



Scenic Rim and Ipswich Community Consultative Committee meeting

1 December 2022

- **Acknowledgement of Country**
- **Introductions**
- **Conflicts of interest**

PREVIOUS ACTIONS

NO.	CONCLUSION AND CONFIRMATION OF ACTIONS	ACTION BY	DUE DATE	RESPONSE
1	Provide further information available about the Intergovernmental Agreement.	ARTC	27/10/2022	Provided on 24/11/22. Closed.
2	ARTC to talk to TMR regarding lot parcel options available to landowners.	ARTC	27/10/2022	Provided on 24/11/22. Closed.
3	Land maintenance: <ul style="list-style-type: none"> • ARTC to talk to TMR regarding noxious weeds on TMR-owned properties • ARTC to confirm a centralised contact point for maintenance queries to be established 	ARTC	27/10/2022	Provided on 24/11/2022. Closed.
4	ARTC to distribute the C2K koala workshop invitation list to the invitees in advance.	ARTC	27/10/2022	Provided on 11/08/22. Closed.
5	ARTC to talk to TMR whether a property-focused workshop could be held, where interested stakeholders could hear from and ask questions of subject-matter experts.	ARTC	27/10/2022	Provided on 24/11/22. Closed.

PREVIOUS ACTIONS

NO.	CONCLUSION AND CONFIRMATION OF ACTIONS	ACTION BY	DUE DATE	
6	ARTC to look at ways to share the C2K Ecology workshop activity to encourage more stakeholders to identify local flora and fauna they've seen along the alignment.	ARTC	27/10/2022	
7	ARTC to explore ways to better articulate and communicate noise values and measurements, particularly for the upcoming C2K noise workshop.	ARTC	27/10/2022	
8	Send the CCC fact sheets with the new road/rail interface changes.	ARTC	ASAP	
9	Create new 4 metre map maps and talk to libraries about sharing these maps and flyers.	ARTC	01/12/2022	n.
10	Present the level crossing slides to anyone who wants another presentation.	ARTC	ASAP	
11	Ask the Northern team about flooding in Moree area and how Inland Rail held up.	ARTC	01/12/2022	

IR MOREE FLOODING UPDATE – NARRABRI TO NORTH STAR PROJECT

KAREN HILLERY AND KATHY BABURIN

OCTOBER 2022 MAJOR FLOOD EVENT – NARRABRI TO MOREE

- During 21-23 Oct 2022, the community endured a significant rain event between Moree and Narrabri, causing major flooding for several days.
- The Inland Rail corridor performed exceptionally well during this event, with only minor repairs required in locations where construction was not complete.
- The section of track between Moree and Narrabri has now been handed back to ARTC and is operational rail corridor.



OCTOBER 2022 MAJOR FLOOD EVENT – NARRABRI TO MOREE



MOREE PHOTOS PROVIDED BY KATHY BABURIN

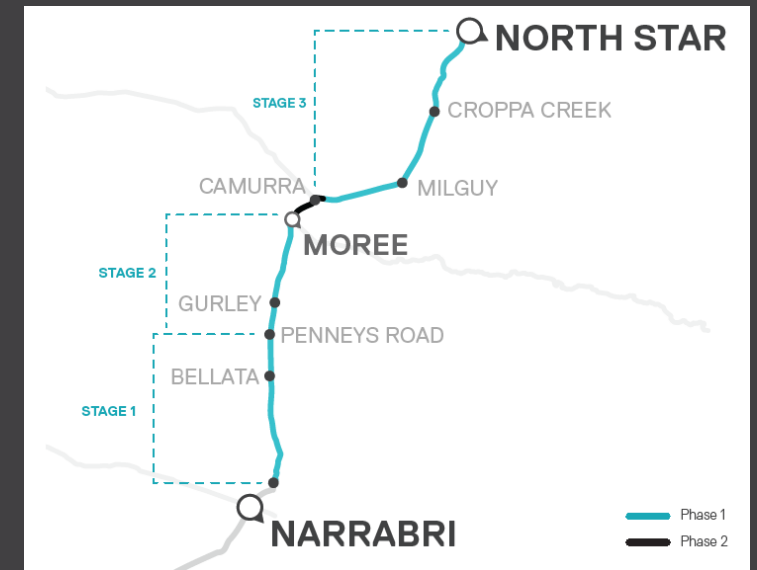
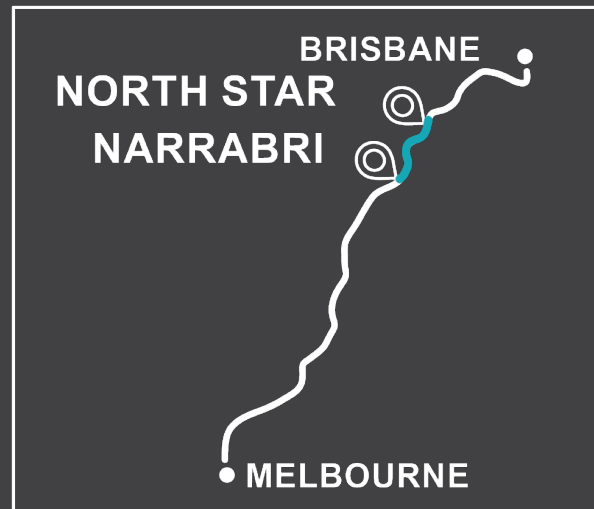


MOREE PHOTOS PROVIDED BY KATHY BABURIN



NARRABRI TO NORTH STAR (N2NS) PHASE 1

- 171km upgraded rail line
- 7 new Bridges
- 5 new crossing loops
- Over 4400 culverts
- 57 upgraded level crossings
- 10 passive level crossings now active



CULTURAL HERITAGE UPDATE

DONNA CANNON

ABORIGINAL CULTURAL HERITAGE

- Cultural heritage in the project area is managed with an approved Cultural Heritage Management Plan (CHMP) that Yuggera Ugarapul People (YUP) have with Inland Rail.
- The Cultural Heritage Committee, formed under the CHMP, oversees the implementation of the CHMP.
- Pedestrian Aboriginal Cultural Heritage Surveys have been underway since mid 2016 and will continue as the project progresses.
- Most common Aboriginal heritage sites that were identified during the surveys are stone artefact scatters and isolated artefacts, followed by scarred trees.
- Types of management activities of cultural heritage include avoidance of the sites, relocation of surface artefact scatters and archaeological test-pitting to determine site extents and deposit depth.

INLAND RAIL CULTURAL HERITAGE TEAM

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SOCIAL PERFORMANCE UPDATE

MYF JAGGER

SOCIAL PERFORMANCE

Sponsorship and donations

- Beaudesert State High School, Year 10 STEM Heron Island Advance Science Camp
- Round 16 now open to 31 January, applications encouraged

<https://inlandrail.artc.com.au/opportunities/sponsorships-and-donations/>

Opportunities

- Land and conservation management training
- EOI process for training needs & networks
- Cultural awareness training



Example: “Foundation Skills” training participants (NSW)

LOCAL BUSINESS AND WORKFORCE DEVELOPMENT

Workforce Development Events - Aug-Sept 2022

Supporting businesses to grow their workforce and raising awareness of available incentives and supports

Locations: Beaudesert, Ipswich, Gatton, Toowoomba (& Goondiwindi, March)

Business Capability Workshops, Sept-Nov 2022

Targeted business support to “Be Visible” to Inland Rail Delivery Partners

Locations: Beaudesert, Ipswich, Toowoomba*, Pittsworth, Inglewood, Goondiwindi

*including dedicated First Nations business sessions



"Be Visible": Register your business with ICN (Free)

PROJECT UPDATE

DON PIGGOTT-MCKELLAR

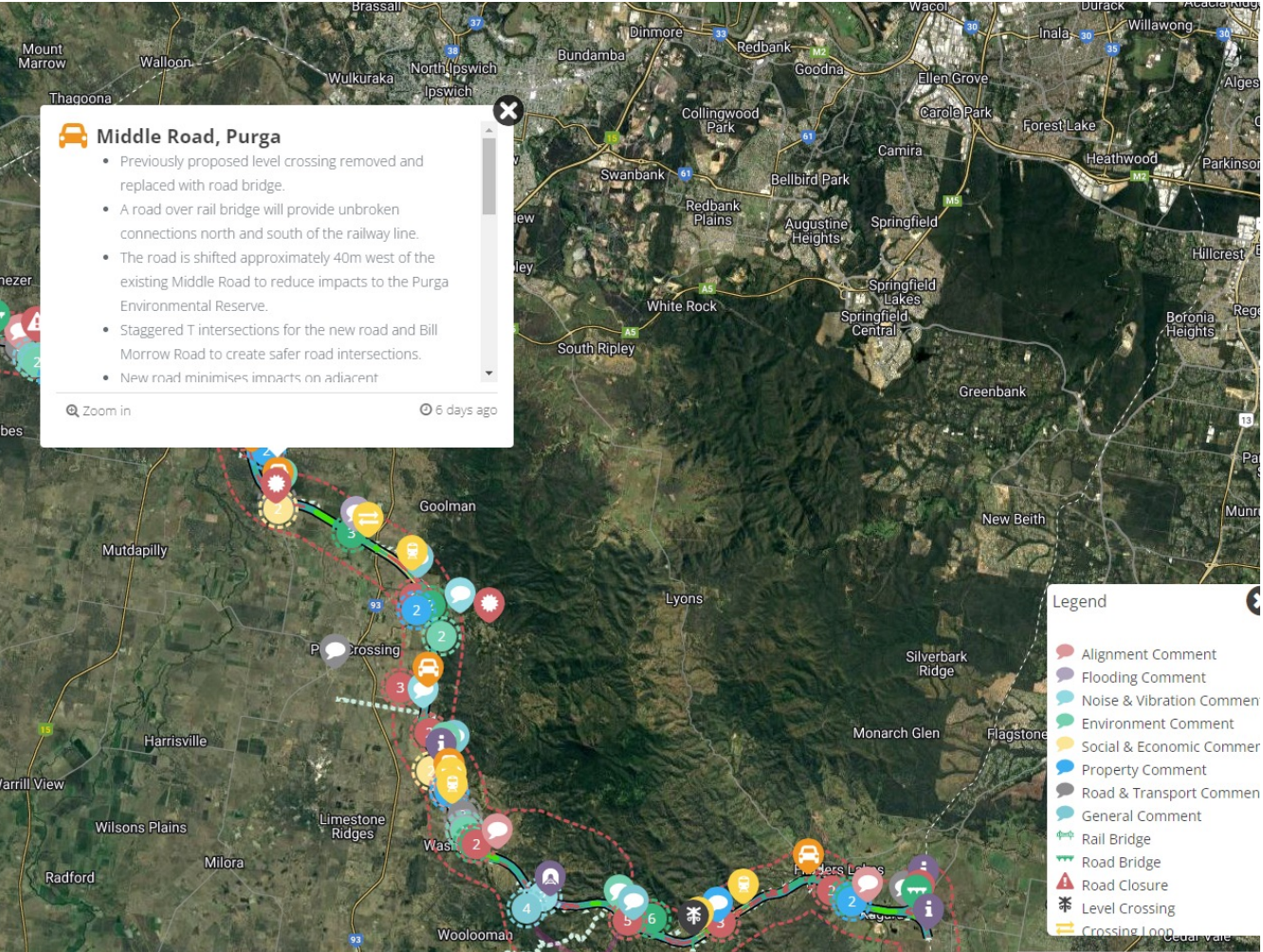
PROJECT UPDATE

Environment Impact Statement (EIS)

- Revised draft EIS
- Engagement with the community, Federal, State and Local Governments
- Addressing request for information from the Coordinator-General (CG)
- Formal second round of Public Consultation in 2023.
- Construction commencement will occur after EIS approval, and land resumption.

PROJECT UPDATE

Alignment presentation



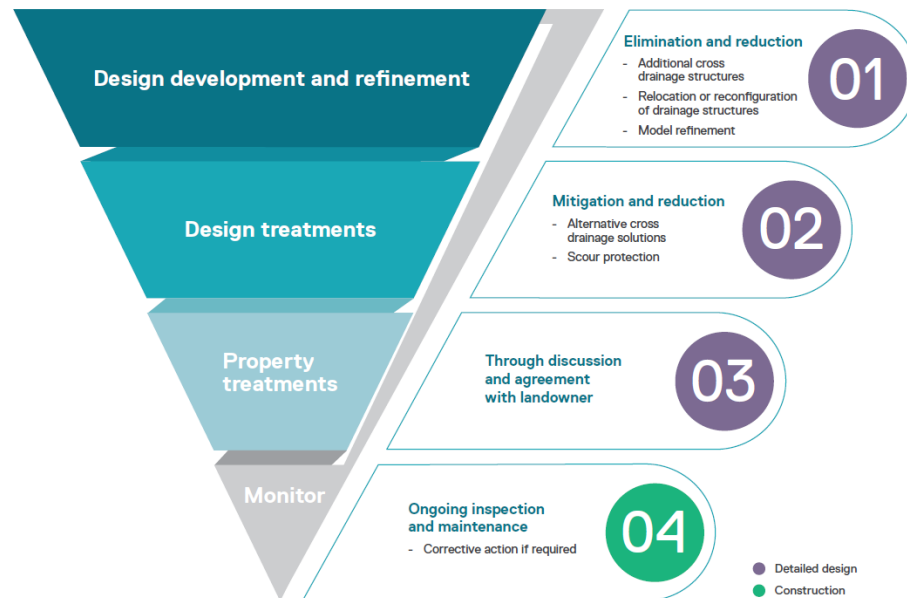
FLOODING AND HYDROLOGY

- The Australian and Queensland Governments released the Independent International Panel of Experts for Flood Studies final report
- The Panel found ARTC flood models in Queensland are fit for purpose and demonstrate industry best practice for this stage of the design lifecycle.
- Flood Impact Objectives (FIO) have been developed by ARTC Inland Rail in consultation with the Panel to set considered and quantifiable flood impact design criteria for a range of flood conditions.
- Flood metrics addressed by FIOs:
 - **Changes in peak water level** – varying targets have been set for a range of land uses and at flood sensitive receptors.
 - **Changes in flow velocity** – maintaining existing velocities where practical and understanding any changes in the speed of water exiting culverts, and providing appropriate mitigation measures, considering existing soil conditions.
 - **Changes in duration of inundation** – understanding the impact of any changes to inundation timeframe on land and infrastructure.
 - **Changes in flood hazard** – limiting any changes in flood hazard, a metric which shows where dangerous flood affected areas are, considering flooding depth and the speed of water flow.

FLOODING AND HYDROLOGY

- The project's final design will comply with FIOs where practicable or feasible.
- We will work closely with impacted landowners to agree acceptable impacts and/or appropriate mitigation measures.

How we plan to mitigate potential flood impacts through detailed design



Erosion and scour rock protection at culvert outlets



Energy dissipater to reduce velocities

OPERATIONAL NOISE AND VIBRATION ASSESSMENT

- Operational rail noise and vibration is assessed in accordance with the *Queensland Department of Transport and Main Roads' Interim Guideline Operational Railway Noise and Vibration*.
- This guideline provides the levels at which noise and vibration are deemed reasonable.
- Detailed modelling predicts where we may exceed the noise and vibration criteria and identifies potential noise mitigation measures including track design, noise walls or at-property treatments to minimise operational rail noise and vibration.
- Our operational noise modelling includes noise and vibration caused by:
 - trains passing, changing speeds, braking or idling
 - movement of train wagons and locomotives.
- Modelling also assesses the potential noise impacts at two points in time – the year of Inland Rail opening and at the design year of 2040

OPERATIONAL NOISE AND VIBRATION ASSESSMENT

- ARTC has revised our noise modelling based on comments from the OCG, for the revised draft EIS.
- Results of this assessment are different from draft EIS
- ARTC is committed to providing a consistent and high standard of mitigation across the Inland Rail alignment.
- ARTC will consult with residents identified as having noise exceedances and discuss mitigation options with them.
- Where predicted railway noise levels at sensitive receptors are above the noise criteria, ARTC will investigate reasonable and practicable mitigation measures to reduce noise levels and mitigate potential impacts.
- Noise mitigation triggers 13 individual sensitive receptors when operations commence.
- No additional receptors for 2040.

OPERATIONAL NOISE AND VIBRATION ASSESSMENT

Vibration

Woollooman Tunnel

- Ground-borne vibration levels associated with the Woollooman Tunnel are predicted to be met at approximately 90 m from the tunnel track alignment. The potential ground-borne vibration levels at nearest sensitive receptors would be very low and likely to not be perceptible within receptor buildings.
- Ground-borne noise associated with the Woollooman Tunnel are forecast to achieve the more stringent SEM 35 dBA night-time ground-borne noise criterion at greater than 160 m from the Teviot Range Tunnel alignment.

Surface track

- Ground-borne vibration levels associated with surface track are predicted to be met at approximately 15 m from the outer rail.
- Ground-borne noise associated with surface track are predicted to be met at approximately 50 m from the outer rail. There are no sensitive residential receivers within 50 m of the proposed rail alignment, and hence no ground-borne noise level exceedances are predicted.

BREAK



10 minutes

IINTERACTIVE SESSIONS

2-hour EIS sessions, followed by Q&A and community led discussion/break out groups.

3-hour info sessions with subject matter experts available.

Interactive sessions	Proposed Date	Event details
Surface Water, Hydrology, Flooding, Groundwater	Saturday 26 March	Harrisville, 9 – 11am (Complete)
Flora & Fauna, Sustainability and Offsets	Thursday 28 April	Peak Crossing, 6 – 8pm (Complete)
Social Performance Business Opportunities	Wednesday 18 May	Ipswich, 5 – 7pm (Complete)
Ecology workshop	Saturday 30 July	Peak Crossing, 10 – 12pm (Complete)
Koala workshop	Thursday 18 August	Rosewood, 6 – 8pm (Complete)
Social Performance Community Wellbeing activity and sausage sizzle	Saturday 10 September	Peak Crossing, 10 – 12pm (Complete)
Level Crossings Noise and Vibration General project queries	23, 24 and 29 November	Purga, Peak Crossing and Rosewood, 4 – 7pm (Complete)

KOALA WORKSHOP

- Rosewood, Thursday 18 August, 6 – 8pm
- 17 community members attended in-person and 2 observers.

Key feedback provided by community members	ARTC response
Workshop participants provided information relating to a regional and rural context and located areas of interest on maps.	Maps and records collated outside of the mapped koala habitat along the Inland Rail corridor from the feedback received by participants.
Fencing needs to be considered with the ability to connect. Like to see koala proof fences eg at Munruben - Peak Crossing- Kagaru – Ebenezer	Noted and passed on to Project and EIS team.
Make use of scat and scent detection dogs	ARTC have used detection dogs in the koala genetics studies recently undertaken.
Use of Hotspots or records (records are sparse).	ARTC is working with local councils regarding available koala information.
Images, maps and emails were shared citing concerns regarding koala populations in areas where it was considered that previous mapping was inadequate.	ARTC will consider all feedback as further information for potential field studies.

COMMUNITY WELLBEING ACTIVITY AND SAUSAGE SIZZLE

- Peak Crossing, Saturday 10 September, 10 – 12pm
- 15 people attended the event and 8 people completed the online form

Key feedback provided by community members	ARTC response
<p>Koala land preservation – can be co-existing with bike/track areas. Land allocated as offsets. Koala corridors need to be preserved/enhanced and TMR land donated to Council to preserve</p> <p>ARTC will take local jobs when businesses are already struggling to find people.</p>	<ul style="list-style-type: none"> • Written feedback – noted and passed on to Project and EIS team. • Noted for consideration in Social Impact Management Plan refinement/Community Wellbeing Plan development.
<p>Roads – already daily issues with volume of traffic – dual lanes frequently for passing essential along Ipswich-Boonah Road.</p>	
<p>Purga School Road, road and bridge upgrade – the money wasted grading after each rain event could have paid for a road.</p>	
<p>Community involvement in decision making – not token consultation – locals know the area and what the issues are.</p>	
<p>Inland Rail should meander through the landscape to lessen impact on community and private properties. (Existing populated areas for Inland Rail corridor)</p>	
<p>In Peak Crossing mobile coverage is patchy and limited and there are no NBN fibre connections. Improvements in both of these would enhance digital connectivity and provide a real benefit to the community.</p>	
<p>Agree with structures need to be pleasing to the eye and blend into surroundings.</p>	
<p>Include suggestions from Indigenous folk. (Ivory's Rock, Peak Crossing, surrounding areas of undisturbed, preserved nature & quiet habitats.)</p>	

WORKSHOP UPDATE – NOVEMBER WORKSHOPS

- Purga 23 Nov, 19 stakeholders attended
- Peak Crossing 24 Nov 28 stakeholders attended
- Rosewood 29 Nov 23 stakeholders attended

Key feedback provided by community members	ARTC response
More information to be provided regarding details around the acquisition process	Further follow up with individual stakeholders required.
Interested in road closure maps.	Talked through maps and answered stakeholder queries.
Concerns about noise impacts at individual properties.	Individual noise levels discussed with subject matter experts and noted.
Concerns about potential flooding impacts at individual properties	Individual flooding issues raised with subject matter experts and noted.
Queries about laydown areas	Answered stakeholder queries and individual follow-up will occur as required.

CCC MEMBER QUESTION

Query regarding the process ARTC are using when contacting newly affected landholders.

- For any newly impacted property, the Stakeholder Engagement team must first become aware of the property change.
- A landowner may contact ARTC, ARTC may be advised by property team of a new landowner, or we meet someone at an information session who advises they are newly impacted.
- ARTC contacts the landowner via letter and offers them a meeting.
- Landowner either contacts ARTC for more info or ARTC calls landowner 2-3 weeks after letter is issued to confirm receipt. Where a phone number does not exist, a visit to the property may take place.
- ARTC Stakeholder Engagement team arrange a meeting with them at a time, place and channel of their choice (e.g. in person, via phone call or online meeting.) Provide project overview, detail on their property impact and information via e-news to stay up to date with project information.
- The Property team will then contact them to arrange a meeting regarding a potential Land Access Agreement.

GENERAL BUSINESS

- Sponsorships and Donations – current round opened 1 November, closes 31 January 2023: <https://inlandrail.artc.com.au/opportunities/sponsorships-and-donations/>
- Date for next SRICCC meeting.
- Cultural Awareness training for CCC members next year.

OBSERVER QUESTIONS

CONFIRMATION OF ACTIONS

THANK YOU

ARTC

INLAND
RAIL 
An Australian Government Initiative