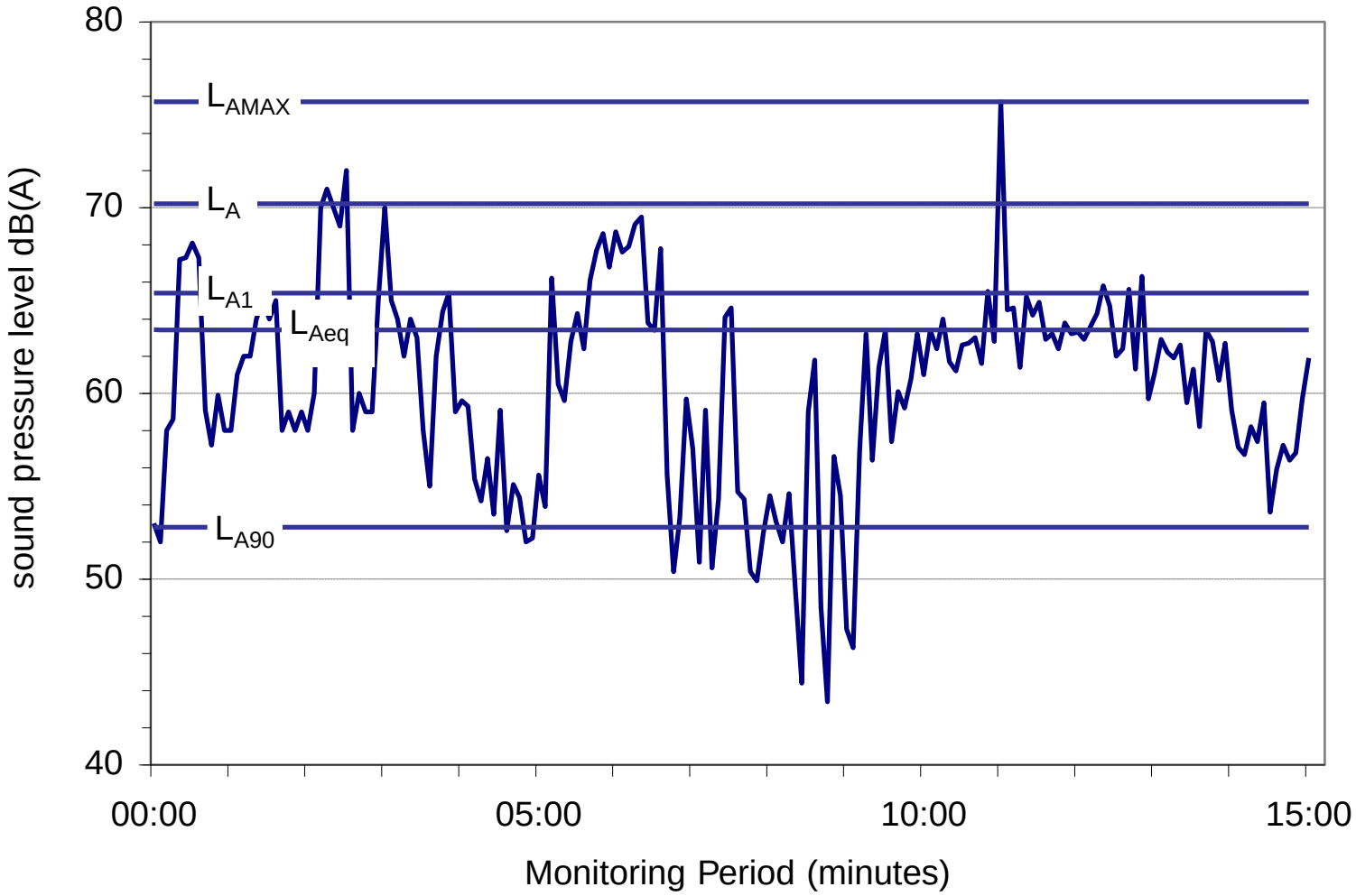
The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

INLAND RAIL

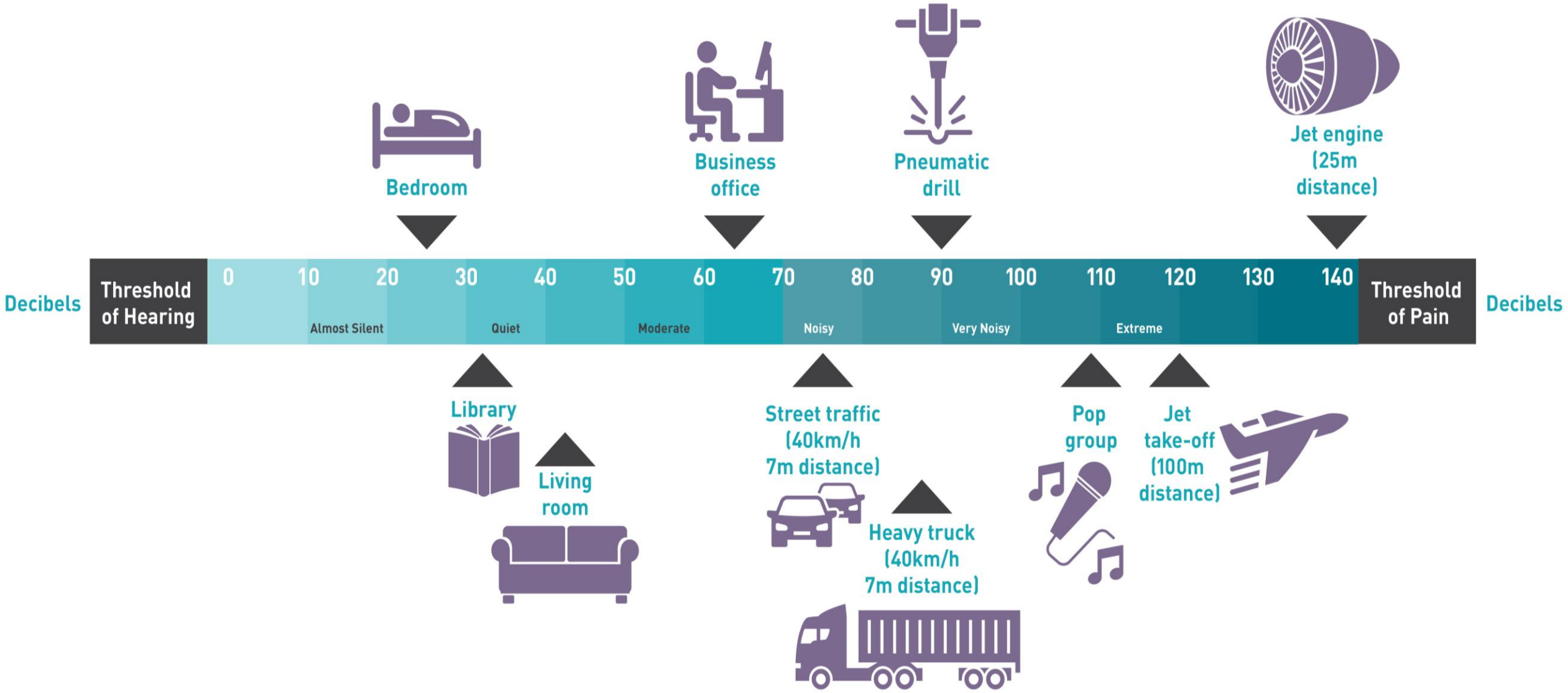
NOISE AND VIBRATION

OVERVIEW – NOISE

- What is noise?
- Sound levels
- Vibration
  - human comfort
  - building contents
  - damage
- Goals



OVERVIEW – NOISE



OVERVIEW – NOISE

- To limit the impact on the community
- Provide best for community outcomes

Development	TMR interim guidelines (March 2019)	Terms of Reference (October 2017)	ARTC's Approach (June 2017)	
New rail	$L_{Aeq(24hour)}$ 60 dBA Max. 82 dBA	$L_{Aeq(24hour)}$ 65 dBA Max. 87 dBA	Daytime (7am – 10pm)	L_{Aeq} 60 dBA Max. 80 dBA
			Night time (10pm – 7am)	L_{Aeq} 55 dBA Max. 80 dBA
Upgrade existing rail	$L_{Aeq(24hour)}$ 65 dBA Max. 87 dBA	$L_{Aeq(24hour)}$ 65 dBA Max. 87 dBA	Daytime (7am – 10pm)	L_{Aeq} 65 dBA Max. 85 dBA
			Night time (10pm – 7am)	L_{Aeq} 60 dBA Max. 85 dBA

OVERVIEW – NOISE

Practical and Reasonable (TMR, 2019)

- Source reduction

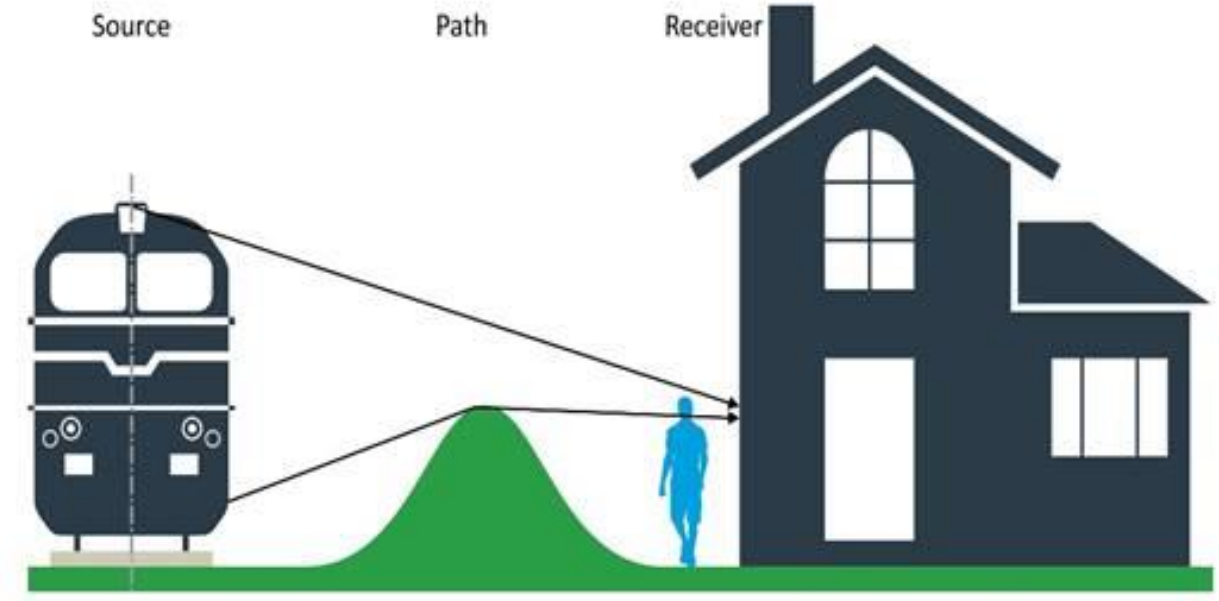
  (sleepers; continuous welded rail; curve squeal, lubrication)

- Noise transmission

  (barriers, landscaping)

- At property

  (glazing, insulation, façade)



OVERVIEW – NOISE

Inland Rail will address:

- current concerns
- emerging issues
- our future rail operations

Inland Rail will manage noise intrusion for any receivers:

- affected by Inland Rail noise in a fair and sustainable way
- located adjacent Inland Rail activities/works

LANDSCAPE AND VISUAL AMENITY

LANDSCAPE AND VISUAL AMENITY

Visual issues consider:

- Views and vistas
- Streetscapes, key sites and buildings
- Places of interest
- The local community (residents, travelers, tourists)

Identify key design and landscaping aspects

Provide artist impressions and perspective drawings

VISUALISATION EXAMPLE

Warrego Highway

VISUALISATION EXAMPLE

Warrego Highway

VISUALISATION EXAMPLE

INLAND RAIL

Gatton, Off Beavan Street

VISUALISATION EXAMPLE

INLAND RAIL

Gatton, Off Beavan Street

VISUALISATION EXAMPLE

INLAND RAIL

Laidley, Douglas McInnes Drive

VISUALISATION EXAMPLE

INLAND RAIL

Laidley, Douglas McInnes Drive

INLAND RAIL

LOCKYER VALLEY - COMMUNITY CONSULTATIVE COMMITTEE
HELIDON COMMUNITY CENTRE

RICHARD WANKMULLER
CEO INLAND RAIL

11 June 2019

INLAND RAIL

Creating a new reality for Australia

INLAND RAIL

INLAND RAIL: BASED ON A SOLID BUSINESS CASE

Infrastructure Australia endorsed the ARTC Inland Rail Business Case

Inland Rail declared a priority infrastructure project (May 2015)

THE BUSINESS CASE FOR INLAND RAIL

- Generate $16 Billion in additional economic benefits
- Deliver 16,000 direct and indirect jobs
- Make the nation safer and more efficient by removing +200,000 truck movements from the road each year by 2050
- Provide the backbone for a world-class supply chain
- Help meet Australia's freight challenge
- Help reduce congestion on the main arteries to Brisbane, Sydney, and Melbourne

INLAND RAIL

NATIONAL AND STATE BENEFITS

GDP/GSP BOOST

NATIONAL
$16+ Billion

QUEENSLAND
$7.2 Billion

NEW SOUTH WALES
$2.6 Billion

VICTORIA
$7.0 Billion

JOBS

16,000

QUEENSLAND
7,200

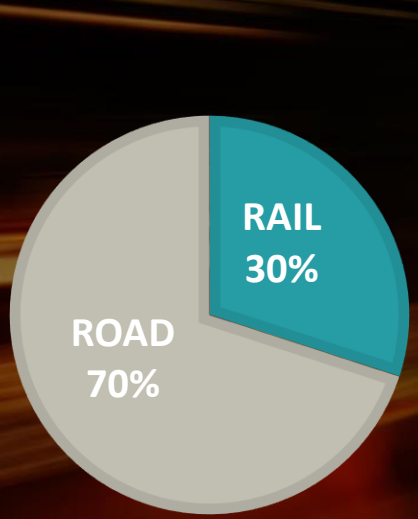
NEW SOUTH WALES
5,000

VICTORIA
2,800

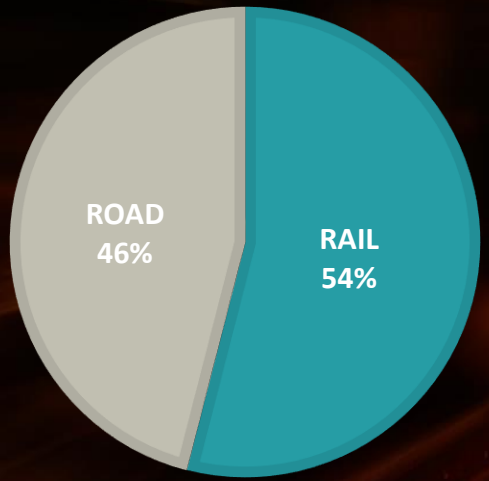
OTHER STATES
1,000

INLAND RAIL

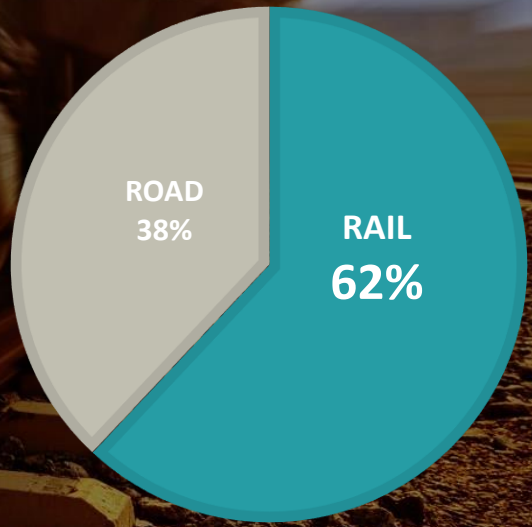
MOVING FREIGHT WITH INLAND RAIL



2015



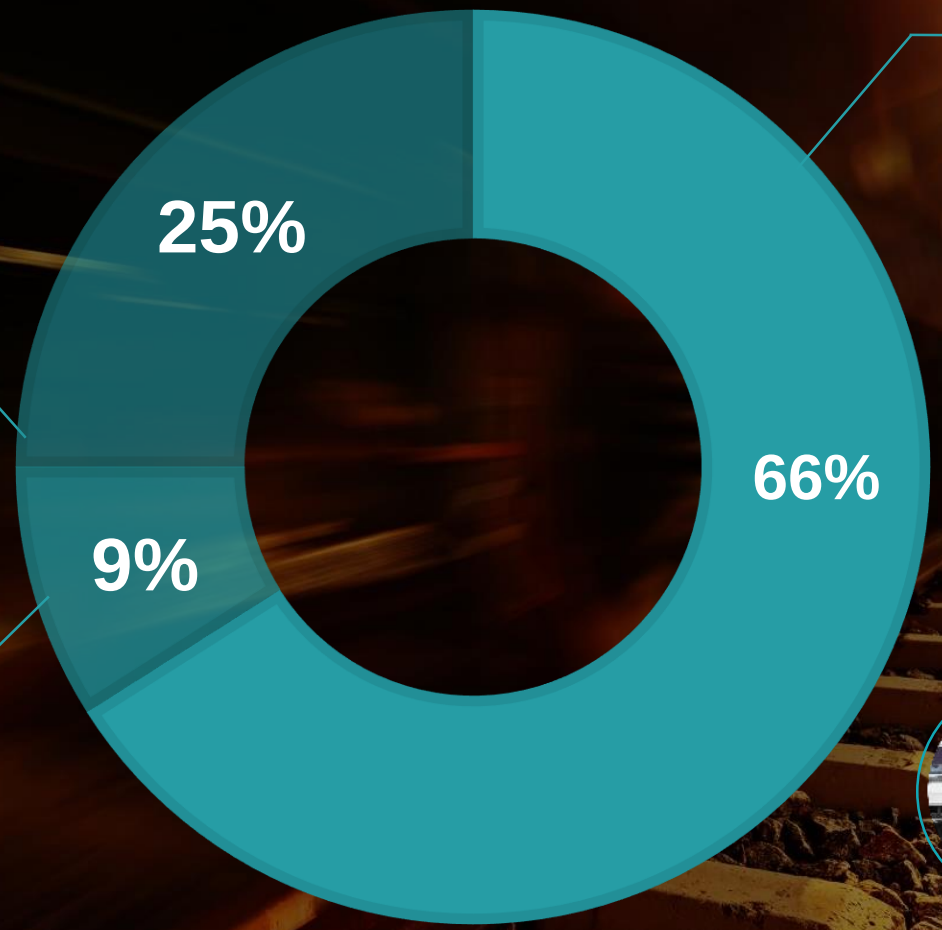
2030



2050

INLAND RAIL

WHAT TYPE OF FREIGHT ARE WE MOVING?



NET TONNE KILOMETRES

INLAND RAIL

OUR VISION FOR INLAND RAIL

CONNECTED

FAST

└ Straight and flat

NOW 33hrs

FUTURE < 24

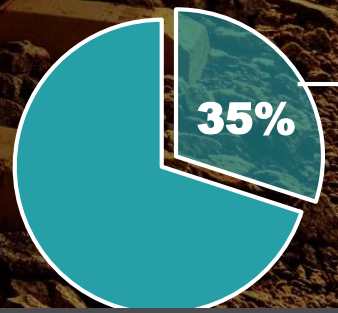
MELBOURNE TO BRISBANE

RELIABLE

└ 98%

Safer, less congested roads

COST EFFECTIVE



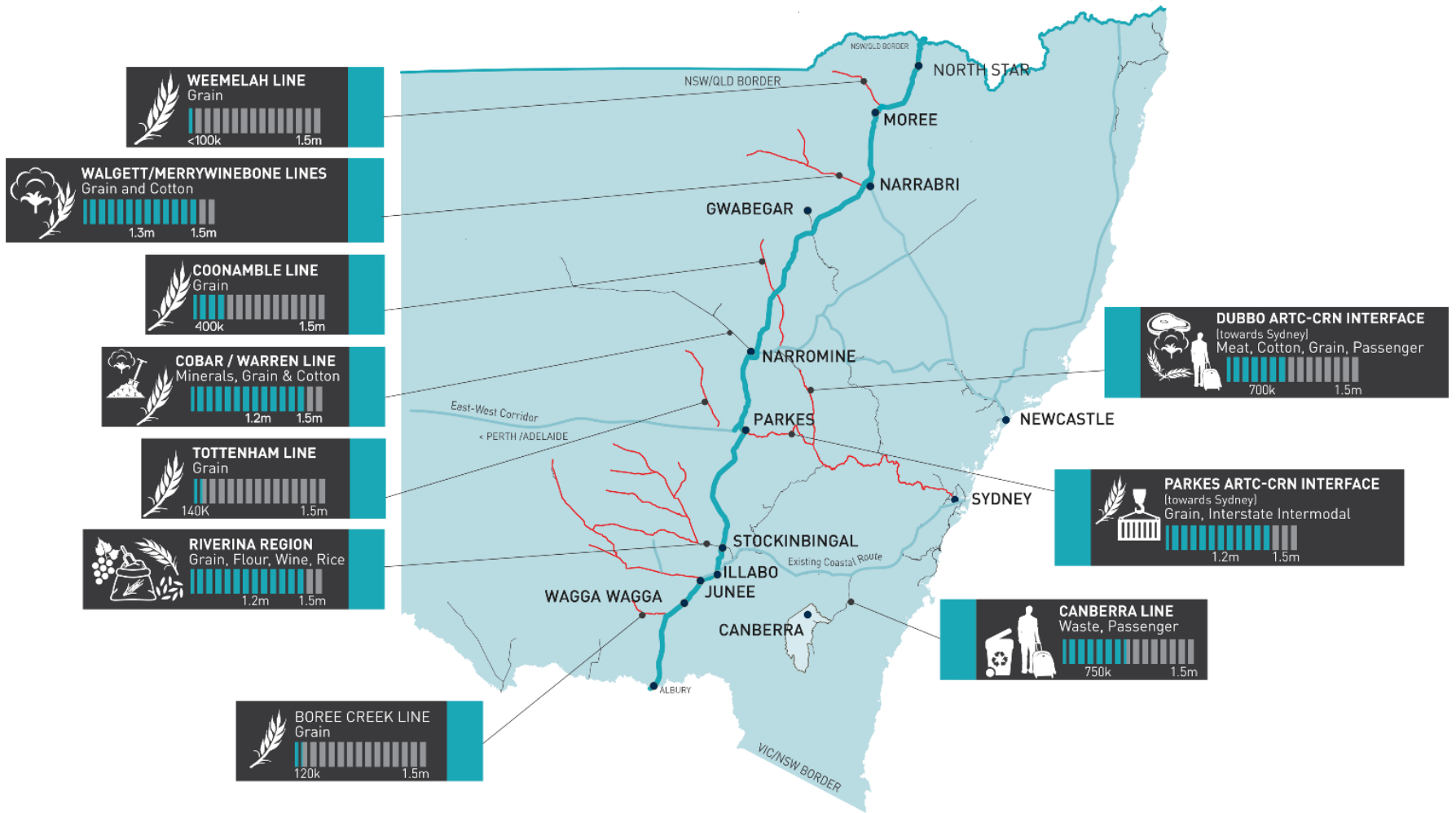
COST REDUCTION
COMPARED TO ROAD (2025)

INLAND RAIL

CONNECTING TWO GROWING CAPITAL CITIES

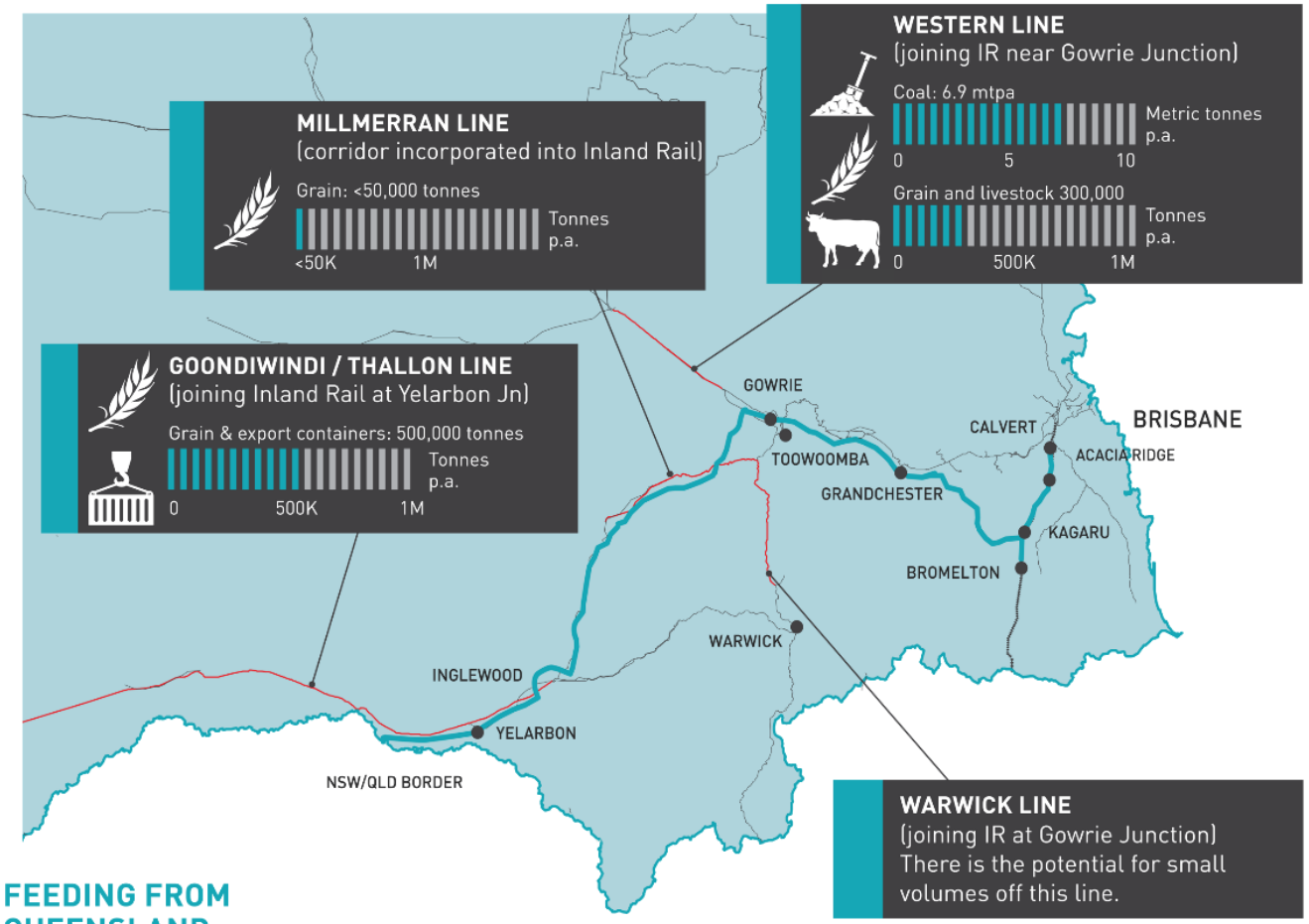
INLAND RAIL

CONNECTing TO THE REGIONS – NSW



INLAND RAIL

CONNECTing TO THE REGIONS – QLD



FEEDING FROM QUEENSLAND REGIONAL NETWORK

INLAND RAIL

OUR VISION FOR INLAND RAIL

- **CONNECTED**
- **FAST**
  - Straight and flat

NOW **33hrs**

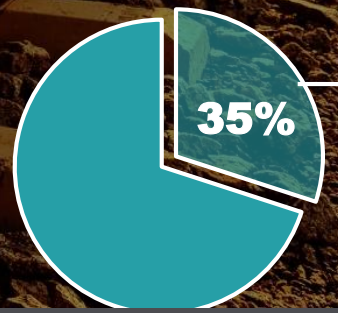
FUTURE **< 24**

MELBOURNE TO **BRISBANE**

- **RELIABLE**
  - 98%

Safer, less congested roads

- **COST EFFECTIVE**

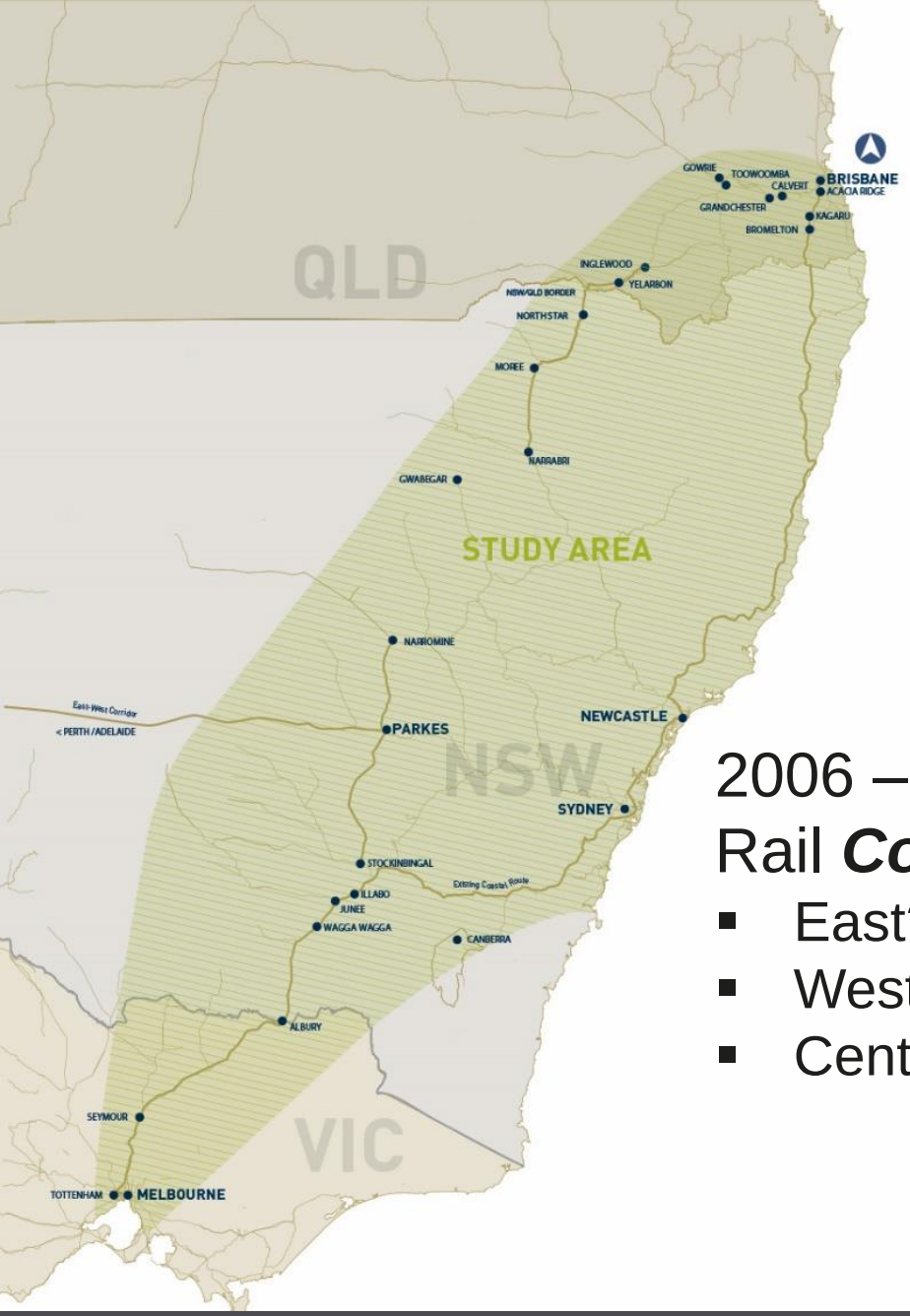


COST REDUCTION
COMPARED TO ROAD (2025)

INLAND RAIL

ROUTE SELECTION 2004 - 2019

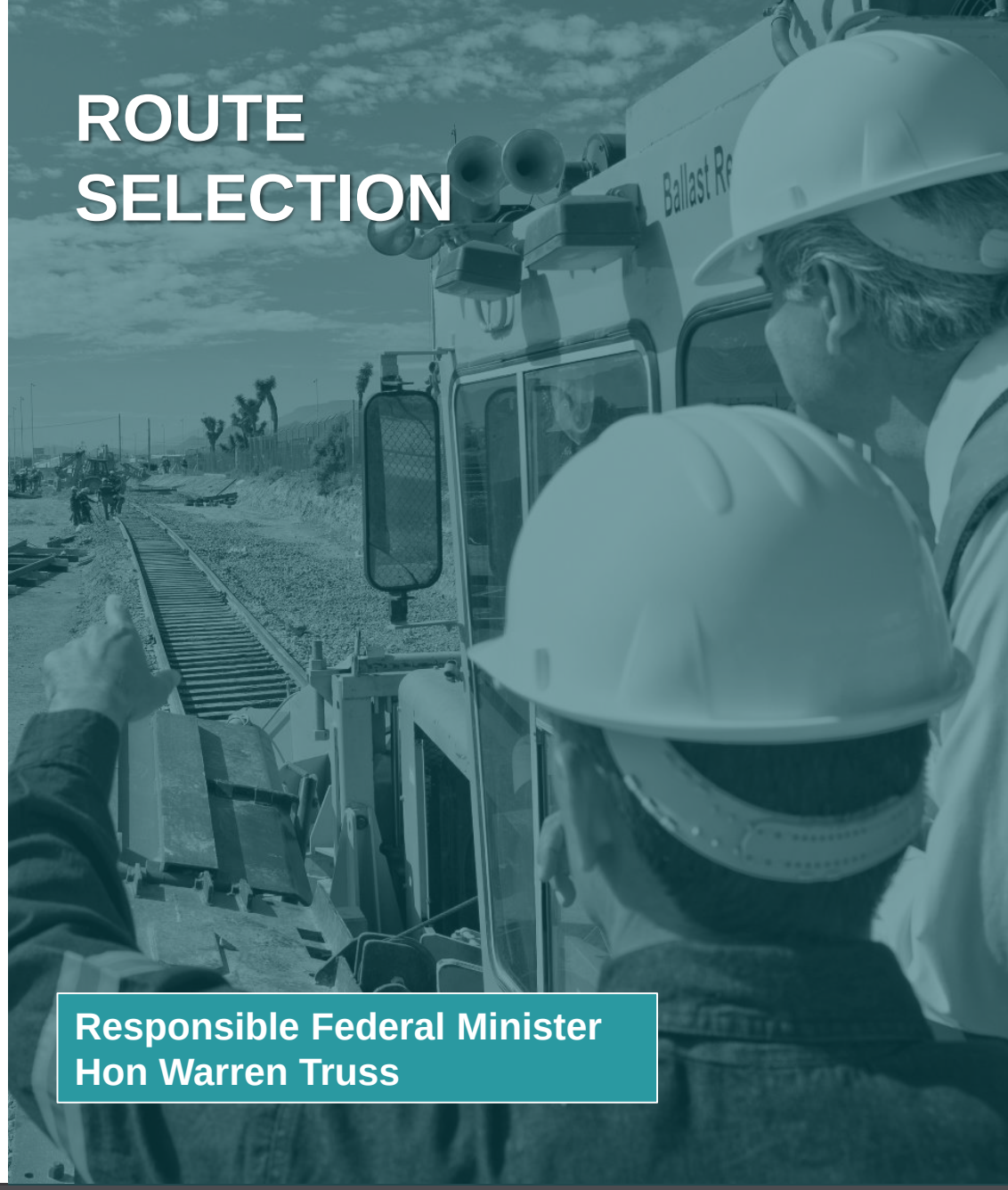
INLAND RAIL



2006 – North–South Rail ***Corridor*** Study –

- East?
- West?
- Central?

ROUTE SELECTION



Responsible Federal Minister
Hon Warren Truss

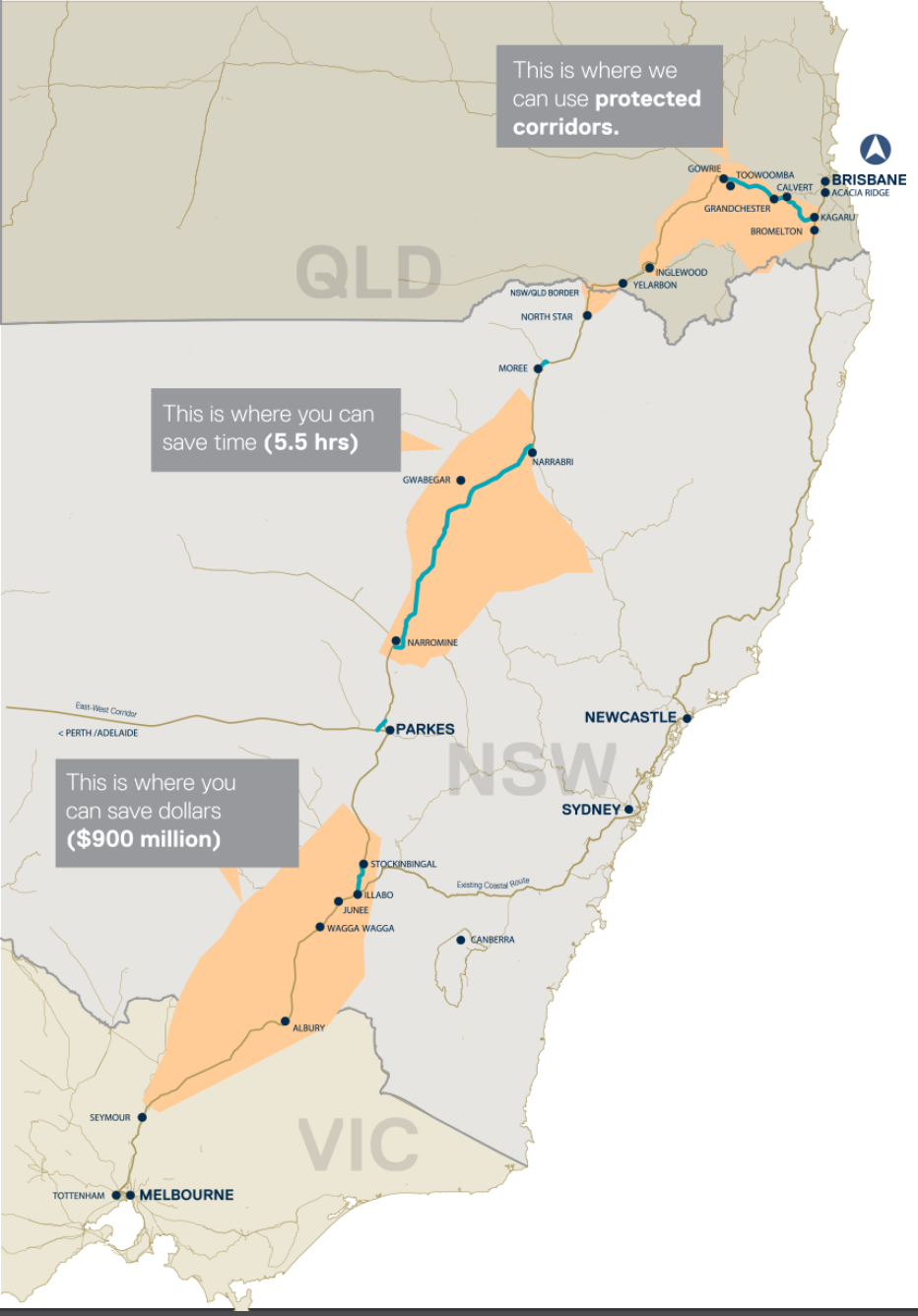
INLAND RAIL

Go West

ROUTE SELECTION

KEY FINDINGS NORTH–SOUTH RAIL CORRIDOR 2016

INLAND RAIL



Key question

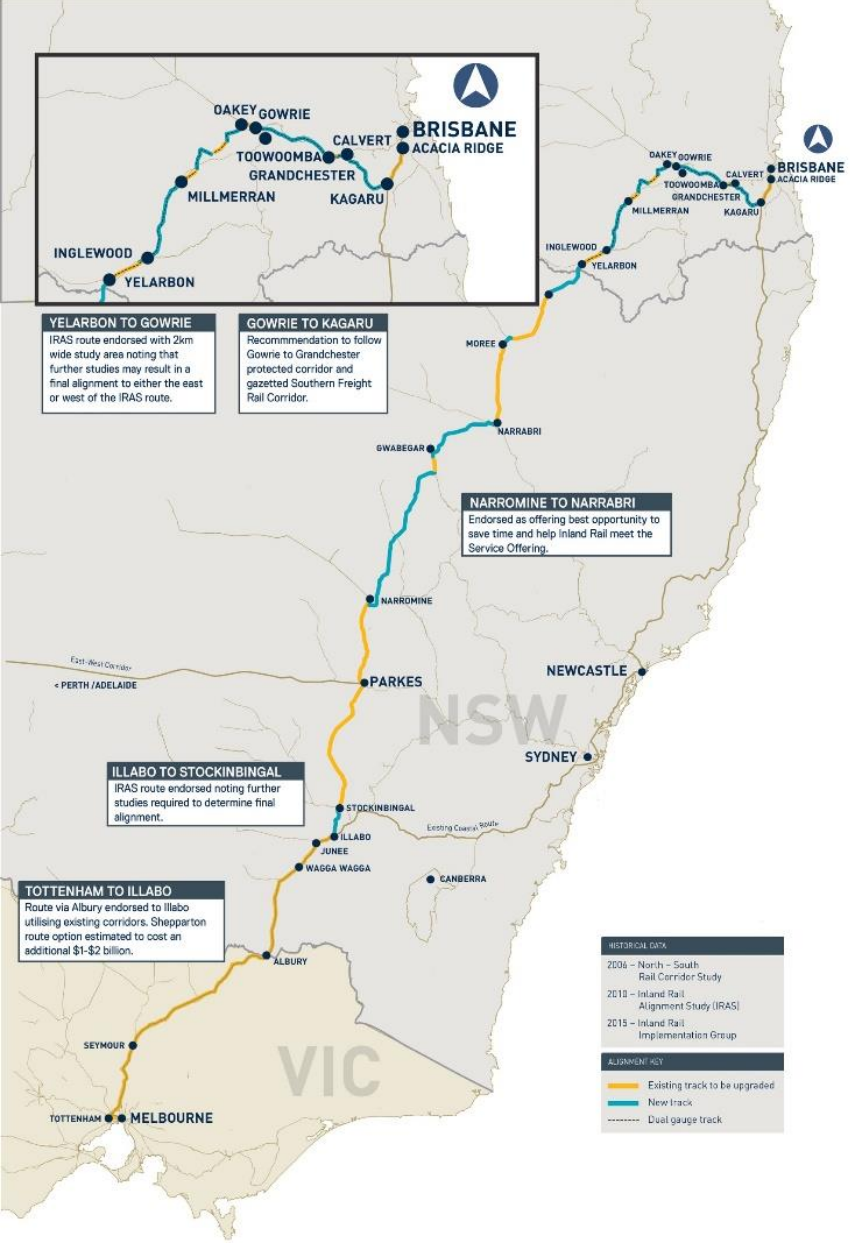
What is the best combination of existing (brownfield) and new(greenfield) corridors?

ROUTE SELECTION

KEY FINDINGS IRAS 2010

Responsible Federal Minister
Hon Anthony Albanese

INLAND RAIL



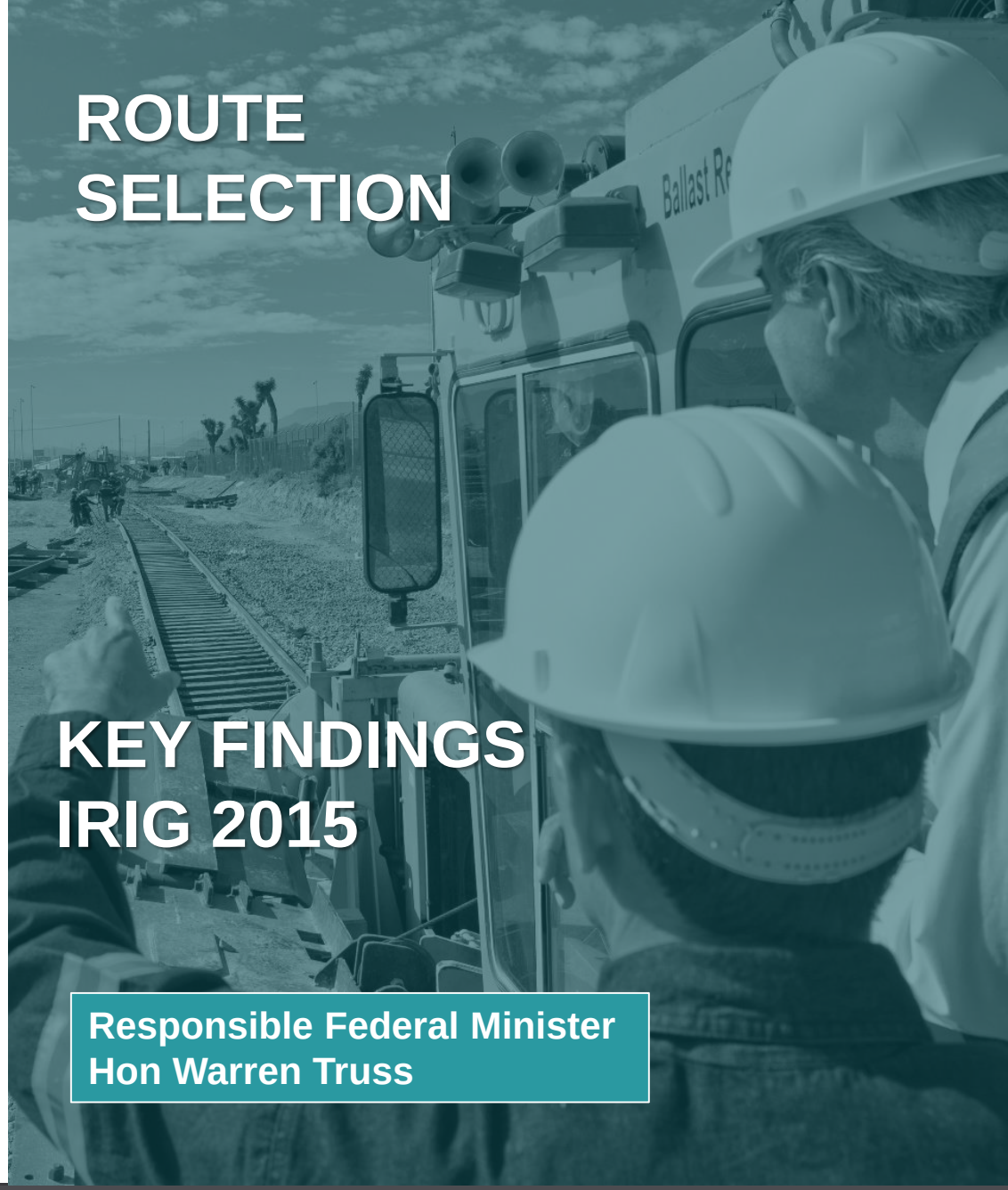
Inland Rail Implementation Group (IRIG) 2015

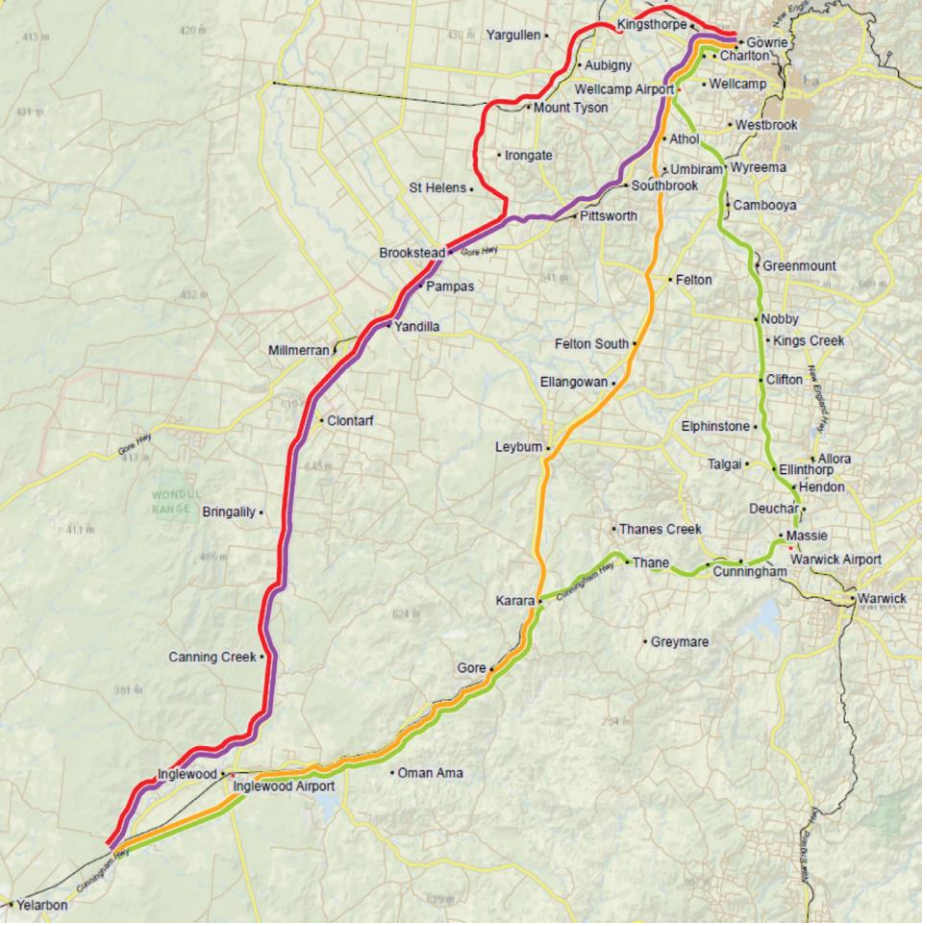
Chaired by The Hon John Anderson AO

Endorsed the IRAS alignment

Infrastructure Australia endorsed the ARTC Inland Rail Business Case (May 2015)

Inland Rail declared a priority infrastructure project





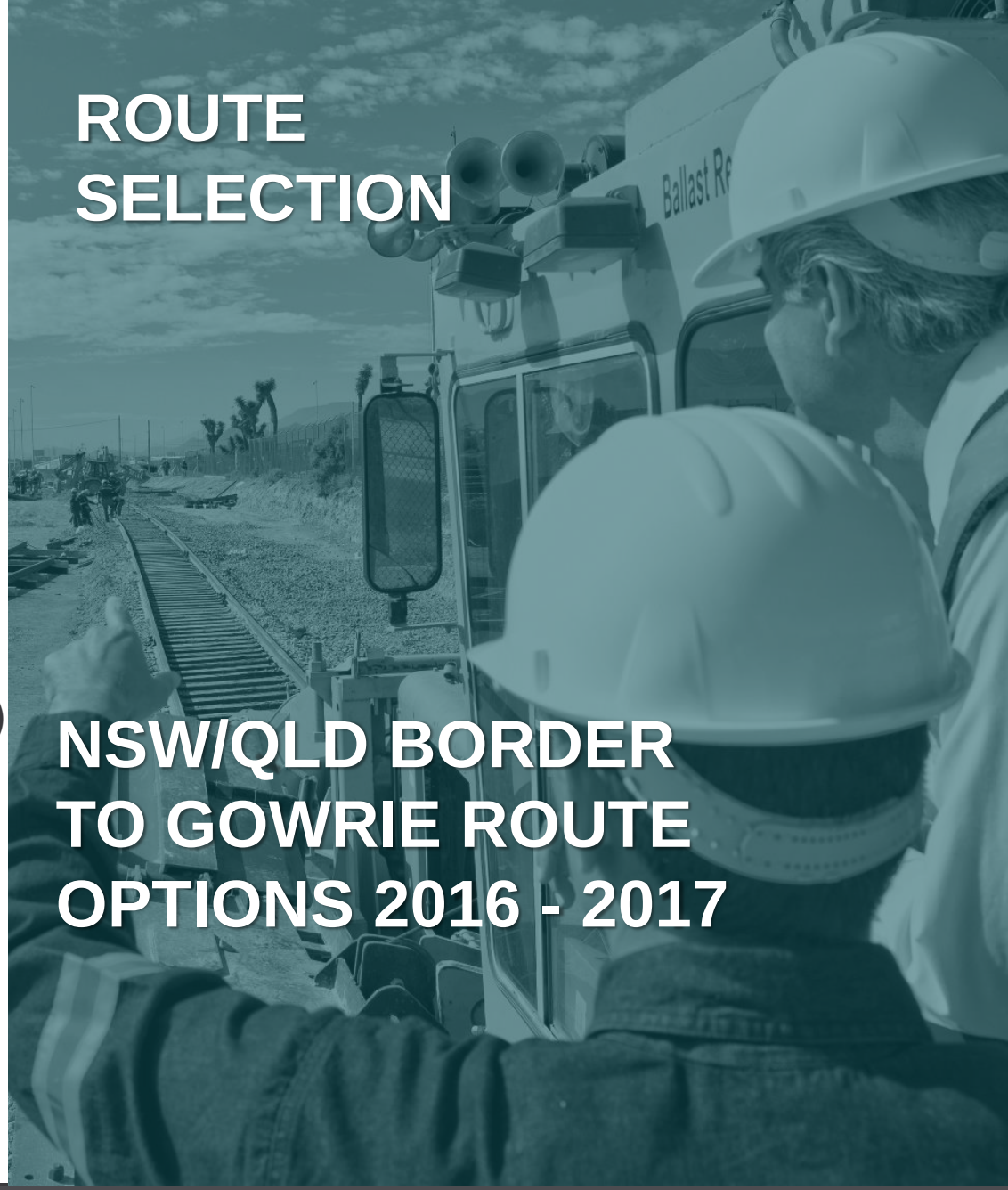
Border to Gowrie options 2016-17

Alternative corridor assessment process

Conducted by independent consultants Aurecon and AECOM

Overseen by Yelarbon to Gowrie Project Reference Group (PRG)

Chaired by Mr Bruce Wilson AM



SENSIBLE MITIGATIONS

INLAND RAIL

DELIVERING ECONOMIC BENEFITS

GENERAL

- Intermodal/Terminals
- Workforce training and development
- New Business Ventures

NEW BUSINESS VENTURES

- Quarries
- Water Supply
- Precast Concrete
- Bus Transport
- Crane Hire
- Containers and site offices
- Survey
- Plant and equipment maintenance

P2N CURRENT

Construction contract $300+ million

- Ballast/capping supply $17 million
- Culverts $13 million
- Turnouts $4 million
- Concrete sleepers $18.9 million
- Steel rail $18 million

INLAND RAIL

DELIVERING LOCAL BENEFITS RESPONSIBLY

INLAND RAIL SOCIAL PERFORMANCE PROGRAM

INLAND RAIL

SOCIAL PERFORMANCE P2N Q1

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WHAT TO EXPECT

PROJECT NAME		DESCRIPTION		CONSTRUCTION START*	FORECAST CONSTRUCTION COMPLETION
		BROWNFIELD KM	GREENFIELD KM		
T2A	Tottenham to Albury/Wodonga	**305**		Q1 2021	Q1 2025
A2I	Albury/Wodonga to Illabo	**185**		Q2 2022	Q1 2024
I2S	Illabo to Stockinbingal		**37**	Q3 2021	Q2 2023
S2P	Stockinbingal to Parkes	**169**		Q3 2020	Q3 2023
P2N	Parkes to Narromine	**98.4**	**5.3**	Q1 2019	Q4 2020
N2N	Narromine to Narrabri		**300**	Q1 2022	Q3 2025
N2NS	Narrabri to North Star	**188**	**1.6**	Q1 2020	Q4 2024
NS2B	North Star to Border		**39**	Q3 2021	Q1 2024
B2G	Border to Gowrie	**78**	**146**	Q4 2021	Q3 2025
G2H	Gowrie to Helidon		**26**	Q4 2021	Q3 2025
H2C	Helidon to Calvert		**47**	Q2 2021	Q1 2025
C2K	Calvert to Kagaru		**53**	Q3 2021	Q1 2025
K2ARB	Kagaru to Acacia Ridge and Bromelton	**49**		Q1 2023	Q3 2024

* Quarters are in calendar years

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RECAPPING THE CASE FOR INLAND RAIL

- National priority project
- Connected without going everywhere
- National and regional benefits
- Sensible mitigations for those impacted
- Creates a new reality

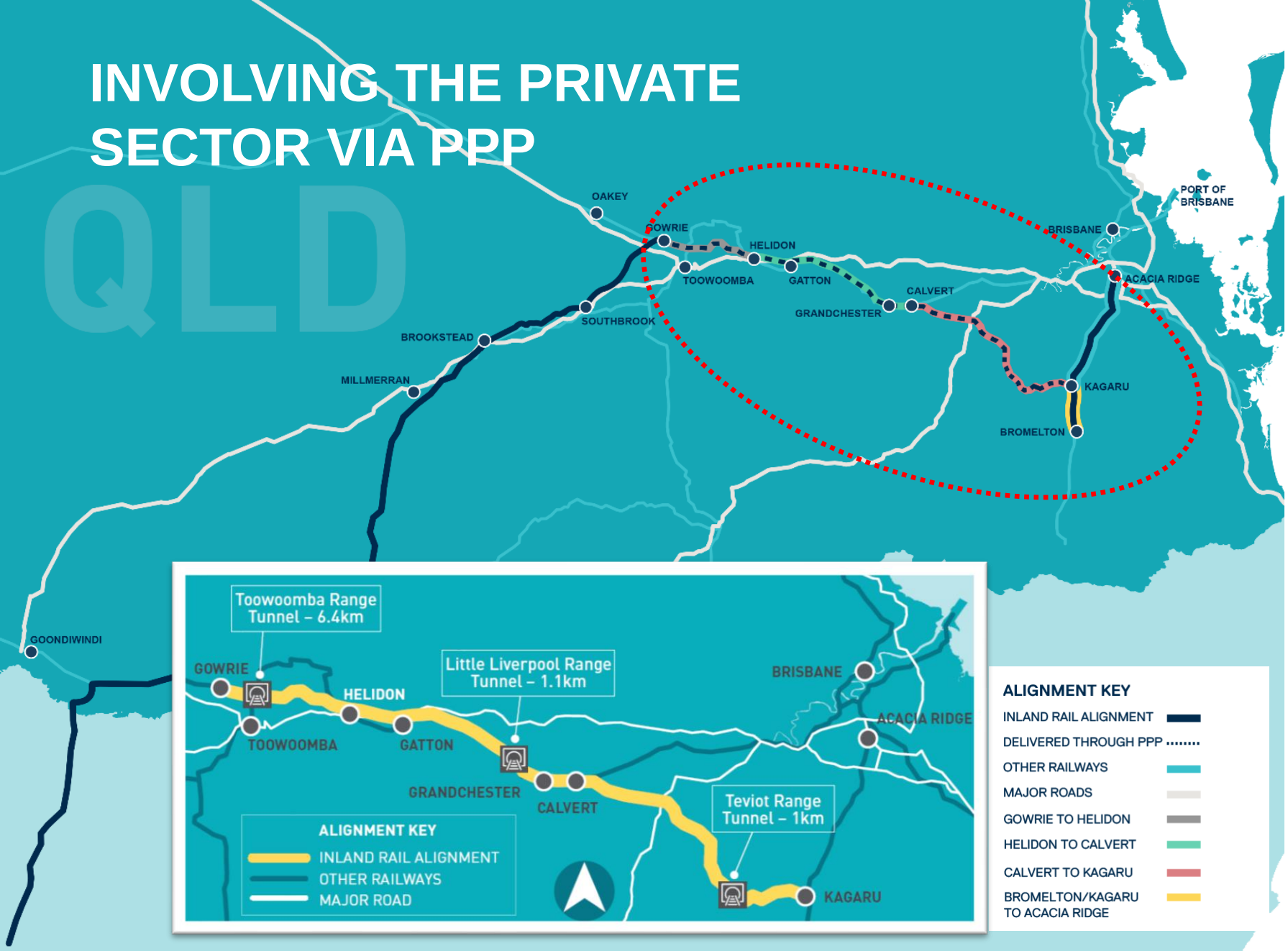
QUESTIONS: inlandrailenquiries@artc.com.au

INLAND RAIL

PUBLIC PRIVATE PARTNERSHIP PRESENTATION

Mr Tony Lubofsky, PPP Director Inland Rail

INVOLVING THE PRIVATE SECTOR VIA PPP



The 126 km section from Toowoomba to Kagaru, including large scale tunneling, will be delivered through a Public Private Partnership (**PPP**).

Generally follows the protected Gowrie to Grandchester corridor and the Southern Freight Rail Corridor as per request of Queensland Government (Stirling Hinchliffe letter 11 January 2016 to Honorable Warren Truss).

PPP – BRINGING INNOVATION WHERE IT IS NEEDED MOST

133.6km of new dual gauge track, 11 passing loops to cater for 1.8km trains

Cut to Fill - 11,700,000m^3 cut to 10,400,000m^3 fill Formation (capping) layer – 194,327m^3

131 culverts of various sizes

51 bridges totalling 3.94km in length

11 viaducts totalling 8.07km in length

6 road over rail grade separations

Active – 10
Passive – 11

8.51km in length

Local road realignment 4.7km

New road access 7.3km

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RATIONALE FOR A PPP

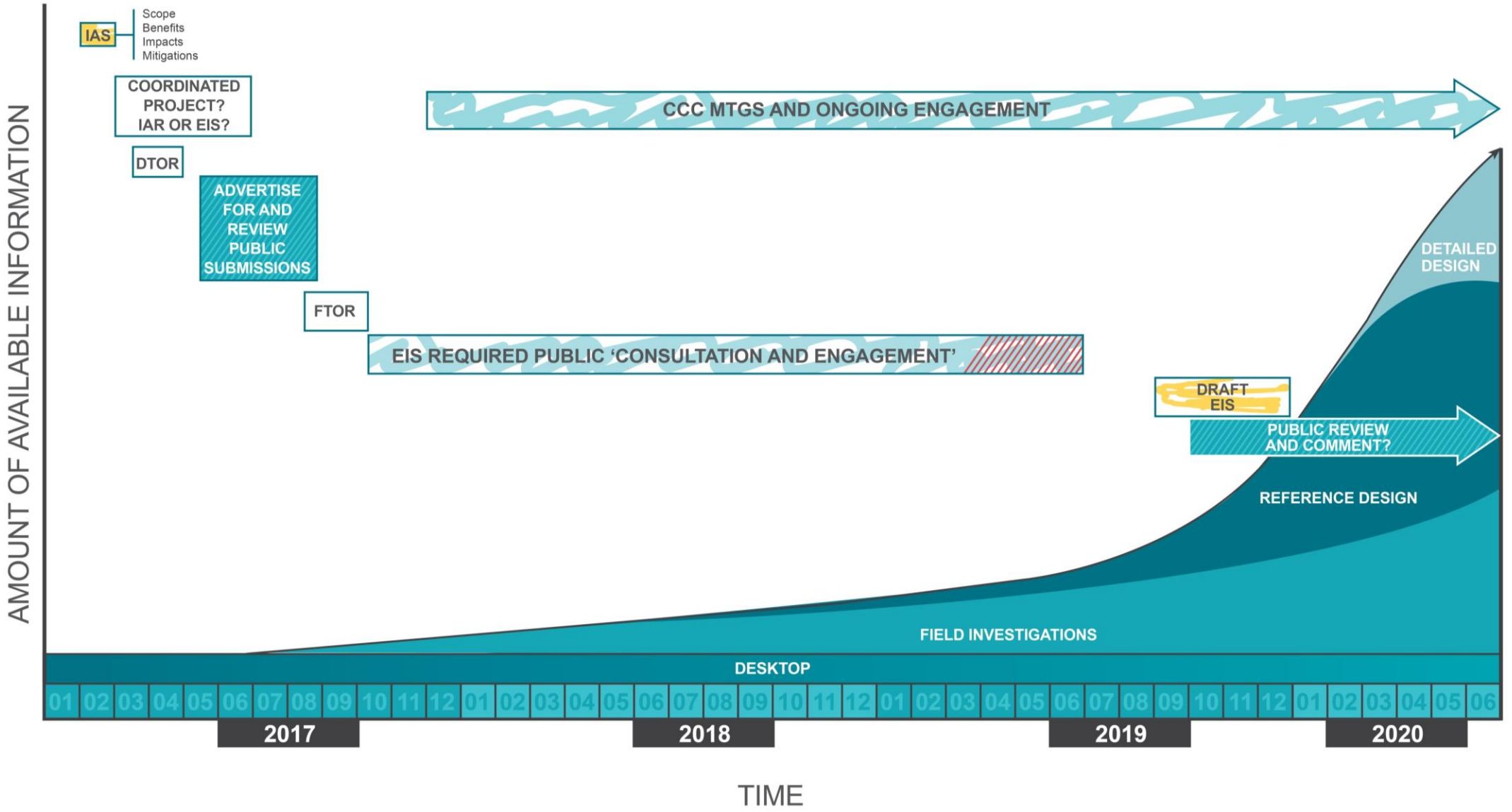
Technical complexities and desire for smart, innovative solutions from private sector

Effective risk transfer

Whole of life approach to design and cost

Highly competitive process, with significant value add from sponsors

Value for money


IAS
Scope
Benefits
Impacts
Mitigations
COORDINATED PROJECT? IAR OR EIS?
DTOR
ADVERTISE FOR AND REVIEW PUBLIC SUBMISSIONS
FTOR
CCC MTGS AND ONGOING ENGAGEMENT
EIS REQUIRED PUBLIC 'CONSULTATION AND ENGAGEMENT'
DRAFT EIS
PUBLIC REVIEW AND COMMENT?
DETAILED DESIGN
REFERENCE DESIGN
FIELD INVESTIGATIONS
DESKTOP
AMOUNT OF AVAILABLE INFORMATION
01 02 03 04 05 06 07 08 09 10 11 12 01 02 03 04 05 06 07 08 09 10 11 12 01 02 03 04 05 06 07 08 09 10 11 12 01 02 03 04 05 06
2017
2018
2019
2020
TIME
Submittals
Formal Public Submissions
Consultation and Engagement
Decision by the Coordinator General
IAS – Initial Advice Statement DTOR – Draft Terms of Reference FTOR – Final Terms of Reference EIS – Environmental Impact Statement
IR_1120

QUESTIONS SUBMITTED BY CCC MEMBERS

INLAND RAIL

GENERAL BUSINESS

COMMUNITY CONSULTATIVE COMMITTEE

UPCOMING COMMITTEE MEETINGS

- Tuesday 10 September – Grantham, Old Butter Factory
- Tuesday 13 December – Gatton, LV Cultural Centre

NEIGHBOURING COMMITTEE MEETINGS

- Tuesday 22 August – Scenic Rim CCC
- Tuesday 27 August – Inner Darling Downs CCC

INLAND RAIL

THANK YOU