Calvert to Kagaru – CCC – 05 September 2019

AGENDA

Item #	Topic	Name
1	Introduction and Acknowledgement of country	Kathy Baburin
2	Conflict of interest	Kathy Baburin
3	Update on previous actions	Inland Rail
4	C2K Project status update	Long Vo
5	Inland Rail 2019 conference update	Kathy Baburin
6	EIS Update CCC Member priorities: • Public Private Partnership Update • Noise • Landscape and Visual • Traffic, Transport and Access • Economic	Inland Rail Project Team
7	Community Update	Amanda Quayle
8	General business	All
9	Conclusion and confirmation of Actions	Kathy Baburin

PROJECT UPDATE

C2K has completed the reference design for the project to inform the EIS.

Preliminary Draft EIS has been sent to OCG for adequacy review.

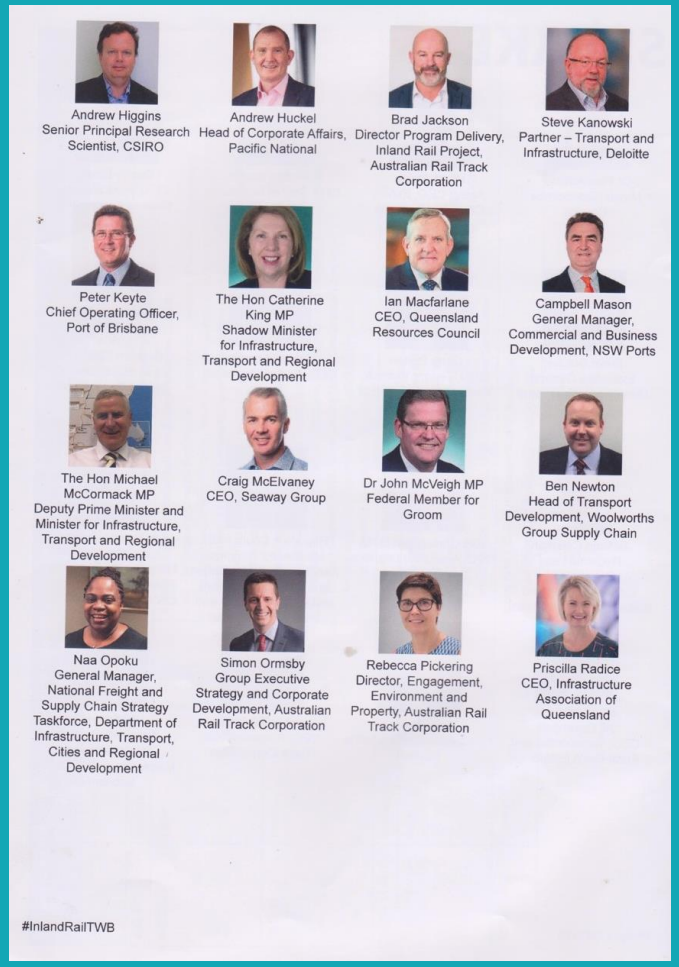
Next steps:
On-going consultation with Council's and community
Receive feedback from OCG adequacy of Draft EIS
Public consultation on EIS

- inlandrail.com.au

INLAND RAIL 2019 CONFERENCE

Presented by:
Kathy Baburin

INLAND RAIL 2019 CONFERENCE



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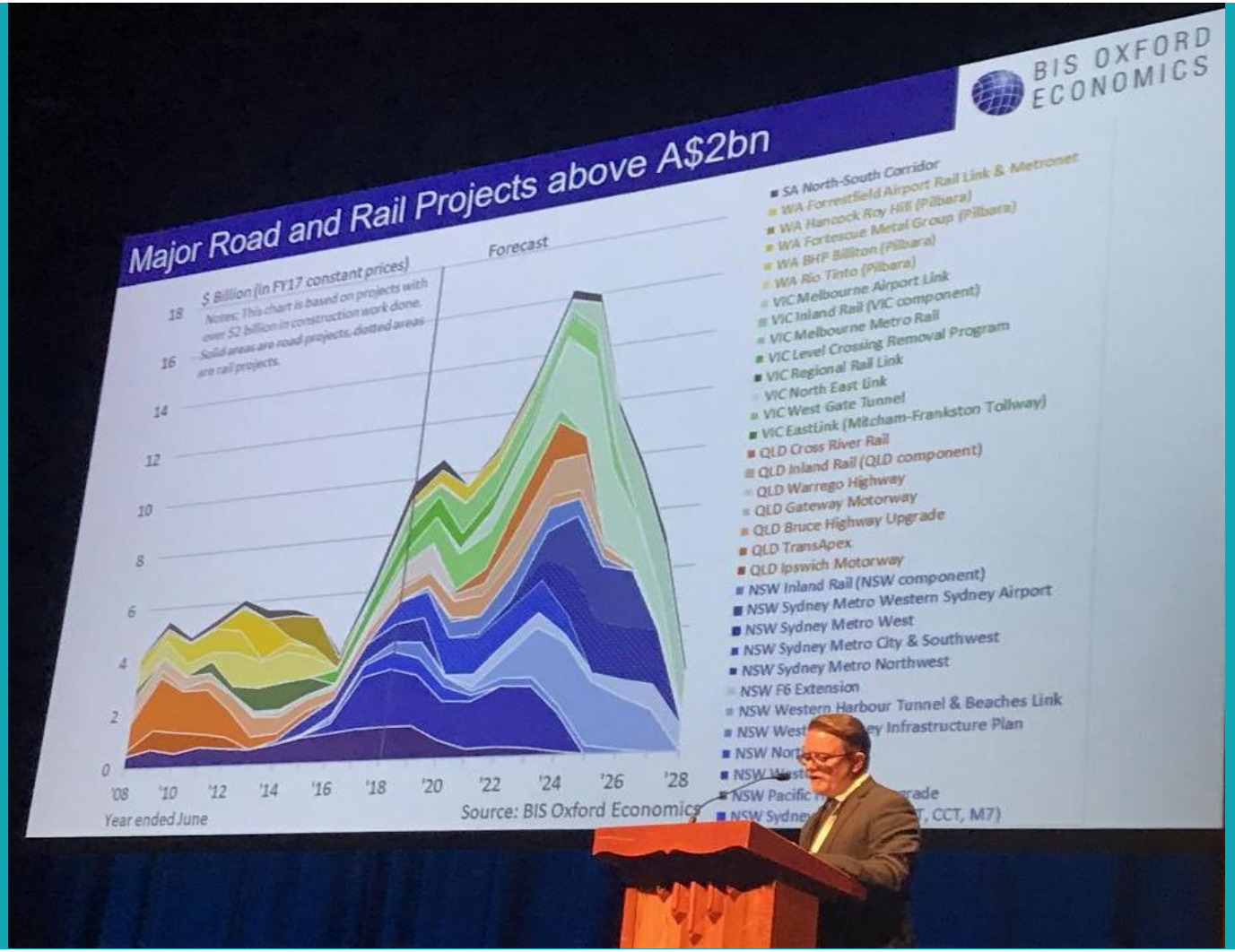

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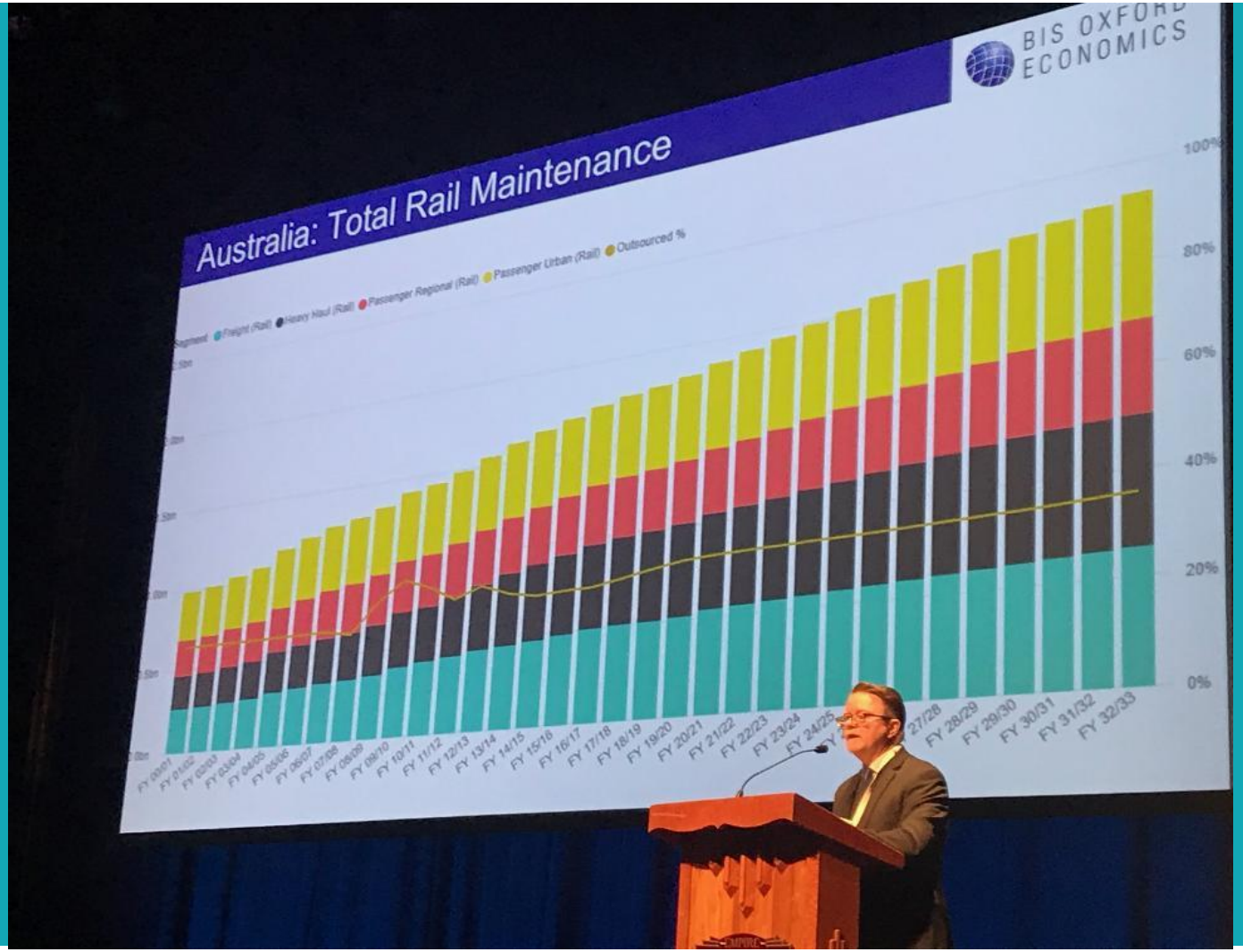

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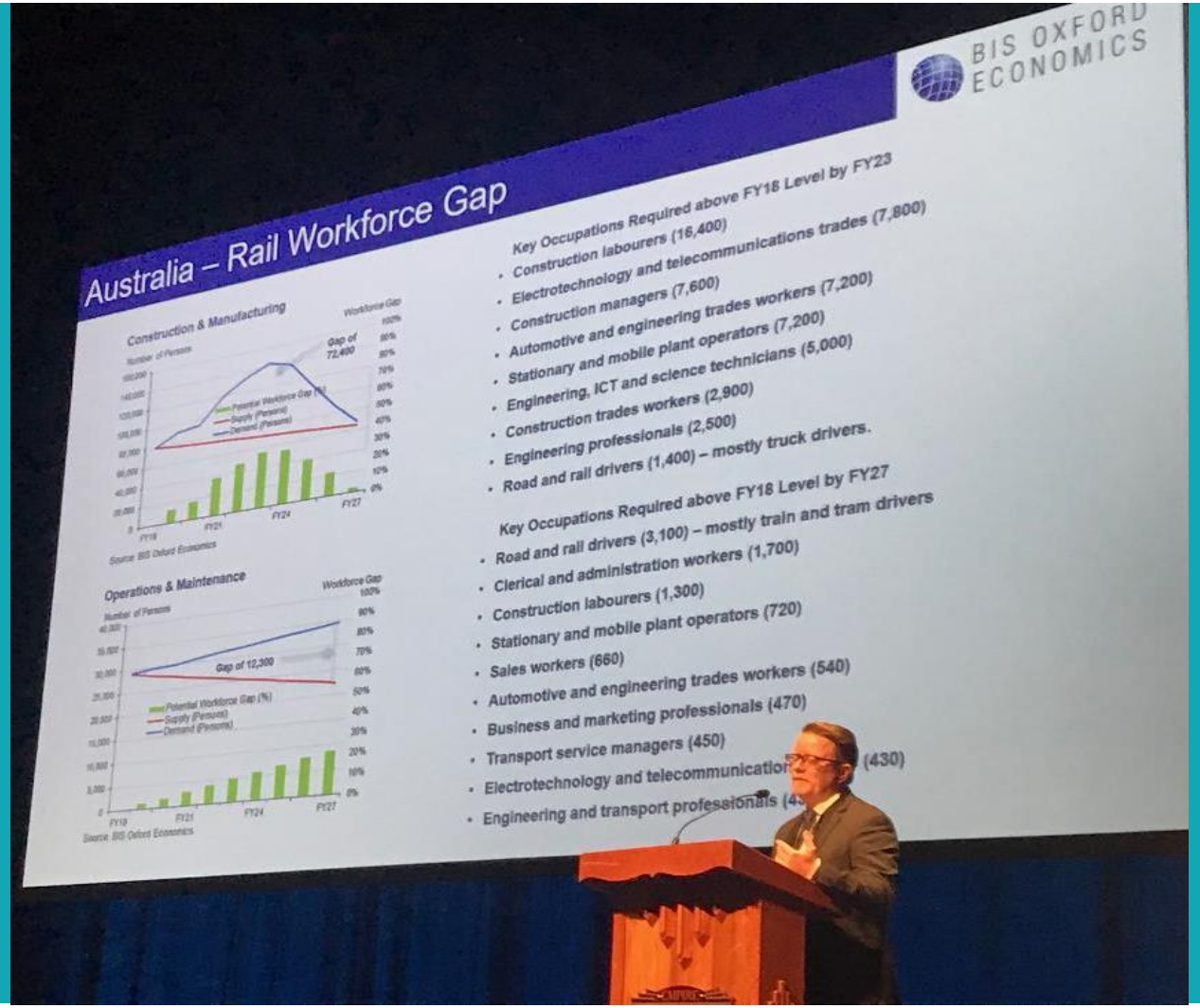

INLAND RAIL 2019 CONFERENCE

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INLAND RAIL 2019 CONFERENCE

Environmental Impact Statement Update

What have we been doing since we last saw you?

Talking to government stakeholders (State and Local)

Topic specific workshops and presentations

Finalising technical reporting

Lodging the preliminary draft EIS for adequacy check (30 August 2019)

What's next?

Office of the Coordinator-General to complete adequacy check of the EIS and advise ARTC of any edits / additional information required

ARTC to update EIS material (where directed)

Publication of EIS (where the EIS has been accepted as adequate)

Public notification of the EIS for submission

Display of the EIS (on the web, hardcopies will also be available)

CCC MEMBER PRIORTIES

Public Private Partnership Update

Noise

Visual Impact

Traffic, Transport and Access

Economics – Social Performance

PUBLIC PRIVATE PARTNERSHIP UPDATE

- In May 2019, a solid market response was received to the Invitation for Expressions of Interest (EOI) for G2K.

- Evaluation of EOI responses is nearing completion.

- The high caliber of responses received demonstrate the sustained industry appetite to be involved in the delivery of the project. This will provide a platform for a competitive Request for Proposals (RFP) process.

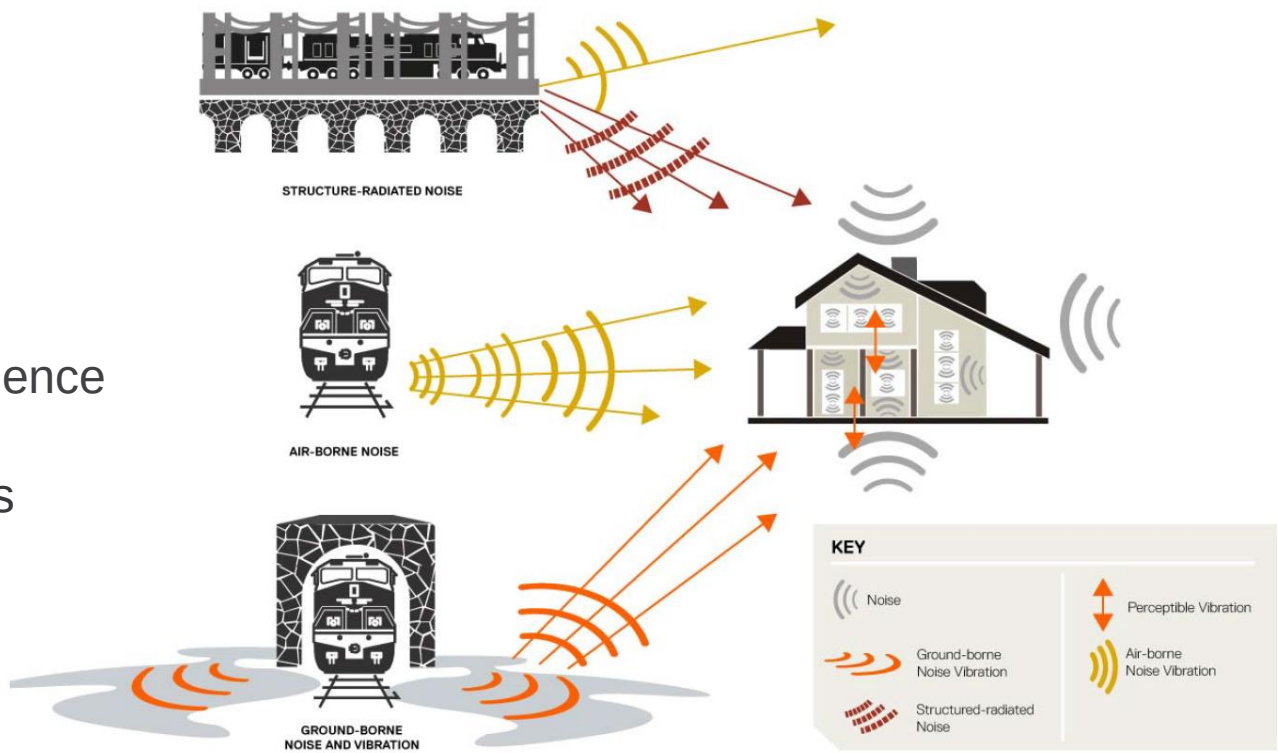
Next steps:

- Inland Rail is preparing the (RFP) so shortlisted proponents can tender for the projects.

NOISE

NOISE – OPERATIONAL

- Airborne; vibration; regenerated noise
- **Goals**: daytime, night-time, maximum
- Movements on corridor, loops and crossings – 2025; 2040
- Greenfield and brownfield – including:
  direction; speed; track gradient; notch influence
- Fixed emissions: idling (loops); horns; and alarms
- **Sensitive receivers:**
  within 2km of alignment
  residents, education facilities; churches; hospitals; open space (passive, active); other Approx. **1,300 receivers**



NOISE TRIGGERS

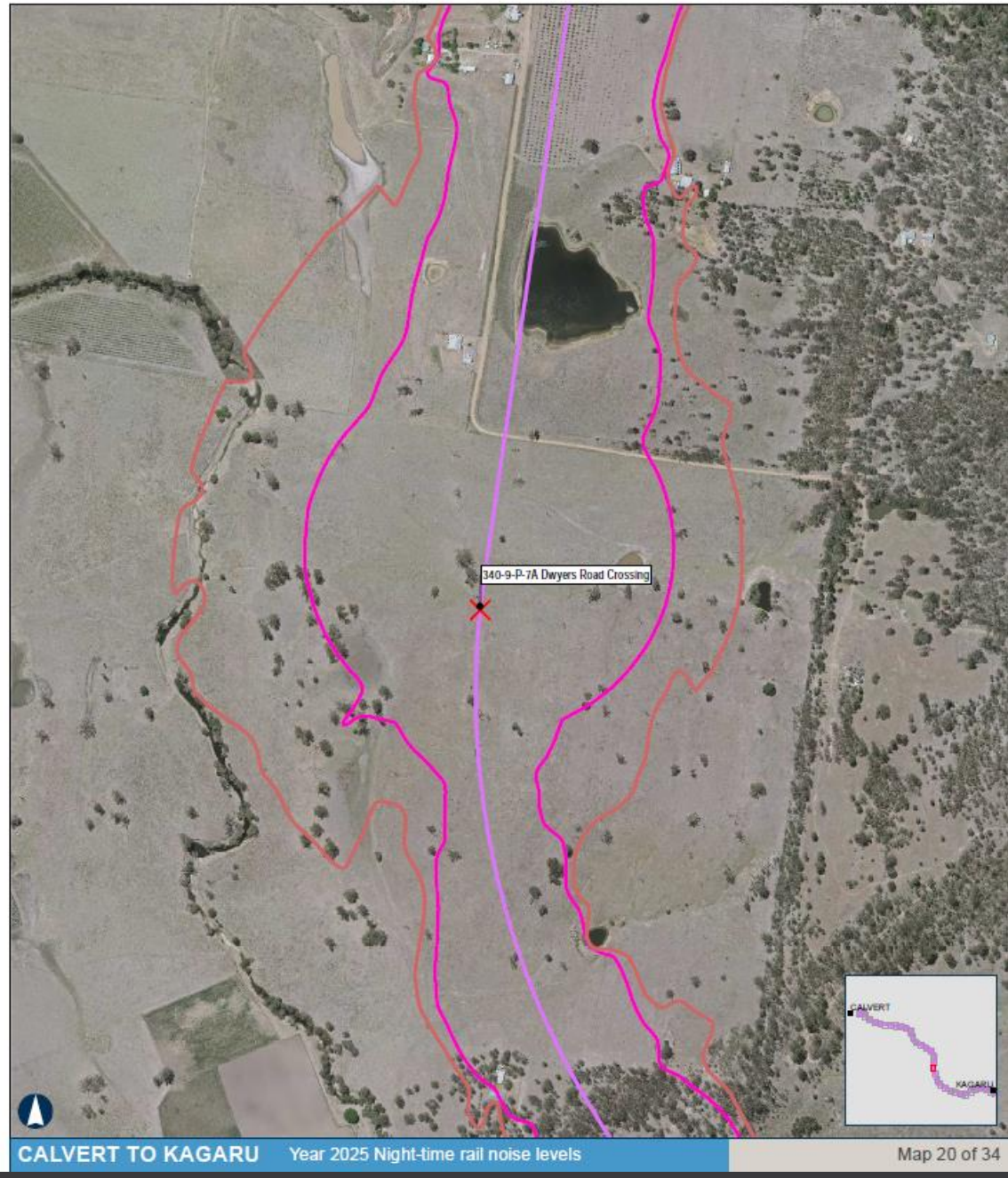
- To limit the impact on the community
- Provide best for community outcomes

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

NOISE – OPERATIONAL

Trigger (2025)	Day (7am-10pm)	Night (10pm-7am)	Maximum (night)
1-3 dB	7	21	15
>3-5 dB	4	15	11
>5-10 dB	5	14	10
> 10 dB	0	6	5
TOTAL	**16**	**56**	**41**

- Three additional receivers triggered in 2040
- Numbers above include all triggers (double counting)



NOISE – VALIDATION

Location	Day (7am-10pm)	Night (10pm-7am)	Maximum (day)	Maximum (night)
ID 1	1.4	0.8	-0.1	2.9
ID 2	4.1	3.8	5.7	4.0
ID 3	-0.3	2.0	3.1	3.1
ID 4	1.1	0.0	2.2	1.4
ID 5	5.8	5.4	1.9	1.0
All locations	2.4	2.4	2.6	2.5
Locations 1 – 4	**1.6**	**1.7**	**2.7**	**2.9**

- Predicted minus measured
- **Outcome:**
  - in close agreement
  - generally over predicting (conservative)

NOISE MITIGATION

- Mitigation for Inland Rail follows a hierarchy of control options
- Strategy is based on selecting feasible and practicable noise mitigation
- Noise barriers generally considered for groups of triggered receptors.
- For isolated receptors, barriers are generally not considered (for any infrastructure project).

NOISE MITIGATION

Mitigation for isolated receptors is expected to include:

- At-property architectural treatments to the building (increased glazing or façade, ventilation) – to control rail noise inside building, and/or
- Upgrades to the receptor property boundary fencing to improve screening of rail noise.
- Mitigation requires safety, engineering, environmental and cost factors to be considered.
- Noise and vibration works will be ongoing – this is only the start

NOISE

Passing loop noise

- Noise modelling at passing loops has been included as part of C2K noise evaluation.
- The modelling undertaken includes trains idling, entering in and out of passing loops, which will all be required to adhere to noise guidelines.

Noise simulation

- Inland Rail is developing and testing noise simulation with a third party.
- Testing of the technology is being reviewed. We will share simulations when ready.

NOISE

What happens if the rail noise is too loud when trains start running?

1. Landowners to report noise concerns to Inland Rail 1800 732 761.
2. Inland Rail will organise a third party to survey noise levels.
3. If noise levels *do not* exceed noise guidelines, Inland Rail will discuss results with landowners.
4. If noise exceeds guidelines, Inland Rail will take steps to review and discuss suitable mitigations
5. On-going monitoring of performance

EIS – LANDSCAPE & VISUAL

Environmental Impact Statement Landscape and Visual

What are the assessment findings?

12 representative viewpoints were selected and assessed for both construction and operational impacts (following slide)

Selected via a visibility mapping study, essentially a model / viewshed analysis tool, then ground truthed in the field

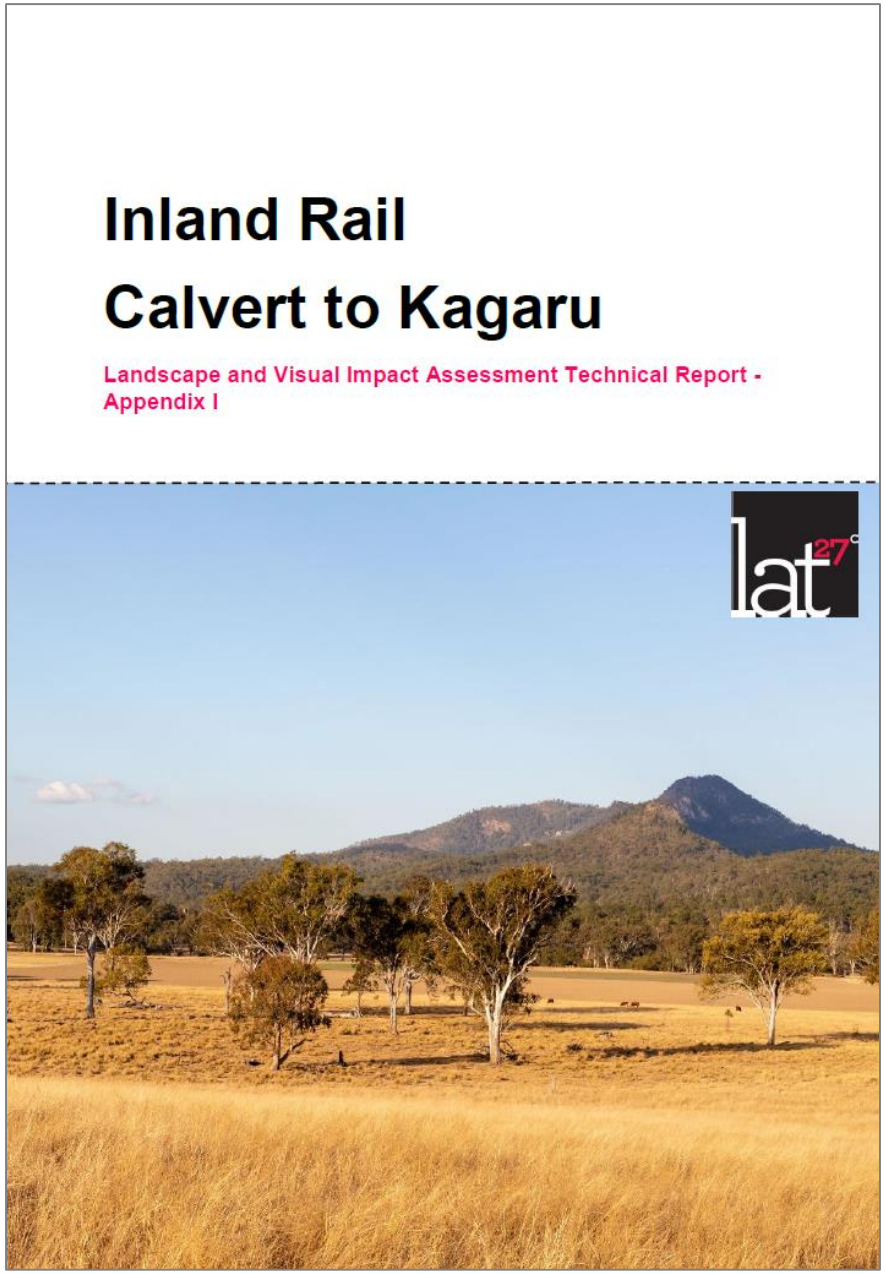
During construction, the greatest visual impact was for four viewpoints:

Viewpoint 3: Cunningham Highway looking southeast towards Flinders Peak *****

Viewpoint 10: Washpool Road from private properties

Viewpoint 11: Wild Pig Creek Road from private properties *****

Viewpoint 12: Undullah Road from a private property



Environmental Impact Statement Landscape and Visual

During operations the greatest visual impact was for three viewpoints:

Viewpoint 1: Rosewood-Warrill View Road looking northeast (Bremer River Rail Bridge) *****

Viewpoint 3: Cunningham Highway looking southeast to Flinders Peak *****

Viewpoint 5: Ipswich-Boonah Road looking northeast*

Identified mitigation measures (examples)

Alignment avoids direct impacts on nationally or regionally protected landscape areas

Limiting the extent of cut and fill including height of structures and embankments

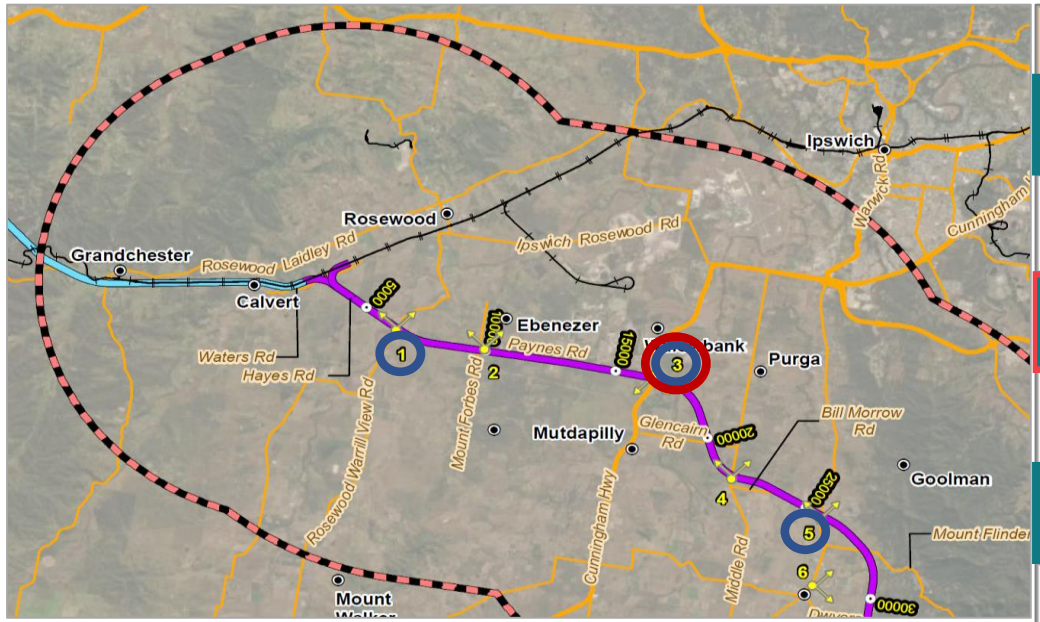
Develop a Reinstatement and Rehabilitation Plan

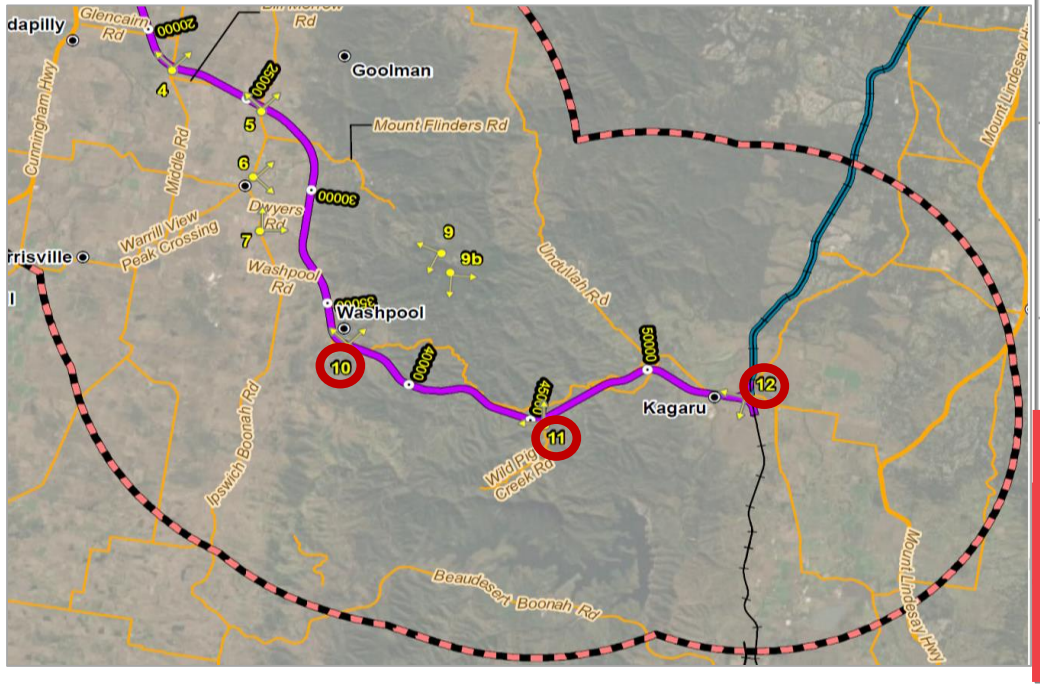
Minimisation of disturbance to native vegetation and habitats

Treatments to site compounds, such as art based screening

Avoid night works near residences

Encourage you to attend the next round of drop is sessions to talk to our technical specialists for any property specific enquiries





Viewpoint name	Anticipated approximate distance to alignment	Key visual receptors
Viewpoint 1: Rosewood-Warrill View Road Looking northeast	Alignment is approximately 100 m northeast of this viewpoint	Residents, visitors, workers and tourists travelling along Rosewood-Warrill View Road
Viewpoint 2: Payne's Road looking south	This viewpoint is approximately 60 m to the south of this viewpoint	Residents, visitors, workers and tourists travelling along Payne Road
Viewpoint 3: Cunningham Highway looking south east to Flinders Peak	Alignment is approximately 400 m to the east of this viewpoint	Residents, visitors, workers and tourists travelling south along the Cunningham Highway
Viewpoint 4: Middle Road, looking north	Alignment is approximately 500 m to the west of this viewpoint and 1 km to the north	Residents, visitors, workers and tourists travelling Middle Road
Viewpoint 5: Ipswich-Boonah Road looking northeast, near properties 276 and 288	Alignment is approximately 170 m to the northeast of this viewpoint	Residents, visitors, workers and tourists travelling Ipswich-Boonah Road
Viewpoint 6: Peak Mountain View Park, near Peak Crossing State School and Peak Crossing township	Alignment is approximately 2.25 km east of this viewpoint	School patrons, residents of Peak Crossing and visitors, workers and tourists travelling Ipswich-Boonah Road and utilising the facilities (playground, amenities and barbeque/picnic facilities) at Peak Mountain View Park
Viewpoint 7: Ipswich-Boonah Road near Flinders Peak Winery	Alignment is approximately 1.65 km to the east of this viewpoint	Residents, visitors and guests of Flinders Peak Winery and visitors, workers and tourists travelling Ipswich-Boonah Road
Viewpoint 8: Cunningham Lookout off Rosewood Warrill View Road east looking towards Flinders Peak	Alignment is approximately 17 km to the east of this viewpoint	Visitors to Cunningham Lookout and visitors, workers and tourists travelling Rosewood Warrill View Road
Viewpoint 9: Flinders Peak	Alignment is approximately 4.70 km to the southwest of this viewpoint	Typical views of those walking the Flinders Peak trail in Flinders – Goolman Conservation Estate
Viewpoint 10: Washpool Road near rural properties 456-463	Alignment is approximately 300 m to the north of this viewpoint	Residents, visitors, and workers travelling Washpool Road
Viewpoint 11: Wild Pig Creek Road near rural properties 717-722	Alignment is approximately 100 m to the northeast of this viewpoint	Residents, visitors, and workers travelling Wild Pig Creek Road
Viewpoint 12: Undullah Road near 'Brooklands" rural property	Alignment is approximately 150 m to the northeast of this viewpoint	Residents, visitors, and workers travelling Undullah Road.

Potential Impacts
Impact Assessment findings

Wild Pig Creek Road Level crossing (Before) - Visualisation Example

Potential Impacts
Impact Assessment findings

Wild Pig Creek Road Level crossing (After) - Visualisation Example

Potential Impacts
Impact Assessment findings – Summary

Ipswich Boonah Road (Before) - Visualisation Example

Potential Impacts
Impact Assessment findings – Summary

Ipswich Boonah Road (After) - Visualisation Example

Potential Impacts
Impact Assessment findings – Summary

Bremer River Rail Bridge (Before) - Visualisation Example

Potential Impacts
Impact Assessment findings – Summary

Bremer River Rail Bridge (after) - Visualisation Example

Potential Impacts
Impact Assessment findings – Summary

Cunningham Highway (Before) - Visualisation Example

Potential Impacts
Impact Assessment findings – Summary

Cunningham Highway (After) - Visualisation Example

TRAFFIC, TRANSPORT & ACCESS

TRAFFIC, TRANSPORT & ACCESS

Traffic, Transport and Access assessment has been completed as part of the EIS

Level crossings

- Eight level crossings are proposed along the alignment.
- Continuing to work with Council on level crossing to confirm suitability of interface.

Washpool Road realignment

- Community concerns of Washpool Road flooding.
- Continuing to work with Council on community concerns to minimise impacts to the road where possible including level crossing.

TRAFFIC, TRANSPORT & ACCESS

Middle Road

- Community concerns about level crossing, preference is grade separation.
- Traffic management plan addresses impacts to the arterial roads around Middle Road. Moreton Saleyards are included in the traffic assessment.
- Project team aware of constraints of raising power lines and working with Powerlink.

Paynes Road

- Community concerns about realignment of Paynes Road.

General Traffic

- Concerns around traffic impacts to local roads.
- C2K project to use state roads where possible.

TRAFFIC, TRANSPORT & ACCESS

What can I do about traffic impacts during construction?

- Contact Inland Rail on 1800 732 761.
- Inland Rail to review Traffic Management Plan and assess and identify any opportunities to minimise impacts.
- Inland Rail to discuss traffic routes with road authority (State Government / Council)
- Where possible and required implement new traffic routes.

ECONOMICS – SOCIAL PERFORMACE

SOCIAL PERFORMANCE PROGRAM

ARTC recognises its responsibility to deliver and operate Inland Rail with the least social impact possible, while enhancing the benefits Inland Rail will deliver to the people of Australia at both a local and national scale

1. WORKFORCE MANAGEMENT
2. LOCAL AND INDIGENOUS INDUSTRY PARTICIPATION
3. HOUSING AND ACCOMMODATION
4. HEALTH AND COMMUNITY WELLBEING
5. COMMUNITY AND STAKEHOLDER ENGAGEMENT

SOCIO-ECONOMIC OUTCOMES

SOCIAL PERFORMANCE

SOCIAL OUTCOMES

Inland Rail Skills Academy

- Launched 22nd August
- Focus is on creating opportunities for education, training and skills development, and employment
- The Academy will help build regional prosperity
- Partnering with the Australasian Railway Association:
  - Skills training in rail construction, operations and rail maintenance
  - Business participation and capacity building
- Example initiatives:
  - Undergraduate Scholarships – USQ, Charles Sturt University, La Trobe University
  - Science, Technology, Engineering and Maths (STEM) education

Mental Health Partnership

- CCC Mental Health – Support training with Lifeline
- Planned Community Events in impacted communities
- Ongoing access to support services through:
  - 1300 971 309 - For communities in the Darling Downs and West Moreton PHN, includes Peak Crossing, Boonah, Wyaralong, and Ipswich
  - 1300 986 886 - For communities in the Brisbane South PHN, includes Beaudesert Bromelton and Kagaru

EIS – Local Business Impacts and Opportunities

C2K EIS investigated impacts and opportunities for local businesses through the SIA and the EcIA. Information informing the investigation came through:

- Consultation with:
  - Ipswich and Scenic Rim Council - economic team representatives
  - Chambers of Commerce – Combined Scenic Rim and Ipswich
  - State Government agencies e.g. DSDMIP, DESBT
  - Local businesses attending general EIS engagement sessions
- Review of regional economic plans
- Social Infrastructure workshops
- Feedback through CCCs
- Submissions to the ToR
- SIA Survey – approx. 400 participants

EIS – Local Business Impacts and Opportunities

Impacts identified through desktop studies and consultation include:

- Disruption of local businesses e.g. traffic, amenity, connectivity
- Impacts on tourism through noise, air quality, scenic amenity, traffic wait times
- Impacts on agricultural properties e.g. access to farm infrastructure, dissection of properties
- Stock and product movements e.g. travel times, safety concerns
- Local supply opportunities, including regional development opportunities
- Facilitation of industrial development
- Economic Benefits Assessment

EIS – Local Business Impacts and Opportunities

Proposed mitigations to minimise impacts and enhance benefits include:

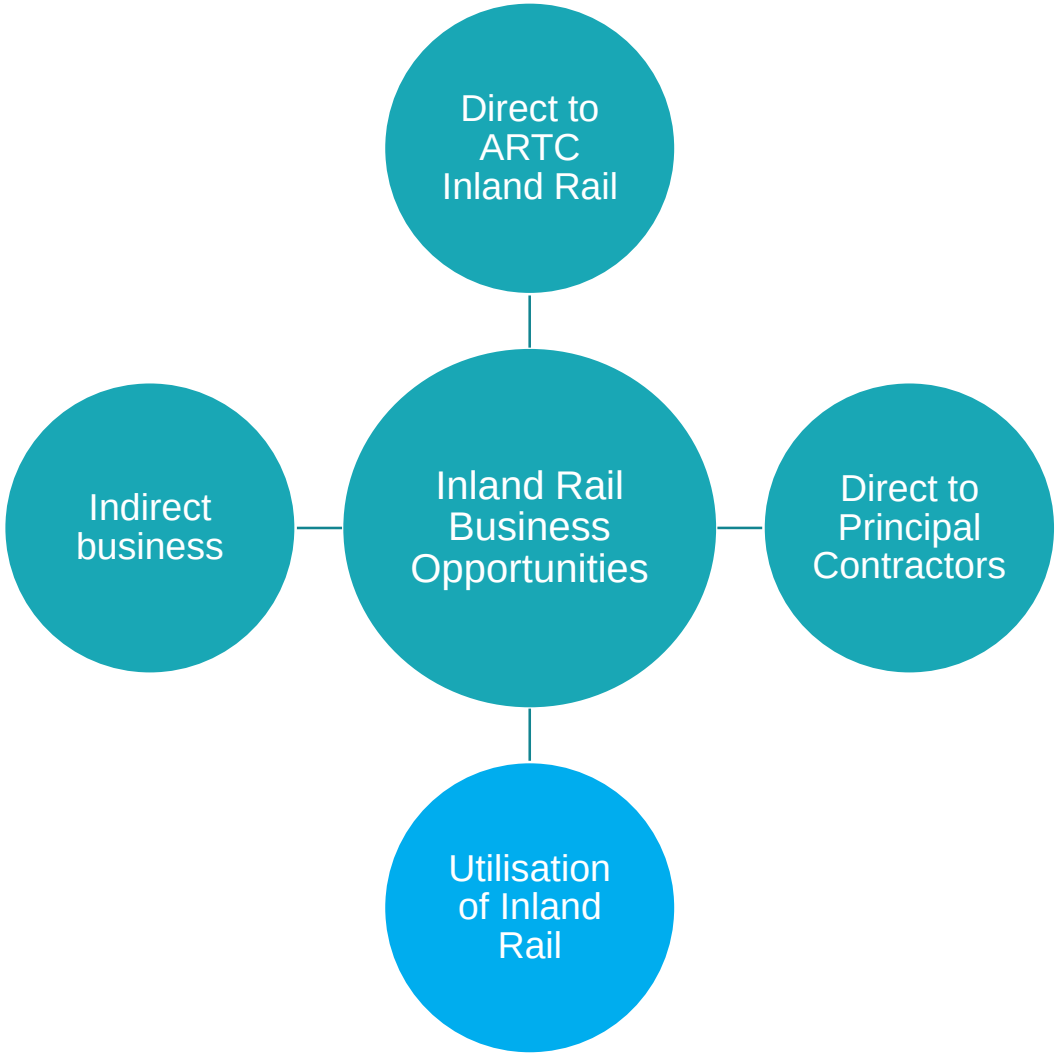
- Environmental management as per other EIS investigation areas e.g. noise, air quality, visual amenity
- Consultation with directly affected property owners to develop property-specific measures
- Ensure an appropriate level of access is maintained for agricultural businesses, and to the roads which link them to markets.
- Support for local tourism marketing and promotion during construction
- Support for local business participation through capability development and inclusion in procurement processes
- Ongoing engagement with key business representative groups e.g. Chambers of Commerce

Business opportunities on Inland Rail

Businesses have the opportunity to benefit from Inland Rail through a number of channels

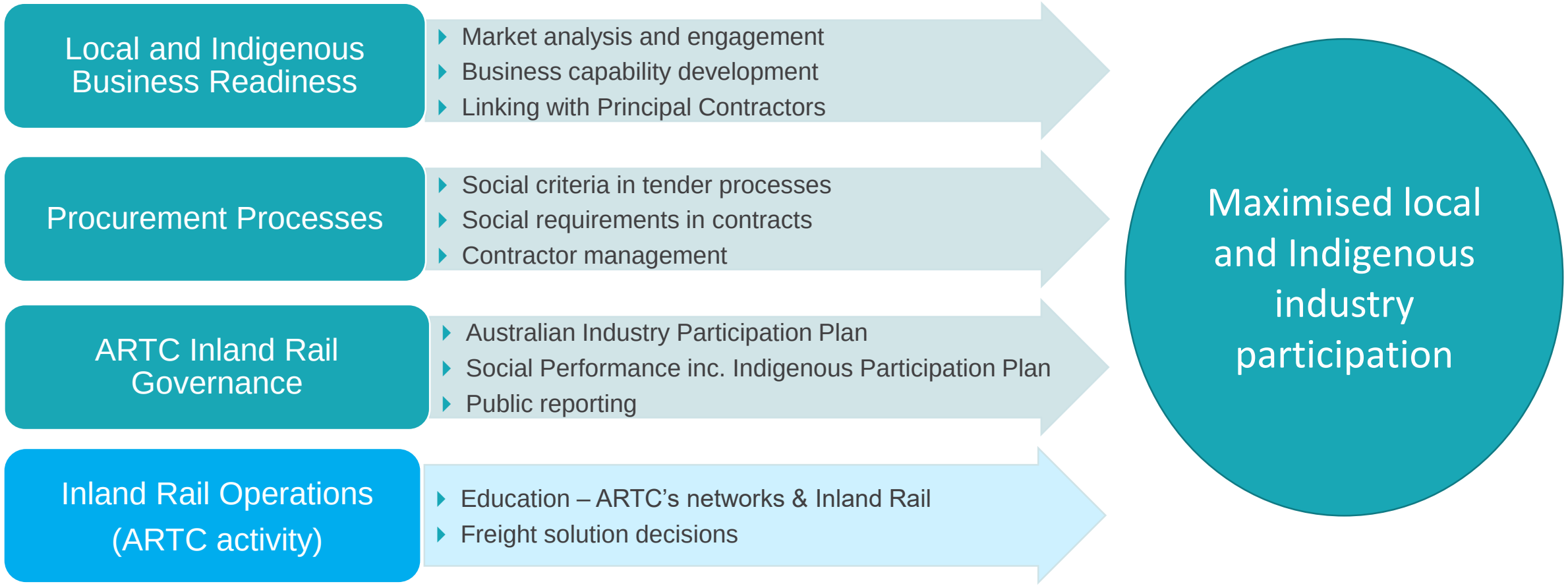
- Direct supply to Inland Rail
- Direct supply to Principal Contractors
- Indirect business arising from the project
- Utilisation of Inland Rail once constructed and operational

ARTC is committed to providing full, fair and reasonable opportunity for local and Indigenous businesses to participate in Inland Rail.

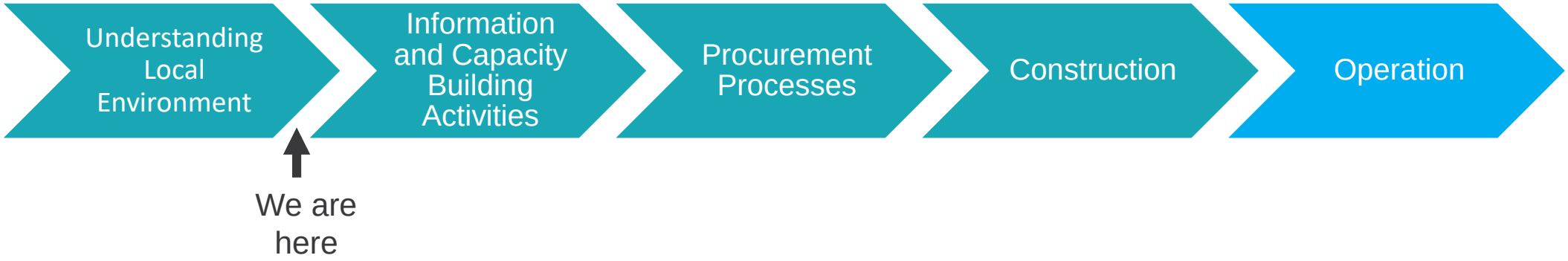


Local and Indigenous Industry Participation

ARTC is committed to supporting local and Indigenous industry participation in Inland Rail.



Current Status



- Gaining an understanding of local environment through:
  - Social Impact Assessment
  - Engagement with key stakeholders
- Presentations to businesses and stakeholders
- Inland Rail Skills Academy launched in August 2019
- Consideration in early procurement processes e.g. EOI

SOCIAL PERFORMANCE

How do I work with Inland Rail?

BUSINESSES

1. Register for updates - inlandrail.artc.com.au/register
2. Register for Tenderlink - www.tenderlink.com/inlandrail/
3. Apply for tender packages.

COMMUNITY UPDATE

COMMUNITY UPDATE

COMMUNICATIONS FOR EIS PUBLIC CONSULTATION

- ARTC Inland Rail website
- Social media post - submission release date.
- Enewsletter to 350+ in C2K database
- Schedule public information sessions for community feedback.
- Issue specific workshops – flooding, flora and fauna
- On-going one-on-one discussions
- Media release to promote the consultation sessions.
- Distribute “Have your say” factsheets for public consultation.
- Schools Newsletter to include information on consultation sessions where permitted.
- SMS C2K database in Consultation Manager.
- Newspaper advertisements to promote consultation.
- Distribute flyers to community centres, add on noticeboards etc.

GENERAL BUSINESS

CONFIRMATION OF ACTIONS

COMMUNITY CONSULTATIVE COMMITTEE

UPCOMING SESSION

Thursday 21 November 2019 – Boonah

INLAND RAIL

THANK YOU