

ARTC

INLAND  
RAIL



**LOCKYER VALLEY COMMUNITY CONSULTATIVE  
COMMITTEE**

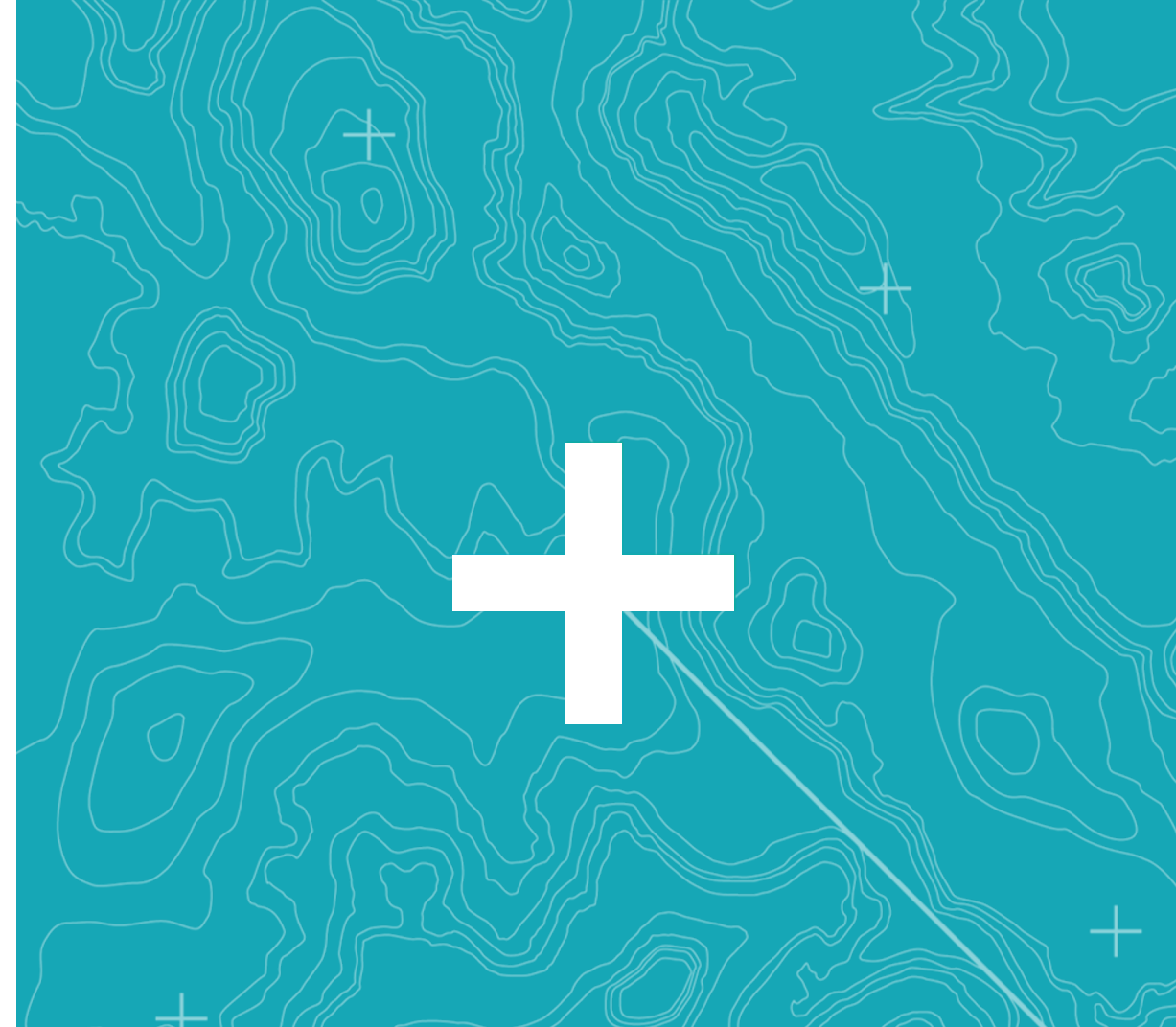
7 December 2021

# Lockyer Valley CCC Meeting

**Introductions**

**Conflict of interest**

**Committee Chair, Simon Warner**





## ACKNOWLEDGMENT OF COUNTRY

Inland Rail acknowledges the Traditional custodians of the land on which we work, and we pay our respects to Elders past and present.

- Rob Walker and Nawar Spear  
tion – Brodie Hartfiel  
Terzic and Corey Doran  
ment outcomes – Michael Price and  
il discussion – Simon Warner

# PPP DIRECTOR'S UPDATE – TONY LUBOFSKY



Creating a new reality  
for Australia and a  
more prosperous nation



Connecting Australia  
into a faster, safer,  
more reliable freight  
rail network

# A MAJOR BOOST FOR QUEENSLAND

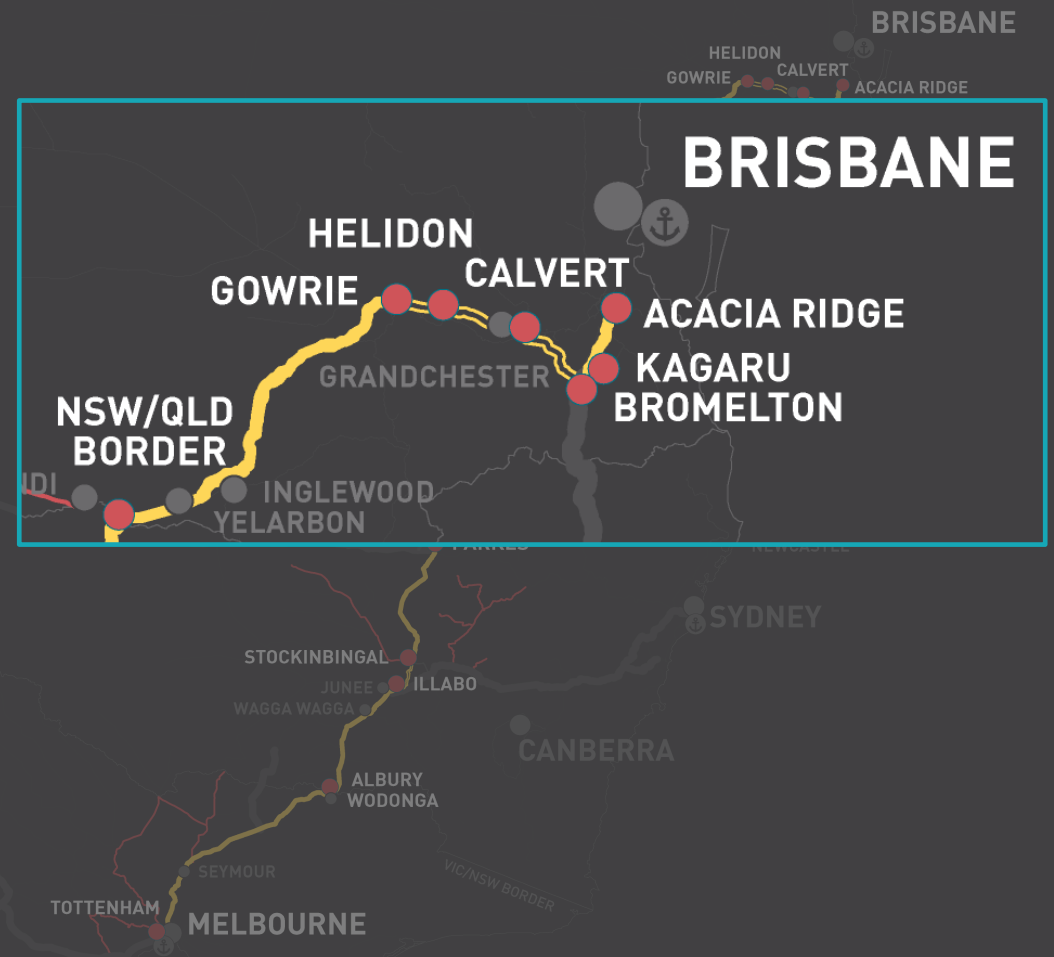


\* Revised analysis by PricewaterhouseCoopers December 2020



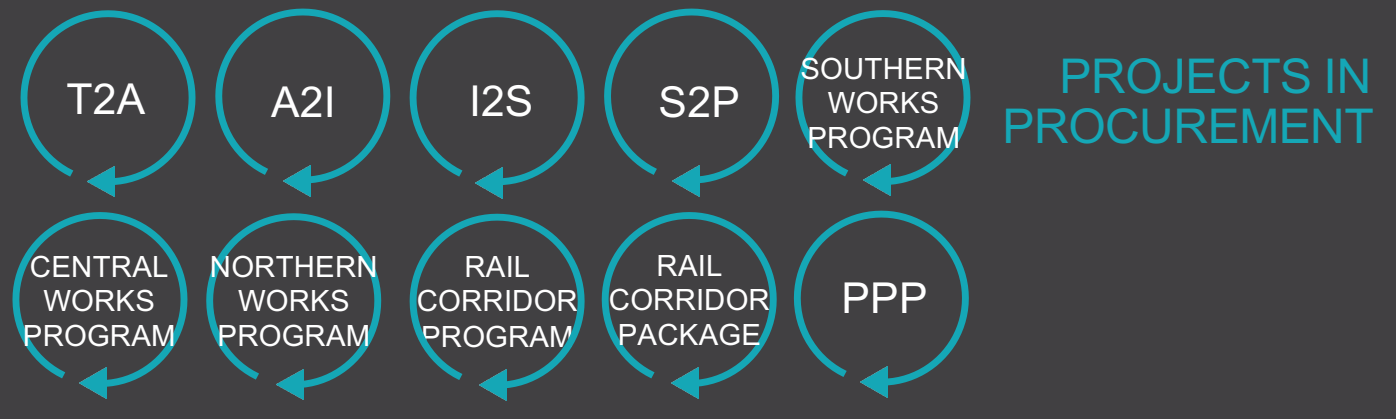
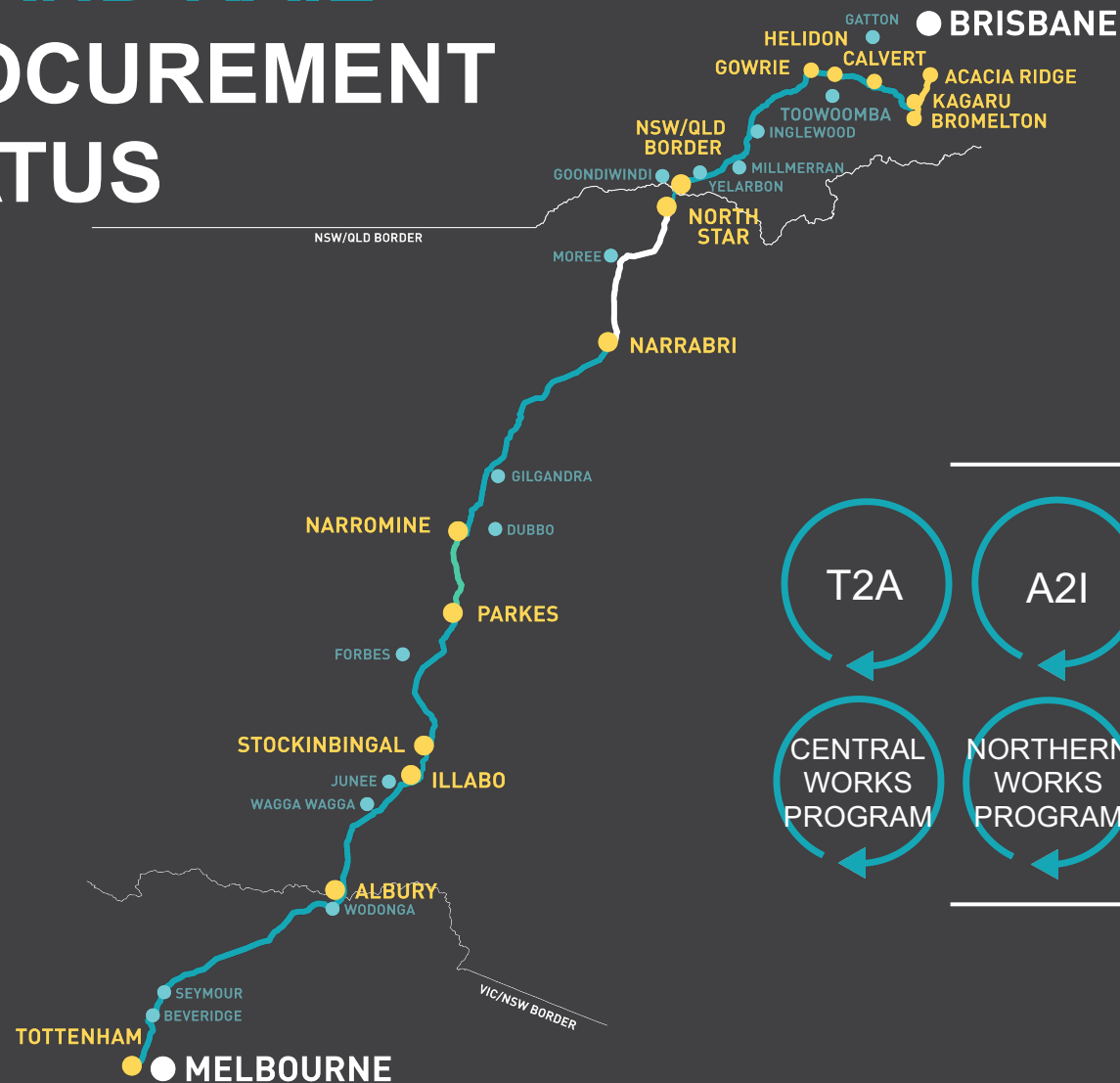
# QUEENSLAND

- + Expected to boost potential GSP by up to \$7.8 Billion over first 50 years of operation
- + 128km section from Gowrie to Kagaru will be delivered through a Public Private Partnership (PPP)
- + Gowrie to Helidon draft Environmental Impact Statement public display closed last month
- + Coordinator-General decided not to declare the Kagaru to Acacia Ridge project a 'coordinated project'
- + Federal and Queensland Governments examining terminal or intermodal facility in Acacia Ridge
- + Northern Civil Works Program preferred proponent announced – BHQ joint venture





# INLAND RAIL PROCUREMENT STATUS



# PUBLIC PRIVATE PARTNERSHIP

## GOWRIE TO KAGARU

<b>Segment</b>	Gowrie to Helidon	Helidon to Calvert	Calvert to Kagaru
<b>Works Package</b>	Gowrie to Kagaru		
<b>Delivery Model</b>	PPP		



# GOWRIE TO HELIDON PROJECT MANAGER – NAWAR SPEAR

# HELIDON TO CALVERT PROJECT MANAGER – ROBERT WALKER

# CULTURAL HERITAGE ADVISOR – BRODIE HARTFIEL

# CULTURAL HERITAGE MANAGEMENT AND NATIVE TITLE

- Cultural Heritage management and Native Title are different but integral to each other.
- Cultural Heritage management refers to the recognition, protection and conservation of Cultural Heritage sites, places and items.
- Native Title is the recognition and protection of Native Title rights and interests for the benefit of Traditional Owners across Australia.

Native Title is managed under the *Native Title Act 1993* (C'th)

Aboriginal Cultural Heritage is managed under the *Aboriginal Cultural Heritage Act 2003* (Qld)

# CULTURAL HERITAGE LEGISLATION

## Commonwealth

- *Aboriginal and Torres Strait Islander Heritage Protection Act 1984*
- *Environmental Protection and Biodiversity Conservation Act 1999*

## Queensland

- *Aboriginal Cultural Heritage Act 2003*
- *Aboriginal Cultural Heritage Act 2003: Duty of Care Guidelines*
- *Queensland Heritage Act 1992*
- *Planning Act 2016 (local heritage provisions)*

Cultural Heritage (Aboriginal and non-Indigenous) is protected at the Commonwealth, state and local level.

# ABORIGINAL CULTURAL HERITAGE WORK TO DATE

- The pedestrian Aboriginal Cultural Heritage Surveys have been underway since mid 2016 and are ongoing.
- Recently met with Yuggera Ugarapul to discuss and agree on findings and management provisions of the Aboriginal Cultural Heritage Surveys thus far.
- Stone artefact scatters and isolated artefacts were the most common Aboriginal heritage sites that were identified during the surveys, followed by scarred trees.
- The assessments identified a number of highly sensitive areas and site provinces where certain landscape features such as ridgelines that provide access between river catchments and alluvial flats with sandy deposits showed evidence of Aboriginal Cultural Heritage.
- These sites, items and places will be managed under the measures set out in the approved Cultural Heritage Management Plan that Yuggera Ugarapul have with Inland Rail.
- Some of these management activities will include avoidance, salvaging of surface artefact scatters and archaeological test-pitting to determine site extents and deposit depth.



# ABORIGINAL CULTURAL HERITAGE SURVEYS



Surveys through steep terrain



Recording a site

# ABORIGINAL CULTURAL HERITAGE SURVEYS



Recording a site on an access track



Walking transects across flat country

# LISTENING EXAMPLES – GIANO TERZIC AND COREY DORAN

# AIRFORCE ROAD, HELIDON

Local council and Helidon community were concerned about public safety impacts of closing Airforce Road and diverting heavy traffic (including trucks carrying explosives) to/from the nearby Helidon Explosives Reserve, through the town.

Potential Options:

- Road bridge over Rail at Seventeen Mile Road, closing Airforce Road and diverting all traffic through the centre of town
- Road bridge at Seventeen Mile Road and Level Crossing at Airforce Road
- Road bridge over Rail at Airforce Road and closure of Seventeen Mile Road, diversion of all traffic via Airforce Road



# AIRFORCE ROAD, HELIDON



# AIRFORCE ROAD, HELIDON

The Project team:

- Reassessed options and proposed a grade separated crossing at Airforce Road
- Proposal also involved diverting Seventeen Mile Road to Airforce Road
- This benefits the community by keeping heavy truck traffic, including explosives, away from town
- A related public safety benefit is that the grade separated road ensures trucks carrying explosives avoid interaction with the railway line.

# FOREST HILL ROAD/RAIL INTERFACE

- ARTC investigated initial level crossing option
- Department of Transport and Main Roads requested further investigation to include a grade separated (road over rail) option
- Community concerned Forest Hill township may lose connectivity if the existing Hunt Street level crossing was closed and replaced by a road over rail bridge
- Cutting off passing traffic would reduce business patronage
- Community wants traffic to continue using the main street (Victoria Street) as the main access route to the local businesses.



# FOREST HILL ROAD/RAIL INTERFACE





# FOREST HILL ROAD/RAIL INTERFACE

- Investigated multiple options including a re-designed, safe level crossing at the end of Glenore Grove Road, and two road-over-rail bridge options – to the east and west of the town
- Workshopped and collected community feedback on the three options
- Feedback proposed that we close the existing level crossing to road traffic (open to pedestrians) and re-design a safe level crossing at the end of Glenore Grove Road, east of the township
- This will ensure passing foot traffic is maintained.

# TOOWOOMBA TUNNEL, WESTERN PORTAL

- Toowoomba Tunnel western portal initial design was susceptible to flooding impacts in significant flood event.
- Community also identified a similar concern, supported by further investigation.



# TOOWOOMBA TUNNEL, WESTERN PORTAL



# TOOWOOMBA TUNNEL, WESTERN PORTAL

- The initial proposed alignment was revisited to comply with flood immunity requirements for the tunnel.
- One of the main concerns when selecting a new alignment for the tunnel was minimising the impacts on properties around the area.
- The project came back with a new proposed alignment that did not impact any additional properties.

# GOWRIE JUNCTION ROAD/RAIL INTERFACE

- Initial designs proposed the continuation of the existing level crossing at Gowrie Junction.
- The existing level crossing was acknowledged as unsafe for community
- Improving community safety and connectivity



# GOWRIE JUNCTION ROAD/RAIL INTERFACE



# GOWRIE JUNCTION ROAD/RAIL INTERFACE

- The existing Gowrie Junction Road level crossing will be replaced with a road over rail bridge.
- At this location, the new line will run parallel to the existing railway line with a crossing loop to manage train movements through the Toowoomba tunnel.
- The road over rail bridge will improve safety and connectivity by removing the danger of trains sharing a crossing with vehicles and other users. Road users will be able to move freely without having to wait at railway crossing signals and boom gates.

# DEIS UPDATE AND ENGAGEMENT OUTCOMES – MICHAEL PRICE AND TESSA DRAYSON



# WHERE ARE WE AT IN THE EIS PROCESS

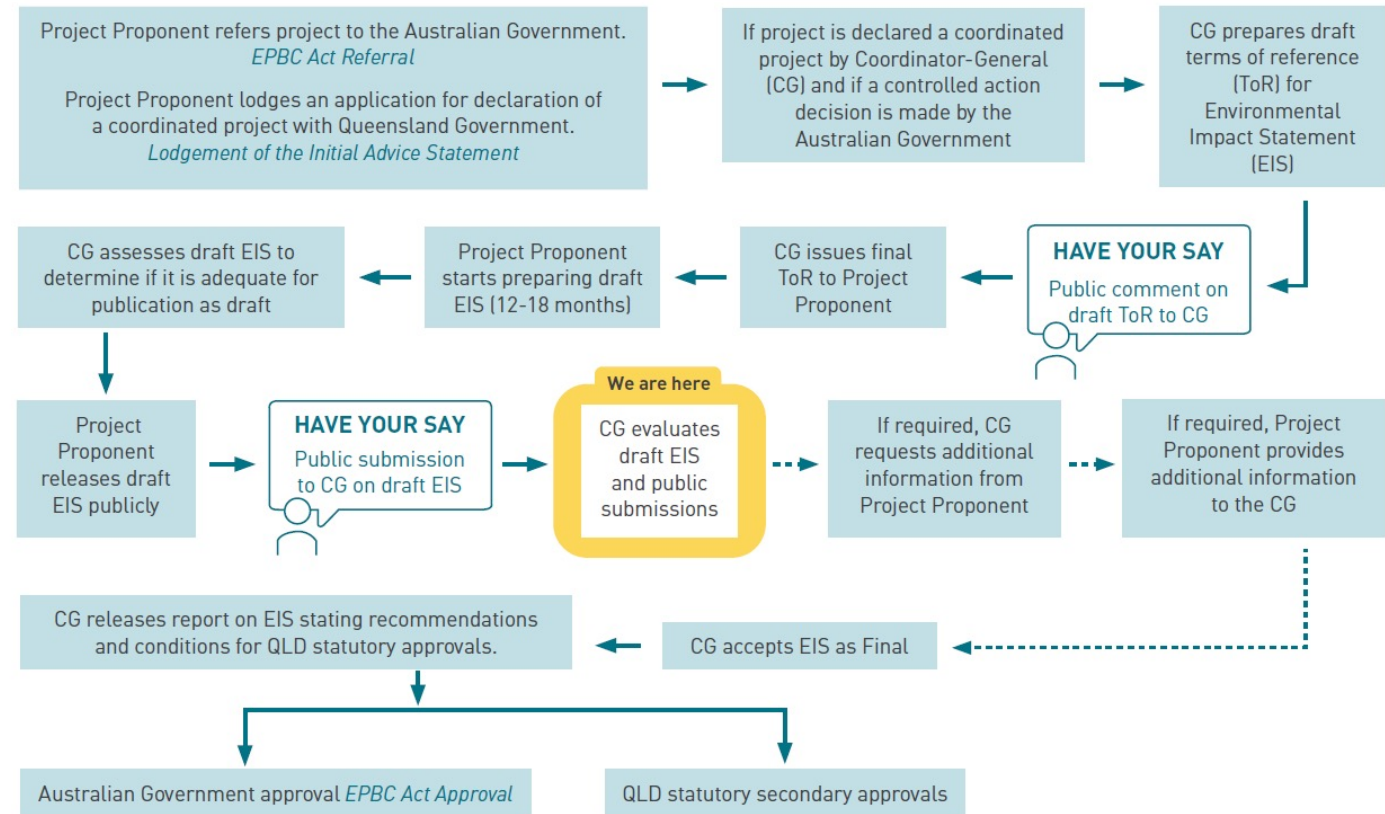
## Office of Coordinator General (OCG)

- Submissions being processed by the Office of Coordinator-General
- Compiling input from advisory agencies
- Determine whether a request for additional information is required (highly likely)

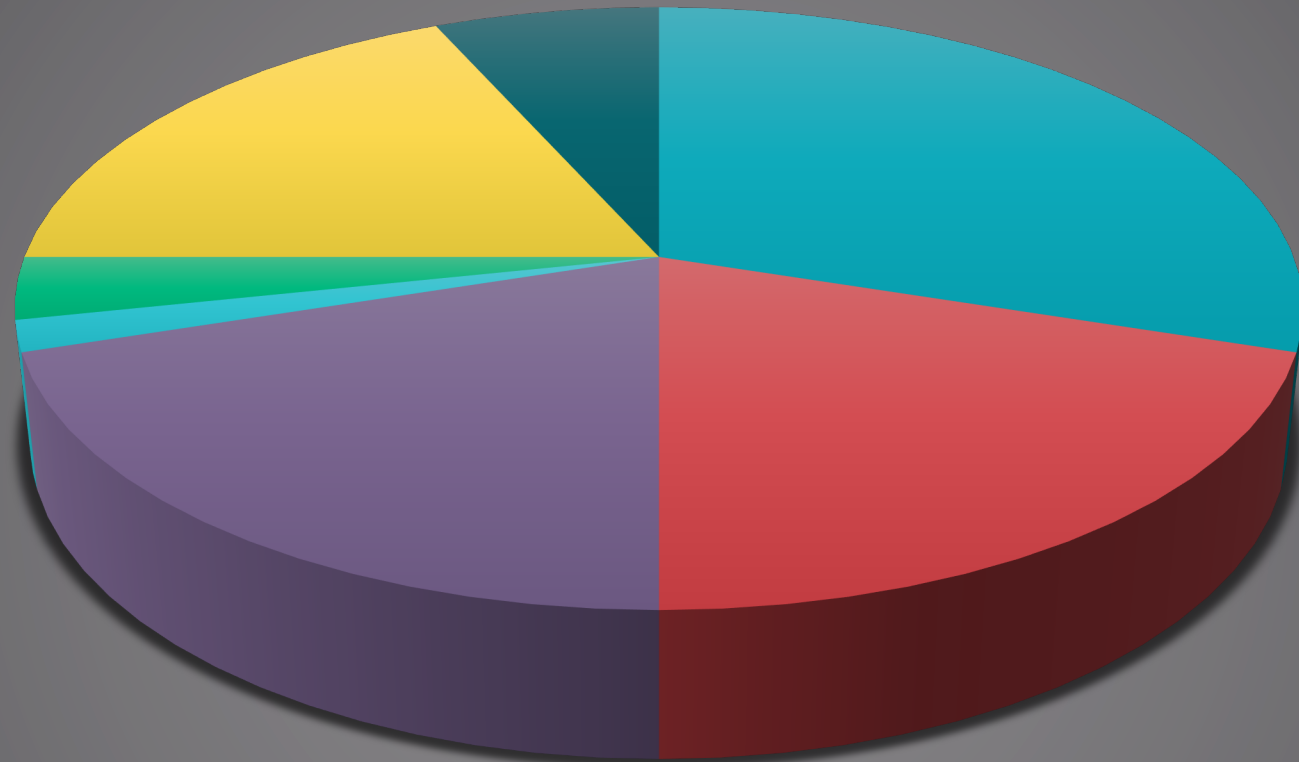
## ARTC

- Awaiting formal request from OCG

## Approvals process for Queensland major projects



# SUBMISSIONS ON THE GOWRIE TO HELIDON DRAFT EIS



- 60 submissions received by Coordinator-General
- Thank you

■ Private submissions  
■ Private submissions - indirectly impacted  
■ Private submissions - directly impacted  
■ Commonwealth agencies  
■ Councils  
■ State government agencies  
■ State government agencies no comments  
■ Community groups

# SUBMISSIONS ON THE GOWRIE TO HELIDON DRAFT EIS

Early feedback from the OCG regarding the submissions focusses on these top 5 topics:

- Property value
- Lifestyle and wellbeing
- Noise and vibration
- Construction haulage routes
- Design changes



# NEXT STEPS – OUR FOCUS

1.

## Ongoing studies and assessments

*Making good on the commitments in the EIS, along with reviewing the comments from the other projects, offsets, flood panel*



2.

## Consultation with our stakeholders

*Community information sessions, one-on-one landholder sessions (ongoing), agency briefings, CCC*



3.

## Social performance

*Ongoing*



4.

Support the Office of the Coordinator General

*Request for information Q2 2022*



## Stakeholder engagement

- A total of **174 stakeholders engaged** with the H2C Project team throughout the dEIS public notification period either via phone, email, Gatton office drop-in, community events, CCC dEIS briefing and community information sessions.

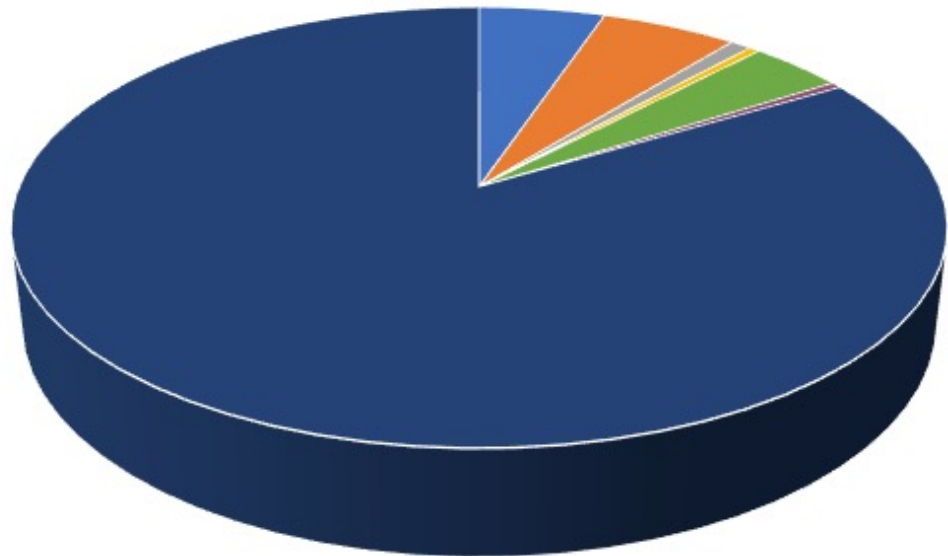
## Stakeholder groups engaged during the dEIS public notification period:



- |                                |                                       |
|--------------------------------|---------------------------------------|
| ■ Local Resident               | ■ Local Business                      |
| ■ Community Group              | ■ Community Facilities                |
| ■ State Government             | ■ Federal Government                  |
| ■ Local Government             | ■ Environmental Group                 |
| ■ Agricultural Business/Groups | ■ Educational Institutions/Facilities |
| ■ Indigenous Group             | ■ Other                               |



# SUMMARY OF KEY DRAFT EIS TOPICS RAISED DURING PUBLIC EXHIBITION



- State Government Agencies
- Council
- Community groups
- Private submissions
- State Government Agencies - No Comment
- Commonwealth Agencies
- Corporate

A total of 233 submissions were received

Key issues raised included:

- Property values
- Noise and vibration
- Visual amenity (incl. noise barriers)
- Air quality
- Flooding
- Level crossings

# ALIGNMENT AND PASSENGER RAIL DISCUSSION – SIMON WARNER, CHAIR

# GOWRIE TO GRANDCHESTER RAIL CORRIDOR STUDY

“We investigated a rail corridor that would help mitigate the constraints on rail operations caused by the Toowoomba and Little Liverpool Range crossings.” DTMR

The Gowrie to Grandchester Rail Corridor Study, completed in May 2003, was a joint initiative between the Department of Transport and Main Roads and Queensland Rail.

The purpose of the study was to identify a rail corridor to relieve the constraints on rail operations caused by the Toowoomba and Little Liverpool Range crossings, to support development in Toowoomba, south-west Queensland and northern New South Wales.

[www.tmr.qld.gov.au/projects/Gowrie-to-Grandchester-rail-corridor-study](http://www.tmr.qld.gov.au/projects/Gowrie-to-Grandchester-rail-corridor-study)



# BRISBANE TO TOOWOOMBA PASSENGER RAIL STRATEGIC BUSINESS CASE



The Australian and Queensland governments are working together to deliver the Toowoomba to Brisbane Passenger Rail Strategic Business Case.

[www.tmr.qld.gov.au/projects/toowoomba-to-brisbane-passenger-rail-strategic-business-case](http://www.tmr.qld.gov.au/projects/toowoomba-to-brisbane-passenger-rail-strategic-business-case)

1. 2-year CCC membership concludes March 2022, confirmed extended
2. Ipswich City Council has requested to be acknowledged as part of the Lockyer Valley CCC
3. Next CCC meeting

THANK YOU

ARTC

INLAND  
RAIL   
An Australian Government Initiative