



Scenic Rim and Ipswich Community Consultative Committee meeting

9 March 2023

untry

rest

OPEN ACTIONS

Item 11

ARTC to explore ways to better articulate and communicate noise values and measurements for the upcoming C2K noise workshop.

Item 13

ARTC to provide more information regarding the noise standards and the associated mitigation strategies, including the different state guidelines.

MAYOR TERESA HARDING
IPSWICH CITY COUNCIL



INLAND RAIL CHALLENGES AND OPPORTUNITIES

9 March 2023

Inland Rail in Ipswich



Community concerns



Draft EIS flood impacts - Calvert to Kagaru



ICC Flood Mapping - Calvert to Kagaru

Waste in Ipswich

42%

of
Queensland's
waste



55%

of the
South-East's
waste



94%

is Commercial &
Industrial and
Construction & Demolition
non-household waste

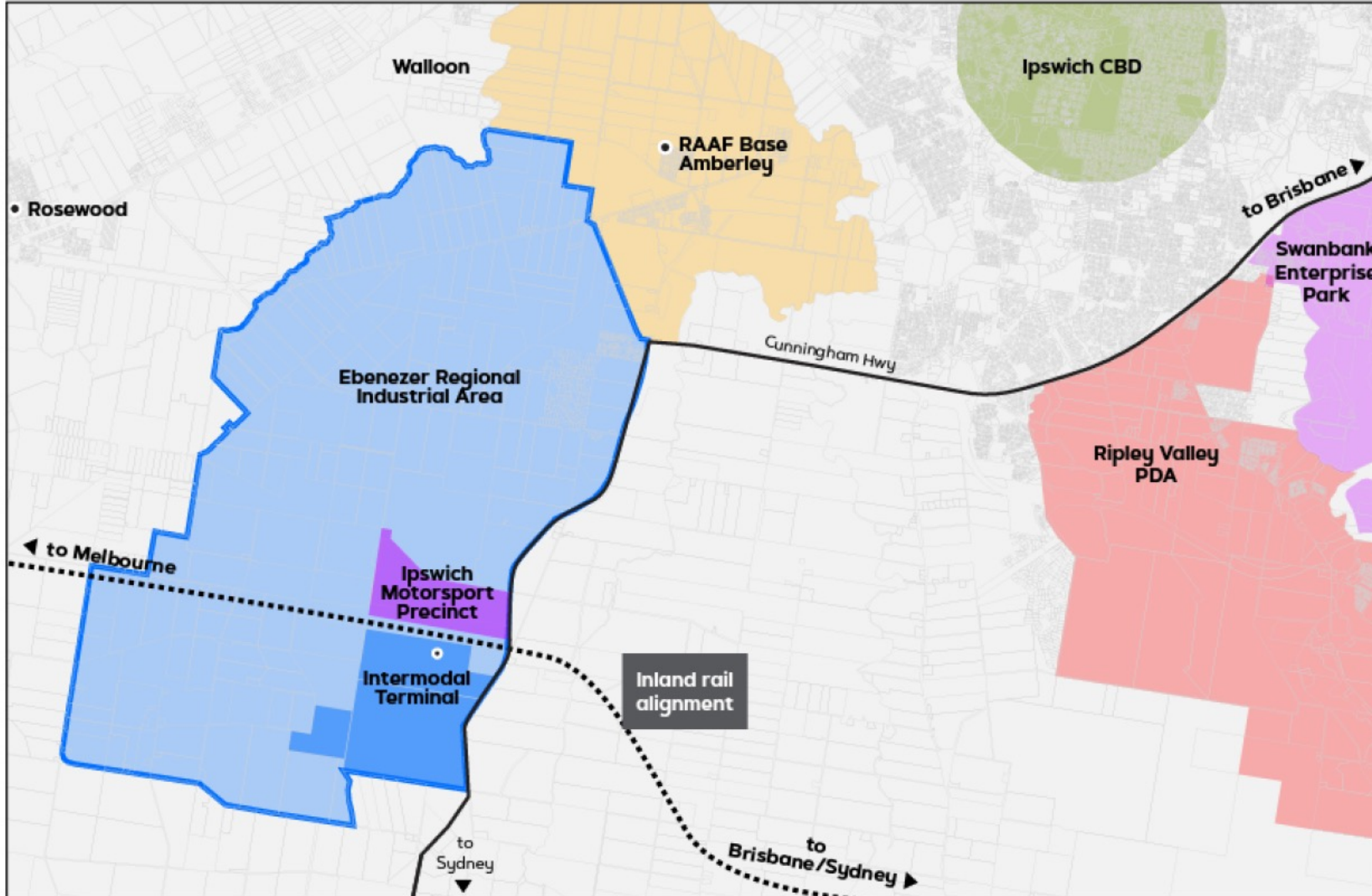


20,000

complaints to
Odour Abatement
Taskforce



Potential Opportunities



Ebenezer Regional Industrial Area

VISION FOR IPSWICH-BRISBANE FREIGHT TUNNEL

Underground idea could be a rail hit

EXCLUSIVE

MADURA McCORMACK

PRECIOUS freight could be transported to and from the Port of Brisbane via an underground tunnel stretching all the way out to Ipswich under a visionary plan by former Thies boss Martin Albrecht.

And the bid to solve the \$14.5bn Inland Rail missing link could be a game-changer for



Martin Albrecht, Ross Vasta

Inland Rail's freight movements from Melbourne to Brisbane, PortConnex provides the final missing link to the Port of Brisbane, offering removal of double-track

structure Minister Barnaby Joyce, as well as with state authorities.

The pitch comes at a time when the end destination of Inland Rail or how it will get from Gowrie to Brisbane is not yet locked in.

The federal government's investment of up to \$14.5bn will upgrade 1100km of track along the existing rail route and the full investment cost of

prosperous, liveable and sustainable future for generations to come, ensuring the once-in-a-century opportunity to host the 2032 regional Olympics can be realised," he said.

"The focus in 2032 will be on technological innovation and best practice, rather than congestion and poor planning," he added.

The \$14.5bn investment

Thank you

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, met in February to discuss upcoming works for 2023:
 - Early Works Surveys - Geotech and soil investigations
 - Project Activities Surveys- Additional areas
 - Mitigation Activities

INLAND RAIL CULTURAL HERITAGE TEAM

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DEPARTMENT UPDATE

Dianne Loughnan

Inland Rail Regional Liaison Officer

Department of Transport, Regional Development and Communications and the Arts

AUSTRALIAN GOVERNMENT INLAND RAIL REVIEW

- The Independent Review of Inland Rail by Dr Kerry Schott has been completed and the Australian Government is currently considering its recommendations.
- The Review has assessed the governance and program delivery approaches of the Inland Rail Program.
- The Review findings and recommendations will help inform the future delivery of Inland Rail.
- The Government intends to release Dr Schott's report and the Government's response as soon as it has been fully considered.
- The Review has considered the scope, schedule and cost of the program. It has looked at options for the new Inland Rail intermodal terminals to be built in Melbourne and Brisbane, improved links to the ports of these cities and the Toowoomba to Gladstone Inland Rail Extension Business Case.



ENVIRONMENTAL UPDATE

DON PIGGOTT-MCKELLAR

AMANDA QUAYLE

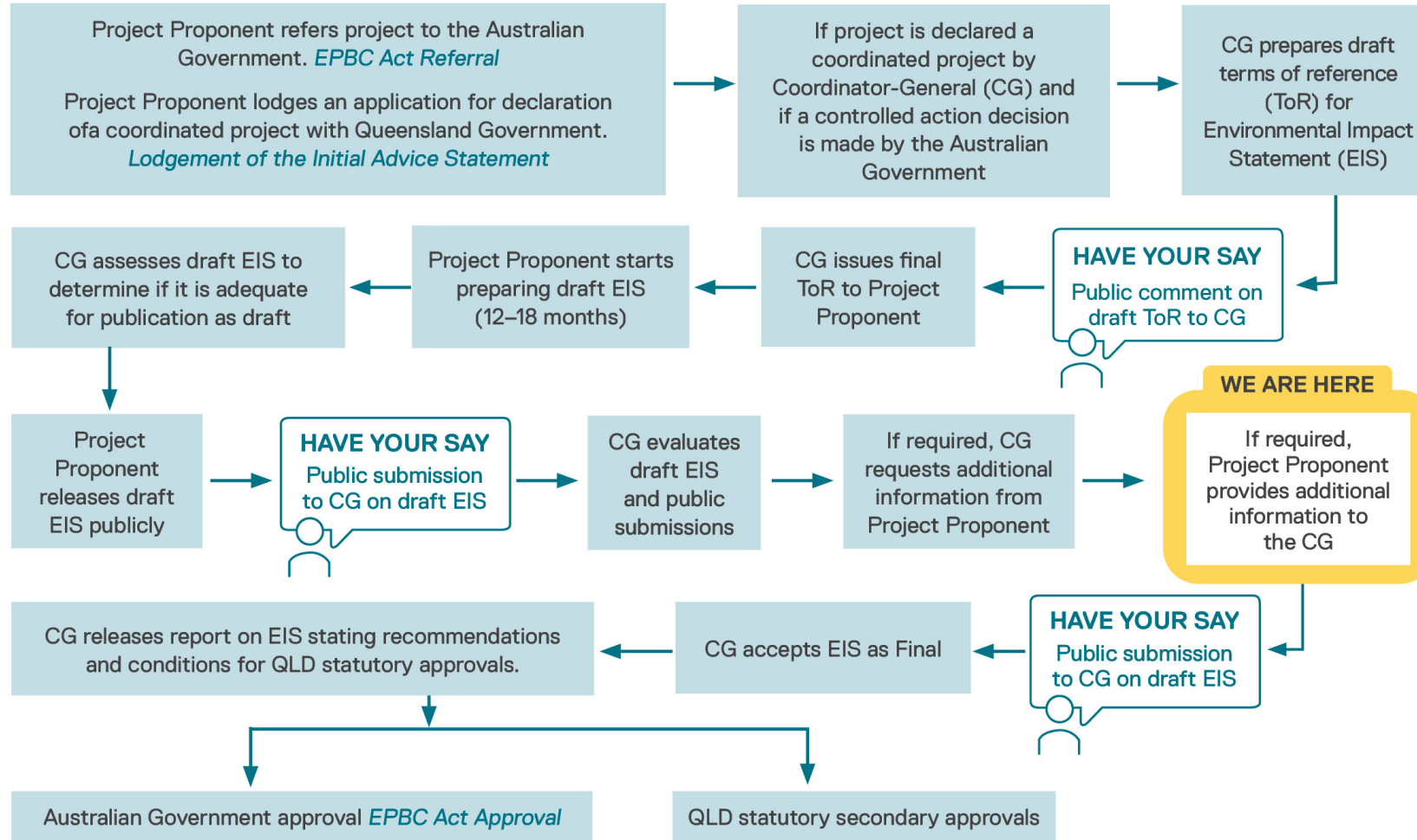
NSW EIS APPROVALS

- The NSW Minister for Planning has approved the Critical State Significant Infrastructure (CSSI) application for N2N and NS2B under the NSW *Environmental Planning and Assessment Act 1979*, with recommended conditions.
- The Assessment Report and Project's Conditions of Approval, can be found at www.planningportal.nsw.gov.au/major-projects/projects/inland-rail-narromine-narrabri.

NEXT STEPS NSW APPROVALS CONT

- DPE's Environmental Assessment Report and the Minister's decision is sent to Australian Government's Department of Climate Change, Energy, the Environment and Water with a recommendation on whether the project should be approved, with or without conditions.
- ARTC will continue to work with the preferred civil works construction contractor to develop the Project's detailed design and secondary approvals documentation (environmental and social management plans, permits and licenses)
- Low-impact works such as service utility relocations and site investigations will commence, including geotechnical surveys to better understand ground conditions.
- The team will continue property acquisition.

EIS FLOW CHART – CALVERT TO KAGARU



IR_2862

THE QUEENSLAND COORDINATOR-GENERAL



Mike Kaiser

Director-General and Coordinator-General

www.statedevelopment.qld.gov.au/about-us/our-department/our-executive-leadership

NOISE UPDATE

DON PIGGOTT-MCKELLAR

TIM TREWIN (SLR)

OPERATIONAL NOISE AND VIBRATION ASSESSMENT

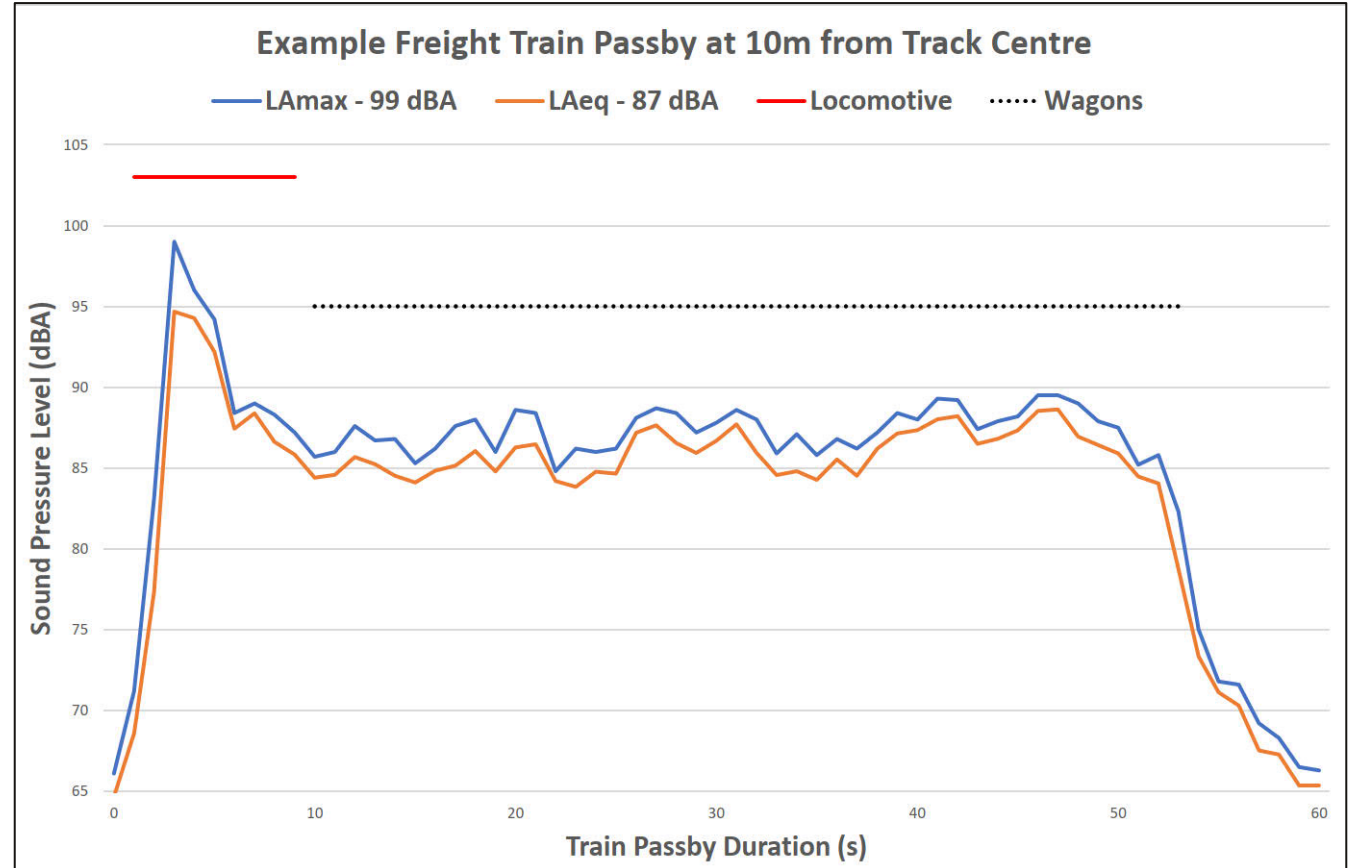
- Operational rail noise and vibration is assessed in accordance with the *Queensland Department of Transport and Main Roads' Interim Guideline Operational Railway Noise and Vibration*.
- This guideline provides levels at which noise and vibration are deemed reasonable.
- Detailed modelling predicts where we may exceed the noise and vibration criteria and identifies potential noise mitigation measures source, path and receiver to minimise operational rail noise and vibration.
- 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 revised noise modelling based on recent design updates (including removal of level crossings) and comments from the OCG, for the revised draft EIS.
- The results are different from draft EIS due to design changes and a different assessment approach as per the Qld Government's applicable interim guideline.
- Noise mitigation triggers 15 individual sensitive receptors when operations commence and during 2040 design year operations.
- 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 AND VIBRATION DETAILS

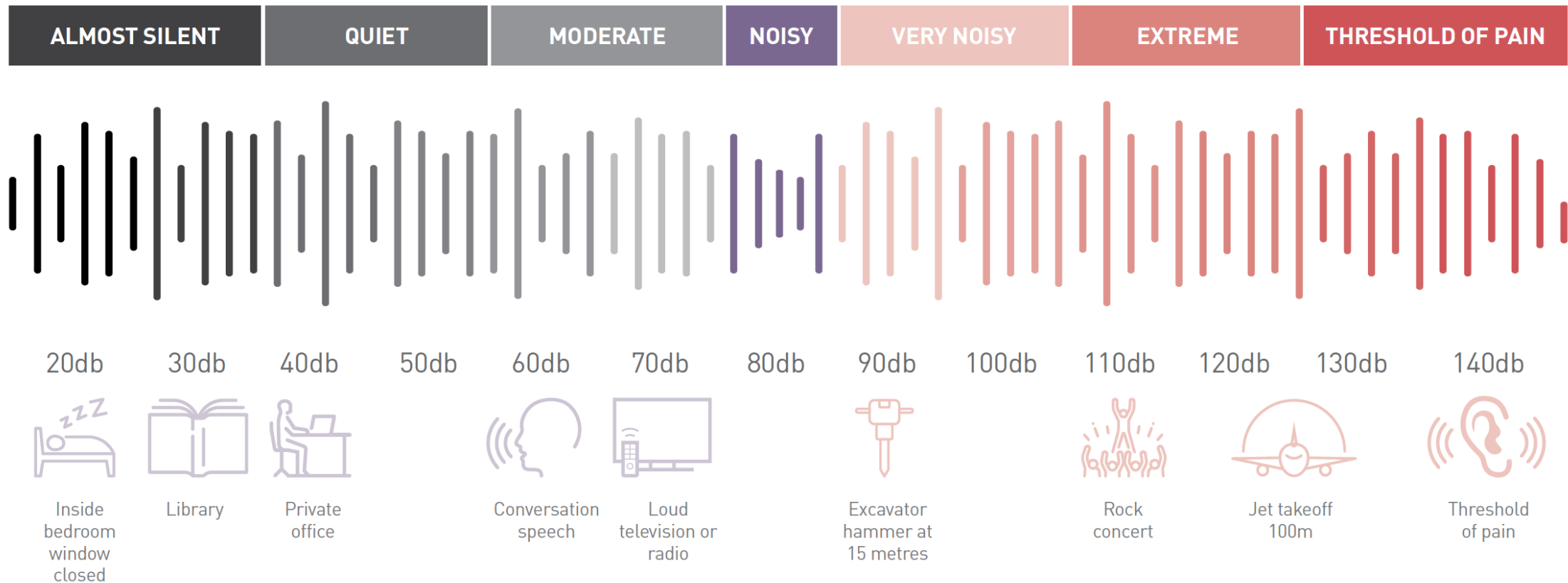
- Sound levels and noise descriptors , L_{Aeq} , L_{AMax} (top figure)
- Example freight train passby sound level vs time
- Vibration
 - human comfort
 - building contents / damage



NOISE LEVELS

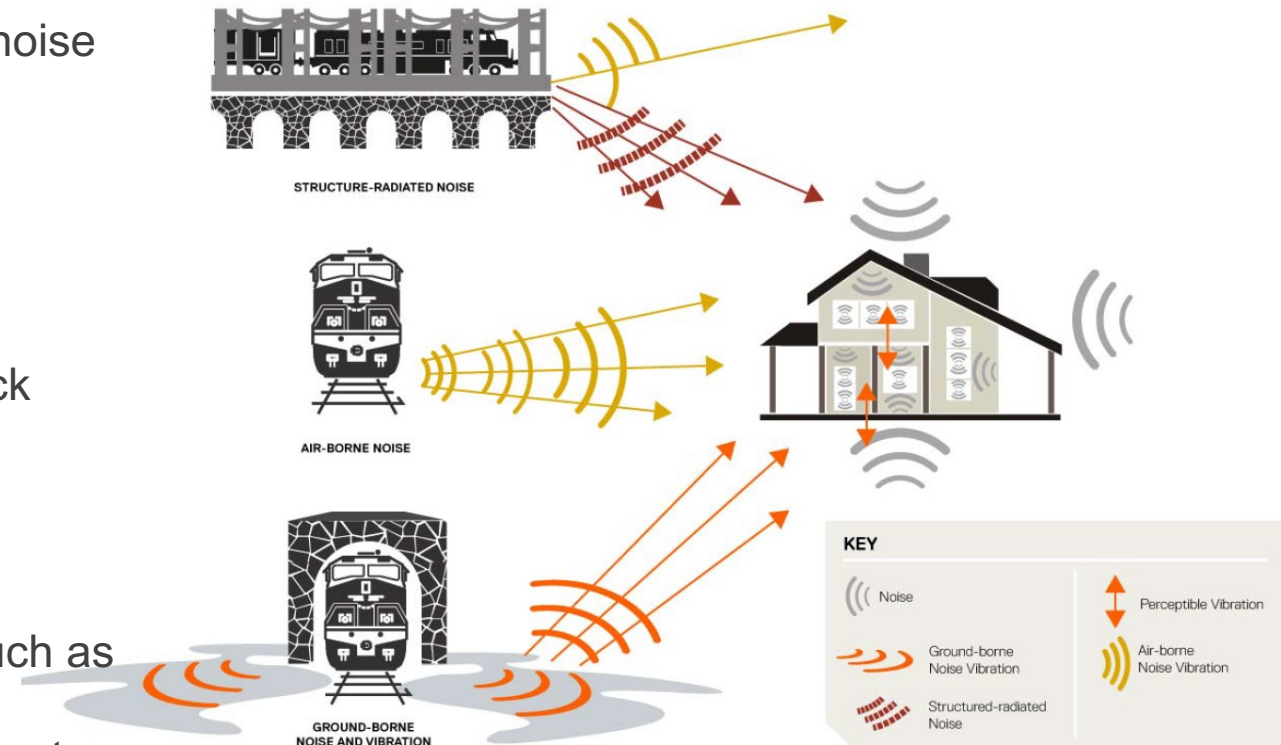
Noise monitors will be used in community consultation activities discussing noise.

NOISE LEVEL COMPARISONS > People's perception of noise is strongly influenced by their environment. A noise level that is perceived as loud in one situation may appear quiet in another.



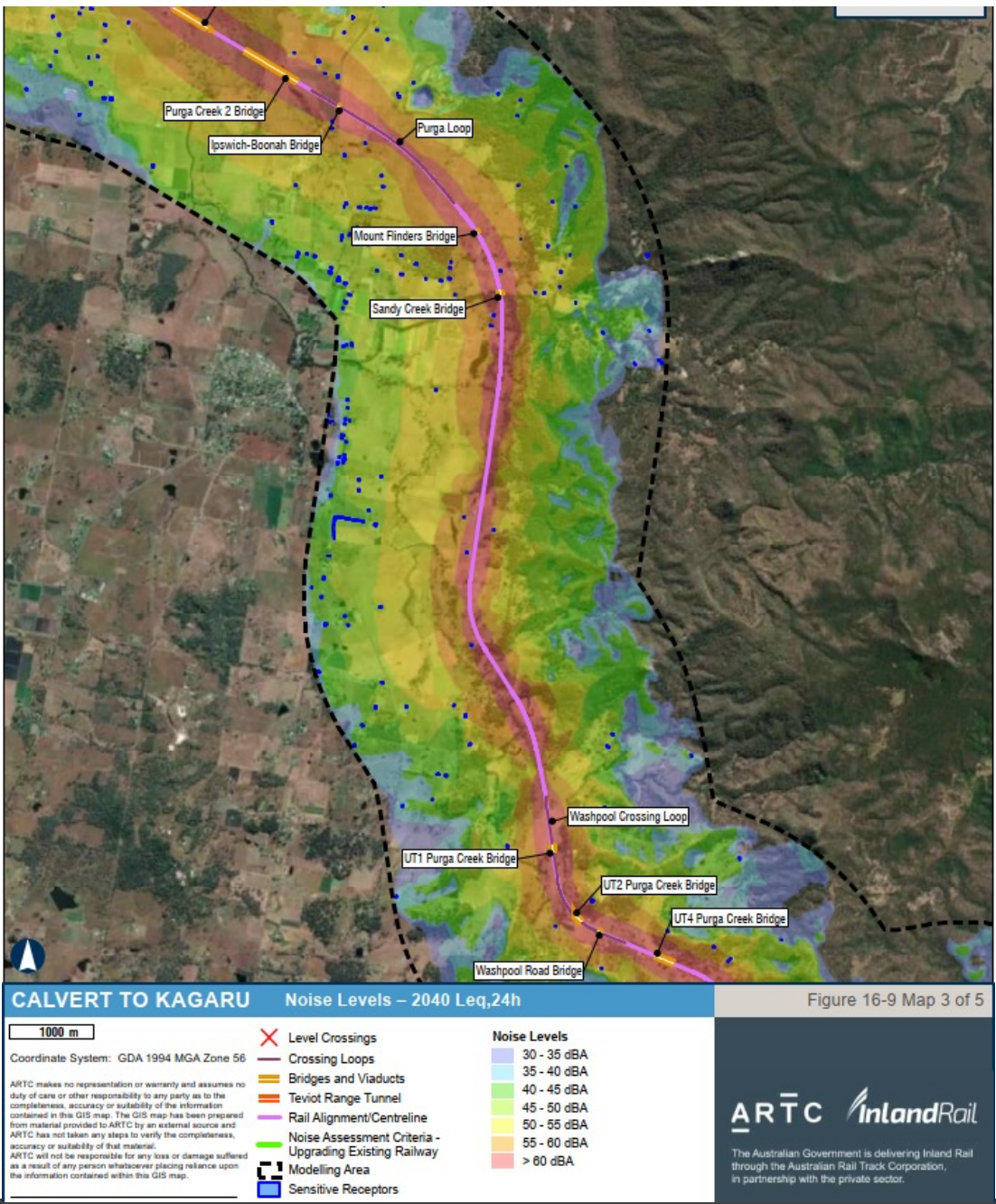
NOISE AND VIBRATION – ASSESSMENT APPROACH

- Airborne; vibration; regenerated noise
- **Criteria:** 24hr average noise levels and maximum noise levels
- Assessment for project opening and design year
- New track (new rail criteria) joining existing line at Calvert and Kagaru (upgraded rail criteria)
- Modelling includes: train type; direction; speed; track gradient; locomotive engine power (notch)
- Effects of bridges, curves, level crossings, Trains stopping and idling on passing loops
- **All Sensitive receivers** within 2km of alignment such as residents, accommodation, education facilities, churches, hospitals, open spaces, community uses, etc.



MODELLING AND PREDICTION

(EXAMPLE OF EIS MAPPING)



CRITERIA

ARTC are assessing the project in accordance with the QLD DTMR Interim Guideline Operational Railway Noise and Vibration (2019)

Development	Airborne noise residential	Groundborne noise residential	Vibration (Human Comfort) residential
New rail	$L_{Aeq(24hour)}$ 60 dBA Max. 82 dBA	Day < 40 Evening/night <35 Max dBA	Day, Evening <0.2 Vibration Dose (VDV) $m/s^{1.75}$
Upgrade existing rail (where Inland rail connects to existing railway)	$L_{Aeq(24hour)}$ 65 dBA Max. 87 dBA		Night <0.13 Vibration Dose (VDV) $m/s^{1.75}$

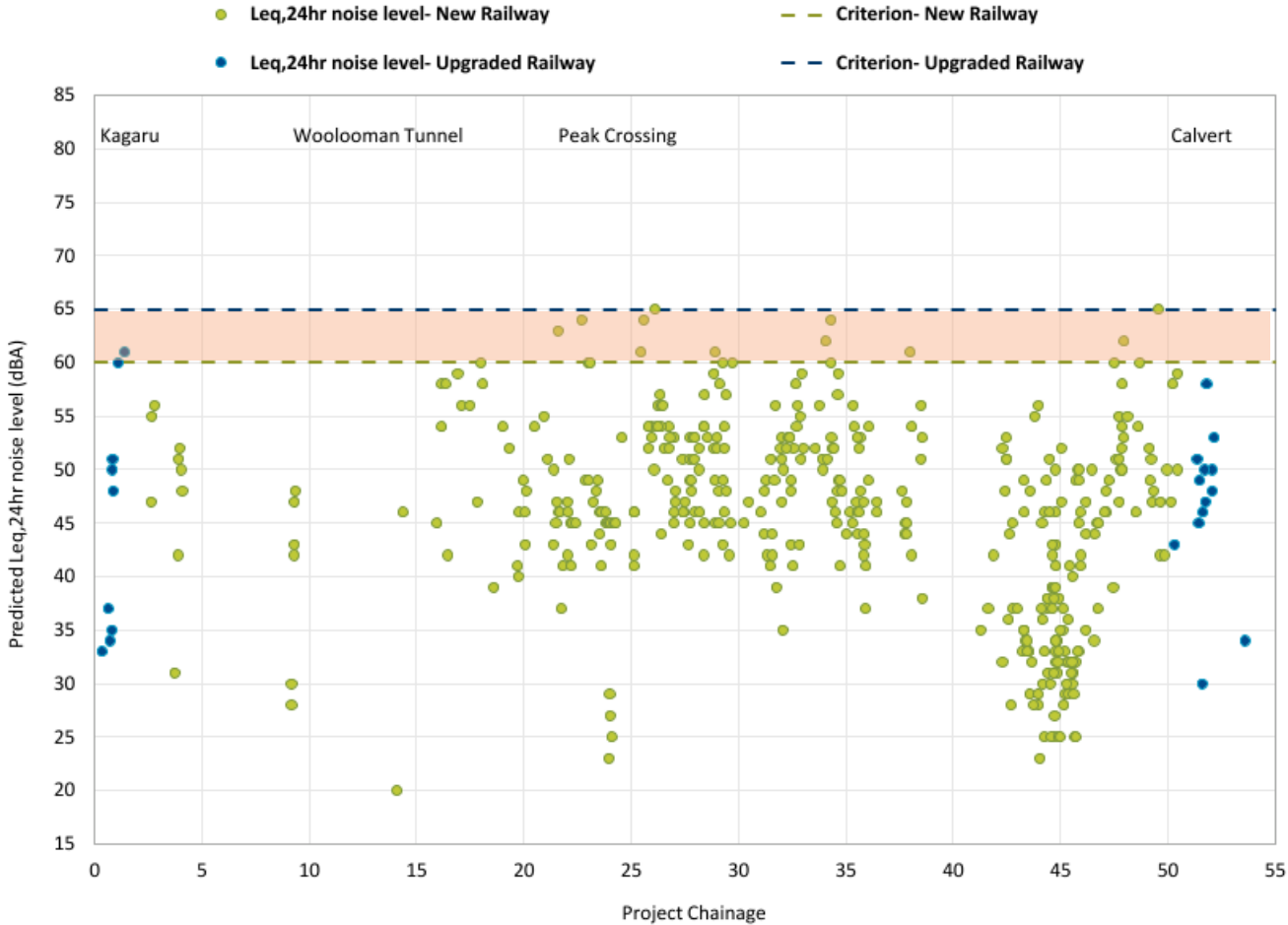
CRITERIA

Comparison of criteria from the current EIS assessment (ARTC Inland Rail Approach) against the TMR Interim Guideline

Development	TMR Guideline	ARTC draft EIS Approach	
New rail	$L_{Aeq(24hour)}$ 60 dBA Max. 82 dBA	Daytime (7am – 10pm)	L_{Aeq} 60 dBA Max. 80 dBA
Upgrade existing rail (where Inland rail connects to existing railway)	$L_{Aeq(24hour)}$ 65 dBA Max. 87 dBA	Daytime (7am – 10pm)	L_{Aeq} 65 dBA Max. 85 dBA
		Night time (10pm – 7am)	L_{Aeq} 55 dBA Max. 80 dBA
			L_{Aeq} 60 dBA Max. 85 dBA

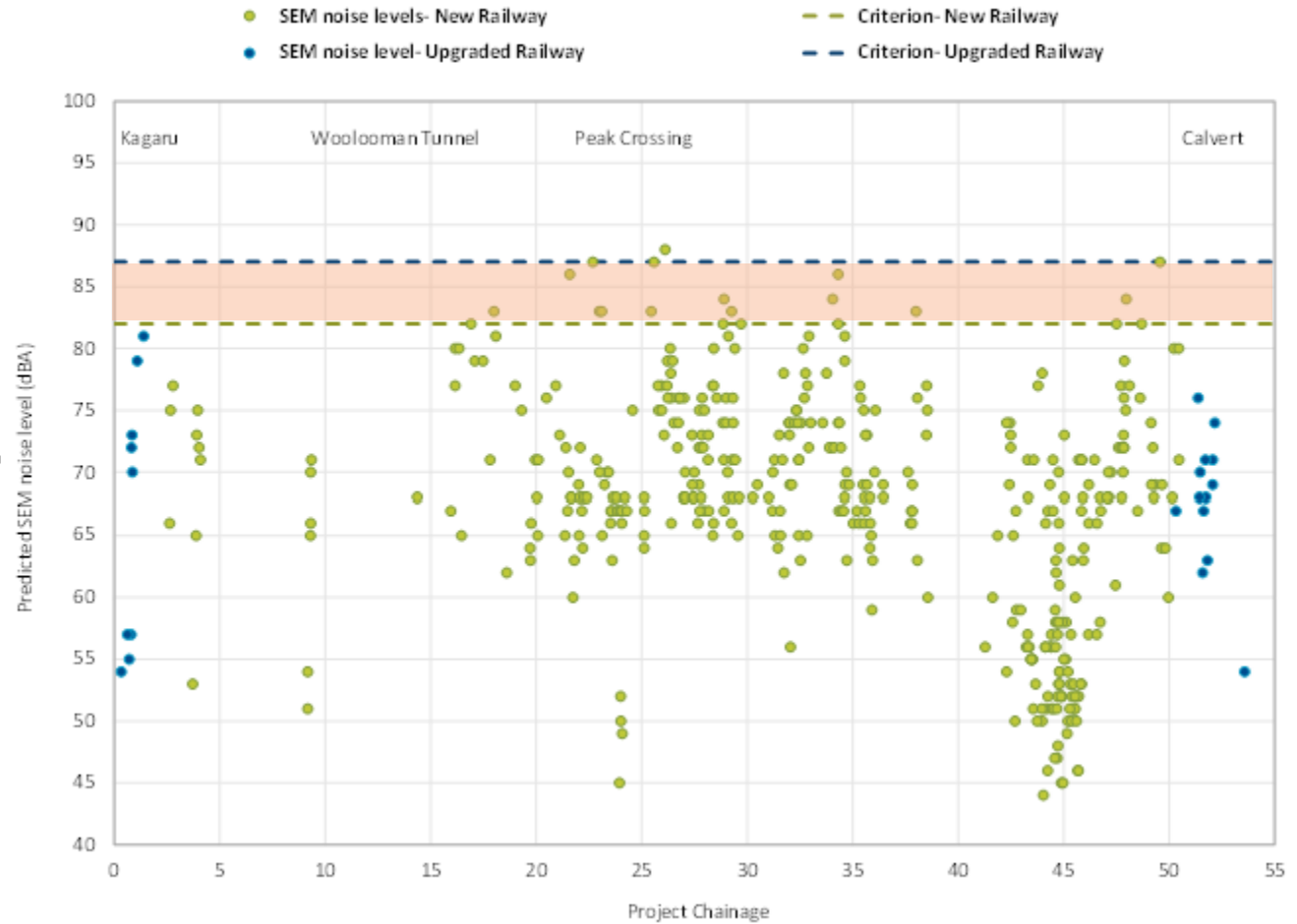
RESULTS AVERAGE NOISE LEVELS - 2040

Trigger above criteria	2040 L _{Aeq}
1-3 dB	6
>3-5 dB	5
>5-10 dB	0
> 10 dB	0
TOTAL	11



RESULTS MAXIMUM NOISE LEVELS - 2040

Trigger above criteria	L_{AMax}
1-3 dB	9
>3-5 dB	5
>5-10 dB	1
> 10 dB	0
TOTAL	15



MITIGATION OVERVIEW

Practical and Reasonable (TMR, 2019)

Source reduction

- Sleepers, continuous welded rail, curve squeal, lubrication, crossings)

Noise transmission

- Barriers and receiver, landscaping

At property

- Glazing, insulation, façade

FLOODING AND HYDROLOGY UPDATE

- The Australian and Queensland Governments released the Independent International Panel of Experts for Flood Studies final report.
- <https://www.inlandrail.gov.au/benefits/qld/independent-hydrology-panel>
- The Panel found ARTC flood models are fit for purpose and demonstrate best practice.
- Updated flood modelling results anticipated in the next few months
- Targeted consultation will be undertaken in April ahead of releasing the updated Revised Draft EIS documentation.

BREAK



10 minutes

PROJECT UPDATE

DON PIGGOTT MCKELLAR

AMANDA QUAYLE

STAKEHOLDER ENGAGEMENT UPDATE

Consultation sessions	Proposed Date and Time	Event details
Informal drop-in sessions	Friday 3 March 11am-1pm 1:30pm – 3:30pm	Mountain View Park, Peak Crossing 11am – 1pm /Harrisville Memorial Park 1.30 – 3.30pm
Community consultation session before SRICCC meeting	Thursday 9 March 4:30-5:30pm	1 Nicholas Street, Union Place 4 – 5.30pm
Community drop-in session	March	Rosewood
Community drop-in session	March	Woodhill/Jimboomba Hall
Community drop-in session	April	Yamanto
Community drop-in session	April	Peak Crossing
Community drop-in session	May	Purga
Community drop-in session	May	Yamanto

GENERAL BUSINESS

- Sponsorships and Donations – current round opened 1 February, closes 30 April 2023: <https://inlandrail.artc.com.au/opportunities/sponsorships-and-donations/>
- Proposed dates for next SRICCC meetings:
 - 1 June
 - 24 August
 - 16 November

OBSERVER QUESTIONS

CONFIRMATION OF ACTIONS

THANK YOU

ARTC

INLAND
RAIL 
An Australian Government Initiative