APPENDIX C

INLAND RAIL

Consultation Report

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

ARTC

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

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Abbreviations

Abbreviation	Definition
3D	Three dimensional
ACC	Area Consultative Committees
ARTC	Australian Rail Track Corporation
ATEC	Australian Transport and Energy Corridor
C2K	Calvert to Kagaru
CCC	Community Consultative Committee
CEO	Chief Executive Officer
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CID	Community Infrastructure Designation
DAF	Department of Agriculture and Fisheries (Qld)
DATSIP	Department of Aboriginal Torres Strait Islander Partnerships (Qld) (former)
DAWE	Department of Agriculture, Water and the Environment (Cth)
DCDSS	Department of Communities, Disability Services and Seniors (Qld) (former)
DCHDE	Department of Communities, Housing and Digital Economy (Qld)
DCYJMA	Department of Children, Youth Justice and Multicultural Affairs (Qld)
DES	Department of Environment and Science (Qld)
DESBT	Department of Employment, Small Business and Training (Qld)
DHPW	Department of Housing and Public Works (Qld) (former)
DITCRD	Department of Infrastructure, Transport, Cities and Regional Development (Cth) (former)
DITRDC	Department of Infrastructure, Transport, Regional Development and Communications (Cth)
DLGRMA	Department of Local Government, Racing and Multicultural Affairs (Qld) (former)
DoH	Department of Health (Cth)
DotEE	Department of the Environment and Energy (Cth) (former)
DOTARS	Department of Transport and Regional Services (Cth)
DSDSATSIP	Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships
DSDILGP	Department of State Development, Infrastructure, Local Government and Planning
DSDTI	Department of State Development, Tourism and Innovation (Qld) (former)
DTMR	Department of Transport and Main Roads (Qld)
EIS	Environmental Impact Statement
e-news	Electronic Newsletter
FAQ	Frequently Asked Question
FFJV	Future Freight Joint Venture
G2G	Gowrie to Grandchester
G2H	Gowrie to Helidon Project
G2K	Gowrie to Kagaru Project
H2C	Helidon to Calvert Project
IAP2	International Association of Public Participation
IAS	Initial Advice Statement

Abbreviation	Definition
ICC	Ipswich City Council
IDC	Inter-Departmental Committee
IRAS	Inland Rail Alignment Study
K2ARB	Kagaru to Acacia Ridge Bromelton
km	kilometres
km/h	kilometres per hour
km^2	square kilometres
LVRC	Lockyer Valley Regional Council
LGA	local government area
m	metres
MCA	Multi-Criteria Analysis
MNES	Matters of National Environmental Significance
NGO	(Local or Regional) Non-Governmental Organisations
NSW	New South Wales
P&C	Parents and Citizens' Association
PCG	Project Coordination Group
PPP	Public–Private Partnership
QFES	Queensland Fire and Emergency Services
QAS	Queensland Ambulance Service
QFES	Queensland Fire and Emergency Services
Qld	Queensland
QPS	Queensland Police Service
QR	Queensland Rail
RSIS	Regional Skills and Investment Strategy
SEQ	Southeast Queensland
SFRC	Southern Freight Rail Corridor
SIA	Social Impact Assessment
SFRC	Southern Freight Rail Corridor
SIMP	Social Impact Management Plan
SRRC	Scenic Rim Regional Council
STEM	Science, Technology, Engineering and Mathematics
TAG	Technical Advisory Group
TEC	Threatened Ecological Community
ToR	Terms of Reference
TSRC	Toowoomba Second Range Crossing
The Project	The Helidon to Calvert Project
UQ	The University of Queensland

Executive Summary

This report outlines the public consultation process for the Helidon to Calvert Project (the Project) Environmental Impact Statement (EIS). The Project is proposed to be an approximately 47 kilometre (km) single-track, dual-gauge railway and rail corridor, four crossing loops and an approximately 850 metre (m) long tunnel through the Little Liverpool Range.

Formal consultation with stakeholders, landowners, and the wider community started in 2017 and aligns with the requirements of the *Terms of Reference for an Environmental Impact Statement: Inland Rail—Helidon to Calvert Project, October 2017*.

In developing an inclusive process, ARTC has been implementing a Consultation Plan for the Project that has a focus on building trust, credibility and visibility with our stakeholders over the course of Project design and refinement in line with the International Association of Public Participation (IAP2) Core Values (2014).

Stakeholders identified include elected representatives (Australian Government, State Government, and local council departments and officers; local communities—including directly impacted and indirectly impacted landowners; emergency and health providers; utility service providers, Indigenous groups and Traditional Owners; business and industry groups; community groups; environmental groups; and the media.

Communication materials were developed to support the consultation activities and generate awareness and provide stakeholders with necessary information regarding the Project. These materials created a two-way flow of information between the Project Team and stakeholders, creating opportunities to discuss, capture and record feedback.

Over the course of EIS development, consultation activities with Project stakeholders included face-to-face meetings, community information sessions, quarterly community consultative committee (CCC) meetings, online meetings, and government briefings (all levels).

Interactions with stakeholders helped to shape the Project design and proposed mitigation measures for future stages of design, construction, commissioning and operation. For the Project, the five key themes emerged:

- **Key theme 1: Land use and tenure (including property)**
  - Feedback from consultation activities highlighted the use of the existing rail corridor (wherever possible) to minimise land acquisition requirements and other property impacts such as impact to agricultural land, creation of small lots, services interruption, severance, fragmentation, sterilisation and decreased accessibility and connectivity.
  - Directly affected and nearby landowners outlined concerns about land acquisition and compensation processes, property values and ongoing land use viability.
  - As a result, the Project:
    - Uses the existing Queensland Rail West Moreton System rail corridor for approximately 50 per cent of the alignment
    - Primarily adopts the 2003 Gowrie to Grandchester future railway corridor. Deviations from this future State transport corridor were evaluated using a multi-criteria analysis (MCA). Deviations were only considered if they demonstrated improvement against the metrics for environmental impact, design and constructability and cost
    - Planned for, and undertook, meaningful consultation with landowners to understand their specific property needs and concerns, and to provide information to help landowners identify their options for impact mitigation, management or offset
    - Developed community engagement and social investment programs with a focus on careful attention to communicating with residents to identify amenity, lifestyle, cohesion and other quality-of-life concerns and to work with them to address these concerns.
  - ARTC's investments in local communities focus on programs and services to strengthen local social networks and cohesion and ensure the potential benefits, such as access to jobs and training, are shared. This would help potentially affected communities adapt to Project-related changes and build their resilience to change.

- **Key theme 2: Noise and vibration**
  - Concerns about the impacts of operational noise in areas where a rail line does not currently exist were raised by directly affected and nearby landowners and community representatives.
  - Noise levels were predicted for sensitive receptors in the EIS and the assessment determined that noise emissions from railway operations would achieve noise criteria for the majority of sensitive receptors
  - Multiple workshops and face-to-face meetings were held with potentially impacted landowners—to share results, discuss outcomes and present options for future stages.
  - As a result, the Project includes:
    - Reasonable and practicable (or feasible) measures to reduce operational noise impacts
    - Concept noise barrier options considered for the townships of Forest Hill, Gatton and Valley Vista Estate in Laidley
    - , At-property controls such as architectural property treatments and upgrades to property fencing implemented, where required. This was discussed with landowners as a key component in reducing potential operational noise impacts
    - Continuing engagement with landowners whose properties may experience noise impacts during construction or operation to ensure the potential impact on amenity is clearly explained. Resident input to the development of any Project or property-specific mitigation strategies that may be needed to achieve the Project noise goals identified in this EIS will also continue to be obtained.
- **Key theme 3: Traffic, transport and access**
  - Infrastructure owners and operators advised on design requirements to ensure the safe and operational efficiency of their infrastructure and advised on potential maintenance and financial impacts as a result of the Project.
  - Infrastructure owners and operators also provided information on rail connection and access requirements, proposed level-crossing locations and operation, road designs, bridge locations, construction traffic impacts and access for emergency services, including for the proposed tunnel through the Little Liverpool Range.
  - Directly affected and nearby landowners outlined concerns about level-crossing safety, particularly for Forest Hill and Gatton.
  - Consultation with representatives from Grandchester State School, Laidley State School, Forest Hill State School and Grantham State School (among other educational facilities the local and regional area) was undertaken with potential construction traffic routes discussed. ARTC will continue to consult with schools prior to construction to ensure traffic impacts can be appropriately managed, and for students travelling to and from school.
  - As a result of the consultation process, additional investigations and research was undertaken to better inform the traffic, transport and access impact assessment, including:
    - Road traffic counts were undertaken to ensure accuracy of the data used and to validate the traffic impact assessment modelling
    - Studies and investigation were undertaken on level-crossing design to validate recommended crossing treatments
    - Consideration of emergency access and fire- and life-safety requirements
    - Future road planning requirements were incorporated into the Project design (for example, Eastern Drive).

  For all road–rail interfaces, ARTC will continue to consult with the Department of Transport and Main Roads (DTMR), local governments, emergency services and the local community about the preferred treatments for each location.
- **Key theme 4: Flooding and water management**
  - Consultation has been undertaken with landholders to understand their experience with flood movements, impacts and levels on their properties. This information was collected during community drop-in sessions, one-on-one discussions and workshops for the Project. Local governments also indicated concerns about changes to current flooding patterns and provided flood studies and data for incorporation into the EIS.
  - Directly affected and nearby landholders provided photographic records and anecdotal evidence of previous flood extents and impacts from Lockyer Creek and Western Creek.

- Commentary provided on historical flood events of 1974, 1996,1999, 2011 and 2013.
- This information allowed:
  - The recalibration of hydrologic and hydraulic models for the watercourses within the study area allowing the Project to more accurately assess impacts and identify appropriate mitigation measures as part of the EIS
  - The identification of appropriate mitigation measures, with bridge and culvert structures designed and located to maintain existing surface water flow paths and flood flow distributions, and avoid unacceptable increases in peak water levels, flow distribution, velocities and duration of inundation.
- Seqwater, as the bulk water supplier in the region, has been consulted to understand their water storage capacities, discuss the Project construction water estimates, and understand water access and transportation considerations. Initial consultation identified the potential water supply options identified in this EIS may be available for Project use; however, discussions will be ongoing as the Project progresses. The outcome of these discussions may also determine the need to implement other construction water supply options, as commercial considerations such as transport costs, water access costs may vary depending on the water source, land access, climatic conditions and other water user requirements. This may include sourcing water from private water storages or sources, subject to landholder agreements.

- **Majority theme 5: Socio-economic**
  - Consultation was undertaken with directly affected landholders, and other community members, to provide informed input to the social baseline, social impact assessment and proposed mitigations. Consultation for the Social Impact Assessment involved meetings and workshops with:
    - Directly affected and nearby landholders
    - Community members, including landholders, and community groups
    - Local government representatives
    - Representatives of the Traditional Owners and other Indigenous community members
    - Community groups
    - Businesses, including tourism businesses, and business organisations.
  - A community survey was also undertaken.
  - This consultation provided insight into community concerns, vulnerabilities, potential social and economic impacts and benefits. The consultation also advanced discussions on access to social infrastructure, opportunities for the Project to collaborate with the community on training and employment programs, and community concerns about the Project, and informed the development of the Social Impact Management Plan (SIMP), which includes:
    - Working closely with directly affected landholders to mitigate potential impacts on property amenity and agricultural businesses
    - Engaging with adjacent landholders who may experience impacts on amenity due to noise, increased traffic, dust or other impacts and to monitor the effectiveness of mitigation measures
    - Liaising with the Department of Education, Queensland Health, Queensland Police Service (QPS), Queensland Ambulance Service (QAS) and Queensland Fire and Emergency Service (QFES) about any changes to access routes or service demands
    - Cooperating with stakeholders to develop and implement training and skills-development partnerships and business capacity building programs
    - Continuing a mental health partnership that was established during the EIS phase to support residents experiencing stress and anxiety related to the Project
  - Social performance strategies identified to enhance Project benefits and opportunities.

Other key issues identified during consultation include:

- Alignment/route
- Consultation and stakeholder engagement
- Environmental approvals
- Agricultural business
- Landscape and visual amenity
- Flora and fauna
- Air quality
- Project need
- Construction issues
- Land management
- Heritage
- Hazards and waste management.

Information captured from consultation processes has informed the preparation of the EIS, including completion of technical studies, development of proposed mitigation measures and impact assessments.

During the public exhibition phase of the EIS, any person, group or organisation can make a submission to the Office of the Coordinator-General about the Project. Properly made submissions—that is written and signed by the writer(s), stating the name and address of each writer—will be accepted by the Coordinator-General and considered in the EIS.

1. Introduction

This report outlines the stakeholder engagement and community consultation activities undertaken for the Helidon to Calvert Project (the Project) during the preparation of the Environmental Impact Statement (EIS). This report describes Australian Rail Track Corporation's (ARTC) approach and processes for consultation and outlines key stakeholders, activities, consultation issues and outcomes.

Consultation is ongoing and consultation with stakeholders will continue as the Project progresses.

1.1 Project overview

The Inland Rail Program (Inland Rail) will form the spine of the National Freight Network and comprises 13 separate projects that link existing parts of the ARTC network. Inland Rail involves enhancing the existing network, rebuilding sub-standard network, and constructing new links between existing network nodes.

The Project is proposed to be an approximately 47 km long rail corridor between Helidon and Calvert. The Project will involve building a single-track, dual-gauge railway with four crossing loops (approximately 9 km of track length) to allow trains to pass each other. The Project also involves 31 bridges and a tunnel through the Little Liverpool Range (approximately 850 m long) to facilitate crossing the steep terrain.

The Project is located within the Lockyer Valley Regional Council (LVRC) and Ipswich City Council (ICC) local government areas in South East Queensland. The location of the Project and its regional context is shown in Figure 1. The Project area contains an existing Queensland Rail (QR) corridor and a corridor for future railway land protected as a future State transport corridor following the Gowrie to Grandchester Rail Corridor (G2G) study in 2003.

The Project's anticipated timeframe provided in Table 1.1.

TABLE 1.1: ANTICIPATED TIMING OF PROJECT PHASES

Project phase	2021				2022				2023				2024				2025				2026			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Detailed design																								
Pre-construction and early works																								
Construction																								
Commissioning																								
Operation																								

1.2 Terms of Reference

The *Terms of Reference for an Environmental Impact Statement: Inland Rail—Helidon to Calvert Project October 2017* (ToR) sets the requirements for a comprehensive community and stakeholder engagement process to be undertaken for the Project to identify broad issues of concern to local and regional community and interest groups, and address issues from Project planning through construction, commencement and operation.

In accordance with the ToR, the public consultation process is to be a consultative and inclusive process that includes a broad range of stakeholder groups including affected landowners, residents, community groups, Traditional Owners, state and local government agencies, and non-government organisations, local businesses and traditionally under-represented stakeholders.

This report has been prepared to meet the ToR requirements outlined in Table 1.2. Appendix B: Terms of Reference Compliance Table provides a cross-reference for each ToR against relevant sections in this EIS.

TABLE 1.2: RELEVANT TOR REQUIREMENTS

Terms of Reference requirements		Where addressed
7.7.	An appropriate public consultation program is essential to the impact assessment process. The proponent should consult with Local, State and Commonwealth government agencies, and potentially affected local communities.	Section 4 of this report describes the consultation objectives and strategies undertaken in support of EIS development. Section 2.5 identifies key Project stakeholders that have an interest in, or affected by, the outcome of the Project. Stakeholder consultation includes individuals, groups, organisations, local government, State Government and Australian Government agencies and representatives.
7.8.	The EIS should describe the consultation that has taken place and how the responses from the community and agencies have been incorporated into the design and outcomes of the project.	Section 4 of this report describes the consultation activities that have taken place, with outcomes from these activities reported in Section 6, with cross-references to the relevant EIS sections where stakeholder feedback has informed or contributed to the development of design or mitigation measures.
7.9.	Include, as an appendix, a public consultation report detailing how the public consultation plan was implemented, and the results of the implementation.	This report has been prepared to address this requirement.
10.11.	Describe the following information about the proposed project: (b) existing infrastructure and easements on the preferred alignment (d) location, design and capacity of water supply, wastewater conveyance and treatment, telecommunications, power generation, accommodation of site facilities and transmission infrastructure	Consultation with existing infrastructure asset owners and operators in the Project area was undertaken, as noted in Section 4 and Section 6 of this report, to inform Project design as documented in Chapter 6: Project description.
11.21.	The economic and social impacts of the action, both positive and negative, must be summarised. Matters of interest should include: (b) any public consultation activities undertaken, and their outcomes (c) any consultation with indigenous stakeholders (d) identification of affected parties and communities that may be affected and a description of the views of those parties and communities	(b) is addressed in Sections 4 and 6.13 of this report (c) is addressed in Sections 4.2.12 and 6.7. (d) is addressed in Section 6, and in Appendix Q: Social Impact Assessment Technical Report (Section 6.3).
11.69.	The EIS should describe the consultation that has taken place with landholders along the alignment regarding modelled potential impacts of the project on flooding. It should also include a discussion of how the results of consultation have been considered by the proponent in the EIS process.	Consultation with landowners regarding modelled potential impacts of the Project on flooding is discussed in Section 6.8, and Chapter 13: Surface water and hydrology (Sections 13.5.2.4 and 13.9.2) and Appendix M: Hydrology and flooding technical report (Section 7.10).
11.75.	Describe the potential for impact on existing holders of resource tenures, including consideration to safety and resource sterilisation where appropriate.	Existing mining leases are not anticipated to influence the design, stability or constructability of the Project. Chapter 8: Land use and tenure, Section 8.7.2.3.

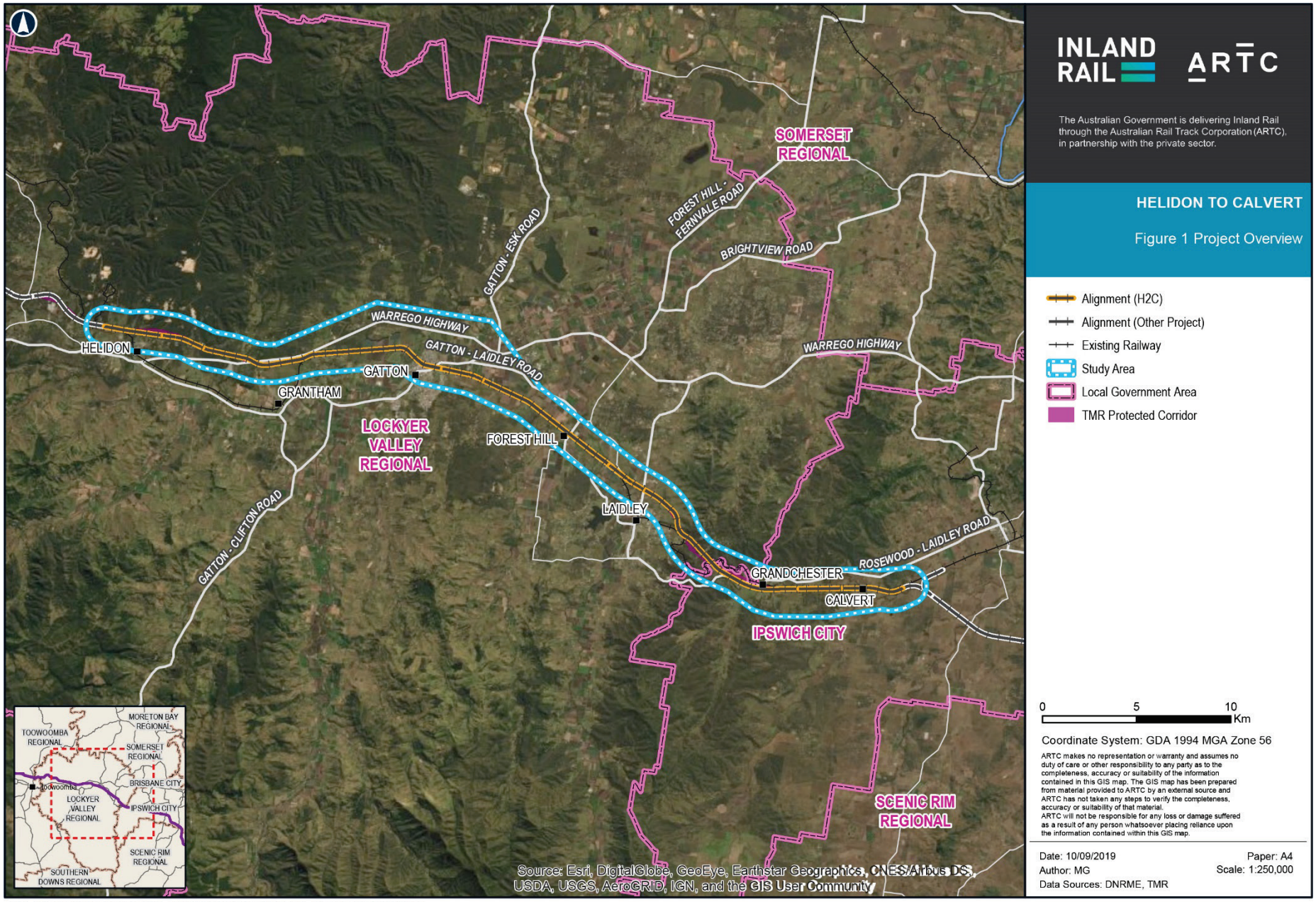
Terms of Reference requirements		Where addressed
11.77.	Provide evidence of consultation with the relevant owners/licensees of gas/petroleum pipelines in the vicinity of the rail corridors. Provide detail of agreed risk management strategies for project construction and operation with regard to the gas/petroleum pipelines. Demonstrate that the construction and operation of the project will not inhibit the safe and efficient operation of the pipelines.	Sections 4.4.1, 6.11 and Table 6.15 summarise the consultation undertaken with gas and petroleum pipelines owners in the vicinity of the Project. This includes the identification of risk treatments during design and construction. Chapter 8: Land use and tenure (Section 8.7.4) provides further detail on gas/petroleum pipelines in the vicinity of the alignment. Chapter 20: Hazard and risk summarises the initial design measures, and proposed mitigation measures for future design and construction activity in the vicinity of these assets.
11.108.	All proposed measures must be in accordance with any relevant biosecurity surveillance or prevention program authorised under the Biosecurity Act 2014 and any requirements of the VMA/PA. Mitigation measures should be developed in consultation with relevant agencies and local government (e.g. baiting programs).	Chapter 23: Draft Outline Environmental Management Plan (Section 23.13.4) identifies the requirements to engage with agencies and local government in the development of the Project's Biosecurity Management Plan.
11.117.	Discuss and recommend how identified impacts will be mitigated. Mitigation strategies are to be prepared in close consultation with relevant transport authorities (including Local Government).	Sections 4.2.4, 4.2.5 and 4.3 of this report outlines the approach taken to engagement with the Department of Transport and Main Roads, Queensland Rail and local government. Section 6 outlines the consultation undertaken with schools and potential waste/spoil operators. Chapter 23: Draft Outline Environmental Management Plan (Section 23.13.10) and Chapter 19: Traffic, transport and access (Section 19.10) identifies proposed mitigation measures.
11.146.	A consultative and inclusive community and stakeholder engagement process should inform the baseline study, assessment of potential social impacts and development of appropriate mitigation measures and management plans. The engagement should commence at an early stage of the EIS process. It should include consultation with a broad range of stakeholder groups including affected landholders, local residents, community groups, traditional owners, state and local government agencies, and non-government organisations, local businesses and traditionally under-represented stakeholders (for example vulnerable groups, women, people with a disability, indigenous people and persons from diverse ethnic or linguistic backgrounds).	Section 2.5 of this report outlines the stakeholders consulted. Section 3 outlines the consultation activities prior to declaration of coordinated project status, with Section 4 of this report describing the activities that have occurred as part of the EIS development process.
11.147.	The community and stakeholder engagement process should be adequately described and documented in the EIS. This should include details such as stakeholders consulted and how and when they were consulted, principles and processes adopted, overview of the consultation program and key events, stakeholder feedback and issues raised (including the means by which these have been or will be addressed), and a statement of agreement/s reached, or to be negotiated, for impact mitigation and management.	This report describes the community and stakeholder engagement process, how stakeholders were consulted and outcomes of consultation. Mitigation and management measures and Project commitments are documented in the following EIS documentation: Chapter 23: Draft Outline Environmental Management Plan, Appendix Q: Social Impact Assessment Technical Report (Sections 6.1 and 6.2) and Appendix E: Proponent Commitments.
11.158.	Outline any consultation undertaken with the relevant emergency management authorities, including the Local Disaster Management Group.	This consultation is outlined in Sections 4.4 and 6.12. Appendix Q: Social Impact Assessment Technical Report, Section 7.4.3

1.3 Consultation report purpose and structure

This report provides an overview of the communication and consultation approach and the activities carried out prior to and during preparation of the EIS. This report includes a summary of stakeholders, the EIS consultation process communications tools used, feedback captured, and issues management.

This report also summarises the feedback received from stakeholders and the community and identifies where this feedback has informed EIS assessments and mitigation measures.

Supporting documentation, including examples of the consultation tools and materials used over the course of the EIS development, are included as appendices to this report.



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2. Methodology

ARTC's consultation approach is critical to the successful delivery of the Inland Rail. Engaging with the community and key stakeholders ensures Project awareness while establishing effective two-way conversations. These conversations are key for identifying and reducing risks, optimising route alignment, securing statutory approvals and minimising social and environmental impacts.

ARTC is undertaking an extensive program of community consultation and stakeholder engagement relating to the Project. It is imperative that stakeholders have an opportunity to detail their concerns, raise issues, provide historical information and receive updates from the ARTC Stakeholder Engagement team in a professional and timely way. Correspondence and feedback are formally recorded in ARTC's 'Consultation Manager', a software tool to track stakeholder engagement activities and outcomes to ensure key issues or comments are captured and addressed.

2.1 Consultation goals and objectives

'Active engagement' is one of five core values for ARTC. Active engagement is defined as 'communicating with stakeholders in a professional and responsive manner, being transparent on the Project timelines and deliverables, and supporting responsible delivery of the Project'.

ARTC's goals for stakeholder consultation are to:

- Build trust—ensuring stakeholders are aware of the Project, design phases, timeframes and understand the fair mechanisms for input and consultation
- Build credibility—ensuring engagement is transparent, equitable and inclusive and iterative, with adequate opportunities for stakeholders to comment
- Build visibility—creating an ongoing dialogue with stakeholders and ensure appropriate information is escalated to the correct Inland Rail Team for action.

This report also provides a summary of the consultation outcomes undertaken as part of the Social Impact Assessment (SIA) for the EIS. Mechanisms for SIA consultation were guided by three SIA engagement objectives as outlined in the Social Impact Assessment Technical Report (Appendix Q: Social Impact Assessment Technical Report of the EIS) and are shown in Table 2.1.

TABLE 2.1: SIA ENGAGEMENT OBJECTIVES

Objectives	How Achieved
SIA is informed by consultation with directly affected stakeholders	▸ The views of community members who may be affected by the Project's impacts or benefit from Project opportunities are sought and represented in the SIA.
SIA engagement is inclusive of all interested stakeholders	▸ Access to SIA engagement was available and accessible through the community survey, community information sessions, drop-in sessions, CCC meetings (members and observers), and online Social PinPoint and CollabMap tools. ▸ The results of ARTC's engagement with Traditional Custodians, businesses and other key stakeholders are incorporated in the SIA.
Stakeholders can provide informed inputs to the SIA	▸ Stakeholders have access to information about the Project through face-to-face and online options, and to EIS team members to discuss social and environmental implications, as the basis for providing their inputs.

2.2 Consultation plan and Strategies

In accordance with Section 3.1 of the ToR, a Consultation Plan was developed to guide effective and timely delivery of EIS consultation activities. The Consultation Plan included:

- Objectives and strategies to deliver the Consultation Plan
- Stakeholder identification and methods to engage them
- Types of engagement activities and their timing
- Integration of consultation activities with other EIS activities and the Project development process
- Consultation responsibilities
- Communication channels and protocols
- Processes for recording information and providing feedback to stakeholders
- How results of consultation will be considered and integrated into the EIS process.

The consultation and engagement strategy summarised in Table 2.2 outlines the three goals and strategic aims to support the successful delivery of Inland Rail within each community. These goals inform all Project-related consultation approaches and activities.

TABLE 2.2: ENGAGEMENT STRATEGY FOR THE PROJECT

Goal	Strategic Aims
Build trust	▸ Ongoing engagement with landowners regarding geotechnical investigations, field studies, the rail corridor on their property, the acquisition process and ensure the Stakeholder Engagement Team continues to own the landowners relationship ▸ Demonstrate to communities how their feedback has been taken on board in the EIS to minimise impacts, address mitigations and be transparent with iterative changes by sharing changes the Inland Rail Project Team make ▸ Regularly engage with stakeholders and ensure the conversation is advancing and action items are being closed out ▸ Initiate and maintain open communication with the community on all aspects of the project and the EIS ▸ Address all stakeholder issues through the EIS process and communications
Build credibility	▸ Identify how Inland Rail can benefit the communities and work to deliver these benefits where possible ▸ Support the Social Performance Team to enhance positive impacts in the Project area ▸ Decide on design and alignment elements requested by the community and then communicate the reasoning to the community ▸ Engage stakeholders and communities on the issues that are important to them, seek their input to validate models, and have technical experts that can explain what the data means ▸ Deliver on the commitments we make to the community in a timely and appropriate way
Build visibility	▸ Have a presence on-the-ground in communities by establishing a local office in Gatton and attending and sponsoring local events ▸ Go to the community—don't expect them to come to us ▸ Undertake a program of well-advertised consultation at times and venues that are suitable for the community ▸ Proactively work with community stakeholders to help identify potential social impacts and develop appropriate solutions and strategies to minimise negative impacts associated with the Project

2.3 Consultation approach

The approach to consultation for the Project is based on the International Association of Public Participation's (IAP2) approach. The IAP2 identities five levels stakeholders can participate in decision making: inform, consult, involve, collaborate and empower (refer Table 2.3). The level of stakeholder participation for the Project is tailored on the stakeholder group and technical constraints.

TABLE 2.3: IAP2 PUBLIC PARTICIPATION SPECTRUM

IAP2	Inform	Consult	Involve	Collaborate	Empower
Public participation goal: To...	Provide the public with balanced and objective information to assist them in understanding the problems, alternatives or solutions	Obtain public feedback on analysis, alternatives and or decisions	Work directly with the public throughout the process to ensure public issues and concerns are consistently understood and considered	Partner with the public in each aspect of the decision including the development of the alternatives and the identification of the preferred solution	Place final decision making in the hands of the public
Promise to the public: We will...	Keep you informed	Keep you informed, listen and acknowledge concerns and provide feedback on how public input influenced the decision	Work with you to ensure that your concerns and issues are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision	Look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible	Implement what you decide

Source: IAP2 (2013)

ARTC has created an ongoing and open dialogue with communities and stakeholders. ARTC set guidelines for behaviour and interactions with the community and stakeholders:

- **Inclusive:** That relevant stakeholders are consulted during the planning and design of the proposed alignment. Uses a wide range of channels to provide information and gather feedback including community consultation committees, community based-information sessions, electronic and printed newsletters and online.
- **Transparent:** All views and opinions captured from the public are reflected during engagement.
- **Equitable:** Individuals and groups are included in the conversation with recognition, provisions are made for traditional owners, people with disabilities, youth and the elderly to be included, gender equity occurs and varied socio-economic groups can participate.
- **Iterative:** Share the iterative phases of the Project and communicate these to stakeholders for feedback and response.

2.4 Stages of Consultation

A staged approach was developed to engage key stakeholders and other potentially affected stakeholders about the Project. The broad public engagement process for the Inland Rail Project has been ongoing since 2016; however, consultation for the development of the EIS and Project design started in 2017 and has been aligned to coincide with the stages identified in Table 2.4.

TABLE 2.4: STAGES OF CONSULTATION

Consultation Stage	Objective	Outcome
Stage 1: **2002 to December 2017** Raising public awareness and understanding of Inland Rail	▸ Ensure public awareness of the Project and timeline for Project approval ▸ Inform community members of how they can contribute feedback	▸ Community and stakeholders begin to understand the Project and are motivated to be involved
Stage 2: **December 2017 – October 2020** One on one consultation, public forums relating to designs, engagement for property impacts and acquisition	▸ Facilitate stakeholder understanding of ToR/EIS content requirements ▸ Present proposed alignment to stakeholders along with EIS findings. Identify potential community issues and matters of concern ▸ Gather feedback from stakeholders and the community	▸ Feedback obtained and used in early stages of Project development
Stage 3: **October 2020 – early 2022** Formal consultation to support EIS assessment and approval	▸ Present proposed alignment to stakeholders along with EIS findings ▸ Report back to key stakeholders and community on engagement and planning outcomes and how their feedback was used ▸ Encourage formal feedback from the community on the Project, its potential impacts and proposed mitigation measures ▸ Finalise the EIS and progress design	▸ Community and stakeholders are provided with opportunity to have their say on the Project's benefits and potential impacts ▸ Community and stakeholder feedback considered in the planning assessments and approval process ▸ Community and stakeholders understand how their feedback has shaped the Project ▸ Matters raised in the EIS are appropriately addressed in design and construction planning
Stage 4: **2022 –2026** Engagement during construction	▸ Support the design work undertaken by the appointed construction contractors, including providing opportunities for stakeholder and community input and feedback ▸ Engage with and provide advance notice, including direct contact where required, to local businesses, residents, road and public transport users about major works construction activities	▸ Multiple communications channels and opportunities provided for stakeholders and the community to ask questions about the Project and raise concerns ▸ Community and stakeholders are aware of the Project benefits, timing and impacts
Stage 5: **2026** Completion and handover to operations	▸ Support the transition from major works delivery to operation ▸ Engage with and provide notice including direct contact where required, to residents, local businesses about Inland Rail operations	▸ Community and stakeholders are aware of Project completion and understand how the new rail line will operate ▸ Community understand how they can/ will engage with ARTC during ongoing operations including how to raise issues and complaints and the ongoing contribution ARTC will make to their community

2.5 Project stakeholders

A stakeholder is defined as any individual, group of individuals, organisation or political entity with an interest in the outcome of a decision. They may be, or perceive that they may be, affected directly or indirectly by the outcome of a decision (IAP2, 2013).

A preliminary stakeholder list was developed through desktop research and analysis of existing information materials. This list was subject to ongoing refinement throughout the engagement process Stakeholders identified include Australian Government, State Government and local government representatives, potentially affected landowners, local businesses, industry bodies, environmental groups, community groups, education and training providers, media and nearby communities. Identified stakeholders for the Project are listed in Table 2.5.

TABLE 2.5: PROJECT STAKEHOLDERS

Type	Stakeholders
Australian Government	
Elected representatives	▸ Deputy Prime Minister, Minister for Infrastructure, Transport and Regional Development and Member for Riverina—The Hon Michael McCormack MP ▸ Assistant Minister for Road Safety and Freight Transport and Member for Wright—The Hon Scott Buchholz MP ▸ Shadow Minister for Veterans' Affairs and Defence Personnel and Member for Blair—The Hon Shayne Neumann MP
Departments and agencies	▸ Department of Infrastructure, Transport, Regional Development and Communications ▸ Department of Agriculture, Water and the Environment (DAWE) formerly the Department of Environment and Energy ▸ Regional Development Australia ▸ National Transport Commission
Queensland State Government[1]	
Departmental ministers	▸ Minister for Transport and Main Roads and Member for Miller—The Hon Mark Bailey MP
State elected representatives	▸ Mr. Ian Rickuss (former member for Lockyer) ▸ Mr. Jim McDonald MP (current member for Lockyer, elected 25 November 2017) ▸ Mr. Jim Madden MP (Ipswich West) ▸ Mr. Jon Krause MP (Scenic Rim)
State Government departments	▸ Coordinator-General ▸ Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships (former Department of Aboriginal and Torres Strait Islander Partnerships) ▸ Department of Agriculture and Fisheries ▸ Department of Education ▸ Department of Employment, Small Business and Training ▸ Department of Environment and Science ▸ Department of Communities, Housing and Digital Economy (former Department of Housing and Public Works) ▸ Department of State Development, Infrastructure, Local Government and Planning (former Department of State Development, Tourism and Innovation) ▸ Department of Children, Youth Justice and Multicultural Affairs (former Department of Local Government, Racing and Multicultural Affairs) ▸ Department of Resources, Department of Regional Development, Manufacturing and Water and Department of Energy and Public Works (former Department of Natural Resources, Mines and Energy) ▸ Queensland Fire and Emergency Services ▸ Queensland Health ▸ Queensland Police ▸ Department of State Development, Manufacturing, Infrastructure and Planning ▸ Department of Transport and Main Roads ▸ Economic Development Queensland
Government-owned corporations / organisations	▸ Queensland Rail ▸ Australia Post

1. Department and Minister titles current at the time of writing.

Type	Stakeholders
Local government	
Lockyer Valley Regional Council	▸ Cr Tanya Milligan, Mayor ▸ Mr. Ian Church, Chief Executive Officer ▸ Cr Jason Cook, Deputy Mayor ▸ Cr Chris Wilson; Cr Janice Holstein; Cr Rick Vela (elected to Council, 10 February 2018); Cr Kathy McLean (did not contest local government election 28 March 2020); Cr Michael Hagan; Cr Jim McDonald (elected to Queensland Parliament 25 November 2017); Cr Brett Qualischefski (elected to local government 28 March 2020)
Ipswich City Council	*Ipswich City Council until 22 August 2018* ▸ Cr Andrew Antoniolli, Mayor ▸ Mr. Greg Kellar, Acting Chief Executive Officer ▸ Cr Paul Tully; Cr David Morrison; Cr Kerry Silver; Cr Kylie Stoneman; Cr Wayne Wendt; Cr Cheryl Bromage; Cr Charlie Pisasale; Cr Sheila Ireland; Cr David Pahlke *Ipswich City Council until 28 March 2020* ▸ Mr. Greg Chemello, Interim Administrator ▸ Mr. Charlie Dill, Acting Chief Executive Officer ▸ Ms. Jan Taylor, Advisor for Community Engagement *Ipswich City Council from Local Government Election 28 March 2020* ▸ Cr Teresa Harding, Mayor ▸ Cr Sheila Ireland; Cr Jacob Madsen; Cr Nicole Kay; Cr Paul Tully; Cr Marnie Doyle; Cr Andrew Fechner; Cr Kate Kunzelmann; Cr Russell Milligan
Local communities	
Directly affected landowners	▸ Landowners located within both the permanent and temporary disturbance footprint
Indirectly affected landowners	▸ Landowners that have the potential for change to existing conditions on their property
Businesses (listed alphabetically)	▸ Advanta Seeds Pty Ltd; AJA Solutions; All Property Real Estate—Gatton; ANZ Tissue Products Pty Ltd as TTE ▸ Bauer's Organic Farm; Best Employment (agency); Boral Resources Qld Pty Ltd; Brandon and Associates Pty Ltd; Branell Homestead; Brooks Earthmoving and Quarries; Bunnings Properties Pty Ltd ▸ Caffe Sorella; CBRE Toowoomba; Clein Excavations & Tipper Hire; Community Care Solutions Inc; Cotton Australia; CR Kennedy, Machine Control; CSY Crushing and Screening PTY LTD ▸ Darling Downs Environment Council; Dyno Nobel ▸ Elders, Gatton ▸ Forest Hill Hotel; Forest Hill Post Office, Café 4342; Franita Pty Ltd (TTE) ▸ Gatton Real Estate; Gehrke Grains and Transport; Gilligrove Pty Ltd; GrainCorp Operations Limited; Grantham Farmworkers Lodge ▸ Harness Energy; High Country Herald; Higher Visibility; Holcim (Sydney Head Office) ▸ ICN Queensland ▸ Jewel Finance ▸ Klucks Investment Pty Ltd ▸ Laidley Better Business; Lake Laurel Pty Ltd; LCR Group; LJ Hooker Commercial Toowoomba; LJ Hooker, Gatton; LMATS Laboratories for Materials Advanced Testing Services; Local agricultural businesses (various); Lockyer Hotel; Lockyer Valley Growers Inc; Lockyer Valley Real Estate; Lockyer Valley Toyota; Lockyer Valley Traffic Management Pty Ltd; Logan Chamber of Commerce; Lockyer Chamber of Commerce and Industry Inc. ▸ Massland—Gatton Caravan Park; Master Hire; MEGT Training ▸ Nexans Olex; Nichols Constructions; Nolan's Interstate Transport ▸ Openville Pty Ltd ▸ Pace SMSF Property Pty Ltd; Patriot Environmental Management; Philip Leach; Property Network Lockyer

Type	Stakeholders
Businesses (listed alphabetically [continued]	▸ Queensland Farmers Federation ▸ Range Crest Realty; RDA Darling Downs and South West; RDA Ipswich & West Moreton; Rocky's Own Transport; Rugby Farming Group ▸ Sherrin Rentals; Shorehire; Skyreach; Stark Engineering ▸ Toll Mining Services; Toowoomba Surat Basin Enterprise; Top Office Group; Tradeline Site Solutions; Trevor Brooks Earthmoving Pty Ltd ▸ Webbway Pty Ltd
Other key stakeholders	
Emergency and health providers	▸ Gatton Police Station; Helidon Police Station; Laidley Police Station ▸ Queensland Police Service; Queensland Ambulance Service; Queensland Fire and Rescue Services; Queensland Rural Fire Services
Utility service providers	▸ Energex ▸ Powerlink Queensland ▸ Queensland Urban Utilities ▸ Seqwater; SunWater ▸ Telstra ▸ TPG/AAPT/Powertel
Gas and petroleum pipeline owners	▸ APA Transmissions ▸ Santos
Waste and landfill operators	▸ Lockyer Valley Waste Management ▸ Wanless Waste Management ▸ New Hope Group ▸ Ti-Tree Bioenergy ▸ Cleanaway New Chum ▸ Remondis Australia Pty Ltd Swanbank Landfill ▸ Nu Grow ▸ Lantrak Waste Management
Indigenous groups	▸ Yuggera Ugarapul People
Business and Industry Groups	▸ Chamber of Commerce and Industry Queensland ▸ Ipswich Chamber of Commerce and Industry ▸ Regional Development Australia—Ipswich and West Moreton ▸ Lockyer Valley Chamber of Commerce; Laidley Better Business Group (subsequently merged with Lockyer Chamber); Lockyer Valley Tourism ▸ Regional Development Australia—Ipswich and West Moreton; Regional Development Australia—Logan and Redlands
Peak Bodies	▸ Agforce ▸ Australian Trucking Association ▸ National Farmers Federation; National Road Transport Association ▸ Queensland Farmers' Federation; Queensland Resources Council; Queensland Transport and Logistics Council
Community Groups	▸ Btstraps Inc (Bootstraps) ▸ Cahill Park Sports Complex Incorporated; Christian Life Centre Gatton Incorporated; Community Care Solutions Inc ▸ Friends of Lake Apex Inc. ▸ Gatton & District Historical Society; Gatton & District Hospital Auxiliary Inc; Gatton Feather Club Inc; Gatton Jubilee Golf Club Inc.; Gatton Kindergarten; Gatton Lapidary Club Inc; Gatton Meals On Wheels Inc; Gatton Mercury Theatre and Children's & Youth Theatre including Win Davson Art Gallery & Museum Inc.; Gatton RSL Services Club Inc; Gatton Rugby League Football Club Inc; Gatton Show Society; Gatton Soccer Club Inc; Gatton Swimming Club Inc; Gatton Table Tennis Association Inc; Gatton Tennis Association Inc; Grandchester Model Live Steam Association Inc ▸ Helidon and District Progress Association; Helidon Community Shed Association Inc; Helidon Cricket Club Inc; Helidon RSL Sub-Branch Inc ▸ Ipswich Housing and Support Services; Ipswich Railway Museum

Type	Stakeholders
Community Groups (continued)	▸ Laidley Agricultural and Industrial Society; Laidley and Districts Community Organisation; Laidley and Districts Netball Association Incorporated; Laidley Community Centre; Laidley Crisis Care and Accommodation; Laidley District Cricket Club Inc; Laidley District Historical Society Incorporated; Laidley Golf Club Inc; Laidley Hospital Auxiliary Inc; Laidley Junior Rugby League Club Incorporated; Laidley Kindergarten Association Incorporated; Laidley Meals On Wheels Inc; Laidley Soccer Club Inc; Laidley Swimming Club Inc; Lions Club of Gatton Inc; Lions Club of Laidley; Lions Club of Withcott Helidon; Lockyer Antique Motor Association Inc; Lockyer Classic Cruisers Inc; Lockyer Cricket Association Inc; Lockyer Darts Association Inc; Lockyer District Athletics Inc; Lockyer Equestrian Group Incorporated; Lockyer Information and Neighbourhood Centre Inc; Lockyer Multicultural Association Inc; Lockyer Race Club Inc; Lockyer Reigns Trail Horse Riders Club Inc; Lockyer Valley Aged & Handicapped Association Inc; Lockyer Valley Art Society Inc; Lockyer Valley BMX Club Inc; Lockyer Valley Community Activities Shed Incorporated; Lockyer Valley Community Disability Assoc. Inc.; Lockyer Valley Demons Inc; Lockyer Valley Flying Club Incorporated; Lockyer Valley Growers Inc; Lockyer Valley Islamic Association Inc.; Lockyer Valley Ministers Association; Lockyer Valley Riding For The Disabled Inc.; Lockyer Valley Speedway; Lockyer Valley Water Users Forum; Lockyer Woodcrafters Group Inc.; LVCCC/Lockyer Chamber of Commerce and Industry Inc. ▸ Returned and Services League of Australia (Queensland Branch) Laidley Sub-Branch Inc. (RSL); Rosewood District Protection Organisation Rotary Club of Gatton & Lockyer ▸ Secretary, Gatton Bowls Club; Spirit of the Valley Events Inc; St Albans Anglican Parish of GattonUQ Gatton Past Students Association
Environmental Groups	▸ Australian Rescue and Rehab of Wildlife Association Inc. ▸ Birdlife Australia; Birds Queensland; Birdlife Southern Queensland Branch; Darling Downs Environment Council; Friends of the Escarpment Parks ▸ Greening Australia ▸ Healthy Land and Water; Helidon Hills/Murphys Creek Landcare Group Inc. ▸ Ipswich Koala Protection Society; Ipswich Native Plants Queensland ▸ Koala Foundation ▸ Lockyer Community Action Group; Lockyer Upland Catchments Inc.; Lockyer Valley Landcare Group ▸ Native Plants Queensland ▸ Protect the Bush Alliance ▸ Queensland Conservation Council; Queensland Murray Darling Committee ▸ Return to the Wild ▸ SEQ Catchments ▸ The West Moreton Landcare Group Inc. ▸ Wildlife Queensland
Education and Training	▸ Free Range Kids ▸ Forest Hill State School ▸ Gatton Child Care Centre; Gatton Kindergarten; Gatton State School; Grandchester State School; Grantham State School ▸ Helidon State School ▸ Kates Place Early Education and Child Care, Helidon ▸ Laidley District State School Laidley State High School; Little Angels Kindergarten, Forest Hill; Lockwood Training and Development; Lockyer District State High School; Lockyer Valley Early Education and Pre-school ▸ St Mary's Catholic Primary School, Laidley ▸ TAFE South West; TAFE Queensland ▸ University of Queensland (Gatton Campus); University of Southern Queensland

Type	Stakeholders
Churches and Religious Facilities	▸ Baptist Church, Gatton; Baptist Church, Laidley ▸ Christian Life Centre, Gatton; Christian Life Church, Gatton; Churches of Christ Queensland, Gatton ▸ Forest Hill Presbyterian Church, Forest Hill; Forest Hill State School, Forest Hill ▸ New Hope Church, Gatton ▸ Our Lady of the Valley Catholic Parish, Gatton, Forest Hill and Laidley ▸ Peace Lutheran Church, Gatton; Presbyterian Church, Forest Hill ▸ Redeemer Lutheran Church, Laidley ▸ Salvation Army, Gatton; Seventh Day Adventist Church, Gatton; St Albans Anglican Parish, Gatton; St Joseph's Parish ▸ Uniting Church, Laidley
Media	▸ ABC Radio; ABC Southern Qld ▸ Gatton Star ▸ Ipswich Queensland Times ▸ Laidley Plainland Leader ▸ Qld Country Life; Queensland Times ▸ he Australian; The Brisbane Times; The Courier-Mail ▸ Queensland Times

2.6 Stakeholder management database—Consultation Manager

Inland Rail maintains a secure stakeholder management database—Consultation Manager—to record all consultation undertaken as a part of the Project.

The database was established in mid-2014 for Inland Rail and will continue to be maintained throughout the EIS process and into Project construction and operation. This central database is used to record stakeholder consultation and monitor and report on enquiries, issues and team responses across all ARTC operations and Inland Rail projects.

When consultation with stakeholders occurs, information is entered into Consultation Manager as a true record of the conversation or event. The majority of stakeholder interactions have been with local residents and the community. Figure 2 details the different types of stakeholder interactions.

Stakeholders interactions are presented in Figure 2.

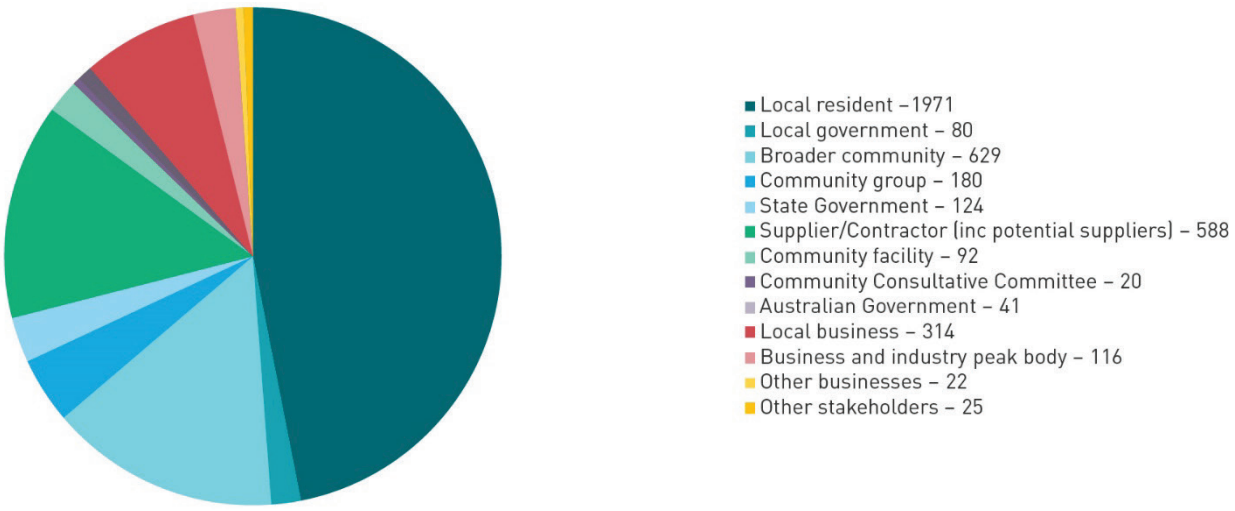

FIGURE 2: STAKEHOLDER INTERACTIONS

2.7 Community Consultative Committees

Community Consultative Committees (CCCs) were formed to keep the community and industry informed about the Project and ensure their views were heard and addressed as the Project(s) progressed through the formal planning processes.

CCCs are comprised of members with a range of backgrounds and interests. The purpose of the CCCs was to:

- Facilitate broader community involvement in the Project
- Seek community feedback and input to Project outcomes
- Increase awareness and understanding for the Project by providing a 'one-point of call' for Project information
- Act as a conduit between the Project Team and the community (provide information or address issues and concerns).

The Lockyer Valley CCC was established in December 2017 to:

- Establish good working relationships and promote information sharing between ARTC and local stakeholder groups/representatives
- Provide an avenue for ARTC to keep the community informed about the Inland Rail, seek community views on Project design and delivery and respond to matters raised by the community
- Provide the community an additional opportunity to seek information from ARTC and give ARTC feedback on the development and implementation of the Project.

The Lockyer Valley CCC aims to facilitate:

- Broader community involvement in the Project
- Capture of local knowledge, issues, concerns and opportunities
- Increased understanding and awareness of the Project
- Coordination of a more effective response from the Project Team to emerging issues, concerns and opportunities.

The Lockyer Valley CCC was established to provide input and feedback into both the Gowrie to Helidon and Helidon to Calvert projects, and represents stakeholder and community interests.

The Lockyer Valley CCC meets with Project representatives three to four times a year, with ten official meetings held to date as well as unofficial meet-and-greet (introducing new committee members) following membership renewal in March 2020.

Observers from the broader community are welcome to attend the meeting. The Chair's summary and minutes are published on the ARTC website. The Chair's summary is also published in local newspapers.

Meetings are advertised publicly in local newspapers and via email reminders to the Project stakeholder database.

Further details about the formation and membership of the CCC are in Section 4.2.7.

2.8 Integration with EIS Technical Studies and Assessments

Consultation has been undertaken with multiple stakeholders (refer Section 2.6) to share information and receive feedback on:

- Project updates and progress
- technical study methodologies and findings
- technical model validation and data collection
- suggested mitigation and environmental management measures
- Project alignment
- Project delivery mechanisms.

Outcomes and feedback from stakeholder consultation have been addressed within the EIS, helping inform technical study methodologies, technical model validation and data collection, mitigation and environmental management measures, route alignment and Project delivery mechanisms. The consultation informed the assessments and allowed the Project to more accurately assess impacts and identify appropriate mitigation measures.

3. Previous stakeholder engagement activities

Extensive landowner, community and stakeholder consultation for the Project EIS commenced in 2017; however, the issues and opportunities identified and addressed in previous State Government and Australian Government rail corridor studies were incorporated into the EIS consultation planning and outcomes. ARTC have been undertaking stakeholder engagement activities for Inland Rail since 2006. Key studies are outlined in the following sections.

3.1 Gowrie to Grandchester Rail Corridor Study, Part 1 and 2 (by the Queensland Government)

The *Gowrie to Grandchester Rail Corridor Study* was initiated in 1999 by the Queensland DTMR to identify and protect a corridor for a future rail line between Gowrie and Grandchester. From 2000–2002, DTMR engaged with the following stakeholders:

- federal, state and local government representatives
- existing regional reference groups
- environment, community and business organisations
- impacted landowners
- residents in the local government areas of the rail alignment
- Indigenous groups.

The Gowrie to Grandchester consultation process incorporated social impact assessment and included baseline demographic profiling and identification of social, economic and environmental concerns captured through consultation. The key themes from this previous study are shown in Table 3.1.

TABLE 3.1: KEY THEMES FROM THE QUEENSLAND RAIL AND QUEENSLAND TRANSPORT GOWRIE TO GRANDCHESTER RAIL CORRIDOR STUDY, PART 1 AND 2 (2002)

Theme	Summary
Social	▸ Lifestyle e.g. noise ▸ Visual intrusion ▸ Health effects ▸ Safety-road/rail interfaces, spillage of toxic substances ▸ Social facility disruption
Economic	▸ Property devaluation ▸ Economic impact on land holding or operations ▸ Economic viability of land holdings/operations ▸ Inability to sell property ▸ Property access restriction ▸ Lack of fair compensation for land acquired ▸ Construction pollution
Environmental	▸ Flora destruction ▸ Fauna destruction ▸ Water flow disruption ▸ Flooding

3.2 North–South Rail Corridor Study (2006)

The Minister for Transport and Regional Services, the Hon Warren Truss MP, announced on 17 September 2005 that the North–South Rail Corridor Study would commence. He noted that the study would define fundamental economic and financial issues associated with the future development of rail freight on the Corridor. The Minister added that the study would examine major issues such as the movement of rail freight through the three major capital cities as well as major terminal and port interface issues. The study was also announced on the DOTARS website.

The study examined the adequacy of the existing Melbourne to Sydney to Brisbane rail corridor to meet future freight demand. The study examined different options for an enhanced, existing coastal route or alternative inland routes. Key issues included infrastructure links, engineering, environmental, urban and regional planning issues. A financial and economic analysis was also undertaken on each of the route options. The consultation strategy identified the groups listed (names current at the time of the 2006 North–South Rail Corridor Study) in Table 3.2.

TABLE 3.2: CONTRIBUTORS TO THE STUDY AREA

Australian and State Government Department and Agencies	
Bureau of Transport and Regional Economics (BTRE)	Department of Natural Resources and Mines (Qld)
CSIRO (Land and Water)	Department of Natural Resources (NSW)
Environmental Protection Agency (Qld)	Department of Planning (NSW)
Geoscience Australia	Department of Sustainability and Environment (VIC)
Heritage NSW	Department of Transport (Qld)
Department of Environment and Heritage (Cth)	Ministry of Transport (NSW)
Department of Environment and Heritage (NSW) Department of Infrastructure (VIC)	Parks VIC
Department of Lands (NSW) Department of Lands (VIC)	Queensland Transport (QT)
Department of Local Government (Qld)	Roads and Traffic Authority NSW
Department of Main Roads (NSW)	Transport Infrastructure Development Corporation (NSW)
Department of Main Roads (Qld)	Treasury (Cth)
Department of Transport and Regional Services (DOTARS)	VicRoads
Rail Industry and Potential Rail Providers	
Australian Inland Rail Expressway	Pacific National (PN) (PN Rural and Bulk)
Australian Railroad Group	Patrick Portlink
Australian Transport and Energy Corridor	Queensland Rail (QR) (QR National, QR Access)
Australasian Rail Association Inc (ARA)	RailCorp
ARTC	Sadliers
Colin Rees Transport	Silverton
Connex Group Australia	Specialised Container Transport (SCT) Logistics
Great Australian Trunk Rail System	Transport Infrastructure Development Corporation
Lachlan Valley Rail Freight	VicTrack
Freight Forwarders and Other Rail Customers, Current and Potential Major Freight Clients	
Australian Airports Association	Port of Geelong
Australian Logistics Council	Port of Hastings
Australian Federation of International Forwarders	Port of Melbourne Authority
Brisbane Port Authority	Port Kembla Port Authority
FCL K&S Linfox	Shipping Australia
National Logistics Council	Sydney Port Authority
Newcastle Port Authority	Toll
Amcor Australia	Fosters Group
Post BlueScope Steel	Graincorp
Coca-Cola Amatil	Incitec Pivot
Coles Myer	Smorgon Steel
Fisher & Paykel	Toyota
P&O	Woolworths
Patrick Corporation (Autocare, Logistics)	
Regional Stakeholders/Local Councils, Area Consultative Committees and Other Interested Parties	
Area Consultative Committees	Councils/local government
Australian Shipowners Association	National Transport Commission
Chambers of Commerce/regional development associations	Unions

The high level of cooperation from industry, including existing and potential rail customers and operators, freight forwarders and port operators, as well as government agencies has enabled the Corridor Study Team to compile a comprehensive view of industry perspectives backed by relevant data.

The Corridor Study Team also received written and oral advice from several key stakeholder groups including: Australian Government; state governments; rail industry representatives; freight forwarders and other rail customers (current and potential); potential rail providers; major freight clients; regional stakeholders/ local councils; Area Consultative Committees (ACCs); and other interested parties, and conducted a review and assessment of submissions received from interested parties.

These meetings enabled discussion and validation of data and information elements, assumptions, methodologies adopted for analysing the data and conclusions reached, highlighting of issues and focus points and provision of feedback, comments and information.

In addition to the consultation with government and industry undertaken in the data collection, and to ensure that all interested parties were engaged in a transparent and consistent manner, the Study Team invited written submissions to the Study and an email address was provided to facilitate electronic lodgement of submissions. An important part of the stakeholder consultation process involved the engagement of regional stakeholders and relevant ACCs were specifically invited by the Department of Transport and Regional Services (DOTARS) to provide a submission.

The North–South Rail Corridor Study examined four broad alternatives between Melbourne and Brisbane ranging from a far western sub-corridor via western NSW through to a coastal sub-corridor via Sydney and the North Coast. The study identified that a far western sub-corridor (via Albury and Parkes) would have the lowest capital cost, fastest transit time and the best economic cost–benefit performance.

The Far Western Sub-Corridor identified in the North–South Rail Corridor Study formed the starting point for the *Inland Rail Alignment Study* (IRAS) completed in 2010.

3.3 Consultation for Inland Rail Alignment Study (2008–2010)

On 28 March 2008, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Anthony Albanese MP announced the study as 'an open, extensive study to determine the economic benefits and likely success of a new multi-billion-dollar standard-gauge inland railway between Melbourne and Brisbane'. In this announcement, the Minister stated that ARTC was asked to conduct the study, building upon work undertaken earlier in the North–South Rail Corridor Study.

The route to be developed would generally follow the far western sub-corridor identified in that study. As well as determining the route alignment, the Minister stated that ARTC study would provide both the government and private sector with information that will help guide their future investment decisions, including likely demand and an estimated construction cost. The study would provide the government with a basis for evaluating private financing options for part or the entire project. The Minister also requested that the study be customer-focused and consultative, involving discussions with state governments, industry, local government and major rail customers.

The IRAS was conducted by ARTC from 2008 to 2010. The 2010 IRAS analysed many alternatives within the Far Western Sub-Corridor and identified a detailed alignment that sought to minimise construction and operational costs and maximise the economic benefit—in particular, freight user benefits flowing from operating cost savings, time savings and improved reliability. The IRAS also considered two studies undertaken by the Queensland Government in the section between Toowoomba to Brisbane, which included:

- the Gowrie to Grandchester (G2G) Rail Corridor Study Part 1—Helidon to Grandchester Final Report (Queensland Rail and Queensland Transport, 2002)
- the *Southern Freight Rail Corridor Study* (SFRC), between Rosewood and Kagaru (DTMR, 2007–2008).

The IRAS involved a customer-focused and consultative process, involving discussions with state governments, industry, local government and major rail customers. The process considered:

- Environmental and land issues
- Railway operations considerations
- Engineering assessments
- Capital cost estimates.

The stakeholders consulted by the study team during the Melbourne–Brisbane Inland Rail Alignment Study (current at that time) are identified in Table 3.3

TABLE 3.3: MELBOURNE–BRISBANE INLAND RAIL ALIGNMENT STUDY STAKEHOLDERS

Customers		Other Stakeholders
▸ Amcor	▸ Northern Energy	▸ Australian Transport and Energy Corridor Ltd (ATEC)
▸ Australia Post	▸ OneSteel	▸ Border Region Organisation of Councils (Moree); Brisbane City Council
▸ AWB	▸ Pace Farm	▸ Davidson Consulting; Department of Transport and Main Roads (formerly Queensland Transport)
▸ Bluescope	▸ Pacific National	▸ Farmers organisations
▸ Coles	▸ Peabody	▸ Great Australian Trunk Rail System (GATR)
▸ Costa	▸ Port of Brisbane	▸ Local councils along the route; Local government associations
▸ CS Energy	▸ QR National	▸ Northern Sydney Freight Corridor study team
▸ Ford	▸ SCT Logistics	▸ NSW Ministry of Transport
▸ GrainCorp	▸ Toll Holdings	▸ Queensland Department of Mines and Energy; Queensland Rail
▸ K&S Freighters	▸ Troncs Transport Solutions	▸ Shepparton—Food Bowl Inland Rail Alliance
▸ Linfox	▸ Toyota	▸ Rail Corp; Rail Infrastructure Corporation
▸ Moraitis	▸ Visy	▸ Victorian Department of Transport
▸ New Hope	▸ Woolworths	▸ Warwick–Cunningham Rail Link
		▸ Others who made submissions or written letters

The IRAS analysed alternatives within the Far Western Sub-Corridor and identified a detailed alignment that sought to minimise construction and operational costs and maximise the economic benefit—in particular, freight-user benefits flowing from operating cost savings, time savings and improved reliability. This drove identification of key greenfield sections such as Narromine to Narrabri.

Analysis indicated there is demand for the railway. An alignment has been developed that can achieve an average Melbourne–Brisbane transit time (terminal-to-terminal) of 20 hours and 30 minutes on a route more than 100 km shorter than the current coastal route on which the transit time, with improvements now under way, will be about 27 hours and 30 minutes. Construction of the railway will result in a freeing of rail capacity through Sydney.

The IRAS short-listed and analysed several route options. The final preferred alignment identified in 2010 incorporated the following components:

- Melbourne to Parkes—670 km of existing track and 37 km of new track on a greenfield alignment from Illabo to Stockinbingal, bypassing Cootamundra and the Bethungra spiral
- Parkes to North Star—307 km of upgraded track, and 291 km of new track on a greenfield alignment from Narromine to Narrabri
- North Star to Acacia Ridge—271 km of new track on a greenfield alignment, 119 km of existing track upgraded from narrow gauge to dual gauge, and 36 km of the existing coastal route.

3.3.1 Submissions to the Australian Government

The Australian Government invited public submissions on the 2010 IRAS closing in June 2014. Approximately 40 submissions were received from a diverse range of stakeholders including councils, community groups, Australian Government agencies, interested individuals, logistics organisations, engineering companies, mining companies, peak bodies (business), Port of Brisbane, property and investment organisations and rail operators. Key themes raised included:

- Technical specifications of network required by customers and freight handlers
- Alternative alignments
- Investment opportunities and ability to attract investment
- Economic growth opportunities
- Dual management of passenger and freight uses
- Costs of Inland Rail (track access and capital cost).

3.3.2 Summary

Following the completion of the 2010 IRAS, the Australian Government approved an initial $300 m allocation in the 2011–12 Federal Budget forward estimates for Inland Rail pre-construction activities spanning the 2014/15–2018/19 period.

Following the 2013 federal election, the incoming government committed to this $300 m funding, in conjunction with announcements regarding the formation of the Inland Rail Implementation Group.

The $300 m funded developmental work on Inland Rail through to 2018/19, establishing the basis for the development of Inland Rail in the lead up to project delivery.

3.4 Inland Rail Implementation Group (2013)

In late 2013, then Deputy Prime Minister Warren Truss announced the formation of the Inland Rail Implementation Group (IRIG), chaired by the Hon John Anderson AO, with senior representatives of relevant Australian, Queensland, NSW and Victorian infrastructure departments, and the ARTC CEO IRIG was tasked with preparing a 10-year delivery strategy and business case for Inland Rail.

During 2014, IRIG worked with a Stakeholder Reference Group comprising key representatives from across the transport and logistics industries to develop the Inland Rail Service Offering.

The Service Offering specified the key outputs Inland Rail would offer to the market—transit time, reliability, pricing and availability. Achievement of the Service Offering has been a critical consideration in route selection.

The Inland Rail Implementation Group Report was delivered to the Australian Government in August 2015. The report recommended that Inland Rail should proceed to implementation over a 10-year delivery period (assuming a 2015 start this would mean Inland Rail being operational in 2025). The 2015 IRIG Report largely adopted the 2010 IRAS recommended alignment, with certain variations and recommendations for further assessment.

3.5 Inland Rail Programme Business Case (2015)

The *ARTC 2015 Inland Rail Programme Business Case* (Business Case) (ARTC, 2015) was the key supporting document for the IRIG Report. The Business Case (ARTC, 2015) demonstrated that Inland Rail could drive a significant shift in rail's share of freight transported and drive an increase in the total volume of freight moved.

Extensive consultation with key market participants and other industry stakeholders has been undertaken to develop the service offering and scope of Inland Rail to ensure the infrastructure meets market needs in terms of service specification and performance.

The Business Case (ARTC, 2015) outlined engagement undertaken to date and describes the communication and stakeholder engagement strategy for Inland Rail, which has played a role in incorporating stakeholder feedback on the service offering that underpins the Inland Rail scope and cost estimates.

The approach to Inland Rail communication and engagement for the Business Case (ARTC, 2015) was based on the following principles:

- build awareness, understanding and support for Inland Rail among customers, stakeholders and the community
- harness the sense of ownership through advocates of Inland Rail
- create an active dialogue with customers, communities and other stakeholders
- identify and manage issues and opportunities
- actively seek opportunities to create value for money legacy outcomes for stakeholders while not compromising the scope and budget of Inland Rail. For example, identifying opportunities to improve local rail and road interfaces where it benefits Inland Rail and improves community safety and amenity
- support through internal communication and engagement, and knowledge transfer in order to maximise the value of the investment.

The approach is based around the foundations of public participation developed by the International Association for Public Participation (IAP2), which is widely considered best practice in Australia and internationally, and which is used as the standard for stakeholder engagement by state governments and the Australian Government. It also draws on the international standard for stakeholder engagement, the Accountability AA1000 Stakeholder Engagement Standard. In particular, the strategy draws on the concepts of materiality in determining when and how to engage.

Other practices, precedents and lessons learnt that have been considered in developing the strategy (and broader Inland Rail) include:

- Established engagement practices and precedents from projects including the Southern Sydney Freight Line
- Recent public and private sector infrastructure projects in Queensland, New South Wales and Victoria including the SEQ Water Grid (Queensland), East–West Link (Victoria) and the Narrabri Gas Project (New South Wales)
- Emerging international practice from other significant rail projects such as High Speed Two (United Kingdom).

3.5.1 Key stakeholders

The following three dimensions shaped the identification of stakeholders and determination of the engagement approach:

- Influence: people who are, or in the future, may be able to influence the Inland Rail delivery effort, whether their actions are likely to drive or impede performance. These include those with informal influence and those with formal decision-making power.
- Representation: the people who are, through regulatory structures or culture and tradition, entrusted to represent other individuals, i.e. local community leaders, MPs, councillors or leaders of membership organisations.
- Proximity: those geographically close to the alignment and the diverse group of professional people and employees working within those organisations directly responsible for contributing to the advancement of Inland Rail.

The key stakeholder groups in Table 3.4 were identified as influencing or being affected by Inland Rail.

TABLE 3.4: INLAND RAIL BUSINESS CASE STAKEHOLDERS

Government

- The Deputy Prime Minister and Minister for Infrastructure and Regional Development
- IRIG
- Relevant Australian Government and State Government Ministers and MPs (including key parliamentary committees)
- Selected local governments, chief executive officers, mayors and councillors
- Relevant Australian Government and State Government departments, agencies and their officers
- Economic regulatory bodies
- Neighbouring and related projects
- Emergency services

Community

- Local property owners
- Community groups and individuals

Environment

- Traditional Owners
- Peak environmental groups
- Local groups, coalitions or individuals
- Relevant university academics and researchers

Media

- Local/regional radio print and television
- Metropolitan/national television, radio and print
- Online newsletters and blogs including social media
- Specialty rail, transport and freight logistics trade media.

Business and Industry

- Customers
  - Rail companies and their advisors
  - Freight logistics chief executive officers, executives and their advisors
  - Multimodal freight terminal operators and proponents
    - Collaborators
    - Rail investors and their advisors
    - Suppliers
    - Professional services and advisory firms (engineering, financial, environmental, and legal)
    - Construction, infrastructure and materials supply companies
    - Real estate and rural real estate agents
    - Local/regional small to medium businesses and chambers of commerce
    - Trade Unions
  - The Rail Bus and Tram Union
  - The Transport Workers' Union
- Industry
  - Ports
  - End users
  - Peak industry groups such as the Australian Rail Association and the Australian Logistics Council

3.5.2 Engagement activities

Inland Rail engagement activities relating to the Project ramped up significantly since mid-2014 with a range of consultations with all levels of government, peak bodies, potential customers, end users and the logistics industry.

The activities include:

- Meetings in regional areas from June 2014 including Ipswich, Toowoomba, Narrabri, Dubbo, Parkes, Wagga Wagga and Wodonga to brief local government leaders, stakeholders and industry representatives on Inland Rail, and to seek local insight and feedback
- Industry information sessions were held in Sydney and Brisbane in September 2014 to inform potential suppliers about upcoming opportunities, including how and when they can potentially get involved with Inland Rail
- These sessions were attended by more than 400 representatives from Australian and international construction, engineering and rail companies
- Extensive one-on-one meetings with local government representatives, peak bodies, potential customers and key State Government and Australian Government agencies
- The provision of an 1800 Community Information Line to deal with early enquiries from community members and landowners
- Attendance at industry forums including Heavy Haul (Newcastle); Rail Freight Futures (Melbourne), the Australian Logistics Council Annual Forum (Melbourne), and Murray Now (Albury)
- Inviting key local councils and businesses to contribute their views in terms of the potential benefits of Inland Rail through a submission process which has complementary but separate from the Business Case (ARTC, 2015).

The most important consultation was with industry, customers and end users, which led to the development of the Inland Rail 'service offering'. This consultation included an industry survey, extensive one-on-one interviews with current customers of the national rail freight network and debate at two forums of a Key Stakeholder Reference Group, convened by Department of Infrastructure, Transport, Regional Development and Communications (formerly Department of Infrastructure and Regional Development). Stakeholders demonstrated keen interest in the Project and made clear supportive statements.

The key stakeholder reference group comprised:

- Agforce Queensland
- Aurizon
- Australasian Railway Association
- Australian Food and Grocery Council
- Australian Logistics Council
- Australian Trucking Association
- Bluescope Steel
- CEVA Logistics
- Coles DB Schenker
- Genese and Wyoming Australia Pty Ltd
- GrainCorp
- Melbourne Brisbane Inland Rail Alliance
- National Farmers Federation
- NRMA
- New South Wales Farmers
- Asciano Pacific National
- Port of Brisbane Pty Ltd
- Queensland Resources Council: New Hope Group
- Queensland Resources Council: Stanmore Coal
- Cube Holdings
- SCT Logistics
- Toll Intermodal
- Victorian Transport Association
- Woolworths Limited
- Yancoal.

3.5.3 Key findings

Engagement activities undertaken during the Business Case (ARTC, 2015) indicated sustained positive interest in Inland Rail from all key stakeholder groups. Customers have described Inland Rail as:

- A vital piece of infrastructure that will reduce freight transit times and reduce congestion
- The best response to the freight challenge
- Essential infrastructure.

A spokesperson for Woolworths Group Ltd (2014) stated:

> *'An inland rail corridor linking Victoria and New South Wales with Queensland has the potential to be Australia's most important piece of logistics infrastructure. Unencumbered by constraints of the existing coastal route, Inland Rail will promote economic benefits through the efficient movement of both manufactured and fresh products between some of Australia's largest domestic markets. The safety and environmental upside of an inland rail link will also be significant.'*

Local councils and regional businesses have talked about the strong regional development potential and enhanced connectivity that Inland Rail will bring. Farming and mining exporters have commented that Inland Rail will create competition in the logistics supply chain, driving down costs and making them more competitive in world markets. Motoring organisations and councils have identified the potential to reduce the burden on regional road networks and improve road safety outcomes.

Overwhelmingly, stakeholder sentiment toward Inland Rail is strongly supportive and positive, providing confidence that Inland Rail will be able to win and maintain its social licence.

3.5.4 Summary

Effective communication and stakeholder engagement are critical to the successful delivery of Inland Rail. The most important consultation to date has been with industry, customers and end users that led to the development of the Inland Rail service offering. Key stakeholder groups have shown sustained positive interest in Inland Rail, acknowledging it as a vital piece of infrastructure to reduce freight transit times and congestion, and create competition in the logistics supply chain. The Inland Rail Communication and Stakeholder Engagement Strategy has been used as the basis and continuously refined throughout Project development.

3.6 Alignment planning to support business

During alignment concept planning, the Australian Government engaged with the supply chain and establish the need for Inland Rail as alternative freight transport for the distribution of goods from Melbourne to Brisbane.

Operation of freight networks comprise transport systems and intermodal terminals. To facilitate the operation of the Project alignment as part of Inland Rail, ARTC consulted with Queensland Rail and DTMR in relation to the operation of existing and planned future intermodal terminals.

3.7 Southern Freight Rail Corridor Alignment Study

While primarily related to the adjacent Inland Rail Calvert to Kagaru Project, the outcomes (and consultation activities) of Southern Freight Rail Corridor (SFRC) has some bearing for the catchments and stakeholders within the eastern portion of the Project.

DTMR completed a preliminary planning and environmental impact assessment for SFRC to reserve a corridor of land for future railway development (AECOM, 2010) via Community Infrastructure Designation (CID) under the now superseded *Sustainable Planning Act 2008* (Qld). The aim of the study was to identify a future route for a freight rail corridor connecting the western rail line near Calvert to the interstate railway north of Beaudesert to accommodate future growth of rail freight in South East Queensland.

The SFRC route was viewed as having characteristics and design parameters suitable for Inland Rail. Consultation was conducted over the course of the SFRC project included:

- Landowner discussions and interactions between October 2007 and January 2008
- Community information sessions during November 2007
- Notification and invitation for submissions on the draft assessment report, in accordance with the Guidelines About Environmental Assessment and Public Consultation Procedures for Designating Land for Community Infrastructure (the Guidelines)
- Notification and invitation for submissions on the final assessment report, in accordance with the Guidelines.

Some 28 submissions, consisting of 371 comments, were received on the SFRC project. The SFRC study addressed these comments as part of a final report, which was reviewed as part of the EIS preparation.

3.8 Early engagement with Councils (2015)

Before the Project ToR was finalised, consultation activities started in advance to establish relationships with key stakeholders to allow ARTC to gain an understanding of stakeholder issues, interests and concerns.

ARTC held meetings with local governments located along the Inland Rail study area between Gowrie and Kagaru between May 2015 and July 2015. This included LVRC and ICC.

Because information about the Project was very limited at this time, these discussions were high level and included determining how ARTC could best work with local governments to share information, discuss proposed timing and approval processes, and identify any key topics of interest for local governments.

Issues discussed in these workshops reflected the themes identified through the previous studies and consultation. Issues discussed relevant to the Project included:

- Noise impacts of freight trains due to topography
- Noise amelioration
- Freight train scheduling
- Flood mitigation
- Protected species and offsets requirements
- Coal dust impacts and costs to agriculturalists
- Uncertainty for property owners in proximity to the G2G future State transport corridor
- Existing level crossing traffic impacts at Laidley.

3.9 Concept Phase Engagement (2016)

In 2016, ARTC increased its program of briefings and information sessions along the alignment. These included meetings with Councils, Federal and State elected representatives, community consultation via public meetings and drop-in sessions, and exhibitions at agricultural shows, together with individual meetings with affected landowners.

The purpose of the engagement completed during the Concept Phase (March and May/June 2016) was to 'ground-truth' previous technical studies. The engagement strategy aimed to establish relationships with key stakeholders and impacted landowners along the corridor.

ARTC engaged with the following stakeholders:

- Businesses and industry representative groups including Gehrke Grains and Transport, Lockyer Better Business, Lockyer Valley Growers, Lockyer Valley Water Users Forum, Nolans Transport, Regional Development Authority—Ipswich and West Moreton, University of Queensland, Gatton Campus and Withcott Seedlings
- Interested community members at two community information sessions
- Lockyer Valley Regional Council and Ipswich City Council
- Private landowners to facilitate access for ecological studies
- The Queensland State Government regarding their passenger train requirements.

Flooding in Forest Hill, Laidley and Grantham was identified as a concern, with stakeholder feedback a key input to studies to understand localised water flows and historical issues and inform design. Minimising severance of the local road network and prime agricultural land and mitigating operational noise impacts was also of importance to the stakeholders consulted during the concept phase.

3.9.1 Concept Phase technical sessions with local governments

Technical sessions were held with each local government to discuss issues and opportunities and how these could be addressed. The team met with Ipswich City Council on 23 March 2016 and Lockyer Valley Regional Council on 10 June 2016. During these meetings, the councils raised the following issues:

- Data sharing agreement with local governments was discussed (including access to flood studies, traffic data and to their local indigenous representative for specific local information)
- Agreement of the process to access Council-owned land for the purpose of field investigations.

Concerns were raised by both councils about the:

- provision of information on the road–rail interface and optimisation
- need to avoid creating new roads and providing additional property management for the local government
- impact on hydrology through areas such as Gatton and Helidon
- desire for early planning around offsets
- need for the project to consider stock movements on private property
- Property acquisition and the requirement for constituents to have assurance of Inland Rail being delivered.

Key issues that appeared consistently at all local government sessions included:

- Public and private level crossing operations and safety (interface between road and rail): For public crossings in and immediately around the town centres, local governments seek grade separation of road and rail. For private crossings that enable movement of livestock, it was suggested that underpasses be considered.
- Co-existence of passenger and freight services: Local governments sought information on how the two services might co-exist on sections of the line being used by Inland Rail and sought clarity on this matter.

- Landowner acquisition sensitivities: As a result of landowner concerns expressed in the G2G (QR, 2002; QT, 2003) study and the SRFC study (DTMR, 2007/8), there is a high level of concern about the finalisation of the alignment route and the timing of acquisition. Landowners continually raise issues with local Councillors and State members about this matter.
- Potential new rail stations: The potential for new passenger rail stations to be created on the Inland Rail alignment is of interest to Toowoomba Regional Council and Lockyer Valley Regional Councils.
- Sound buffering and visual amenity mitigations: Increased freight traffic may require consideration of sound buffering and visual amenity measures to be determined in collaboration with local communities. Noise and visual amenity impacts are still of great concern in the local region, particularly in the Lockyer Valley region, which relies on tourism and agriculture for income.
- Minimising impacts on endangered species: Minimising impacts on flora and fauna endangered species is a priority and will require offsets.
- Flooding and mitigation measures: Enabling surface water flows to occur is an important consideration of the upgrades to the line proposed. Specifically, the design and construction of the line needs to deal with the potential for afflux.
- Review State Government and local government road plans and impacts on the Inland Rail alignment: A review of regional transport plans undertaken by local councils in conjunction with the State was important for Inland Rail to understand and apply to the program.
- Allowance for safe movement of freight vehicles across the rail line: Where the proposed alignment runs adjacent to major highways, it is suggested that the designers allow for the increasing length of heavy vehicles over time, which will move from B-doubles to B-triples to B-quadruples. Where the existing line will be used, there could be issues for the longer vehicles to turn off and stop safely prior to proceeding across the line onto the rural access road.
- Planning of terminal locations and interaction with road infrastructure and industrial estates: Local Governments were keen to know how ARTC intends to provide strategic direction that will enhance the economic sustainability of terminals.

During the Concept phase, the Gowrie to Helidon and Helidon to Calvert projects were treated as a single project for consultation purposes. Table 3.5 lists the key issues raised by Councils during the 2015 and 2016 consultation process.

TABLE 3.5: SUMMARY OF ISSUES RAISED DURING CONSULTATION WITH COUNCILS IN 2015 AND 2016

Stakeholder	Issues/opportunities	2015	2016	Status
Ipswich City Council	Flood mitigation Grandchester rail line acts as a dam wall in times of heavy rain	✓		These concerns helped to shape the scope of studies undertaken as part of the EIS and design
	Property access	✓		Property access will be addressed with individual landowners
	Environmental concerns Endangered Swamp Tea-tree forest (*Melaleuca irbyana*), flora and the presence of Koalas	✓	✓	These issues have been considered in the development of the EIS assessment methodology, and development of the offset strategy
	Hydrology Impact on hydrology will be an issue through Ebenezer and early offset is desirable		✓	Flood modelling was undertaken as part of the EIS investigations
	Road and rail interface agreements Status of road and rail interface agreements as these are usually negotiated between council and DTMR.		✓	Grade separated and at grade crossing locations have been identified and discussions will be held with relevant stakeholders
Lockyer Valley Regional Council	Local road connectivity Keen for discussions around technical solutions to maintain connections	✓	✓	While some level of severance is expected, grade separated and at grade crossing locations have been identified and discussions will be held with relevant stakeholders
	Flooding Long-standing concerns about contribution of rail infrastructure to flooding impacts	✓	✓	LVRC flooding data and modelling obtained through data sharing agreement Flooding a key consideration of alignment refinement Detailed modelling to be undertaken in future design
	Cumulative environmental impacts Concerns about the environmental impact that will be caused by the Toowoomba bypass and Inland Rail	✓	✓	These concerns helped to inform the scope of the cumulative impact assessments contained in the EIS
	Operational Impacts of operations with alignment through townships such as Gatton	✓	✓	Alignment selection based on robust assessment process, considering concerns and potential mitigation of risk and operational impacts

3.9.2 Concept Phase landowner engagement Gowrie to Calvert[2]

Seventeen landowners were contacted to obtain agreement to access their properties for the purpose of conducting ecological studies during the Concept phase. Key matters discussed included:

- most landowners were aware of the protected Gowrie to Grandchester future State transport corridor within their properties; however, a small number were unaware of its location and status
- land acquisition arrangements and timing
- future operation of existing rail line
- landowners asked about plans for the tunnels
- negative experiences with adjacent infrastructure projects, such as the Toowoomba Second Range Crossing (Toowoomba Bypass), including field studies
- Ongoing consultation with the dedicated community engagement lead was a consistent request.

2. G2H and H2C were treated as a single project at this time

3.9.3 Concept Phase community information sessions

Four advertised community information and feedback sessions were held between 20–23 June 2016 in Gatton and Toowoomba. Direct mail invitations were distributed to 1500 landowners located up to 500 metres either side of the corridor. A total of 161 community members attended these sessions. The following are general issues raised:

- Lack of awareness about the location and status of the Gowrie to Grandchester future State transport corridor
- Concern from landowners located adjacent to the Gowrie to Grandchester future State transport about operational impacts
- Investment in properties, such as building new infrastructure now in doubt
- Interest in Inland Rail, when it will be constructed and in operation
- Volume of freight traffic likely to be using the new line and potential impacts
- Flooding issues, particularly from residents in Forest Hill and Laidley
- Opportunities for corridor modifications considering farmland operations, valley, flood plain, and access
- Access for farmers, movement of stock and machinery across the rail corridor
- Land acquisition and compensation processes
- Opportunities for intermodal and freight interfaces within local communities.

3.9.4 Concept Phase stakeholder workshops

Stakeholder workshops were held in Toowoomba and Gatton to discuss key issues to be addressed during the environmental assessment process, identify opportunities to create additional value for the project and project stakeholders, and for the ARTC stakeholder engagement team to develop an initial understanding of the potential social licence and risks associated with the Project.

Attendees at the Toowoomba workshop included Condamine Alliance, Gowrie Junction Progress Association, Queensland Farmers Federation, Queensland Murray Darling Committee, Regional Development Australia, Toowoomba Chamber of Commerce, Toowoomba Surat Basin Enterprise—Supply Chain, AgForce, Millmerran Business Association, Darling Downs Environment Council and Toowoomba Regional Council. Key issues relevant to the Project raised included:

- Cumulative impact from various corridors—Toowoomba Second Range Crossing, Wellcamp, community precincts
- Type of freight including dangerous goods and impacts on communities
- noise impacts of the identified Gowrie to Grandchester route alignment through Gatton
- Flooding impacts and water flow that need to be considered for Forest Hill and Laidley areas.

This workshop also identified key issues relevant to the Border to Gowrie and Gowrie to Helidon projects, which will be documented in separate EISs.

Attendance at the Gatton workshop included Gehrke Grains and Transport, Lockyer Better Business, Lockyer Valley Growers, Lockyer Valley Regional Council, Lockyer Valley Water Users Forum, Nolans Transport, Regional Development Authority—Ipswich and West Moreton, SEQ Catchments Limited, UQ Gatton and Withcott Seedlings. Key issues raised included:

- Alignment options under consideration, including Gatton Bypass (height for bypass, impacts on cropping land), Helidon deviation
- Significant concerns were raised in relation to the potential flooding impacts associated with the height of embankments through Forest Hill
- Future operation of existing rail line—e.g. through Laidley
- Level crossings—potential impacts on local roads and potential delays for traffic and community severance on Laidley–Plainland Road
- Concerns and questions about the likelihood of stations or terminals for freight being constructed in the Lockyer Valley as there are few benefits.

4. EIS stakeholder engagement activities

4.1 Overview

Consultation activities to support the EIS development were structured to provide multiple opportunities for both targeted stakeholders and the wider community to participate in the Project. Stakeholders have been engaged using a range of techniques, including presentations and briefings, newsletters, drop-in sessions, web-based material and face-to-face discussions. These were supported by feedback mechanisms, including comment forms, interactive mapping, workshops and project specific contact channels (1800 phone number, email, and interactive frequently asked questions (FAQs)).

Consultation activities undertaken for the Project are described in Section 4.2 to Section 4.4 with the communication tools used to support these activities described in Section 4.5. Figure 3 summarises these activities and tools.

FIGURE 3: EIS CONSULTATION ACTIVITIES AND COMMUNICATION TOOLS

Section 5 and Section 6 discuss the key themes, and outcomes of the consultation activities. Examples of supporting consultation collateral is provided in the appendices to this report.

4.2 EIS consultation activities

Consultation activities have been structured to provide multiple opportunities for both targeted stakeholders and the wider community to participate in the Project. Stakeholders have been engaged using a range of techniques, including presentations and briefings, newsletters, drop-in sessions, web-based material and face-to-face discussions. These activities were supported by feedback mechanisms, including comment forms, interactive mapping, workshops and project specific contact channels (1800 phone number, email, and interactive FAQs).

4.2.1 Project introduction

The Project was declared a coordinated project on 16 March 2017. Engagement was carried out with the wider community and stakeholders following the declaration, marking the start of the EIS process. Engagement activities included briefings to local governments, and State Government and Australian Government elected representatives to introduce the project and outline the EIS process.

ARTC held five community information drop-in sessions in April 2017 to raise community awareness of the project and advise of the formal start of the approval process. Table 4.1 lists locations and dates of the sessions. The sessions ran for four hours and were a drop-in format. Members of the ARTC engagement team were present to answer questions. Large maps of the Gowrie to Helidon corridor and the Project alignment were laid out on tables.

The alignment was available on Google Earth for residents to view the location of the proposed rail corridor. The information sessions were advertised through a mailout, posters, advertisements and direct email sent to 175 registered stakeholders.

TABLE 4.1: COMMUNITY INFORMATION DROP-IN SESSIONS

Timing	Location	Attendance	Other
Thursday 6 April 2017	Helidon & District Community Centre	80 attendees	13 feedback forms
Saturday 8 April 2017	Grandchester Hotel	62 attendees	1 feedback form
Monday 10 April 2017	Forest Hill Schools of Arts	62 attendees	14 feedback forms
Tuesday 11 April 2017	Lockyer Valley Cultural Centre, Gatton	93 attendees	13 feedback forms
Wednesday 12 April 2017	Laidley Cultural Centre	127 attendees	16 feedback forms

4.2.2 Public display of the Draft ToR

On 6 May 2017 the Coordinator-General released the draft ToR for the Project. The draft ToR was publicly displayed and open for comment between 6 May 2017 to 26 June 2017.

Although the ToR processes are the remit of the Coordinator-General, ARTC maintained its commitment to community engagement by undertaking information sessions to raise awareness of the Project and the EIS. During May and June 2017, ARTC held community information sessions to raise community awareness of the EIS process and how to comment on the draft ToR.

The draft ToR community information sessions were held at Gatton, Laidley, Toowoomba and Ipswich from 18 May to 23 May 2017 and focused on the content of the draft ToR for the Project and how to make a comment. The session ran for 1.5 hours and included a 10-minute presentation on the draft ToR and EIS process followed by an opportunity for questions and one-on-one/small group discussions with technical specialists. Key issues raised included the rail corridor alignment, noise impacts and visual amenity. Over 260 community members attended these sessions. The draft ToR presentations is included in Appendix A of this report.

Based on community feedback during the draft ToR Community Information Sessions the team developed a visualisation of the Helidon to Calvert Inland Rail design. The 3D concept visualisation sessions were hosted during June 2017. The first sessions on 14 June 2017 were conducted presentation style with seating for up to 100 in theatre style. The sessions later in June 2017 were for one-on-one or small groups that were pre-booked. Over 235 people attended these sessions.

Table 4.2 lists the details of both types of sessions.

TABLE 4.2: TOR AND CONCEPT VISUALISATION COMMUNITY SESSIONS

Timing	Location	Attendance	Session Type
18 May 2017	Ipswich library	20 attendees	Draft ToR session
22 May 2017 (2 sessions)	Toowoomba Library, Toowoomba	38 attendees 23 attendees	Draft ToR session
23 May 2017 (2 sessions)	Lockyer Valley Cultural Centre, Gatton	81 attendees 160 attendees	Draft TOR session
14 June 2017 (4 sessions)	Lockyer Valley Cultural Centre, Gatton	50 attendees 35 attendees 63 attendees 48 attendees	Concept visualisation sessions
20 June 2017	Neilsons Place, Laidley	14 attendees	Concept visualisation sessions
21 June 2017	Neilsons Place, Laidley	9 attendees	Concept visualisation sessions
22 June 2017	Gatton Administration Building	16 attendees	Concept visualisation sessions

The information sessions and concept visualisation sessions were advertised through a mailout, posters, direct email to registered stakeholders, and advertisements as shown in Table 4.3.

TABLE 4.3: TERM OF REFERENCE SESSION PROMOTIONAL ACTIVITIES

Timing	Type	Topics covered	Recipients
10 May 2017	Email Update to Project database	Upcoming information sessions, survey work and announcement of funding	457
02 June 2017	Email Update to Project database	Advertising additional concept visualisation sessions	614
16 June 2017	Email Update to Project database	Advertising additional concept visualisation sessions	619

The Coordinator-General issued the final ToR on 5 October 2017.

Once the final ToR were released ARTC undertook the following activities:

- Email to advise stakeholders on database of the release of the final ToR
- Updates to the Project website
- Briefings for elected representatives and agencies.

A summary of the Project introduction and draft ToR engagement activities is shown in Figure 4.

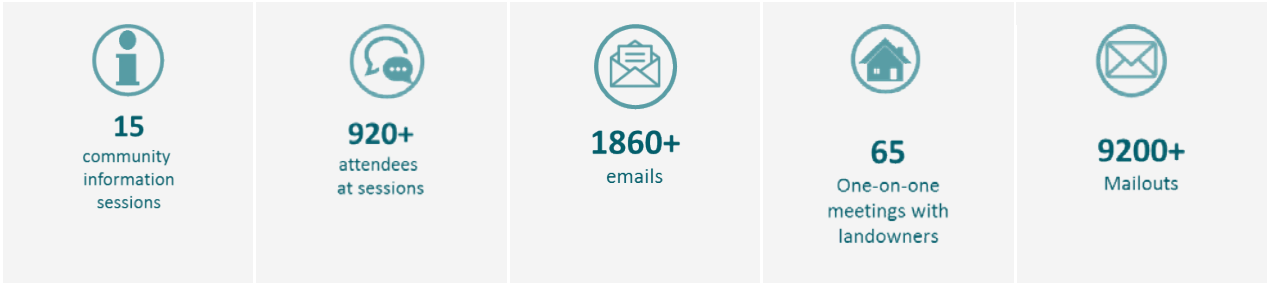

FIGURE 4: SUMMARY OF DECLARATION AND TOR ENGAGEMENT ACTIVITIES

4.2.3 Australian Government

Australian Government agency briefings and meetings were undertaken in relation to the Project EIS process. Thirteen meetings were held with the DAWE between 2016 and 2020. These briefings and meetings covered:

- Inland Rail update
- Project update
- Progress update on EIS topics
- Discussion about Matters of National Environmental Significance relevant to the Project area and EIS preparation
- Discussion on the assessment methodology adopted from the relevant Matters of National Environmental Significance.

Program-wide and EIS-specific meetings were also held with the Office of the Deputy Prime Minister.

ARTC progress reporting on the Inland Rail project up until lodgement of the EIS has been undertaken through the Inter-Departmental Committee (IDC) and Queensland Project Coordination Group (PCG) (refer Table 4.4—with department names current at the time of meeting). The Approvals, Benefits and Community Coordination Committee also meets monthly).

TABLE 4.4: IDC AND PCG MEETINGS

Details	Attendees
8 March 2018 Brisbane IDC Meeting	Department of Premier and Cabinet Department of State Development Department of Environment DTMR Department of Social Services Department of Indigenous Affairs Department of Infrastructure, Transport, Cities and Regional Development (DITCRD)
28 June 2018 Brisbane PCG meeting	DTMR DITCRD
17 July 2018 Brisbane IDC meeting	Department of Premier and Cabinet Department of State Development Department of Environment DTMR Department of Social Services Department of Indigenous Affairs
10 October 2018 Brisbane PCG meeting	DTMR DITCRD
21 November 2018 Brisbane PCG meeting	DTMR DITCRD
21 January 2019 Brisbane PCG meeting	DTMR DITCRD
26 February 2019 Brisbane PCG meeting	DTMR DITCRD
9 May 2019 Brisbane PCG meeting	DTMR DITCRD

4.2.4 Queensland State Government

The Inland Rail team has met regularly with Queensland State Government agencies during the preparation of the EIS. Details are summarised in Appendix B and Section 6.2.1 of this report identifies how the issues raised have been addressed in the EIS.

The key consultation activities undertaken to inform and work with Queensland State Government stakeholders during EIS preparation involved:

- Monthly project meetings with the Office of the Coordinator-General, with delegates from other departments invited as required.
- State Government agency briefings
- Several EIS technical meetings to discuss assessment methodologies, results of investigations and potential mitigation
- Meetings and workshops with social service providers to identify key issues, discuss the methodology and recommendation for inclusion in the social impact management plan.
- Since the Project was announced as a Coordinated Project in June 2017, regular meetings have been held with the following State agencies to provide Project updates.
- Office of the Coordinator-General—regular updates with a total of nine meetings held from 10 May 2017 to 14 January 2019, followed by regular monthly meetings
- DTMR—meetings covered safety, road rail interfaces, land access and acquisition

- QR—meetings covered safety, road rail interfaces and collaborations with emergency services
- Technical Advisory Groups (TAGs) were convened by the Office of the Coordinator-General to discuss specific topics, including EIS methodology and assessment outcomes. Attendees at TAGs included ARTC and representatives from the following:
  - Social TAG: Queensland Fire and Emergency Services (QFES); Department of Small Business and Training (DESBT); Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) (former Department of State Development, Tourism and Innovation); Queensland Health; Queensland Ambulance Service; Department of Communities, Housing and Digital Economy (former Department of Housing and Public Works); LVRC; ICC; Scenic Rim Regional Council, Policy, Department of Seniors, Disability Services and Torres Strait Islander Partnerships (DSDSATSI) (former Department of Aboriginal and Torres Strait Islander Partnerships). Refer Section 4.3 for further discussion
  - Ecology TAG: Department of Environment and Science (DES); DSDILGP
  - Air TAG: DES; DTMR; Department of Education; Department of Health (DoH)
  - Noise TAG: DES; DTMR; Department of Education; DoH.

Technical Working Groups are regularly convened by Inland Rail and attended by QR and DTMR. Topics discussed at the Technical Working Groups included progression of design, access to the corridor, the road network, property matters, geotechnical investigations, asset ownership, road rail interfaces and progression of stakeholder engagement.

Appendix B provides the State Government agency briefings and meetings undertaken for the Project.

4.2.5 Local government briefings and meetings

Since the commencement of the Project, ARTC has held multiple meetings and briefings with LVRC and ICC. Individual Project briefings and meetings were held for both the reference design and EIS preparation phases. The purpose of this engagement was to:

- Report progress to council officers and elected representatives of the design and EIS process
- Facilitate the Councils' input into the design development
- Gain an understanding of the environmental, planning and engineering constraints and opportunities currently in the EIS investigation area
- Develop a working relationship with council officers to identify engineering, planning and environmental impacts, benefits and mitigation strategies during EIS development for implementation during construction and operation.

The following meetings were regularly scheduled with each local government:

- Technical Working Groups (monthly)—cross-discipline meetings to provide Project updates on design development, EIS progression and community consultation activities.
- Design Interface meetings (fortnightly)—engineering- and design-focused discussions to identify where reference design impacts on local government infrastructure and determine appropriate solutions.

Appendix B of this report summarises meetings with local governments.

4.2.6 Elected representatives

Since the commencement of EIS consultation in March 2017, ARTC has held several formal meetings and briefings with federal and state elected representatives.

The purpose of this engagement was to:

- Inform elected representatives of the Project and the EIS process
- Gain an understanding of the issues and opportunities currently facing the electorates
- Identify the potential impacts, benefits and mitigation measures for the Project.

In addition to these meetings, elected representatives have attended numerous community engagement events. Table 4.5 provides details of elected representative briefings.

TABLE 4.5: ELECTED REPRESENTATIVES' MEETINGS AND BRIEFINGS

Stakeholder	Title	Details	Date
LVRC Councillors	Mayor and Councillors, Lockyer Valley Regional Council	Briefing	19 July 2017
LVRC Councillors	Mayor and Councillors, Lockyer Valley Regional Council	Briefing	3 October 2017
LVRC Councillors	Mayor and Councillors, Lockyer Valley Regional Council	Briefing	18 February 2018
LVRC Councillors	Mayor and Councillors, Lockyer Valley Regional Council	Briefing	6 March 2018
The Hon Scott Buchholz MP	Federal Member for Wright	Briefing (telephone)	9 March 2018
The Hon Scott Buchholz MP	Federal Member for Wright	Meeting	31 May 2018
The Hon Scott Buchholz MP	Federal Member for Wright, Chair of Parliamentary Standing Committee on Public Works	Tour of alignment	2 July 2018
Cr Tanya Milligan	Mayor Lockyer Valley Regional Council	Meeting	2 July 2018
LVRC Councillors	Mayor and Councillors, Lockyer Valley Regional Council	Inland Rail CEO presentation and briefing	2 July 2018
Jim McDonald MP	Member for Lockyer	Briefing (Gowrie to Helidon, and the Project)	3 July 2018
The Hon Scott Buchholz MP, The Hon Minister Mark Bailey MP, LVRC Mayor, Jim McDonald MP, Dr Mark Hohenhaus	Federal Member for Wright, Assistant Minister for Roads and Transport; Minister for Transport and Main Roads, Member for Miller; Member for Lockyer	Meeting (arranged by Lockyer Valley CCC)	6 September 2018
Cr Tanya Milligan	Mayor, Lockyer Valley Regional Council	Briefing	29 October 2018
Mr. Jim McDonald MP	Member for Lockyer	Briefing	31 October 2018
Mr. Jim McDonald MP, and Mr. Jon Krause MP	Member for Lockyer, Member for Scenic Rim	Briefing	14 November 2018
Cr Tanya Milligan	Mayor Lockyer Valley Regional Council	Meeting	25 January 2019
Mr. Steve Minnikin MP, Mr. Andrew Powell MP	Shadow Minister for Transport and Main Roads, Member for Chatsworth; Shadow Minister for State Development, Manufacturing, Infrastructure and Planning, Member for Glasshouse	Meeting	2 April 2019
The Hon Jim Madden MP	State Member for Ipswich West	Community Forum presentation	23 May 2019
Hon Scott Buchholz MP	Member for Wright, Assistant Minister for Road Safety and Freight Transport	Briefing	27 June 2019
Mr. Jon Krause MP	Member for Scenic Rim	Briefing	21 August 2019
Cr Tanya Milligan	Mayor Lockyer Valley Regional Council	Meeting	12 September 2019
Cr Tanya Milligan, Cr Jason Cook	Mayor Lockyer Valley Regional Council	Meeting	27 September 2019
Mr. Jim McDonald MP	Member for Lockyer	Briefing	3 October 2019
Cr Tanya Milligan	Mayor Lockyer Valley Regional Council	Meeting	14 November 2019
Cr Tanya Milligan	Mayor Lockyer Valley Regional Council	Meeting	9 April 2020
Cr Paul Antonio	Mayor Toowoomba Regional Council	Meeting	14 May 2020

Stakeholder	Title	Details	Date
Cr Paul Antonio	Mayor Toowoomba Regional Council	Meeting	11 June 2020
The Hon Jim Madden MP	State Member for Ipswich West	Meeting	7 July 2020
Mr. Jim McDonald MP	Member for Lockyer	Meeting	7 July 2020
Mr. Brett Qualischefski	Councillor Lockyer Valley Regional Council	Briefing	6 August 2020
Ipswich City Council	Mayor and Councillors, Ipswich City Council	Briefing	11 August 2020
Mr. Jon Krause MP	Member for Scenic Rim	Meeting	13 August 2020

4.2.7 Lockyer Valley CCC

The Lockyer Valley CCC was established to provide input and feedback into both the Gowrie to Helidon and Helidon to Calvert projects, and represents stakeholder and community interests in:

- Postmans Ridge
- Helidon
- Grantham
- Gatton
- Forest Hill
- Laidley
- Grandchester
- Calvert.

Membership

Following the establishment of the Lockyer Valley CCC in 2017, members were appointed for a period of two years with the opportunity to renew membership in 2020 for another two-year period, or until the Helidon to Calvert and the Gowrie to Helidon projects have gained statutory approval.

Membership was renewed in March 2020 and the Lockyer Valley CCC has 15members plus an independent chair. The current and complete list of Lockyer Valley CCC members is contained on the web page (**inlandrail.artc.com.au/lv-ccc**).

The membership of the CCC represents a broad cross-section of the community including local businesses, Chamber of Commerce, residents' groups, conservation and protection groups, traditional owners and individual residents.

The CCC ensures representation of diverse viewpoints and provides a platform to raise community concerns. The role of the committee is to gather and disseminate information regarding Inland Rail throughout the community and bring community views to the meetings.

Membership of the Lockyer Valley CCC was established using the following criteria:

- Knowledge of the local area, as evidenced by number of years living in the area, family links to the area (i.e. multi-generational farms) or significant landholdings.
- Participation in the local community, as evidenced by membership of community groups, business groups, Parents and Citizens' Associations (P&Cs), local or regional non-governmental organisations (NGOs), but not NGOs generally recognised as having a state or national focus or reach.
- Ability to gather and disseminate information regarding Inland Rail throughout the community and to bring representative views to the work of the Committee.

Using these criteria ensured a diverse representation of viewpoints. Membership of the committee is voluntary, except for reimbursement of reasonable travel expenses, where approved by the Chair and ARTC. Members are appointed for two years, or until the Project has gained statutory approval.

CCC meetings

The Lockyer Valley CCC meets with Project representatives three to four times a year, with 12 official meetings held to date (September 2020). Observers from the broader community are welcome to attend the meetings. The Chair's summary and minutes are published on the ARTC website. The Chair's summary is also published in local newspapers.

Meetings are advertised publicly in local newspapers and via email reminders to the Project stakeholder database.

The CCC meets with ARTC Project representatives quarterly, with additional meetings held on request. These meetings are also advertised to provide an opportunity for stakeholders to attend and observe proceedings. The scheduled meetings allow for CCC members to:

- receive briefings and updates on the Project
- discuss and provide comment or feedback on aspects of the Project
- represent community views regarding local issues, impacts and benefits
- act as a conduit to provide information about the Project to the broader community.

Details of the meetings (including scheduled upcoming meetings) are shown in Table 4.6.

TABLE 4.6: LOCKYER VALLEY CCC MEETINGS

Purpose	Area of interest	Location	Timing	Attendance
Project update, EIS public comment process/opportunity	▸ Project update ▸ EIS public exhibition process	Murphys Creek	20 October 2020	N/A
Project update, EIS public comment process/opportunity	▸ Project update ▸ EIS public exhibition process	Grantham	21 July 2020	13 attendees, 27 observers, 7 ARTC
Introductory meeting and meet-and-greet for members (not official CCC meeting)	▸ Welcome to new members and informal introductions	Skype meeting (during COVID-19 restrictions)	28 April 2020	As this was not an official CCC meeting and due to COVID-19 restrictions, observers could not participate
Project update, EIS public comment process/opportunity	▸ Project update ▸ CCC member raised topics: hydrology	Gatton	10 December 2019	13 attendees, 12 observers, 7 ARTC,
Project update, EIS submission, EIS public comment process/opportunity, CCC member raised topics	▸ Project update ▸ CCC member raised topics: property, visual amenity	Postmans Ridge	15 October 2019	8 attendees, 18 observers, 6 ARTC
Project update, EIS update, social and economic impacts/opportunities and CCC member raised topics	▸ Project technical design update ▸ EIS update by topic: noise, vibration, air, hydrology, drainage, water EMP ▸ Visual amenity workshop update ▸ Social and economic impacts/opportunities ▸ Tables and discussed CCC member topics: land, hydrology, visual amenity	Grantham	13 August 2019	11 attendees, 31 observers, 7 ARTC
Project update, road–rail Interfaces, EIS update, Inland Rail CEO presentation, Director PPP presentation and CCC member questions to the CEO	▸ Project technical design update ▸ Road/rail interface investigation outcomes and proposals ▸ Noise and vibration EIS methodology, assessment and proposed mitigations ▸ Presented visual amenity EIS methodology ▸ CEO presented Inland Rail: business case, national and state benefits, freight movement summary, Inland Rail's Vision, summary of route selection process, economic benefits, social investment ▸ Director of Inland Rail Public Private Partnership present: Gowrie to Kagaru (G2K) overview, Innovation, project challenges, rationale for PPP	Helidon	11 June 2019	14 attendees, 31 observers, 7 ARTC

Purpose	Area of interest	Location	Timing	Attendance
Project alignment tour	▸ Project manager presented an alignment tour for CCC members	Helidon to Calvert	1 June 2019	7 attendees, 5 ARTC
Project update, explain vertical alignment, hydrology report and EIS update and social impacts update	▸ Project technical design update, introduction of new Project manager ▸ Vertical alignment ▸ Hydrological report and design outcomes, entire alignment ▸ EIS update ▸ Social Impact Assessment update	Grandchester	12 March 2019	14 attendees, 15 observers, 9 ARTC
Project update, explain horizontal alignment, Social Impact Survey results, EIS update	▸ Project update, confirmed horizontal alignment, optimisations confirmed for Helidon, Grandchester, Little Liverpool Range ▸ Social Impact Assessment update, request to extend survey ▸ EIS topics update	Laidley	8 October 2018	11 attendees, 20 observers, 8 ARTC
Explain preferred (IAS) alignment and potential alignment optimisations, update of EIS field investigations, CCC members feedback, alignment hydrology and project consultation feedback	▸ Technical review of alignment ▸ Updated EIS field studies: hydrology, level crossings, topography, surveys, social impact, and flora and fauna ▸ Proposed crossing loops ▸ Committee Members: visual amenity and Forest Hill and Laidley Creek hydrology ▸ Project consultation report	Forest Hill	25 June 2018	12 attendees, 52 observers, 6 ARTC
Explain coordinated Project, existing Gowrie to Grandchester future State transport corridor, EIS process, topics and Project Investigations	▸ Updated Interim Charter presented ▸ EIS topics, field studies and investigations ▸ Community engagement schedule for EIS topics and investigations ▸ Progress update: appointment of Technical and Approvals Consultants—Future Freight Joint Venture (FFJV) ▸ Project/EIS ▸ Project geotech investigation campaign ▸ ARTC Land Access guidelines, procedures and Agreements	Gatton	14 March 2018	14 attendees, 42 observers, 6 ARTC
Provide individuals with an opportunity to discuss process/timeframes relating to the Inland Rail project and land acquisition	▸ Understanding the interests and views of members and what they hoped to achieve through their involvement in the committee ▸ Ratifying the Interim Charter for the committee ▸ Reaching agreement about future meetings, including guest speakers, topics for discussion, dates, times and locations ▸ Introduction PPP, procurement model ▸ Introduction of draft Community Engagement Plan for EIS	Gatton	13 December 2017	14 attendees, 1 observer, 3 ARTC

4.2.8 Targeted workshops, meetings and presentations

As part of EIS preparation for the Project, meetings, workshops and communications were held with local interest groups and stakeholders to better inform baseline data collection, validate flood and noise modelling inputs, to support the execution of a robust impact assessment process.

A summary of the meetings, workshops and presentations is in Table 4.7.

TABLE 4.7: TARGETED MEETINGS, WORKSHOPS AND PRESENTATIONS

Purpose	Location	Timing	Attendees
Hydrology and flooding			
Forest Hill Community Development Inc working group and Hydrologist workshop, sharing existing modelling and concerns for Helidon to Calvert model preparation	Brisbane	20 September 2018	8
Flooding and hydrology site tour, capturing information to inform existing case and event modelling in Forest Hill, Laidley and Gatton areas	Gatton, Forest Hill, Laidley	10 am – 3 pm, 15 January 2019	5
Workshop held to gain community input to ensure the authenticity of data and to interrogate the flood modelling produced by technical consultants Flooding workshops with representatives from key stakeholder groups (e.g. Lockyer Water Users Forum); community leaders with an interest in and knowledge of flooding; ARTC; and technical consultants	Gatton	5 pm – 7 pm, 4 December 2018	14
Workshop held to gain community input to ensure the authenticity of data and to interrogate the flood modelling produced by technical consultants Flooding workshops with representatives from key stakeholder groups; community leaders with an interest in and knowledge of flooding; ARTC; and technical consultants	Forest Hill	3 pm – 5.30 pm and 6 pm – 8.30 pm, 3 December 2018	39
Presentation of existing case, events modelling and developed case hydrological model for CCC and general public	Grandchester	6 pm – 8.30 pm, 12 March 2019	29
Presentation of existing case, events modelling and developed case hydrological model for Council Officers	Bowen Hills, Brisbane	9.30 am – 11.30 am, Thursday, 22 August 2019	
Flora and fauna			
Presentation to local environmental groups on the flora and fauna impact assessment methodology. Registered groups and interested stakeholders invited	Gatton	5 pm – 7 pm, Tuesday, 26 February 2019	18
Presentation to local environmental groups on the flora and fauna impact assessment methodology. Registered groups and interested stakeholders invited	Toowoomba	6 pm – 8 pm, Wednesday, 27 February 2019	4
Workshop with local environmental groups to discuss, identify and assess mitigation and management measures for species nominated by the group. Registered groups and interested stakeholders invited	Gatton	4 pm – 7 pm, Wednesday, 26 June 2019	6
WildNet training			
Training session for local environment groups in the use of WildNet to support the uploading of locally collected field results (two sessions held)	Peak Crossing	2 pm – 4 pm, Monday, 3 June 2019	10
Training session for local environment groups in the use of WildNet to support the uploading of locally collected field results (two sessions held)	Gatton	2 pm – 4 pm, Monday, 3 June 2019	14

Purpose	Location	Timing	Attendees
Noise and vibration			
Presentation on noise impact assessment methodology, applicable guidelines and similar case studies/projects. (presented to community during Lockyer Valley CCC)	Helidon	6 pm – 8 pm, Tuesday, 11 June 2019	45
Presentation on noise impact assessment findings. (presented to community during Lockyer Valley CCC)	Grantham	6 pm – 8 pm, Tuesday, 13 August 2019	42
Presentation of operational noise impact assessment findings, ARTC approach to operational noise and current operational noise modelling results	Forest Hill	2 pm – 4 pm, Monday, 25 November 2019	13
	Forest Hill	5 pm – 7 pm, Monday, 25 November 2019	15
	Grandchester	2 pm – 4 pm, Wednesday, 27 November 2019	8
	Grandchester	5 pm – 7pm, Wednesday, 27 November 2019	11
	Gatton	10 am – 12 pm, Saturday, 30 November 2019	18
	Gatton	1 pm – 3 pm, Saturday, 30 November 2019	8
	Laidley	2 pm – 4 pm, Monday, 2 December 2019	10
	Laidley	5 pm – 7 pm, Monday, 2 December 2019	5
	Gatton	2 pm – 4 pm, Wednesday, 4 December 2019	8
	Gatton	5 pm – 7 pm, Wednesday, 4 December 2019	4
	Gatton	6 pm – 8 pm, Tuesday, 10 December 2019	45
Presentation of operational noise impact assessment findings, ARTC approach to operational noise and current operational noise modelling results for CCC members and guests	Gatton	9 am – 12.30 pm Tuesday, 16 June 2020	12
Visualisation			
Present methodology, assessment process and visualisations featured in EIS. Visual Amenity Consultant facilitated workshop with community leaders and identified stakeholders, including Forest Hill Community Development Inc and Lockyer Valley Tourism	Gatton	9 August 2019	8

Purpose	Location	Timing	Attendees
Social			
Presentation to inform community on social impact assessment process and community survey (presented to community during Lockyer Valley CCC)	Forest Hill	6 pm – 8 pm, Monday, 25 June 2018	67
Presentation on community survey results to obtain feedback from community representatives on preliminary findings (presented to community during Lockyer Valley CCC)	Laidley	6 pm – 8 pm, Tuesday, 8 October 2018	31
Presentation on Inland Rail's Social Performance Program (presented to community during Lockyer Valley CCC)	Grandchester	6 pm – 8 pm, Tuesday, 12 March 2019	29
Presentation of Local Industry participation program/works	Grantham	6 pm – 8 pm, Tuesday, 13 August 2019	42
Project Description and rationale			
Study area tour to familiarise community representatives with study area features and Project disturbance zones (open to Lockyer Valley CCC only)	Project study area	9 am – 4 pm, Saturday, 1 June 2019	7
Chief Executive Officer Project update, justification and rationale (presented to community during Lockyer Valley CCC)	Helidon	6 pm – 8 pm, Tuesday, 11 June 2019	45
Tunnel			
Presentation of operational and construction impact assessment findings about Little Liverpool Range tunnel to targeted landowners	Laidley	3 pm – 5 pm, Wednesday, 2 September 2020	12
Presentation of operational and construction impact assessment findings Little Liverpool Range tunnel to targeted landowners	Laidley	5 pm – 7 pm, Wednesday, 2 September 2020	4

4.2.9 Community information sessions and displays

Community sessions and displays informed the development of the EIS for the Project. Sixty-one information sessions and displays were held between December 2017 and September 2020 (Table 4.8 and Table 4.9.

The community information sessions were generally hosted as drop-ins at locally accessible community halls and facilities with the focus on community members having access to specialists responsible for delivering technical studies that support the EIS. The sessions were spread across the alignment in the townships of Helidon, Gatton, Forest Hill, Laidley and Grandchester. They were held at a variety of times to maximise attendance opportunities for the community.

All community information sessions had an open-door policy where interested people could come and go at their leisure. Participants were provided with opportunities to give feedback on the Project either verbally, using a feedback form or via the interactive map.

In response to community feedback, the Project Team hosted information displays focused on specific topics. Although these displays focused on topics such as flooding and road-rail interfaces more general information about the project was also provided to stakeholders. The community information displays were promoted by email to more than 600 registered stakeholders in the project stakeholder database.

The community information sessions were promoted through:

- Project newsletters
- Advertisements in the local newspapers
- Posters placed at key public locations
- Emails to the database of registered stakeholders
- Information provided on the ARTC Inland Rail website Project web page
- Materials shared with the Lockyer Valley CCC members
- Letterbox distribution of postcards.

Since April 2019, the community information sessions have also been promoted via Inland Rail's social media channels including Facebook, Twitter, LinkedIn, YouTube and Instagram.

TABLE 4.8: STAFFED INFORMATION DISPLAYS AT SHOPPING CENTRES OR PUBLIC EVENTS

Location	Timing	Attendees
Toowoomba, FarmFest	9 am – 5 pm, Tuesday, 5 June 2018	19
	9 am – 5 pm, Wednesday, 6 June 2018	49
	9 am – 5 pm, Thursday, 7 June 2018	34
Rosewood, Rosewood Show	9 am – 5 pm, Friday, 29 June 2018	10
	9 am – 12 pm, Saturday, 30 June 2018	25
Laidley, Laidley Show	9 am – 5 pm, Saturday, 7 July 2018	40
	9 am – 2 pm, Sunday, 8 July 2018	20
Gatton, Gatton Show	9 am – 5 pm, Friday, 20 July 2018	65
	9 am – 5pm, Saturday, 21 July 2018	67
Gatton, Gatton Plaza Shopping Centre	10 am – 5 pm, Monday, 5 November 2018	148
	10 am – 5 pm, Wednesday, 7 November 2018	102
	9 am – 3pm, Saturday, 10 November 2018	61
Yamanto, Yamanto Shopping Centre	9 am – 5 pm, Monday, 12 November 2018	62
	9 am – 5 pm, Wednesday, 14 November 2018	47
	9 am – 4 pm, Saturday, 17 November 2018	53
Laidley, Laidley Christmas Fair	4 pm – 8 pm, Friday, 30 November 2018	115
Gatton, Gatton Plaza Shopping Centre	8 am – 11 am and 5 pm – 7 pm, Tuesday, 28 May 2019	11
Toowoomba, FarmFest	9 am – 5 pm, Tuesday, 4 June 2019	230
	9 am – 5 pm, Wednesday, 5 June 2019	240
	9 am – 5 pm, Thursday, 6 June 2019	254
Rosewood, Rosewood Show	9 am – 5 pm, Friday, 28 June 2019	52
	9 am – 12 pm, Saturday, 29 June 2019	28
Laidley, Laidley Show	9 am – 5 pm, Saturday, 06 July 2019	82
Gatton, Gatton Show	9 am – 5 pm, Friday, 20 July 2019	125
	9 am – 5 pm, Saturday, 21 July 2019	145
Laidley, Laidley Christmas Fair	4 pm – 8 pm, Friday, 29 November 2019	162
Laidley, Laidley RSL Markets	8 am – 12 pm, Saturday, 18 July 2020	80
Laidley, Laidley RSL Markets	7 am – 12 pm, Saturday, 29 August 2020	120

TABLE 4.9: SUMMARY OF COMMUNITY INFORMATION DISPLAYS

Purpose	Location	Timing	Attendees
Draft ToR engagement			
Community information sessions to assist stakeholders in making an informed comment on the draft ToR to the Office of the Coordinator-General	Ipswich Library, Ipswich	5.30 pm – 7.30 pm, Thursday, 18 May 2017	20
	Toowoomba Library, Toowoomba	1 pm – 3 pm, Monday, 22 May 2017	38
		5.30 pm – 7.30 pm, Monday, 22 May 2017	23
	Lockyer Valley Cultural Centre, Gatton	1 pm – 3.30 pm, Tuesday, 23 May 2017	81
		5.30 pm – 8.30 pm, Tuesday, 23 May 2017	160
		1 pm – 2 pm, Wednesday, 14 June 2017	50
		2.15 pm – 3.15 pm, Wednesday, 14 June 2017	35
		5 pm – 6pm, Wednesday, 14 June 2017	63
		6.15 pm – 7.15 pm, Wednesday, 14 June 2017	38
	Neilsons Place, Laidley	9 am – 5 pm, Tuesday, 20 June 2017	14
		9 am – 5 pm, Wednesday, 21 June 2017	9
	Gatton Administration Building, Gatton	9 am – 5 pm, Thursday, 22 June 2017	16
Proposed alignment and EIS engagement			
Gather community input and local insights to inform technical studies. Seeking feedback and input into the proposed alignment. Topics covered: ▸ Hydrology ▸ Transport/Alignment ▸ Noise and Vibration ▸ Flora and Fauna ▸ Land ▸ Social and economic ▸ Cultural Heritage ▸ Air ▸ Hazards, health and safety	Lockyer Valley Cultural Centre, Gatton	4 pm – 7 pm, Monday, 14 May 2018	25
	Grandchester Hall, Grandchester	4 pm – 7 pm, Wednesday, 16 May 2018	15
	Forest Hill School of Arts, Forest Hill	4 pm – 7 pm, Thursday, 17 May 2018	50
	Lockyer Valley Cultural Centre, Gatton	4 pm – 7 pm, Thursday, 24 May 2018	29
	Grandchester Hall, Grandchester	9 am – 12 pm, Saturday, 26 May 2018	17
	Laidley Sports Complex, Laidley	2 pm – 5 pm, Saturday, 26 May 2018	31
	Helidon and District Community Centre, Helidon	4 pm – 7 pm, Tuesday, 29 May 2018	14

Purpose	Location	Timing	Attendees
Display flooding			
Present hydrological modelling, including; existing case, significant event models and developed case Information to feed into the next stage of development of the Project design	Forest Hill School of Arts Hall, Forest Hill	6.30 pm – 8 pm, Monday, 4 March 2019	7
	Forest Hill School of Arts Hall, Forest Hill	9 am – 12 pm, Monday, 1 April 2019	10
		3 pm – 6 pm, Monday, 1 April 2019	25
	Grandchester Hall, Grandchester	3 pm – 6 pm, Tuesday, 2 April 2019	5
		9 am – 12 pm, Tuesday, 2 April 2019	10
	Cahill Sports Park, Gatton	9 am – 12 pm, Wednesday, 3 April 2019	6
		4 pm –8 pm, Wednesday, 3 April 2019	9
	Laidley Library, Laidley	9 am – 12 pm, Thursday, 4 April 2019	6
		3 pm – 6 pm, Thursday, 4 April 2019	18
	Helidon Community Centre, Helidon	9 am – 12 pm, Friday, 5 April 2019	4
		3 pm – 6 pm, Friday, 5 April 2019	8
	Cahill Sports Park, Gatton	9 am – 3 pm, Saturday, 6 April 2019	15
		9 am – 12 pm, Tuesday, 9 April 2019	5
		4 pm – 8 pm, Tuesday, 9 April 2019	1
Display road–rail interfaces			
Gather community views about local roads; how community use level crossings and views about how it serves the community. Information to feed into the next stage of development of the Project design	Forest Hill School of Arts Hall, Forest Hill	9 am – 12 pm, Monday, 1 April 2019	10
		3 pm – 6 pm, Monday, 1 April 2019	25
	Grandchester Hall, Grandchester	9 am – 12 pm, Tuesday, 2 April 2019	5
		3 pm – 6 pm, Tuesday, 2 April 2019	10
	Cahill Sports Park, Gatton	9 am – 12 pm, Wednesday, 3 April 2019	6
		4 pm – 8 pm, Wednesday, 3 April 2019	9
	Laidley Library, Laidley	9 am – 12 pm, Thursday, 4 April 2019	6
		3 pm – 6 pm, Thursday, 4 April 2019	18
	Helidon Community Centre, Helidon	9 am – 12 pm, Friday, 5 April 2019	4
		3 pm – 6 pm, Friday, 5 April 2019	8

Purpose	Location	Timing	Attendees
	Cahill Sports Park, Gatton	9 am – 3 pm, Saturday, 6 April 2019	15
		9 am – 12 pm, Tuesday, 9 April 2019	5
		4 pm – 8 pm, Tuesday, 9 April 2019	1
	Forest Hill School of Arts, Forest Hill	4 pm – 8 pm, Monday, 29 April 2019	75
	Lockyer Valley Cultural Centre, Gatton	4 pm – 8 pm, Wednesday, 1 May 2019	14
	Helidon Community Centre, Helidon	4 pm – 8 pm, Friday, 3 May 2019	12
	Gatton Plaza, Gatton	8 am – 11 am, Tuesday, 28 May 2019	8
		5 pm – 7 pm, Tuesday, 28 May 2019	3
Proposed alignment and EIS engagement			
Present to community progress made in technical studies. Seeking feedback and input into the proposed alignment. Topics covered: ▸ Hydrology (emphasised) ▸ Transport/alignment ▸ Noise and vibration (emphasised) ▸ Flora and fauna ▸ Land use and land resources ▸ Social and economic ▸ Cultural heritage ▸ Air	Helidon and District Community Centre, Helidon	4 pm – 7 pm, Monday, 15 July 2019	15
	Laidley Cultural Centre, Laidley	4 pm – 7 pm, Tuesday, 16 July 2019	18
	Grandchester Hall, Grandchester	4 pm – 7 pm, Wednesday, 17 July 2019	23
	Forest Hill School of Arts, Forest Hill	4 pm – 7 pm Thursday, 18 July 2019	35
	Gatton Show, Gatton	9 am – 5 pm, Friday, 19 July 2019	125
		9 am – 5 pm, Saturday, 20 July 2019	145
	Gatton Shire Hall, Gatton	4 pm – 7 pm, Tuesday, 23 July 2019	12

As part of EIS preparation for the Project, ARTC Inland Rail hosted a Public Private Partnership (PPP) Community Roadshow at the Lockyer Valley Cultural Centre in Gatton on the 12 December 2018 from 6pm to 8pm, to provide information about the planned PPP delivery model and why it has been chosen for the Gowrie to Helidon, Helidon to Calvert and Calvert to Kagaru Projects. The PPP Roadshow provided stakeholders the opportunity to meet the PPP Director and hear about what a PPP is, why the government is planning to adopt a PPP model to deliver these sections of Inland Rail and how the PPP will work. Eighty-two attendees registered for the event.

4.2.10 Landowner consultation

Since early 2017, ARTC Inland Rail has led ongoing direct communication and engagement with landowners in the Project study area, including landowners whose properties may be directly impacted by the Project.

Between Helidon and Calvert, the permanent disturbance footprint traverses 193 properties and 36 easements. The temporary construction disturbance footprint, which also covers the permanent operational disturbance footprint, traverses 341 properties and 37 easements. For more detail see Chapter 8: Land Use and Tenure of the EIS. Further detail about property impacts is in Chapter: 8 Land use and tenure.

Up to and including 15 September 2020, 381 face-to-face meetings have been held, with the Project Team consulting with 369+ landowners about the Project. When landowners are receptive to meet face-to-face, the Project Team have met with them at their property to provide an overview of the Project, share (and understand) their concerns and receive their feedback.

ARTC's engagement with landowners and the community regarding the development of the design and EIS for the Project is summarised in Table 4.10.

TABLE 4.10: SUMMARY OF LANDOWNER ENGAGEMENT

Purpose	Engagement	Timing	Direct Engagement
▸ Project introduction ▸ Coordinated Project Declaration and draft ToR	▸ Communication (written and verbal) requesting access to private land for study investigations ▸ Invitations to attend/participate in community information sessions	2017	65
▸ EIS and design development ▸ Alignment development ▸ Road–rail interface ▸ Release of rail alignment ▸ Hydrology impacts ▸ Operational noise and vibration ▸ Land access	▸ One-on-one and small group meetings with landowners to validate flood model	May 2018 – September 2020	44
	▸ Face-to-face or phone meeting with landowners to gather information on land use, access requirements and local road use (not limited to directly impacted)		213
	▸ ARTC worked with directly impacted landowners experiencing difficulties. 1 early acquisition was approved based on likelihood of impact, hardship, intolerable impacts and compassionate grounds		4
	▸ Meetings to obtain land access agreements for field investigations and liaison regarding access requests		352

A number of landowners have requested ARTC not to call or enter their property to discuss the Project. ARTC have respected these landowners' requests and instead communicated by letter to keep them updated on the Project and proposed alignment. These letters include ARTC contact details in the event landowners change their mind and would like to meet or discuss with the Project Team.

All communication and liaison activities with landowners were managed by ARTC. EIS-related consultation and communications with landowners included:

- Project introduction and announcement of the Inland Rail route selected by the Australian Government
- Notification of the draft ToR public comment period and information on how to make a submission
- Communication (written and verbal) requesting access to private land for study investigations
- Written correspondence to inform landowners of the proposed rail alignment and Project timelines
- Letters to attend and participate in community information sessions
- Invitations to participate in issue specific workshops
- Communication (written and verbal) Identifying the extent of potential new impacts on their land
- Invitations to participate in SIA surveys
- Field access facilitation and landowner day to day contact
- Day-to-day communications for Geotech access
- Written correspondence requesting access to land for Project investigations
- Workshops and landowner meetings to inform the alignment development
- Invitations to attend community engagement activities (community information sessions, CCC meetings, pop-up consultation stands)
- Discussions about the alignment development (focused area of investigation) and gathering feedback on land use and property access to inform the design
- Gathering feedback on local road usage to inform public road crossing design.

Written correspondence to landowners who may experience a change in flood conditions, noise exceedances or disturbance works. All landowners whose properties have been identified as being directly impacted by the Project (either temporarily during construction or permanently) have been kept up-to-date on the development of the Project, offered meetings and encouraged to provide feedback. Consultation topics included:

- Project updates
- Timeline for proposed activities
- Communication channels for landowners to contact ARTC

- Design development, understand landowners' requirements and ensuring legal access to their property
- Land access requests and permission for land access investigations
- Proposed changes to public roads, levels crossings
- Construction and operational infrastructure
- Flood modelling, noise exceedances
- Sharing EIS findings and results when available
- Invitations to community information sessions.

ARTC will continue to consult with landowners during future stages of the Project to ensure they are fully informed of the design process, potential impacts and proposed mitigation measures specific to their property.

4.2.11 Churches and educational organisations

ARTC has consulted with a variety of community groups including churches, listed in Table 4.11 and educational organisations listed in Table 4.12 during the preparation of the EIS.

TABLE 4.11: MEETINGS WITH CHURCHES AND PLACES OF WORKSHOP

Stakeholder	Content covered	Timing	Consultation method
Peace Lutheran Church, Gatton	Project update, local road network impacts, EIS topics	11 April 2017	Drop-in, community information session
Christian Life Church, Gatton	Project update, potential relocation of church, potential noise impacts and mitigations, local road network impacts, hall usage, patronage and future opportunities.	12 October 2018, 4 September 2019, ongoing	One-on-one e-news
Christian Life Centre, Gatton	Project update, land access agreement	28 November 2018	One-on-one
Churches of Christ Queensland, Gatton	Project update, potential noise impacts and mitigations, local road network impacts, hall usage and patronage	23 January 2019	One-on-one
Salvation Army, Gatton	Project update, current hall usage and patronage	12 February 2019	One-on-one
St Albans Anglican Parish, Gatton	Project update, local road network impacts, current hall usage and patronage	12 February 2019	Telephone
Peace Lutheran Church, Gatton	Impacts of potential rail alignment, usage of venue/hall	12 February 2019	Email
New Hope Church, Gatton	Project update, current hall usage and patronage	13 February 2019	One-on-one
Presbyterian Church, Forest Hill	Project update, potential noise impacts and mitigations, hall usage and patronage	13 February 2019	Telephone interview
Forest Hill State School, Forest Hill	Project update, potential noise impacts and mitigations, EIS update	September 2019	Meeting
Forest Hill Presbyterian Church, Forest Hill	Project update, potential noise impacts and mitigations, EIS update	September 2019	Meeting
Baptist Church, Gatton	Project update, potential noise impacts and mitigations, local road network impacts, hall usage, patronage and future opportunities	20 February 2019, ongoing	One-on-one, e-news
Christian Life Centre, Gatton	Project update, Project footprint	26 June 2019	Meeting
Christian Life Centre, Gatton	Future land use	4 October 2019	Formal letter

Stakeholder	Content covered	Timing	Consultation method
Christian Life Centre, Gatton	Project update, ARTC operational noise approach, current modelling and discussion of mitigation/management measures	27 November 2019	Meeting
Baptist Church, Laidley	Operational noise workshop, ARTC approach, current modelling and discussion of mitigation/management measures	2 December 2019	Workshop
Churches of Christ Queensland, Gatton	Operational noise workshop, ARTC approach, current modelling and discussion of mitigation/management measures	4 December 2019	Workshop
Seventh Day Adventist Church, Gatton	Project update, introduction and offer of Project briefing	13 January 2020	Formal letter
Our Lady of the Valley Catholic Parish, Gatton, Forest Hill and Laidley	Project update, introduction and offer of Project briefing	13 January 2020	Formal letter
Redeemer Lutheran Church, Laidley	Project update, introduction and offer of Project briefing	13 January 2020	Formal letter
St Albans Anglican Parish, Gatton	Project update, introduction and offer of Project briefing	13 January 2020	Formal letter
Uniting Church, Laidley	Project update, introduction and offer of Project briefing	13 January 2020	Formal letter
Churches of Christ Queensland, Gatton	Construction Impact Zone (Temporary) notification	17 March 2020	Email
Churches of Christ Queensland, Gatton	Project update, EIS update	1 May 2020	Telephone update and assessment Access discussion Emailed land access agreement
Baptist Church, Gatton	Project update, potential noise impacts and mitigations, EIS update, local road network impacts	31 March 2020	Interactive map comments and telephone update

TABLE 4.12: ENGAGEMENT WITH EDUCATIONAL FACILITIES

Stakeholder	Description	Timing	Consultation method
University of Southern Queensland	Project update, social investment opportunities	17 May 2016	Meeting
The University of Queensland, Gatton Campus	Project update, social impacts and opportunities for Lockyer Valley.	2 June 2016	Meeting
Lockyer District State High School, Gatton	Project update, social impacts and opportunities for Lockyer Valley. Stakeholder confirmed enrolment (including special needs and Indigenous students)	17 October 2016	Meeting
The University of Queensland, Gatton Campus	Project update and request for land access agreement for investigations.	15 May 2017	Meeting
The University of Queensland, Gatton Campus	Introduction to stakeholder engagement; offer of Project update and request for land access for geotechnical investigations.	28 June 2018	Email
Gatton Kindergarten	Invitation to stakeholders for a meeting with the Project team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to the Kindergarten.	21 November 2019, subsequently included in the ongoing e-news distribution list	Email
Peach Lutheran School, Gatton	Invitation to stakeholders for a meeting with the Project team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to school campus.	21 November 2019, subsequently included in the ongoing e-news distribution list	Email
Gatton State School	Invitation to stakeholders for a meeting with the Project team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to school campus.	21 November 2019, subsequently included in the ongoing e-news distribution list	Email
Lockyer District High School, Gatton	Invitation to stakeholders for a meeting with the Project team to provide: project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to school campus.	21 November 2019, subsequently included in the ongoing e-news distribution list.	Email
Forest Hill State School	Invitation to stakeholders for a meeting with the Project team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to school campus.	21 November 2019, subsequently included in the ongoing e-news distribution list.	Email
Grandchester State School	Invitation to stakeholders for a meeting with the Project team to provide; project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to school campus.	21 November 2019, subsequently included in the ongoing e-news distribution list.	Email
Forest Hill State School	Stakeholder engagement team provided: Project update, EIS update, ARTC approach to operational noise, potential noise impacts; mitigations and management measures.	27 November 2019	Meeting
Gatton State School	Stakeholder engagement team provided Project update, EIS update, ARTC approach to operational noise, potential noise impacts; mitigations and management measures.	2 December 2019	Meeting

Stakeholder	Description	Timing	Consultation method
Grandchester State School	Stakeholder engagement team provided: Project update, EIS update, ARTC approach to operational noise, potential noise impacts; mitigations and management measures, construction and haulage routes.	11 December 2019	Meeting
Gatton Kindergarten	Stakeholder engagement team provided: Project update, EIS update, ARTC approach to operational noise, potential noise impacts; mitigations and management measures.	18 December 2019	Meeting
Helidon State School	Invitation to stakeholders for a meeting with the Project team to provide: project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to the school campus.	28 January 2020, subsequently included in the ongoing e-news distribution list.	Email, meeting postponed by stakeholder
Little Angels Kindergarten, Forest Hill	Invitation to stakeholders for a meeting with the Project Team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to the campus.	28 January 2020, subsequently included in the ongoing e-news distribution list.	Email
Kates Place Early Education & Child Care	Invitation to stakeholders for a meeting with the Project team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to the campus.	28 January 2020, subsequently included in the ongoing e-news distribution list.	Email
Lockyer Valley Early Education and Pre School	Invitation to stakeholders for a meeting with the Project team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to the school campus.	28 January 2020, subsequently included in the ongoing e-news distribution list.	Email
Laidley District State School	Invitation to stakeholders for a meeting with the Project team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to the school campus.	28 January 2020, subsequently included in the ongoing e-news distribution list.	Email
St Mary's Catholic Primary School, Laidley	Invitation to stakeholders for a meeting with Project team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to the school campus.	28 January 2020, subsequently included in the ongoing e-news distribution list.	Email
Gatton Child Care Centre	Invitation to stakeholders for a meeting with the Project team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to the campus.	28 January 2020, subsequently included in the ongoing e-news distribution list.	Email
Laidley State High School	Invitation to stakeholders for a meeting with the Project team to provide: Project update, EIS update, potential operational noise impacts and mitigations and high-level construction impacts in relation to school campus	28 January 2020, subsequently included in the ongoing e-news distribution list.	Email
Laidley District State School	Stakeholder engagement team provided: Project update, EIS update, ARTC approach to operational noise, potential noise impacts, mitigations and management measures, construction/haulage routes.	5 February 2020	Meeting

Stakeholder	Description	Timing	Consultation method
Gatton Childcare Centre	Stakeholder engagement team provided: Project update, EIS update, ARTC approach to operational noise, potential noise impacts, mitigations and management measures, construction/haulage routes.	6 February 2020	Meeting
Laidley State High School	Stakeholder engagement team provided: Project update, EIS update, ARTC approach to operational noise, potential noise impacts, mitigations and management measures, construction/haulage routes.	6 February 2020	Meeting
The University of Queensland, Gatton Campus	Stakeholder engagement team provided: Project update, EIS update, construction impact zone (permanent), ARTC approach to operational noise, construction/haulage routes and land access for investigations. Discussion held on land and tenure matters	17 February 2020	Meeting
The University of Queensland, Gatton Campus	Stakeholder engagement team provided: Project update, construction impact zone (permanent) and land access for investigations.	14 May 2020	Virtual meeting

4.2.12 Indigenous cultural heritage consultation

Aboriginal community consultation acknowledges the right of native title persons to be involved, through direct participation, on matters that directly affect their heritage. The following Traditional Owners have been identified as having an interest in the areas of land affected by the Project:

- Yuggera Ugarapul People.

Consultation with the Yuggera Ugarapul People commenced in February 2017 and is ongoing. This consultation has included negotiation regarding Cultural Heritage Management Plan (CHMP) (CLH017009) to:

- Undertake cultural heritage surveys for the Project
- Include the Traditional Owners associated with the area that the Project traverses in assessment of the Indigenous cultural heritage values and the protection and management of Indigenous cultural heritage
- Mitigate, manage and protect identified cultural heritage and objects in the Project footprint (rail corridor and ancillary infrastructure and developments), during the construction and operational phases of the Project.

Chapter 18: Cultural Heritage of the EIS provides further detail on the CHMPs.

4.2.13 Non-Indigenous cultural heritage consultation

Consultation was also undertaken with community groups and historical societies to understand any historic values that may not have been recorded in local, state or federal records. Table 4.13 provides the non-Indigenous cultural heritage undertaken for the Project.

TABLE 4.13: NON-INDIGENOUS CULTURAL HERITAGE CONSULTATION

Meeting Description	Location	Timing	Consultation Method
The Transport Museum, Gatton	Gatton	1 pm – 1.30 pm 9 January 2019	Face-to-face meeting
Ipswich Rail Museum	Ipswich	3 pm – 3.30 pm 9 January 2019	Face-to-face meeting
Grandchester Railway Station (affiliated with National Trust Queensland)	Grandchester	12.30 pm, 29 October 2019	Meeting
Gatton District Historical Society	Gatton	13 January 2020	Formal letter
Laidley District Historical Society	Laidley	13 January 2020	Email

4.2.14 Local presence in Gatton

ARTC Engagement Team members attended the LVRC Gatton Office:

- For two days a week during August and September 2017. Over these 16 days, 19 groups, comprising 28 people in total met with the team. ARTC emailed the Project stakeholder database on 2 August 2017 to advertise ARTC's availability
- For two days a week from 27 November 2018 to 27 March 2019. Over these days 30 days, 39 meetings and workshops were able be undertaken at the office or on-site in the local area.

ARTC opened a permanent office (for local presence) in North Street, Gatton on 3 July 2019. The Gatton office enables and encourages impacted landowners, residents and businesses to engage with the ARTC team direct. The office is centrally located, close to other government services and public transport. Operating hours, prior to COVID-19, were Monday to Friday, 9.00 am to 4.30 pm with dedicated engagement staff available. The official opening of the office was acknowledged in local media articles 3 July 2019 (Gatton, Lockyer and Brisbane Valley Star) and advertised in e-news campaign on 3 July 2019 and acknowledged in all following e-news campaigns.

Since opening in July 2019 until the writing of this document, the ARTC Gatton office has received 111 recorded stakeholder drop-in visits, excluding pre-arranged stakeholder/landowner meetings hosted by engagement staff at the Gatton office.

Additional engagement activities undertaken by ARTC for the Project are listed in Table 4.14.

TABLE 4.14: OTHER ENGAGEMENT ACTIVITIES

Purpose	Engagement method	Timing	Number
Advice regarding commencement of field investigations	Email	4 April 2018	519 stakeholders
Advice regarding upcoming consultation sessions	Email	27 April 2018	523 stakeholders
Notice of commencement of field investigations	Local paper advert.	Pre field investigations	n/a
Update on consultation Link to CollabMap Reminder about consultation portal SIA survey attached	Email update	3 July 2018	804 stakeholders
Reminder round 1 consultation closing soon Update of upcoming consultation	Email update	26 July 2018	9080 stakeholders (IR full database)
Project information Feedback mechanism Interactive map	Online consultation portal	May-July 2018	n/a
Collab Map then Social PinPoint	Interactive Mapping tool (online)	May-July 2018	n/a
Season's greetings End of year wrap-up Thanks for participation in 2018	Email update	19 December 2018	923 stakeholders
1800 number, Project email, website	Feedback mechanisms	ongoing	n/a
Update on upcoming field investigation utilities	Email	21 January 2018	654 stakeholders

4.3 Social Impact Assessment consultation

All feedback received through the consultation process has been considered in the development of the SIA. Consultation undertaken specifically for the SIA is summarised below, with further detail provided in Chapter 16: Social of the EIS.

The SIA engagement process was designed to ensure the involvement of a broad range of stakeholders. SIA stakeholder engagement commenced with a stakeholder analysis, which included:

- reviewing ARTC's stakeholder register and the outcomes of ARTC's stakeholder engagement in the years preceding EIS commencement
- meeting with ARTC's consultation team to identify the issues raised in each locality to date
- participating in community information sessions to identify the location of interested community members and their key issues
- scanning public media and social media to identity interested groups and businesses
- desktop analysis of social infrastructure provision and management in the potentially impacted communities
- identification of council departments and government agencies with an interest in the SIA.

Consultation to support the social impact assessment was integrated with the broader engagement activities for the Project. SIA specific engagement for the Project included the following and summarised in Table 4.15.

- A community survey with responses from residents in the Toowoomba, Lockyer Valley, Ipswich and Lockyer Valley LGAs
- Meetings with Lockyer Valley Regional and Ipswich City Council managers to discuss community concerns, potential social impacts and benefits, and potential mitigation measures
- Workshops with community organisations and government agencies including Liworaji Aboriginal Corporation, Uniting Care Community Ipswich, Salvation Army Employment Plus, DSDILGP, DTMR, DESBT, Department of Transport Cities and Regional Development (DIRCRD), Department of Education and Training (DET), Department of Communities, Housing and Digital Economy (DCHDE) (former Department of Communities, Disability Services and Seniors), DSDSATSI, Queensland Ambulance Service (QAS), Department of Communities, Housing and Digital Economy (DCHDE) (former Department of Housing and Public Works), Queensland Health (QH) and the Queensland Police Service (QPS) to discuss social infrastructure access, community concerns about the Project and potential impact sand mitigation measures
- Meetings with the Yuggera Ugarapul People
- Three meetings and correspondence with the owners of the Gatton Caravan Park, the outcomes of which also provided input to the SIA , identified the potential for impacts. Subsequently, potential social matters associated with the caravan park include acknowledging and identifying:
  - The Project's potential to impact the supply of low-cost accommodation in Gatton
  - The potential for impacts on park residents and visitors, nearby retail and service businesses and agricultural businesses whose workers stay in the park
  - Mitigation options that could avoid or reduce social impacts
- Meetings with the Office of the Coordinator-General.

Information and feedback from general consultation activities were also used to inform the SIA investigation.

TABLE 4.15: SIA CONSULTATION

Stakeholder Groups	Purpose	Mechanism	Timing
Community members and businesses	▸ Provide information about the Project alignment and EIS study process ▸ Enable community members to contribute their views on community values and scope of potential social impacts and benefits ▸ Identify businesses' views on potential impacts and opportunities	▸ Participation in community information sessions ▸ SIA community survey (approximately 200 participants from Ipswich, Lockyer and Lockyer Valley/Scenic Rim LGA community members) ▸ The results of ARTC's individual consultations with businesses in and near the disturbance footprint have been considered in the SIA	June 2018 June–July 2018
	▸ Collect information on social baseline values and residents and business' views on potential impacts	▸ Discussions with Lockyer Valley CCC (approximately 12 members and 52 observers) ▸ Community meeting with Lockyer Valley Tourism Association (approximately 50 people)	October 2018
	▸ Obtain community input on potential impacts, benefits and mitigation	▸ Interviews with community members at community information sessions (approximately 20 interviews)	July 2019
Local Government: ICC and LVRC	▸ Brief Council and managers on the draft SIA scope and seek their inputs on potential impacts and draft mitigation measures	▸ Meetings with planning and community development managers and principal officers (six Council staff at each meeting)	October 2018
	▸ Provide Council managers with a briefing on draft SIA findings and proposed mitigation measures and seek feedback	▸ SIA workshop with Council staff (seven staff from ICC and LVRC)	July 2019
Traditional Owners Yuggera Ugarapul People	▸ Identify Indigenous community values to be considered in the SIA ▸ Seek inputs on opportunities for Indigenous economic and community development	▸ Interview with Yuggera Ugarapul Elders (two people) ▸ Indigenous community organisations' participation in social infrastructure workshops (two people) ▸ SIA team meeting with Yuggera Ugarapul People (10 people)	June 2018 July 2019 November 2019
Community and Government agencies ▸ Queensland Health (Gatton Health Service) ▸ Education Queensland (Gatton School) ▸ QPS, QAS and QFES ▸ DITRDC ▸ LVRC ▸ Lions Club of Gatton ▸ Lockyer Valley Minsters' Association ▸ Anglican Church of Gatton	▸ Identify social infrastructure capacity and gaps ▸ Seek input on social impacts and opportunities for social infrastructure providers and vulnerable groups ▸ Seek views on potential mitigation strategies	▸ Two workshops (Ipswich and Gatton) with social infrastructure providers (total of 10 organisations) ▸ Interviews with social infrastructure providers in potentially impacted communities to address issues raised in workshops (four interviews)	October 2018

Stakeholder Groups	Purpose	Mechanism	Timing
Government Departments ▸ DSDILGP; DCHDE; DTMR; DESBT; DET; DSDSATSI; DCHDE; QH; QPS; DITRDC	▸ Provide briefing on draft SIA results and seek feedback ▸ Outline mitigation and benefit enhancement strategies and seek feedback ▸ Identify further engagement required with government agencies	▸ Technical workshop with Government agencies, coordinated by the Office of the Coordinator-General ▸ Consideration of the results of ARTC consultation with Education Queensland	July 2019

4.3.1 Community survey

An SIA community survey was undertaken for the Gowrie to Helidon, Helidon to Calvert and Calvert to Kagaru Projects between 31 May and 31 July 2018. The purpose of the survey was to enable community members to provide input into the social baseline and to the scope of impacts and benefits to be assessed.

The survey was hosted online using the Survey Monkey platform, supported by hardcopy survey administration at community information sessions during June 2018.

The survey received a total of 403 responses, of which 384 respondents identified a residential location (representing 95 per cent of total) and 19 respondents (5 per cent of the total) skipped the question. The community survey data of most relevance to the Project includes inputs from 246 respondents, including 152 residents of the Lockyer Valley and Ipswich LGAs and 94 residents from communities on the border of the Ipswich and Scenic Rim LGAs.

Participants were asked to rate potential social impacts and benefits on a scale of 1 (most negative) to 5 (most positive). Some survey respondents noted that more information about the Project (e.g. alignment, structure, commercial use arrangements, employment and supply arrangements) was needed for them to determine the social impacts and benefits for their community. These opportunities were provided through other SIA consultation identified above and general EIS consultation.

Notable themes from the survey responses included expectations impacts to housing and property use, amenity of towns or farms, community wellbeing and lifestyle factors. The survey also indicated that there is low confidence in the Project's potential for positive effects on social conditions.

Refer to Appendix Q: Social Impact Assessment Technical Report of the EIS for further information about the analysis and interpretation of the community survey.

4.3.2 Social infrastructure providers workshops

Social infrastructure workshops were held as part of the SIA consultation. These workshops provided an opportunity to engage with locally based organisations about key community plans, services and infrastructure. Workshops were held in Gatton in November 2018. Representatives covering the Project area attended other Project workshops held in Ipswich, Beaudesert and Toowoomba. Feedback from these workshops relevant to this Project was also considered in the SIA.

Key areas of discussion in the workshops included:

- community values and trends
- alignment with planning objectives
- community safety and wellbeing
- community facilities and service access
- local employment and training needs
- local supply issues
- anticipated social impacts and benefits
- Scope of mitigation / enhancement strategies.

Attendees at the workshops included:

- Queensland Fire and Emergency Services (QFES)
- Community Health Services Centre
- Queensland Police Service (QPS)
- Grandchester State School
- TAFE Qld
- Ipswich Housing & Support Services
- The University of Queensland
- DITRDC
- Queensland Health.

4.3.3 Business engagement

ARTC has consulted with businesses, including farm owners, to identify potential impacts on businesses and identify business opportunities resulting from the Project, including the need for capacity building to enable local businesses to participate.

ARTC has had more than 330 meetings with businesses in Gatton and Forest Hill, as well the four workshops focused on social matters in each town (refer Section 4.2.9).

The purpose of engaging with business during EIS development was to:

- Obtain input for the preparation of the SIA and EIS
- Ensure the operational requirements were understood for design
- Inform the local community about the Project to enable business to position for construction of the Project.

Consultation was undertaken with the following business groups:

- Chamber of Commerce and Industry Queensland
- Ipswich Chamber of Commerce and Industry
- Regional Development Australia—Ipswich and West Moreton.

The SIA also incorporates the results of ARTC's consultation with the DESBT and the council regional skills investment strategy (RSIS) officers.

Information provided to businesses or in community information sessions covered:

- Design information, including alignment, road–rail interfaces and constructability
- Technical modelling approach and outcomes
- Environmental management commitments, including construction management
- Access and traffic management planning.

4.3.4 Business opportunities

ARTC has actively engaged with government, private organisations and peak bodies across the manufacturing, construction, agriculture, services and retail, transport and logistics sectors to identify local, regional, state and interstate opportunities for business that will be facilitated by the Project.

Business has been encouraged to register with ARTC to obtain regular updates on the status of the Project and information on Project tendering. Information has been distributed through meetings, the ARTC website, flyers and newsletters.

4.3.5 Additional SIA -related engagement

Additional engagement was undertaken to inform the development of the SIA and the social impact management plans outlined in Appendix Q: Social Impact Assessment Technical Report. A summary is provided in Table 4.16.

TABLE 4.16: ENGAGEMENT REGARDING THE DEVELOPMENT OF EMPLOYMENT OPPORTUNITIES

Date/stakeholder	Focus	Engagement summary	Issues raised
15 September 2020 Construction Skills Queensland (CSQ)	Skills development	Discussion around supporting skills development outcomes undertaken by contractors	• Opportunities for skills development • Importance of contractor workforce requirements and support
22 July 2020 DSDILGP	Business capability development	Follow-up conversation regarding planned business capability activities, current DSDTI programs and potential approach for collaborative activities in Inland Rail communities	• Consideration of existing DSDTI programs focused on working with Major Projects • Need for procurement portal and clear communication for suppliers • Opportunity for DSDTI and Inland Rail to collaborate on elements of business capability development
21 July 2020 Career Development Association Australia	Skills and business development	Presentation to and Q&A with Career Development Australia Association (Qld Division). Focus on skills development in regional Australia and opportunities with Inland Rail	• Interest in building a skills base across region • Opportunities for skills development and employment

Date/stakeholder	Focus	Engagement summary	Issues raised
14 July 2020 DSDILGP	Business capability development	Conversation regarding planned business capability activities, current DSDILGP programs and potential approach for collaborative activities in Inland Rail communities	▸ Consideration of existing DSDILGP programs focused on working with Major Projects ▸ Need for procurement portal and clear communication for suppliers ▸ Opportunity for DSDILGP and Inland Rail to collaborate on elements of business capability development
20 April 2020 GRC (Regional Skills Investment Coordinator)	Skills development	Meeting to further discuss development of joint DESBT Skilling Queenslanders for Work in Lockyer Valley. Application focused on construction and alignment with Regional Skills Investment Strategy (RSIS) priorities.	▸ Opportunity for shared Inland Rail, LVRC and DESBT skills development initiative
15 April 2020 CSQ	Indigenous skills development	Continued discussions to develop Indigenous skills program	▸ Opportunity for Indigenous skills development ▸ Opportunity for Traditional Owners to work on Country
15 April 2020 LVRC (RSIS Coordinator)	Skills development	Initial phone discussion to discuss development of joint DESBT Skilling Queenslanders for Work in Lockyer Valley. Exploration of skills, alignment with RSIS activities and community organisations that may be involved.	▸ Opportunity for shared Inland Rail, LVRC and DESBT skills development initiative
23 March 2020 CSQ	Skills development	Review of high-level gap analysis of construction-related skills in Queensland and opportunity to address through skills development	▸ Potential skills shortages in construction industry ▸ Skills development opportunities to address Project needs
8 January 2020 CSQ	Skills development	Discussion on skills development programs offered by CSQ and opportunity to develop targeted Indigenous Program	▸ Skills development opportunities to address Project needs ▸ Opportunity for shared approach to Indigenous construction skills development
18 October 2019 DESBT	Skills development	Meeting with Brisbane DESBT staff to discuss Inland Rail and existing DESBT programs that may support skills and business development. RSIS identified as being closely aligned to local councils in Inland Rail area	▸ Skills development ▸ Business capability development
15 October 2019 LVRC (Economic Team)	Skills development	Conversation with RSIS Coordinator and Economic Development Officer about LVRC priorities, upcoming initiatives and potential programs for working together	▸ Opportunity for shared skills and business capability development initiatives

4.4 Other Project consultation activities

A summary of additional broader consultation undertaken for the EIS is included in Table 4.17. These broader consultation activities assisted ARTC to understand the baseline conditions, potential Project impacts and recommended mitigation and management measures. In some cases, consultation has been undertaken with agencies in relation to multiple Inland Rail projects.

TABLE 4.17: OTHER CONSULTATION ACTIVITIES

Stakeholder	Description	Timing	Consultation method
Councils	▸ To confirm waste management facilities to inform the development of the Waste and Resource Management chapter of the EIS	October 2018	Phone
	▸ To source traffic data to inform the development of the Traffic and transport chapter of the EIS and the mitigation measures contained in that chapter and the draft Outline EMP	November 2018	Meeting Phone Email
Queensland Fire and Emergency Services (QFES)	▸ ARTC Inland Rail introduction—brief overview of G2K and tunnel locations ▸ Technical consultants to present known hazards ▸ Technical consultants to present the fire strategy and trial concept design	10 am – 11.30 am 8 August 2018	Meeting: 10 attendees
	▸ Little Liverpool Range tunnel site visit. To inform the design and the hazard and risk Chapter of the EIS	14 May 2019	Meeting
	▸ To inform the development of emergency road access design, assess reference design and emergency access to tunnels	1 pm – 3 pm 26 February 2019	Meeting: 21 attendees
	▸ To review the development of alignment and road/rail interfaces	9 am 5 March 2019	Meeting
Gatton Caravan Park	▸ To discuss the Project, potential impacts, and gather information to inform the social impact assessment, contained in Appendix Q: Social Impact Assessment Technical Report.	16 December 2019	Meeting

4.4.1 Utilities and infrastructure owners (including gas/petroleum)

Utilities and infrastructure owners potentially impacted by the Project have also been consulted via regular meetings and workshops, as listed in Table 4.18. Consultation with these stakeholders is ongoing, including the provision of detailed technical information, where requested.

Consultation has focused on utilities and infrastructure owners, including those gas and petroleum tenure holders, whose infrastructure is potentially directly impacted by the Project.

As design develops, ARTC will consult with the utility and infrastructure owners within the disturbance footprint prior to Project works per the requirements specified in Chapter 23: Draft Outline Environmental Management Plan.

TABLE 4.18: CONSULTATION WITH UTILITIES AND INFRASTRUCTURE OWNERS

Timing	Location	Purpose	Activity	Attendance	Key issues
17 October 2018, 15 March 2019, 19 December 2019	Brisbane	To discuss Inland Rail and its potential impact on Powerlink assets	Meeting	Powerlink	▸ Existing agreement with ARTC ▸ Impact of current design on existing assets ▸ Reference design study ▸ Overall timeframes for reference design and expected construction ▸ Discussion with Property section
7 November 2018, 3 October 2019	Brisbane	Initial meeting	Meeting	QUU	▸ Overview of Inland Rail ▸ Current phases of projects ▸ Process for utilities management ▸ QUU clashes ▸ Requirements for reference designs
25 November 2018, 3 October 2019, ongoing contact as needed to inform interaction reporting	Brisbane	Progress meeting	Meeting	Queensland Urban Utilities (QUU)	▸ Potential clash with pump station ▸ General progress update of IR ▸ Contestable works process with QUU/Requirements
Monthly meetings from 4 December 2018	Brisbane	Discuss Inland Rail and potential impacts	Meeting	Ergon Energy Energex	▸ Status of design ▸ Existing clashes ▸ New connections required for active level crossings ▸ Agreements for study input from Ergon
12 December 2018	Brisbane	Initial meeting	Meeting	Optus/ Uecomm	▸ Project overview ▸ Contacts for all parties ▸ Details of clashes ▸ Requirements from Optus
Weekly/ fortnightly (as required) from January 2019	Brisbane	To discuss Inland Rail and its potential impact on Telstra assets	Meeting	Telstra	▸ Existing clashes and proposed treatments ▸ Status of design across the program ▸ Timing for construction works by Telstra across the program
14 January 2019	Brisbane	Initial meeting	Meeting	TPG	▸ Overview of Project and current clashes with TPG assets ▸ Reference design/study process ▸ Contract particulars ▸ General requirements for TPG ▸ Other projects within the program
20 January 2019	Sydney	To discuss Inland Rail and its potential impact on Nextgen assets	Meeting	Nextgen	▸ Existing agreement with ARTC ▸ Impact of current design on existing assets ▸ Concept conflict designs ▸ Contestable or non-contestable works ▸ Agreements for works ▸ Queensland Nextgen contacts

Timing	Location	Purpose	Activity	Attendance	Key issues
15 March 2019	Brisbane	Progress meeting	Meeting	TPG	▸ Proposed alignment ▸ Existing clashes and proposed treatments ▸ SWTC contents ▸ Agreements for reference design and Design & Construct contractor ▸ Potholing of TPG assets and necessary TPG supervision.
15 March 2019	Brisbane	Progress meeting to discuss studies	Meeting	Powerlink	▸ Progress of reference design ▸ Interaction during tendering period
18 March 2019	Brisbane	Progress meeting	Meeting	Optus/ Uecomm	▸ Agreements for reference design and data sharing ▸ Timeframes for reference designs ▸ Deliverables/formats ▸ Other Inland Rail projects
19 March 2019	Brisbane	To discuss Inland Rail and its potential impact on NBN assets	Meeting	NBN	▸ Existing clashes ▸ Status of design ▸ NBN concept designs ▸ Contestable or non-contestable works ▸ Agreements for reference design
29 March 2019	Brisbane	Progress meeting	Meeting	APA	▸ Latest clash register ▸ Input needed by APA
28 May 2019	Brisbane	To discuss Inland Rail and its potential impact on NSN assets	Meeting	NBN	▸ Existing clashes update ▸ Status of design/s ▸ Process for engaging with NBN ▸ NBN roll out program
21 June 2019	N/A	To discuss Inland Rail proposed utility designs	Meeting	New Acland Coal	▸ Discussions regarding proposed utilities designs
5 August 2019	Brisbane	Progress meeting	Meeting	TPG	▸ General update on designs/costings ▸ Progress on Inland Rail
Ongoing	N/A	Progress meeting	Meeting	Essential Energy	▸ Regular progress meetings to discuss existing clashes and planned works

4.4.2 Gas and petroleum pipeline owners

Pipeline operators whose infrastructure is potentially impacted by the Project have also been consulted via regular meetings and workshops, as listed in Table 4.19. Consultation with these stakeholders is ongoing, including providing detailed technical information, where requested.

TABLE 4.19: CONSULTATION WITH PIPELINE ASSET OWNERS

Timing	Location	Purpose	Activity	Attendance	Discussion topics
22 October 2018 29 July 2019 28 August 2019 9 December 2019 with formal correspondence received 29 November 2019	Brisbane and onsite (28 August 2019)	To discuss Inland Rail and its potential impact on Santos assets, and how conflicts/ infrastructure crossings will be developed	Meeting, site meetings, risk workshops	Santos	▸ Overview of Project and current clashes with Santos assets, particularly the Santos Moonie to Brisbane Pipeline ▸ Agreements in place and future agreements required ▸ Feasibility study requirements from Santos ▸ Design requirements for infrastructure crossings ▸ Overall timeframes for feasibility study and expected construction ▸ Site meeting to discuss staging of site works ▸ Discussions about easements and management during acquisition process
23 October 2018 15 November 2018 21 November 2018 1 February 2019 29 March 2019 9 April 2019 7 June 2019 20 August 2019 7 November 2019 16 July 2020 28 July 2020 3 August 2020 18 August 2020	Brisbane	To discuss Inland Rail and its potential impact on APA assets	Meeting, site meetings, risk workshops	APA	▸ Quality of utility survey data ▸ Proposed alignment ▸ Design review milestones ▸ Treatment of potential conflicts ▸ Schedule discussions ▸ Locating activities on APA pipelines ▸ Standard conditions for works near APA Group gas transmissions lines provided

4.5 Communication tools

The following section describes the communication tools used by the Project Team prior to, and during the preparation of the EIS, to raise awareness of the Project and seek feedback from stakeholders and the community.

ARTC produced a range of tools and during this consultation stage including:

- Project newsletter—introduced the project, outlined the study area and the EIS process.
- community hotline 1800 number
- media releases about the project and consultation
- paid advertising about the community information sessions
- Web site
- Project newsletters and fact sheets.

Figure 5 illustrates the consultation methods and tools adopted during the Project's EIS preparation.

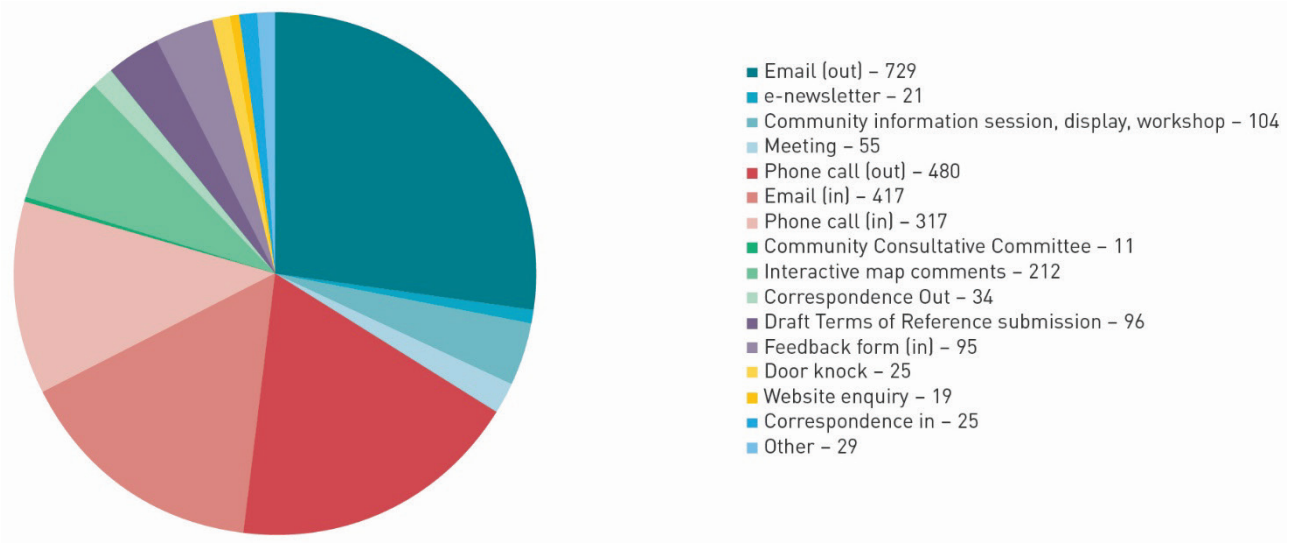

FIGURE 5: CONSULTATION METHODS

Specific communication tools used by ARTC before, and during, the EIS activities to raise awareness of the Project and seek feedback from stakeholders and the community included:

- Draft ToR presentations
- Project display posters
- Project factsheets
- Letters, newsletters and e-newsletters
- Geotechnical Works Notification Posters and Site Signage
- Paid advertising
- Website
- Feedback forms
- Social media—Facebook, YouTube, Instagram, LinkedIn
- Written letters
- EIS free call number, email and postal address
- Interactive online map.

These tools are discussed in the following sections.

4.5.1 Draft ToR presentations

Presentations were prepared for stakeholder briefings and community information sessions on the draft ToR. Appendix A of this report includes the presentation slides from these briefings. Stakeholder groups presented to included:

- LVRC and ICC
- State Government departments
- Lockyer Valley CCC.

The presentations included:

- An explanation of ARTC as the proponent delivering the Project
- Purpose and scope of Inland Rail
- Project overview, including the preferred alignment and 3D video flythrough
- Outline of the approvals framework, including EIS process steps, identifying opportunities for formal submission during the EIS process and approvals timeframes
- Draft ToR structure
- Outline of next steps in the EIS development process: final ToR; EIS preparation and drafting of technical reporting; planned community engagement; and, stakeholder consultation activities.

4.5.2 Project display posters

Display posters were developed for the community drop-in sessions. The posters were A0 in size and included information on:

- Process to assess major projects in Queensland—flowchart of the EIS development, assessment and approval process
- SIA requirements—explanation of SIA methodology and development of Social Impact Management Plan (SIMP) development)
- Air quality—description of air quality considerations at the baseline, impact assessment and mitigation phases
- Noise and vibration—description of noise and vibration considerations at the baseline, impact assessment and mitigation phases

- Flooding—explanation of the community engagement framework related to technical study development
- Level crossings—outline of the types of crossings proposed and associated safety treatments.

A copy of the posters is included in Appendix C of this report.

4.5.3 Project fact sheets

Multiple factsheets have been developed to inform Project stakeholders about various aspect of the Project and the EIS. The factsheets were developed to inform stakeholders about key activities, such as environmental investigations, geotechnical investigations, public level crossing design, weed hygiene and land access. These factsheets were common across all Inland Rail projects. In addition, a Project overview factsheet was also developed.

Factsheets were available to stakeholders via the website and community information sessions. Factsheets were also used to support landowner meetings.

An example of developed fact sheets is included in Appendix D of this report, in addition to an outline of each fact sheet's focus, milestone and distribution.

4.5.4 Letters, newsletters and e-news

Letters, newsletters and E-news collateral was developed to inform stakeholders about the Project. These were sent to households within the study between March 2017 and September 2020 (refer Appendix E and Appendix F of this report).

Newsletters were sent through unaddressed mail via Australia Post to 4,500 residents within the vicinity of the Project. Details included Project updates, information about CCC meetings and community information sessions.

Four community update newsletters have been developed to inform stakeholders about the Project, including topics such as the draft ToR, study area, the design development, the community survey and EIS process.

The five newsletters were sent out between March 2017 and September 2020. They were distributed to stakeholders via letterbox drop to the communities inside the study corridor as well as to adjacent communities. They were also widely distributed via ARTC Inland Rail's website, community information sessions, e-news, information sessions and agency briefings. Appendix F of this report lists the newsletters prepared for the Project, alongside an example newsletter.

The Project email updates/e-news were developed to inform stakeholders about the Project, including the draft ToR, area of investigation, the design development, the community survey and EIS process. The Project e-mails were used to inform stakeholders about specific milestones and advertise CCC meetings and Project activities.

Since July 2016, 39 email updates/e-news have been sent out. Appendix F of this report also provides details of the content and distribution of the e-newsletters and email updates.

4.5.5 Geotechnical works notification posters and site signage

ARTC produced works notification flyers and posters to inform stakeholders about the geotechnical works planned for the Project.

4.5.6 Paid advertising

Paid advertising was placed in local newspapers for the purposes of announcing field investigations, draft ToR information sessions, community information sessions, calling for CCC members, notifying community of CCC meetings and Chair summaries.

An example of advertisements, with details of paid advertisements placed, is included in Appendix G of this report.

4.5.7 Website

Inland Rail's website provides ready access for stakeholders to all Project information and updates. Information on the Inland Rail is available at: **inlandrail.artc.com.au** and information on the Project is located at: **inlandrail.artc.com.au/H2C**.
The website has been and will continue to be updated as the Project progresses.

Since June 2017, the Project webpage has had over 26,000 visits.

Key details on the website included:

- EIS consultation activities
- Project Team contact details for registration of interest and enquiries
- Links to key documentation including: community update newsletters, fact sheets, interactive project map, draft ToR and ToR.

Information available on the website includes:

- Project description
- Progress update
- List of planned consultation activities
- Link to the interactive mapping portal and alignment fly-over
- Project factsheets and newsletters
- Agendas and meeting minutes from the Lockyer Valley CCC.

As part of the website, the Project has also developed an interactive mapping tool to gather community feedback that will contribute to technical studies and reference design for the Project. The interactive map allows community members to view the Project design and pin comments to specific locations. The tool, in two iterations, is available for the Gowrie to Kagaru sections (incorporating the Project) and as a stand-alone Project map is located at: **maps.inlandrail.com.au/g2k#** and **maps.inlandrail.com.au/h2c#**.

The interactive maps allow questions and comments to be added by stakeholders to an alignment map, which includes features such as bridge, road upgrade and crossing loop locations, at relevant locations, allowing ARTC to respond to the enquiry directly. To date, 469 enquiries have been received and responded to using the interactive mapping tool.

The website also includes an evolving 3D video flythrough of the reference design to assist stakeholders in understanding the scale and size of the Project against the regional landscape. This was produced primarily in response to community feedback asking for a more visual-based understanding of the impact of high embankments on visual amenity. The flythrough will continue to be progressively updated throughout the reference design process.

Snapshot of the Project web pages, interactive mapping and 3D video flythrough are provided in Appendix H of this report.

4.5.8 Feedback forms

Feedback forms were distributed at community drop-in sessions to capture additional information from stakeholders about their sentiments, concerns and queries about the Project. Consultation Manager was used to record this feedback.

4.5.9 Social media

In March 2019, ARTC introduced social media channels—Facebook, Twitter, Instagram, LinkedIn and YouTube—to communicate information about Inland Rail.

In March 2019, Inland Rail introduced social media channels to communicate with stakeholders and community members about the 13 Inland Rail projects. Five geo-targeted Facebook posts have been used in the Project area advertising the upcoming engagement activities. These campaigns reached 65,178 people, 134,230 impressions (screen appearances) and resulted in 1,950 clicks to the Project page.

From 17–25 May 2019, a targeted social media campaign was created for stakeholders in a close geographic vicinity of the Project to advise of community information sessions. This campaign reached over 7,500 people.

Examples of the social media posts are in Appendix I of this report.

4.5.10 Written letters

Letters were used to introduce the Project's scope and timelines, to invite people to attend community information sessions, and to detail potential impacts to landowners and businesses. Letters included contact details for landowners or businesses to email, phone, review the website, or comment on the interactive map. An example letter is in Appendix E this report.

4.5.11 Email, phone and mail

ARTC used the existing Inland Rail community engagement email address and free-call telephone information line for the duration of the consultation process. This provided stakeholders with an easily accessible means of sourcing project information and provide feedback, raise issues and discuss any concerns about the Project.

All questions, concerns and issues received through were captured reviewed and responded to.

All Project information materials, the ARTC Inland Rail website and advertisements included details of the project information and feedback mechanisms.

Contact mechanisms are listed in Table 4.20. A web-based contact sheet is also available as another point of contact.

TABLE 4.20: INLAND RAIL CONTACT CHANNELS

Contact Mechanism		
Phone	1800 732 761	
Email	**inlandrailenquiries@artc.com.au**	
Post	GPO Box 2462, Brisbane, Qld 4001	
Web-based contact	▸ **inlandrail.artc.com.au/contact-us/survey_tools/get-in-touch** ▸ **facebook.com/inlandrailofficial** ▸ **instagram.com/inlandrailofficial** ▸ **twitter.com/Inland_Rail**	▸ **linkedin.com/showcase/inland-rail** ▸ **youtube.com/channel/UCNtnsB55iF7RyGpTY9WIEtg** ▸ **maps.inlandrail.com.au/g2k#** ▸ **maps.inlandrail.com.au/h2c#**

A printed feedback form was made available at the community information sessions to capture feedback from stakeholders on the Project. They were distributed during community drop-in sessions to assist in capturing any additional information from stakeholders. The feedback form is included in Appendix J of this report.

All stakeholder enquiries and comments received through these contact channels were captured, reviewed and responded to within appropriate timeframes and recorded in the project consultation database.

Project information materials, the ARTC Inland Rail website and public advertisements included details of the project information and feedback mechanisms. Table 4.21 shows the number of enquiries received (as at 22 May 2020) via each feedback channel.

TABLE 4.21: NUMBER OF ENQUIRIES THROUGH PROJECT FEEDBACK AND INFORMATION MECHANISMS

Comment type	Number received
Email address (incoming)	424
Telephone enquiries (incoming)	325
Post	17
Feedback forms	118
Survey	17
Gatton Office (since July 2019)	111
TOTAL	**1,012**

4.5.11.1 Interactive map and website

An interactive map of the Project was available via the Project's webpage from Quarter 3, 2018 and updated as the Project design developed. It sought to gather community feedback to input to the EIS and Project design. During this time, over 480 comments were added directly to the map, with an additional 23 direct website queries.

Details of the comments made to the interactive map are shown in Appendix H.

TABLE 4.22: NUMBER OF ENQUIRIES THROUGH PROJECT FEEDBACK AND INFORMATION MECHANISMS

Comment type	Number received
Social Pinpoint (Web based interactive map)	212
Collab Map (interactive map)	268
Website Enquiry	23
TOTAL	**503**

4.5.12 Visualisations and alignment fly-through

Stakeholders requested additional information about what the Project will look like when it is operational including embankments, cuttings, structures and changes to local roads. In response to this, the team developed visualisations and an alignment fly-through of the Project design, which were displayed at community information sessions, CCC meetings and on the website.

5. Key themes of the consultation process

Since June 2016 ARTC has recorded consultation issues, queries, concerns and feedback into Consultation Manager. These issues have been considered during the preparation of the EIS. While feedback has differed between localities and stakeholder groups, several consistent themes emerged, listed in Table 5.1.

Each theme is summarised as expressed by stakeholders at either stakeholder meetings or consultation sessions. This summary provides a high-level snapshot of community/stakeholder perceptions in response to the Project, without any priority order or ranking.

The themes most frequently raised are summarised in Table 5.1. Section 6 of this report describes where the EIS has addressed stakeholder concerns and inputs.

TABLE 5.1: KEY THEMES BY ENQUIRY

Theme	Enquiries
Stakeholder engagement	▸ Land access requests with landowners ▸ Face-to-face, phone call and email re: Project updates Community events, information sessions and sponsorships
Alignment/route	▸ Proposed alignment ▸ Questions about the design ▸ Route selection
Project rationale	▸ Project justification and need
Traffic, transport and access	▸ Level crossings ▸ Parking impacts ▸ Local road impacts: traffic management on local roads, increase in traffic volume and travel times, impact/damage to local roads due to construction and increase in heavy vehicles ▸ Traffic safety ▸ Pedestrian/cyclist impacts ▸ Connectivity and access during construction and operation ▸ Haulage routes
Land use and tenure (including property)	▸ Property/land acquisition/compensation ▸ Changes to property value ▸ Fencing ▸ Property damage and rehabilitation ▸ Field Investigations ▸ Easements
Construction	▸ General construction impacts ▸ Location and purpose of construction compound and lay down areas ▸ Construction timing and staging ▸ Work hours
Social and economic	▸ Social cost and benefits ▸ Change to social amenity ▸ Initiatives supporting community ▸ Legacy ▸ Parks and public facilities ▸ Health concerns ▸ Alternative accommodation
Noise and vibration	▸ Noise and vibration during both construction and operation.

Theme	Enquiries
Flooding and water management	▸ Flooding impacts ▸ Contamination ▸ Groundwater ▸ Drainage and discharge ▸ Surface and groundwater quality
Flora and fauna	▸ Protecting endangered fauna ▸ Protecting endangered flora ▸ Biodiversity offsets ▸ Tree trimming and removal
Land management	▸ Land pollution, sediment and erosion ▸ Rehabilitation ▸ Pest control ▸ Weed control
Agriculture	▸ Impacts to agricultural activities ▸ Stock routes/stock access ▸ Impacts to livestock
Legislation and Project approvals	▸ Environmental and planning approvals ▸ ToR ▸ Project approvals ▸ Environmental management ▸ EIS process
Air quality	▸ Dust during both construction and operation ▸ Odour
Visual amenity	▸ Visual amenity ▸ Light ▸ Construction lighting
Waste and resource management	▸ Rubbish and illegal dumping ▸ Rubbish and general waste disposal ▸ Salvaging and recycling ▸ Disposal of contaminated material ▸ Removal of spoil
Hazard and risk	▸ Construction safety ▸ Safety signage
Cultural heritage	▸ Indigenous heritage and non – indigenous heritage impacts
Forest Hill	▸ Limited local benefit, no terminals or sidings for local communities – acknowledgment of rail history of Forest Hill ▸ Impact to local business if level crossing removed/substituted for grade separated crossing, creating a bypass effect and potential loss of passing trade ▸ Impact to visual amenity of Forest Hill, likely to detract from current 'historical' look and feel of precinct close to rail ▸ Concern about localised impacts including operational noise, hydrology and potential impact of noise and road safety barriers in flood events, downstream impacts, loss of topsoil and cumulative effects ▸ Potential noise to impact outdoor dining and accommodation facilities ▸ Lack of local economic return from the project
Opportunities in Forest Hill	▸ Potential short-term business opportunities identified by stakeholder in construction phase, accommodation and meals. However, there is no long-term business opportunity without station/siding for Forest Hill ▸ Potential for project to provide opportunity to improve drainage from south to north

Theme	Enquiries
Gatton	▸ Limited local benefit, no terminals or sidings for local communities, no benefit if passenger rail is not included ▸ Impact of Gaul Street level crossing closure for residents to traverse north/south, increased traffic via Old College Road ▸ Concern about potential loss of trade with closure of Gaul St level crossing ▸ Concern about impact to ANZAC memorial/Weeping Mothers monument ▸ Operational noise and dust impacts to businesses on Railway Street/Crescent Street ▸ Impact to available parking in CBD (Crescent Street/Railway Street) ▸ Impact to viability of small holding farms adjacent to proposed alignment ▸ Noise, vibration and dust from rail line to business and residential premises ▸ Concern for visual amenity, property values and hydrology for communities along the alignment
Opportunities in Gatton	▸ Questions about the likelihood of stations or terminals for freight being constructed in the Lockyer Valley, acknowledging limited local benefit and prospect of limited local spend during construction ▸ Potential employment opportunities noted

Table 5.2 presents the key themes and issues identified by different stakeholder groups during consultation. This information was collated from data in Project consultation database as at September 2020. It is based on a wide range of interactions the Project Team had with registered stakeholders.

TABLE 5.2: PROJECT THEMES BY STAKEHOLDER GROUP

Theme	Australian Government	State Government	LVRC	ICC	Directly affected landowners	Indirectly affected landowners	Local businesses	Emergency and health provider	Utility service providers and pipeline operators	Traditional Owners	Business and industry groups Community groups	Environmental groups	Education and training	Lockyer Valley CCC	Landfill operators	Seqwater
Stakeholder engagement																
Land access requests with landowners		X	X		X					X						
Face-to-face, phone call and email re: Project updates	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Enquiries re community events, information sessions and sponsorships		X	X	X	X	X	X			X	X	X	X	X	X	
Alignment/route																
Proposed alignment	X		X	X	X	X	X	X	X	X				X	X	
Questions about the design			X	X	X	X	X	X	X	X	X	X	X		X	
Route selection			X	X	X	X	X	X		X	X	X	X	X	X	
Project rationale																
Project justification and need	X		X		X	X	X			X	X	X	X		X	
Traffic, transport and access																
Level crossings			X	X		X	X	X			X				X	
Parking impacts			X	X		X	X									
Local road impacts			X	X	X	X	X	X	X	X	X	X	X	X	X	

Theme	Australian Government	State Government	LVRC	ICC	Directly affected landowners	Indirectly affected landowners	Local businesses	Emergency and health provider	Utility service providers and pipeline operators	Traditional Owners	Business and industry groups	Community groups	Environmental groups	Education and training	Lockyer Valley CCC	Landfill operators	Seqwater
Traffic safety			X	X	X	X	X	X			X				X		
Pedestrian / cyclist impacts			X	X		X	X					X		X			
Connectivity and access during construction and operation			X	X	X	X	X	X							X		
Haulage routes			X	X	X	X	X	X							X		
Land use and tenure																	
Property / land acquisition / compensation					X	X	X				X	X			X		
Changes to property value			X		X	X	X				X	X			X		
Fencing		X	X	X	X		X	X	X				X		X		
Property damage and rehabilitation		X			X	X	X		X						X		
Field investigations		X	X	X	X		X		X	X					X		
Easements		X	X	X	X		X	X	X				X		X		
Construction																	
General construction impacts		X	X	X	X	X	X	X	X		X	X	X	X	X		
Location and purpose of construction compound and lay down areas			X	X	X	X	X		X				X		X		
Construction timing and staging			X	X	X	X	X		X		X	X	X		X		
Work hours			X	X	X	X	X				X	X	X	X	X		
Social																	
Social cost and benefits	X	X	X	X		X	X				X	X			X		
Change to social amenity		X	X	X	X	X	X				X	X	X		X		
Initiatives supporting community			X	X		X	X				X	X	X		X		
Legacy	X	X	X	X		X	X			X		X			X		
Parks and public facilities		X	X	X		X			X			X		X	X		
Business and town centre access			X		X	X	X	X			X				x		
Health concerns			X		X	X	X					X	X		X		
Alternative accommodation			X		X		X	X			X	X			X		

Theme	Australian Government	State Government	LVRC	ICC	Directly affected landowners	Indirectly affected landowners	Local businesses	Emergency and health provider	Utility service providers and pipeline operators	Traditional Owners	Business and industry groups	Community groups	Environmental groups	Education and training	Lockyer Valley CCC	Landfill operators	Seqwater
Noise and vibration																	
Noise and vibration during both construction and operation		X	X	X	X	X	X				X	X	X	X	X		
Surface water and hydrology																	
Flooding impacts		X	X	X	X	X	X		X		X	X	X		X		
Contamination			X		X				X				X				
Groundwater			X	X	X	X	X				X	X			X		
Drainage and discharge			X	X	X	X	X				X	X	X		X		
Surface and groundwater quality		X	X		X	X							X				
Construction water supply options																	X
Flora and fauna																	
Protecting endangered fauna	X	X	X			X							X		X		
Protecting endangered flora	X	X	X			X							X		X		
Environmental offsets	X		X			X							X		X		
Tree trimming and removal			X														
Land management																	
Land pollution, sediment and erosion		X	X	X	X	X	X				X				X		
Rehabilitation		X	X		X	X	X								X		
Pest control			X		X		X						X		X		
Weed control			X	X	X		X				X		X				
Impacts to agricultural activities		X	X		X	X					X	X			X		
Stock routes/stock access		X	X		X		X				X						
Impacts to livestock		X			X		X				X	X					
Legislation and Project approvals																	
Environmental and planning approvals	X	X	X	X					X		X	X					
ToR		X	X	X									X				
Project approvals	X	X	X	X	X	X		X	X		X		X		X		
Environmental management		X	X	X	X								X				
EIS process		X	X	X		X	X	X			X	X	X		X		

Theme	Australian Government	State Government	LVRC	ICC	Directly affected landowners	Indirectly affected landowners	Local businesses	Emergency and health provider	Utility service providers and pipeline operators	Traditional Owners	Business and industry groups	Community groups	Environmental groups	Education and training	Lockyer Valley CCC	Landfill operators	Seqwater
Air quality																	
Dust during both construction and operation		X	X	X	X	X	X				X	X			X		
Odour			X		X	X											
Visual amenity																	
Visual amenity			X	X	X	X	X				X	X			X		
Light			X		X	X									X		
Construction lighting			X		X	X											
Waste and resource management																	
Rubbish and illegal dumping			X														
Rubbish and general Waste disposal			X													X	
Salvaging and recycling							X										
Disposal of contaminated material			X	X	X				X								
Removal of spoil			X	X	X	X					X				X	X	
Potential to accept Project waste and spoil																X	
Hazard and risk																	
Construction safety		X	X	X	X			X	X								
Safety signage			X		X				X								
Cultural heritage																	
Indigenous heritage and non-Indigenous heritage impacts		X	X		X	X	X				X	X			X		

A summary of the key issues grouped by number of comments by theme is in Table 5.3 and Figure 6. This information excludes general stakeholder queries.

TABLE 5.3: CONSULTATION ISSUES

Submitter type	Number of comments	Percentage
Land use and tenure (including property)	983	18.4
Noise and vibration	905	16.9
Traffic, transport and access	801	15.0
Flooding & water management	332	6.2
Social and economic	323	6.0
Economic	308	5.8
Environmental approvals	288	5.4
Alignment/route	272	5.1
Consultation process	233	4.4
Project need	170	3.2
Construction impacts	170	3.2
Flora & fauna	131	2.5
Land management	95	1.8
Agribusiness impacts	92	1.7
Visual amenity	83	1.6
Heritage	74	1.4
Air quality	58	1.1
Waste management	21	0.4
Hazard	2	<0.1
Total	**5,341**	**100**

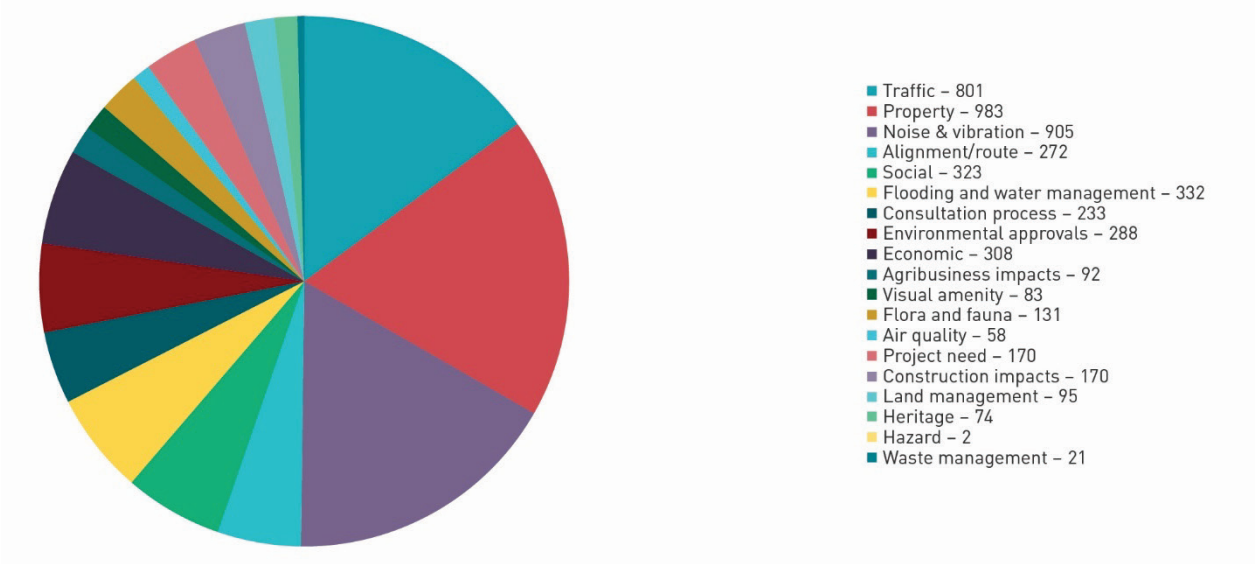

FIGURE 6: EIS KEY CONSULTATION THEMES

For the Project, the five key themes which emerged were:

1. Land use and tenure (including property)—Property topics have increased as the Project disturbance footprint (temporary and permanent) has been shared and with increases in land access requirements.
2. Noise and vibration—Results of the assessment works, when shared with the community, CCC and landowners during workshops and presentations have generated interest.
3. Traffic, transport and access—It is noted there has been a shift away from specific interest traffic, transport and access community sessions held. These sessions included for specific road-rail interfaces and treatments proposed.
4. Flooding and water management—Consultation with landholders to allow their experiences with flood movements, impacts and levels on their properties to be shared. Consultation has also been undertaken with the bulk water supplier has been consulted to understand water storage capacities and discuss the Project construction water estimates.
5. Socio-economic—Consultation advanced discussions on access to social infrastructure, opportunities for the Project to collaborate with the community on training and employment programs.

6. Consultation outcomes

Feedback from stakeholder consultation has been addressed within the EIS. Feedback has informed technical study methodologies, technical model validation and data collection, the development of mitigation and environmental management measures, refinement of route alignment, road network solutions and Project delivery mechanisms.

This section of the report summarises the consultation activities undertaken since March 2017. Table 6.1 provides a broad summary of activities and outcomes, with further explanation where community and stakeholder feedback has informed either Project design or management of construction and operations.

TABLE 6.1: SUMMARY OF EIS COMMUNITY ENGAGEMENT ACTIVITIES AND OUTCOMES

Engagement activities	Outcomes
2018: EIS studies and reference design Community consultation sessions Shopping centre displays CCC meetings Landowner engagement Online consultation portal (interactive map)	▸ Developed and tested options to bypass Gatton and Forest Hill and tested with the community and landowners (not accepted due to community feedback and preference to stay in rail corridors) ▸ Developed a new alignment for Grandchester through engaging with local landowners ▸ Continued engagement with landowners about the alignment and local impacts ▸ Information sessions to explain the planned delivery model ▸ Hydrological validation workshops with interested stakeholders
2019: EIS studies and reference design Landowners engagement Community consultation sessions Shopping centre displays CCC meetings Ecology workshop Visual amenity workshop Operational noise and vibration workshops Technical Working Group meetings with Ipswich City Council and Lockyer Valley Regional Council Online Consultation portal (interactive map) Permanent Project Team presence (Project shop-front)	▸ Presented flora and fauna findings to local environmental groups, individuals and council representatives ▸ Presented ARTC's approach to operational noise and current operational noise modelling results ▸ Ongoing engagement with community and landowners around rail and road interface, access, impacts and property acquisition process ▸ Continued engagement with respective council officers about the alignment, roads and local impacts ▸ Information sessions presenting EIS investigation findings, mitigation and management measures for hydrology, flora and fauna, alignment refinements, road–rail interfaces and local road network impacts ▸ Opening of continuously staffed engagement shop-front in Gatton with resources for drop-in / stakeholder interactions
2020: EIS studies and reference design Landowner engagement CCC meetings Technical Working Group meetings with Ipswich City Council and Lockyer Valley Regional Council Online Consultation portal (interactive map) Permanent Project Team presence (Project shop-front) in Gatton	▸ Ongoing engagement with community and landowners around rail and road interface, access, impacts and property acquisition process ▸ Continued engagement with respective council officers about the alignment, roads and local impacts ▸ Continuously staffed engagement shop-front with resources for drop-in / stakeholder interactions (exception COVID-19 restrictions)

6.1 Draft ToR consultation

Table 6.2 and Table 6.3 summarises the submissions received on the draft ToR. The Coordinator-General received 264 comments across 69 properly made submissions during the display period.

TABLE 6.2: DRAFT TOR SUBMISSIONS, BY SUBMITTER TYPE

Submitter Type	Submissions
Interest Group—Environmental	1
Private Individual	65
Government Agency	2
Business and Industry	1
TOTAL	**69**

TABLE 6.3: DRAFT TOR SUBMISSIONS BY COMMENT TYPE

Issue	Comments
Flora and fauna	14
Surface water	44
Social	71
Noise and vibration	45
Project description	6
Land use and tenure	14
Air	15
Cultural heritage	10
Hazard, health and safety	17
Transport	23
Community consultation process	0
Other	0
Land resources	0
Landscape and visual amenity	5
Economic	0
Project approvals	0
Waste management	0
TOTAL	**264**

A summary of the key issues raised during Project introduction and draft ToR engagement activities is in Table 6.4. These issues were captured in the finalisation of the ToR and guided the assessment scopes and development of the EIS content.

TABLE 6.4: SUMMARY OF KEY ISSUES RAISED DURING PROJECT INTRODUCTION AND DRAFT TOR CONSULTATION

Issue themes	Issue description
Flooding and hydrology	▸ Flooding in Forest Hill, Laidley and Grantham is a concern and there needs to be significant engagement to understand localised water flows and historical issues that need to be considered ▸ There were significant concerns raised in relation to the potential flooding impacts associated with the height of embankments through Forest Hill ▸ Residents question whether there should be a levee around Forest Hill ▸ Long-standing concerns about contribution of rail infrastructure to flooding impacts ▸ Doubts raised regarding the accuracy of records and the adequacy of design associated with Queensland Rail bridges and rail line through Forest Hill. Residents maintain that the infrastructure is inadequate for the flood conditions they experience and that it contributes to local flooding ▸ Questions raised regarding long term liability should flood modelling and resulting design be inadequate.
Alignment options	▸ Community was advised the scope of the concept assessment included consideration of potential refinement to the Gowrie to Grandchester (G2G) future State transport corridor within a study area either side of the corridor ▸ There is a delicate balance in determining the optimum alignment through Gatton, either through the centre of Gatton or a bypass option that goes through prime agricultural land ▸ Other options were considered near Laidley and Grandchester to improve constructability and operational safety, address flooding issues, reduce Project cost and address community impacts.
Road and rail interface	▸ Maintaining local road connectivity by minimising level crossings is a challenge— examples include Laidley Plainland Road (Laidley) ▸ Emergency access for the town of Forest Hill is a key concern as the town's emergency vehicle access may be blocked in the event of a train breakdown. Residents expressed a preference for an emergency vehicle underpass to address this issue.
Future passenger services	▸ Strong interest in passenger services connecting Toowoomba with Rosewood, through townships including Helidon, Gatton and Laidley.
Land acquisition and compensation	▸ Mixed levels of awareness about the existence or location of the G2G future State transport corridor and landowners expressing varying degrees of financial and emotional stress as a result ▸ Questions around timing, process, valuations and extent of required land acquisition ▸ Questions from landowners located in the G2G future State transport corridor, as well as landowners located adjacent to the corridor regarding opportunity for acquisition or compensation for impacts.
Farming impacts	▸ Impacts to fertile and prime farming lands and property ▸ Implications of property severance on farming activity ▸ Access to farmers to move stock and machinery ▸ Land acquisition and impacts to farm viability ▸ Visual impacts and changes to the landscape and vista ▸ Impacts on property values.
Corridor identification, protection and preservation	▸ Questions were raised about why the Gowrie to Grandchester future State transport corridor was chosen over other options ▸ Interest in the scope for variation from the Gowrie to Grandchester future State transport corridor and the process for informing landowners that may be impacted but are not located in the Gowrie to Grandchester future State transport corridor, due to refinement options selected ▸ Long timeframes since protection of the corridor, and until construction caused concerns from landowners about potential for resale or value of investing in the property ▸ Strong dissatisfaction expressed with the change report process followed by Toowoomba Second Range Crossing (now gazetted as the Toowoomba Bypass) to follow a different design and alignment than the one that community was consulted on. Community stakeholders believe they should be consulted on the final alignment and design.

Issue themes	Issue description
Operation of existing line	▸ Interest in understanding the future operation of existing freight rail lines through the region including the size, number, frequency and schedule of train operations ▸ Interest in understanding likely coal volumes and the approach to managing dust and air quality issues ▸ Existing rail infrastructure in some areas, such as Laidley, was described as contributing to flooding and ideally would be removed for that reason.
Operational noise impacts	▸ Landowners were interested in the frequency, volume, size and speed of freight rail traffic on the new line and the associated operational noise impacts ▸ This was particularly relevant to existing townships where the proposed alignment goes directly through, e.g. Gatton.
Economic benefits	▸ Stakeholders in the Project region would like to see economic opportunities and benefits beyond construction of the Project, such as intermodals, decrease in freight costs for local products, opportunities for local road freight transport providers to take freight to intermodals ▸ Significant interest in connections to existing industrial areas and infrastructure, as well as optimising the Project to provide supply chain value in the Lockyer Valley ▸ Support for local involvement of suppliers and source for material ▸ The strong feedback that 'local' opportunities mean opportunities for the towns within the Project area, not only a nearby regional centre such as Toowoomba ▸ Views expressed that allowing space for the Queensland Government to develop future passenger services will greatly enhance the value of Inland Rail to the Lockyer Valley.

Through the Project introduction and draft ToR engagement activities, the Project Team:

- Developed a thorough appreciation of key issues for the community, based on the comments made on the draft ToR
- Committed to assessing options to bypass Gatton and Forest Hill, and to improve the alignment through Grandchester.

6.2 Government briefings and meetings

6.2.1 Australian Government and State Government

Meetings with DAWE have provided feedback on the EIS investigations, approach, outcomes and offsets.

Key issues, and opportunities raised in the meetings with State Government departments, along with EIS responses are summarised in Table 6.5.

TABLE 6.5: STATE GOVERNMENT CONSULTATION OUTCOMES

Theme	Issue and Opportunities	Project Response
Department of Transport and Main Roads		
Traffic, transport and access	Future-proof for future passenger provision	The Project does not preclude future rail transport infrastructure for passenger services, as discussed in Chapter 6: Project description.
Land use and tenure	Consideration of future freight rail corridor in longer term DTMR road network planning	Chapter 19: Traffic, transport and access discusses the anticipated changes to the local road network as a result of the Project.
Project description	Identification of loading facilities locations	The market will determine where intermodal terminals could go. ARTC is working with customers to assist in planning these, but these are not part of this Project.

Theme	Issue and Opportunities	Project Response
Office of the Coordinator-General—Economic Impact Assessment methodology briefing		
Economics	Review and discussion of ToR and E*conomic impact assessment guideline* (2017) requirements	These discussions helped to shape the methods and content included in Appendix R: Economics Technical Report.
Economics	Review and discussion of preliminary results of economic impact assessment	Appendix R: Economics Technical Report for the economic impact assessment.
Office of the Coordinator-General—Social Impact Assessment methodology briefing		
Social Impact Assessment	Integration and consideration of social and environmental matters in Social Impact Assessment	These discussions helped to shape the methods and content of the SIA, which is in Chapter 16: Social and Appendix Q: Social Impact Assessment Technical Report. Changes to the biophysical environment, infrastructure or land use that may result in social impacts including amenity, health, safety or sense of place, informed by the technical studies and investigations included in the EIS.
Social Impact Assessment and Social Impact Management Plans	Social Impact Assessment commensurate with nature and scale of the Project and Identification of social impacts and benefits for the communities affected by the Project	A comprehensive Social Impact Assessment and SIMP has been developed as part of the EIS. The assessment was completed in consideration of the context, nature and scale of the Project having been conducted in accordance with the ToR and the Coordinator-General's SIA Guideline. Refer to Chapter 16: Social and Appendix Q: Social Impact Assessment Technical Report.
Social Impact Assessment and Social Impact Management Plans	Social Impact Assessment and SIMP to consider vulnerable communities and affordable accommodation	Housing and accommodation and health and community wellbeing are of the key themes addressed in the Social Impact Assessment and SIMP is in Chapter 16: Social and Appendix Q: Social Impact Assessment Technical Report. A housing and accommodation action plan has been included, which addresses the cumulative impacts on housing affordability or availability.
Social Impact Assessment and SIMPs	Assessment of impacts and opportunities for local industry to participate in potential procurement and supply opportunities	Development of a Social Impact Assessment and SIMP that addresses the key theme, local business and industry procurement. Refer to Chapter 16: Social and Appendix Q: Social Impact Assessment Technical Report. Impacts and opportunities for local industry to participate in procurement and supply are considered in Chapter 16: Social of the EIS and Appendix Q: Social Impact Assessment Technical Report of the EIS.
Social Impact Assessment and SIMPs (continued)	Assessment of impacts and opportunities for local industry to participate in potential procurement and supply opportunities (continued)	The assessment notes: ▸ Local and regional businesses will benefit from the construction phase of the Project, with opportunities to supply the Project with fuels, equipment, borrow and quarried. material, and services including fencing, electrical installation, rehabilitation, landscaping, maintenance and trades services. ▸ Local transport or logistics businesses may also have opportunities to service the construction phase. ▸ The Project's local supply arrangements will provide an opportunity to develop and grow local businesses, with some possible benefits in nearby communities, but with greater regional benefits. ▸ Expanded construction activity will support additional flow-on demand and additional spending by the construction workforce and, therefore, business trading levels in the region. The SIMP includes for a local business and industry action plan to manage impacts and increase benefits.

Theme	Issue and Opportunities	Project Response
Social Impact Assessment and Social Impact Management Plans	Potential impacts on housing supply and affordability	Development of a Social Impact Assessment and SIMP that focuses on housing and accommodation. Refer to Chapter 16: Social and Appendix Q: Social Impact Assessment Technical Report. The assessment notes: ▸ The Project is unlikely to result in a significant increase in demand for housing during construction or operation, nor affect housing availability in nearby communities, apart from removing dwellings from the Project disturbance footprint. ▸ The construction period may create a small increase in demand for short-term accommodation in surrounding LGAs. However, this demand is not expected to displace other visitors in these areas. There is potential for cumulative labour demands within the Project region, requiring non-local workers to service the Project's construction, which could lead to higher demands for short-term accommodation or rental accommodation.
Queensland Rail		
Traffic, transport and access	Minimising impacts to existing QR operations (current freight, coal and passenger traffic on the existing line)	Approximately 24 km of the Project is co-located within existing rail corridors (approximately 50 per cent). Realignments and tie-ins require further consideration. The Project will use sections of the existing rail corridor, which is discussed further in Chapter 19: Traffic, Transport and Access and Appendix U: Traffic Impact Assessment. Construction and constructability are discussed in Chapter 6: Project description. Key items to be address during detail design include: ▸ Interface agreement: final design will be the subject to an interface agreement between Inland Rail and QR. Works cannot commence within the existing rail corridor without QR approval ▸ Constructability: QR assets and infrastructure components within the Project footprint will need to be defined.
Traffic, transport and access	Maintaining access for maintenance and operation of QR infrastructure	Access for maintenance of the existing and new infrastructure is a key consideration for Project design. This is discussed in Chapter 6: Project description. A Rail Maintenance Access Road Strategy has been developed as a part of the design to provide emergency service vehicle access to the rail corridor during construction and operation. ARTC has minimised impacts to existing operations as much as practicable and has maintained access, where required. Requirements have been communicated via regular Technical Working Group sessions. The detailed design will need to incorporate all operational and maintenance requirements.
Traffic, transport and access	Connection details including signalling requirements	While the detail of signalling and connections will be refined in future stages of the design, a brief overview of the required elements is included in Chapter 6: Project description.

6.3 Local government briefings and meetings

6.3.1 Lockyer Valley Regional Council

Since March 2018, the Project Team has met with the Lockyer Valley Regional Council monthly, or when Project updates were required. Meetings covered technical design, strategic issues, construction impacts, road–rail interfaces, Project update, community consultation, social performance and EIS studies.

Key issues and EIS responses are outlined in Table 6.6.

TABLE 6.6: LOCKYER VALLEY REGIONAL COUNCIL CONSULTATION OUTCOMES

Theme	Issue and Opportunities	Project Response
Traffic, transport and access	Impacts to local road network, road design standards, cycling and connectivity, level crossings and grade separations	Access across the transport network has been considered in the assessments. The EIS discusses the proposed alterations to the local road network in Chapter 19: Traffic, transport and access. ARTC has been able to identify suitable road access alternatives for all formed roads (impacted during construction and operation) in consultation with emergency services, landowners, local governments and DTMR. Road–rail interfaces will be assessed on a case-by-case basis for design purposes, considering current and future usage, location relative to other crossings and the road and rail geometry at the crossing location.
Traffic, transport and access	Construction impacts to the local road network,	The EIS provides an assessment of construction traffic on the local road network in Chapter 19: Traffic, transport and access and Chapter 6: Project description. The planned approach to mitigating traffic impacts is also discussed in Chapter 19:Traffic, transport and access and in Chapter 23: Draft Outline Environmental Management Plan. The assessment has been completed in accordance with the ToR and assesses the traffic and transport impacts of the Project, detailing the potential impacts on the surrounding road networks from the movement of materials, workforce and equipment during the construction and operational phases of the Project. Findings include: During construction: ▸ The impact is expected to be minimal as the high percentage of construction traffic is a function of low existing traffic volumes. ▸ Certain sections will generate construction-related traffic volumes that may potentially impact the level-of-service. For such a short duration of impact, it is not expected that the Project will generate a need to upgrade the local road network, but adequate traffic and road use management strategies and mitigation measures will be required. Appropriate management plans will be developed before construction starts.
Traffic, transport and access	Standards for new or reconstructed roads	Infrastructure owners and operators advised on design requirements to ensure the safe and operational efficiency of their infrastructure and advised on potential maintenance and financial impacts as a result of the Project. Traffic matters discussed with Lockyer Valley Regional Council Technical Working Group Meetings. Key items discussed included: ▸ Council interface agreements. ▸ Asset management. ▸ Design standards. ▸ Handover/Hand back of assets ▸ Maintenance of structures and road corridors As a result of the consultation process, additional investigations and research was undertaken to better inform the traffic, transport and access impact assessment. Future road planning requirements were incorporated into the Project design (for example, Eastern Drive) For all road–rail interfaces, ARTC will continue to consult LVRC about the preferred treatments for each location.
Surface water and hydrology	Flood investigations	Consultation with stakeholders, including landowners, was undertaken at key stages including validation of the performance of the modelling in replicating experienced historical flood events and presentation of the design outcomes and impacts on properties and infrastructure. The EIS details flood investigations undertaken to inform the Project design, assesses impacts and identifies proposed mitigation Chapter 13: Surface water and hydrology provides details of the flood assessment. Progressive refinement of bridge extents and culvert banks (number of barrels and dimensions) has been undertaken as the Project design has evolved. This refinement process has considered engineering requirements as well as progressive feedback from stakeholders to achieve acceptable outcomes that address the flood impact objectives.

Theme	Issue and Opportunities	Project Response
Land use and planning	Consideration of the Project in relation to council's Planning Scheme and Strategic Plans	The EIS discusses the project in the context of local, regional and State planning tools in Chapter 8: Land use and tenure.
Land use and planning	Impacts to council controlled land and reserves	Where level crossings and road diversions are proposed, these were determined based on a number of factors, including the nature of existing access to properties, potential traffic levels, existing land use, location of nearby interfaces, adjoining properties and the vertical geometry of the rail alignment. Detailed design and construction planning to minimise alteration of the surrounding road and transport network and maintain legal property accesses—where this is not feasible or practical, alternative solutions will be developed Develop site-specific traffic management plans with key land uses and businesses adjoining or within proximity to the Project disturbance footprint to minimise business operations disruptions (e.g. Department of Resources Explosive Inspectorate during construction of the proposed grade separation at Airforce Road). Road–rail interface detailed design to be undertaken in consultation relevant with road–rail authority.
Traffic, transport and access	Consideration of passenger rail	The project has been designed to not preclude future consideration of passenger rail provision. This is described in Chapter 19: Traffic, transport and access.
Hazard and risk	Consideration of natural disasters e.g. bushfire	An assessment of the risk associated with natural hazards has been undertaken for the EIS. This also includes identification of proposed mitigation measures for design, construction and operation phases of the Project. Refer to Chapter 20: Hazard and risk and Chapter 23: Draft Outline Environmental Management Plan for details.
Air quality	Tunnel ventilation	The proposed details of the Little Liverpool Range Tunnel ventilation requirements are in Chapter 6: Project description with the air quality assessment in Chapter 12, Air quality. Quantitative dispersion modelling assessment was undertaken of operational emissions associated with freight rail movements and from the tunnel portals. The assessment concluded that the highest predicted pollutant concentrations were below adopted air quality goals (with veneering applied to coal trains—consistent with current practices along the QR West Morton System rail corridor).
Project description	Sourcing of construction materials	Anticipated sources of construction material are discussed in Chapter 6: Project description. The Project will support regional development with opportunities to encourage, develop and grow local and Indigenous businesses through the supply of resources and materials for the construction and operation of the Project. ARTC has developed a Sustainable Procurement Policy (refer Appendix F: Corporate Policies), which will ensure that local, regional and Indigenous businesses will have opportunities to supply to the Project. The Project will provide a clear and efficient process for people to seek information about supply opportunities.
Landscape and visual amenity	Impacts to populated communities	The impacts to community areas and proposed mitigation is discussed in the Chapter 10: Landscape and visual, Chapter 16: Social, Appendix Q: Social Impact Assessment Technical Report and Chapter 15: Noise and vibration. Technical findings from the landscape and visual impact assessment indicate that the key landscape and visual impacts of the Project relate to the removal of vegetation and creation of new infrastructure. To communicate the potential landscape and visual amenity impacts, before and after visualisations of the Project were developed for multiple locations to illustrate the potential impact of the operational rail line on views.

Theme	Issue and Opportunities	Project Response
Water	Water availability during construction	An estimate of construction water supply requirements is included in the Chapter 6: Project description. Requirements and sources of construction water will be finalised as the construction approach is refined during the detailed design. Construction water supply options, as commercial considerations such as transport costs, water access costs may vary depending on the water source, land access, climatic conditions and other water user requirements.
Social and economic	Local employment base	Opportunities for employment during construction for residents in the local region is assessed in the Social Impact Assessment and Economic Impact Assessment document the assumptions and employment projections for local employment and regional benefits in Chapter 16: Social, Chapter 17: Economic impact assessment and Appendix Q: Social Impact Assessment Technical Report. As the construction workforce is expected to be drawn primarily from communities within the Project region and nearby LGAs, employment benefits would extend to construction industry workers across the region. The availability of long periods of employment in Project construction is likely to be a positive opportunity for those personnel and their families. The Project's construction phase is an important source of potential training and career pathway development for people in the Project region. ARTC has a strong commitment to training local and Indigenous people. Training pathways and creating opportunities for the development of skilled local and Indigenous people will be achieved by working with: ▸ Schools and local training providers, to provide appropriate training ▸ Aboriginal community networks, to encourage applications and increase the number of Indigenous people applying for jobs ▸ Key partners, to link training and development programs with other projects and local industries to provide the greatest regional benefit ▸ Australian Government and the Queensland State Government to provide long-term outcomes through training, mentoring and other support programs.
Social	Impact to the Gatton Caravan Park	Consideration made to potential impacts on the region's affordable accommodation supply, on caravan park visitors and on park amenity and operations. ARTC's objective is to pursue mitigation options that achieve a no net loss, or at worst, minimal loss of affordable accommodation. As ARTC is not the Constructing Authority, the extent of impacts will not be known until the detailed design is complete. In relation to the Gatton Caravan Park, ARTC will continue to engage directly with the facility owner, Lockyer Valley Regional Council and the DCHDE (former DHPW) throughout the Project detailed design activities. Key items to be considered include: ▸ Nature and duration of Project works directly impacting on, and directly adjacent to, the Caravan Park. ▸ Timing and process for any required or potential Project land acquisition activities. ▸ Options and mitigations to address any, and all, potential loss of affordable accommodation—based on the detailed design.
Heritage	Gatton Rail Precinct	Avoidance and management will be work with LVRC and others to manage local heritage matters. Consultation with local groups regarding asset options (Station Masters House). Archival recordings to be undertaken and a site-specific impact assessments should removal be required.

6.3.2 Ipswich City Council

Since August 2018, the Project Team has met with the Ipswich City Council monthly to discuss technical design, strategic issues, construction impacts, road–rail interfaces, Project update, community consultation, social performance and EIS studies.

Key issues and EIS responses are outlined in Table 6.7.

TABLE 6.7: IPSWICH CITY COUNCIL CONSULTATION OUTCOMES

Theme	Issue and Opportunities	Project Response
Traffic, transport and access	Impacts to local road network, design standards, cycling and connectivity, crossings and grade separations	The EIS discusses the proposed alterations to the local road network in Chapter 19: Traffic, transport and access. Council review of traffic impact studies incorporated into reference design where applicable. For all road–rail interfaces, ARTC will continue to consult with DTMR, local governments, emergency services and the local community about the preferred treatments for each location. Where level crossings and road diversions are proposed, the locations were determined based on factors such as existing access to properties, potential traffic levels, existing land use, location of nearby interfaces, adjoining properties and the vertical geometry of the rail alignment. Vehicle wait times at level crossings and anticipated travel time impacts, and distance from road diversions were also considered.
Surface water and hydrology	Flood investigations	Chapter 13: Surface water and hydrology and Appendix M: Hydrology and Flooding Technical Report describes flood investigations undertaken to inform the Project design, assesses impacts and identifies proposed mitigation.
Water	Water availability during construction	Water will be required for various construction activities including soil conditioning, dust suppression, concrete production and trackworks. An estimate of construction water supply requirements is included in Chapter 6: Project description. Construction water sources and demand will use a hierarchical approach to confirm the suitability of water sources, with a focus on using existing sustainable allocated water entitlements. Seqwater has been consulted to understand their water storage capacities, discuss the Project construction water estimates, and understand water access and transportation considerations. Initial consultation with Seqwater has identified the potential water supply options may be available for Project use, however discussions with Seqwater will be ongoing as the project progresses.
Traffic, transport and access	Location of haul roads	Some disruption to traffic can be expected during construction as equipment, materials and people are transported along the EIS Investigation Corridor. There will also be an increase in heavy and light vehicle movements on local roads associated with construction. Infrastructure owners provided information on road designs, bridge locations, construction traffic impacts and access requirements. Haul routes are identified in Chapter 6: Project description and Chapter 19: Traffic, transport and access.
Noise	Noise impacts to community	Construction and operational noise are addressed in Chapter 15: Noise and vibration. Technical findings are included in Appendix O: Noise and Vibration (construction, fixed infrastructure and operational road noise) Technical Report and Appendix P: Operational Railway Noise and Vibration Technical Report of the EIS. The works identified the greatest construction noise impact is that of earthworks and rail civil works but will be dependent on actual timings and duration of Project works. The assessment of operational noise and vibration considered the proposed daytime and night-time railway operations for the Project.

6.4 Community Consultative Committees

The Lockyer Valley CCC has held 12 meetings since their inception in 2017. The meetings are held quarterly and Chaired by an independent Chair. Section 4.2.7 discusses the purpose and membership of the CCC. Table 6.8 outlines the issues and opportunities raised in these meetings.

TABLE 6.8: LOCKYER VALLEY CCC OUTCOMES

Theme	Issue and Opportunities	Project Response
Project Description	Rail alignment located close to Forest Hill	▸ Chapter 2: Project rationale and Chapter 6: Project description provides details of the project design development. ▸ Alignment options deviating from brownfield development areas had the potential to increase impacts on floodplains, community amenity, properties, and potential future-proofing of the alignment to tie into passenger services. ▸ The rail alignment along brownfield sections also has fewer potential impacts to agricultural land.
Noise and vibration	Rail alignment noise for Gatton and Forest Hill	▸ Chapter 15: Noise and vibration documents the assessment of potential noise impacts, and identification of proposed mitigation measures for the construction and operational phase of the project. ▸ Reasonable and practicable (or feasible) measures to reduce operational noise impacts were outlined, including concept noise barrier options (townships of Forest Hill, Gatton and Valley Vista Estate in Laidley). A key component in reducing potential noise impacts is expected to be at-property controls such as architectural property treatments and upgrades to property fencing.
Economic	Long-term strategies to build employment/ upskill people in Lockyer Valley	▸ Appendix Q: Social Impact Assessment Technical Report, provides a workforce management action plan that outlines objectives, outcomes and commitments. ▸ A Workforce Management Action Plan will be prepared as part of the Social Impact Management Plan. The objective of this action plan is to enable residents to access to employment opportunities created by the Project. Strategies include: ▸ Engaging local workers from the Project region ensuring that contractors encourage employment, training and skills development opportunities.
Social	Visibility and implementation of life skill requirements for the Project	▸ ARTC has a strong commitment to training local and Indigenous people. ▸ Appendix Q: Social Impact Assessment Technical Report, provides a workforce management action plan that outlines objectives, outcomes and commitments. ▸ Training pathways and creation of opportunities for the development of skilled local and Indigenous people through the Project's construction and operation will be achieved by working with: ▸ Schools and local training providers, to provide appropriate training ▸ Aboriginal community networks, to encourage applications and increase the number of Indigenous people applying for jobs ▸ Key partners, to link training and development programs with other projects and local industries to provide the greatest regional benefit ▸ Australian Government and Queensland State Government to provide long-term outcomes through training, mentoring and other support programs. ▸ Inland Rail has recently established of the Inland Rail Skills Academy, which provides: ▸ Scholarship opportunities at the University of Southern Queensland (USQ) for students along the alignment ▸ Science, Technology, Engineering and Mathematics (STEM) programs in local schools ▸ Opportunities for student placements or work experience on Inland Rail projects.

Theme	Issue and Opportunities	Project Response
Economic	Concerns of economic impact once railway is built. Less visitation to Lockyer Valley	▸ ARTC will work with tourism associations and local councils to develop a strategy to help mitigate both property-specific and generalised impacts on tourism values. ▸ Appendix R: Economics Technical Report discusses tourism impacts, and Appendix Q: Social Impact Assessment Technical Report discusses of potential impacts to tourism, opportunities and action plans.
Flora and fauna	Fauna crossings and fire ants	▸ Three fauna crossings are proposed for locations where bridge crossings will be constructed over waterways. ▸ Specific fauna fencing at these locations will be further assessed and determined during detail design. ▸ Chapter 11: Flora and fauna identifies proposed mitigations in design to optimise residual fauna habitat connectivity. ▸ Consideration of current distribution of pest species, an assessment of how the Project could influence the spread of these species and the mitigation measures the Project will implement to manage this risk. ▸ Chapter 9: Land resources and Chapter 23: Draft Outline Environmental Management Plan nominate proposed mitigation measures to minimise the risk of biosecurity hazards and identify statutory management requirements for fire ant management.
Traffic, transport and access	Pressure on local roads due to construction and then subsequent operations	▸ The operational performance of public roads was assessed in the traffic, transport and access study area was assessed. ▸ Chapter 19: Traffic, transport and access discusses potential impacts, and identification of proposed mitigation measures for the construction and operational phases of the Project. ▸ Proposed construction mitigation measures are also identified in Chapter 23: Draft Outline Environmental Management Plan.

6.5 Workshop outcomes

The key issues discussed in targeted workshops are described in Table 6.9.

TABLE 6.9: INLAND RAIL WORKSHOP OUTCOMES

Theme	Issue and Opportunities	Project Response
WildNet training		
Flora and fauna	Learning how to record species in local areas/environments	To support and facilitate the inclusion of local environmental groups' survey findings into the Project, ARTC arranged for an independent technical specialist to train the groups on how to use the WildNet database. The training on how to use WildNet resulted in new records from these groups being included in database. Based on these new records, ARTC updated Project reporting to better reflect the impact of the Project on local flora and fauna species. WildNet data has informed the assessments documented in Chapter 11: Flora and fauna.
Flora and fauna Workshop		
Flora and fauna	Protecting Koala (*Phascolarctos cinereus*) habitats and crossings Retaining Swamp Tea-tree (*Melaleuca irbyana*) Retaining Lloyd's Olive *(Notelaea lloydii)*	Impacts to Koalas and their habitats, and Swamp Tea-tree and Lloyd's Olive were assessed as part of the EIS, with the technical findings presented in Chapter 11: Flora and fauna, Appendix I: Terrestrial and Aquatic Ecology Technical Report and Appendix J: Matters of National Environmental Significance Technical Report. Design measures have been incorporated into the Project to minimise potential impacts, for example: Locating the alignment within the existing QR West Moreton System rail corridor (approximately 50%) Identifying opportunities for locating fauna crossings to maintain habitat connectivity across the rail corridor and where possible, aligning these with regional, State and locally significant fauna movement corridors or areas of important fauna habitat. Three locations have been assessed as providing movement opportunities for the greatest number of species. Additionally, mitigation measures are proposed for implementation in future phases of the Project to further mitigate impacts (refer Chapter 23: Draft Outline Environmental Management Plan). Impacts to the Koala and Lloyd's Olive will be required to be offset under the either the EPBC Act Offsets Policy or the Queensland Environmental Offsets Policy 2017. Chapter 11: Flora and fauna nominates proposed mitigation and management measures.
Hydrology workshop		
Surface water and hydrology	Gathered primary knowledge from community members regarding flooding	Consultation with stakeholders, including landowners, was undertaken at key stages including validation of the performance of the modelling in replicating experienced historical flood events and presentation of the design outcomes and impacts on properties and infrastructure. This is further discussed in Chapter 13: Surface water and hydrology and Appendix M: Hydrology and Flooding Technical Report.
Surface water and hydrology	Incorporate primary knowledge with desktop flood modelling	The Project has been designed to achieve: ▸ Track drainage ensures that the performance of the formation and track is not affected by water ▸ Earthworks designed to ensure that the rail formation is not overtopped during a 1% AEP flood event ▸ Embankment cross section can sustain flood levels up to the 1% AEP ▸ Bridges are designed to withstand flood events up to and including a 1 in 2,000 AEP event. Outcomes of flood modelling incorporating primary knowledge are presented in Chapter 13, Surface water and hydrology and Appendix M: Hydrology and Flooding Technical Report.

Theme	Issue and Opportunities	Project Response
Surface water and hydrology	Identified potential mitigation measures—additional culverts to maintain water flow	Where possible, the Project uses existing rail corridors to avoid introducing a new linear infrastructure corridor across floodplains. The Project incorporates bridge and culvert structures to maintain existing flow paths and flood-flow distributions. Bridge and culvert structures have been located and sized to avoid increases in peak water levels, velocities and/or duration of inundation, and changes flow distribution in accordance with the flood impact objectives. These mitigation measures are discussed and nominated in Chapter 13 Surface water and hydrology and Appendix M: Hydrology and Flooding Technical Report.
Visualisation Workshop		
Landscape and visual amenity	Greenscaping opportunities; maintaining regional themes; urban design principles	Chapter 10: Landscape and visual amenity and Appendix H: Landscape and Visual Amenity Technical Report discuss proposed landscape treatments. ▸ During the workshop options were discussed for benefit landscape and urban design outcomes on a local level. Key items included: ▸ Urban design branding: opportunity for branding of new infrastructure ▸ Enhance potential future heritage element ▸ Community support: opportunity to work with Forest Hill to provide artwork and support town centre space ▸ Add to the tourist legacy of the Cobb and Co Staging Post in the settlement ▸ Improving town centre space (green space) ▸ Enhancement works.
Noise and Vibration Workshops		
Operational noise and vibration	Presented ARTC approach to operational noise and current operational noise modelling results to targeted landowners	Workshops held presented ARTC's: approach, impacts and options. Assessment outcomes were presented and opportunities for mitigation and management discussed. Next phase activities (input to detailed design activities, review of noise model for construction and operation) discussed. CCC expressed interest in an operational noise and vibration workshop, undertaken in 2020.
Tunnel Impacts Workshops		
Constructability, Groundwater, Vibration, Regenerated Noise	Presentation of operational and construction impact assessment findings Little Liverpool range tunnel to targeted landowners and LVCCC members	Workshops held presented ARTC's: approach, impacts and options. Assessment outcomes were presented and opportunities for mitigation and management discussed.

6.6 Community information sessions

Section 4.2.9 discusses information sessions and displays. Key issues and opportunities raised in community information sessions are summarised in Table 6.10.

TABLE 6.10: INLAND RAIL COMMUNITY INFORMATION SESSION OUTCOMES

Theme	Issue and Opportunities	Project Response
Amenity	Concerns about rail alignment proximity to the Forest Hill and Gatton community	The Project will result in impacts to directly affected landowners (i.e. those whose land would be acquired for the Project), neighbouring landowners and other residents who may be exposed to noise during construction or operation, local councils, traditional custodians, community facility users, businesses and community members. While all social impacts and benefits affect communities, this section focuses on changes that may affect community members' amenity and enjoyment of their environments, or impact on community values. Chapter 6: Project description describes the rail alignment development. Chapter 10: Landscape and visual amenity, Chapter 15: Noise and vibration and Chapter 16: Social identify existing conditions, potential impacts and proposed mitigation measures for construction and operation of the Project.
Property impacts	Impacts on property values, property plans and future economic position of affected residents	Chapter 8: Land use and tenure, Chapter 16: Social, Chapter 17: Economic impact assessment and Appendix Q: Social Impact Assessment Technical Report discuss the potential impacts to affected landowners. ARTC's community engagement and social investment programs will pay careful attention to communicating with residents and working work with them to address these concerns. ARTC's investments in local communities focus on programs and services to strengthen local social networks and cohesion and ensure the potential benefits, such as access to jobs and training, are shared. This would help potentially affected communities adapt to Project-related changes and build their resilience to change.
Property impacts	Impacts on property values	Landowners concerns about the Project's potential to change property values are acknowledged; however, assessment of the likelihood and magnitude of change is not possible given the individual circumstances of properties, other market drivers, the variability of Project impacts, and payment of compensation where there is a land requirement for the project. As such, the likelihood and quantum of the Project's impacts on property values cannot be conclusively assessed; however, some residents near the EIS disturbance footprint will experience stress and anxiety as a result of the Project. ARTC will continue to provide clear information about environmental management and approval conditions, which over time, may increase investor/buyer comfort.
Land use and access	Potential severance and fragmentation	Where land is fragmented or isolated, any impacts on operational farm requirements such as impacts on access, infrastructure and services will be managed and reinstated as soon as possible. ARTC will work with individual landowners to develop suitable solutions based on individual farm management practices. Solutions may include the provision of crossing points or underpasses for access to fragmented or isolated properties. Where disruption to crossing points occurs, further consultation will be held with landowners with property-specific agreements regarding fencing and stock movements implemented.
Safety	Safety, including incident management in the Little Liverpool Range Tunnel, maintaining firefighting access and intersection safety	Infrastructure owners and operators provided information on rail connection and access requirements, proposed level-crossing locations and operation, road designs, bridge locations, construction traffic impacts and access for emergency services to remote parts of the Project infrastructure, such as the tunnel through the Little Liverpool Range. Safety is discussed in Chapter 20: Hazard and risk.

Theme	Issue and Opportunities	Project Response
Noise and vibration	Noise and vibration from operations	The noise assessment study area extended for 2 km either side of the alignment. Operational noise modelling adopted a best practice approach, incorporating train planning for the years 2025 and 2040. The modelling included all rail infrastructure (main line, loops, bridges, crossings, turn outs). Alarms and train horns were also included in the modelling. The assessment of noise and vibration considered the proposed daytime and night-time railway operations for the Project. The predicted noise levels achieve the adopted airborne noise assessment criteria at the majority of assessed sensitive receptors. Operational noise trigger levels were adopted as part of ARTCs noise management strategy, which are more conservative than both the ToR and DTMRs requirements. This includes the adopted L_{Aeq} daytime, L_{Aeq} night-time and L_{AMax} pass-by trigger levels provide outcomes that provide more equitable community outcomes. Chapter 15: Noise and vibration and Appendix P: Operational Railway Noise and Vibration Assessment provide details of the proposed approach to noise mitigation and management.
Noise and vibration	Mitigations for noise levels if there are exceedances	Many of the sensitive receptor triggers (modelled exceedances) are isolated (e.g. rural residences, with large separation from other residences) and the predicted noise levels trigger the assessment criteria by less than 5 dBA (decibels). Where sensitive receptors are isolated along the alignment it is usually not practicable to construct rail noise walls or noise barriers. The reasonable and practicable (or feasible) noise mitigation is likely to be architectural acoustic treatment of the properties to manage noise impacts (where noise criteria are exceeded) within habitable rooms. ARTC will continue to engage with people whose properties may experience noise impacts to ensure impacts on amenity is clearly explained and, where relevant, to obtain inputs to the development of property-specific mitigation strategies. Further information is included in Chapter 15: Noise and vibration and Appendix P: Operational Railway Noise and Vibration Assessment provides details of the proposed approach to noise mitigation and management.
Flooding	Understanding from landowners what flood movements, impacts and levels are on their property. Opportunity to cross reference primary experience with desktop modelling	Chapter 13: Surface water and hydrology and Appendix M: Hydrology and Flooding Technical Report document how landowners information has been factored into flood assessments. In future stages, ARTC will continue to work with: ▸ Landowners concerned with hydrology and flooding throughout the detailed design, construction and operational phases of the Project ▸ Directly impacted landowners affected by the alignment throughout the detailed design, construction and operational phases of the Project Government departments throughout the detailed design, construction and operational phases of the Project.
Flora and fauna	Fauna crossings, protecting Koala habitats, maintaining access for cattle on their property	Chapter 11: Flora and fauna and Chapter 6: Project description discuss provision of fauna crossings. The precautionary principle was applied. The Project's potential impacts on terrestrial and aquatic ecology are assessed in detail in Appendix I: Terrestrial and Aquatic Ecology Technical Report, which describes the potential to impact on flora and fauna (predominantly during the construction phase) e.g. through habitat loss, change, or fragmentation, injury to fauna, displacement of flora and fauna by weed and pest species, noise, or barrier effects (i.e. changing fauna's movement patterns). Fauna fencing and fauna crossings to facilitate safe and effective movement of fauna will be provided where a risk of population fragmentation occurs (refer Chapter 6: Project description). Vegetation within the rail corridor will be managed in these areas to ensure that fauna is not encouraged into the active track area. Where there is a high presence of Koala movements within an area, fauna fencing will need to be designed as Koala fencing.

Theme	Issue and Opportunities	Project Response
Land use, landscape and visual amenity	Impacts on rural character and environmental qualities	These impacts are assessed in Chapter 10: Landscape and visual amenity and Chapter 16: Social. The Project's visual amenity impacts, and rail noise, are likely to be experienced as a detraction from the character of Gatton, Forest Hill and Grandchester, with some impacts on the urban fringes of Helidon, Laidley, Grantham and Calvert, and may affect the quiet rural town identity or residents' sense of place. Project-specific strategies include: ▸ Communication with residents who have views to the Project, including tunnel buildings, to explain the Project's construction program, operational procedures and management measures relevant to their specific concerns ▸ Mental health partnership Potential initiatives with LVRC, ICC and community groups to support community to mitigate impacts on the character of towns.
Traffic	Impacts on traffic safety and/or connectivity as the result of road re-alignments, level crossings construction traffic	Some disruption to traffic can be expected during construction as equipment, materials and people are transported along the EIS Investigation Corridor. There will also be an increase in heavy and light vehicle movements on local roads associated with construction. Assessment of traffic impacts indicates that certain sections will generate construction related traffic volumes (during each year of construction) that will require traffic and road use management strategies and mitigation measures. Some local roads may be degraded due to construction traffic, which will be monitored and remediated in line with the Project's agreements with Local Councils. Ongoing consultation with the Department of Education, local schools and school bus operators will identify and mitigate any areas of concern about school bus routes as part of the traffic management planning. Refer to Chapter 19: Traffic, transport and access for discussion of potential impacts, and identification of proposed mitigation measures for the construction and operational phases of the project. Proposed construction mitigation measures are also identified in Chapter 23: Draft Outline Environmental Management Plan.
Air quality	Air quality impacts from diesel emissions and concern about coal dust transport	Air quality modelling, assessment and identification of proposed mitigation measures for construction and operation are presented in Chapter 12: Air quality. Air quality risk assessment was undertaken to assess risk to human health (airborne dust concentrations) and potential amenity and aesthetic impacts (from dust deposition). For operations, dispersion modelling was undertaken to address line-source emissions (i.e. freight trains travelling along the main line), point-source emissions (i.e. freight trains idling at crossing loops) and portal emissions (from tunnel). All proposed operations were considered in the modelling (including coal trains) with assessment of both mitigated and unmitigated potential impacts. Dust deposition on tank water quality and adjacent agricultural land has also been assessed. Targeted mitigations and management measures have been outlined.

6.7 Cultural Heritage consultation

Consultation with the Yuggera Ugarapul People has resulted in the development of the CHMP that includes:

- A process for undertaking cultural heritage surveys for the Project
- A process for including the Traditional Owners associated with the area that the Project traverses in assessment of the Indigenous cultural heritage values and the protection and management of Indigenous cultural heritage

- Processes for mitigating, managing and protecting identified cultural heritage and objects in the Project footprint (rail corridor and ancillary infrastructure and developments), during the construction and operational phases of the Project
- Provisions for managing the accidental discovery of cultural material (including burials)
- A clear documentation process to record cultural heritage finds
- Developing cultural heritage awareness training/induction for workforce/employees and plain English manual that is easy for contractors and personnel to understand
- Contingency planning for cultural heritage finds during implementation of the identified cultural heritage management actions
- A dispute resolution process.

Chapter 23: Draft Outline Environmental Management Plan outlines the proposed mitigation and management measures for cultural heritage. Mitigation and management measures to be implemented during construction. It is expected to include requirements for site induction and training. Where impacts can be avoided to known Indigenous or non-Indigenous heritage, appropriate precautionary measures will be implemented.

6.8 Landowner consultation

Table 6.11 summarises key themes and responses from landowner consultation.

TABLE 6.11: INLAND RAIL LANDOWNER CONSULTATION OUTCOMES

Theme	Issue and Opportunities	Project Response
Project alignment	▸ Project adhering to the Gowrie to Grandchester future State transport corridor	The Project was designed to use the existing West Moreton System rail corridor and the protected Gowrie to Grandchester future State transport corridor where possible, minimising the extent of 'new' properties to be acquired. The process for route identification is discussed in Chapter 2: Project rationale.
Project alignment	▸ Proposed alignment outside of Gowrie to Grandchester future State transport corridor	The disturbance footprint will be further refined during detailed design to a size that is required to safely construct, operate and maintain the Project, while minimising land acquisition, severance and disruption to land use, tenure and transport networks. Additional properties may also be acquired, such as in locations where certain impacts cannot be avoided or appropriately mitigated, or where acquisition is agreed with affected landowners. Where impacts cannot be avoided, they will be carefully managed and mitigated. ARTC will continue to consult with landowners and utility providers and landowners. Specific mitigation measures for each individual or company will be identified to reduce impacts to acceptable levels. The process for route identification is discussed in Chapter 2: Project rationale.
Impacted properties	▸ Potential to impact on farming and grazing properties ▸ Impacts to farm infrastructure, ▸ Impacts from road realignments	Of the 193 properties within the permanent operational disturbance footprint, 23 are within the West Moreton System rail corridor and 57 are within the Gowrie to Grandchester future State transport corridor. These figures include up to five properties required for 'volumetric acquisition', where the Project passes beneath a property at the proposed Little Liverpool Range tunnel. During detailed design, additional mitigation measures will be implemented to avoid any potential fragmentation and sterilisation of Class A and Class B agricultural land and important agricultural areas. Chapter 8: Land use and tenure, Chapter 16: Social and Chapter 17: Economic impact assessment discuss these potential impacts and identify potential management measures.

Theme	Issue and Opportunities	Project Response
Traffic, transport and access	Road realignment, potential closures: ▸ Seventeen Mile Road, Helidon ▸ Airforce Road, Helidon ▸ Smithfield Road, Gatton ▸ Chadwick Road, Gatton ▸ Laidley Rosewood Road, Grandchester ▸ Gaul Street Level Crossing, Gatton ▸ Hunt Street Level Crossing, Forest Hill ▸ Grandchester Mt Mort Road Level Crossing, Grandchester ▸ Proposed Connors Road Level Crossing, Helidon	Helidon—a number of scenarios were considered with final route adjusted in Helidon to relocate a grade separation crossing to keep heavy haul traffic on the edge of town per existing routes. Gatton—alternate options and multiple traffic impact assessment scenarios undertaken. Resulted in a design recommendation to close Gaul Street level crossing to vehicles but upgrade of Old College Road underpass. Pedestrian level crossing at Gaul St proposed to be retained and upgraded. Forest Hill—reviewed alternate grade separation option routes at Forest Hill and presented to the community. Conducted community interactive drop in sessions to gauged preferred outcome. Appropriate road–rail interfaces will be assessed on a case-by-case basis considering current and future usage of the existing asset, its location relative to other crossings and the road and rail geometry. In developing proposed treatments, ARTC has considered State and national guidelines and strategies. Further consultation with DTMR, local governments and the local community will inform the location and preferred treatment for each road–rail interface. Proposed road realignments and level crossings are discussed in Chapter 6: Project description and Chapter 19: Traffic, transport and access.
Noise and vibration	▸ Exceedances and mitigation of noise ▸ Potential impact to Forest Hill ▸ Potential impact to Gatton ▸ Potential impact to Laidley North (Cunningham Crest/Valley Vista Estate)	Railway noise levels were calculated at existing sensitive receptors for the commencement of railway operations, adopting forecast typical daily train movements in the year 2025 and the forecast railway operations for the future design year 2040. The predicted noise levels were assessed against railway noise management criteria developed by ARTC for application on the Project and across Inland Rail. The triggers were developed with reference to regulatory guidelines for railway noise, including those outlined within the Terms of Reference. To provide a robust and equitable approach to manage railway noise on Inland Rail, the railway noise triggers adopted by ARTC are generally more stringent than the railway noise assessment criteria from the regulatory guidelines. The assessment identified that railway noise levels would achieve the criteria at the majority of the 7,000 sensitive receptors identified to be within 2 km of the Project alignment. However, noise mitigation would need to be investigated for up to 285 sensitive receptors at project opening in 2025. An additional 30 sensitive receptors triggered the assessment criteria at the design year 2040, a total of 315 sensitive receptors, requiring a review of reasonable and practical measures to reduce and control railway noise for these sensitive receptors. A range of standard, industry best practice noise mitigation options were identified to reduce railway noise levels and mitigate noise impacts, in a reasonable and practical manner. Mitigation measures may include a range of options such as at-property treatment to reduce the intrusion of railway noise, measures to reduce railway noise at its source, or measures to prevent the noise from travelling outside of the railway corridor. ARTC will continue to engage with people whose properties may experience noise impacts, to ensure impacts on amenity is clearly explained and, where relevant, to obtain inputs to the development of property-specific mitigation strategies. Construction and operational noise assessment are documented in Chapter 15: Noise and vibration.

Theme	Issue and Opportunities	Project Response
Hydrology	▸ Flooding impacts to properties, houses and farmland ▸ Debris from flood events impacting the alignment and/or properties ▸ Flooding impacts to Forest Hill and Gatton	Hydraulic performance criteria and flood impact objectives were used to guide mitigation of impacts. Refinement of the hydraulic design was undertaken iteratively, including sensitivity works, adjusting the numbers, dimensions and locations of major drainage structures (bridges and culverts). To mitigate flooding impacts, the Project has been designed to achieve a 1% AEP flood immunity[3], while at the same time minimising unacceptable impacts on the existing flooding and drainage regime. Bridge and culvert structures have been designed and located to maintain existing surface water flow paths and flood flow distributions, and avoid unacceptable increases in peak water levels, flow distribution, velocities and duration of inundation. Acceptable impacts will ultimately be determined on a case-by-case basis, considering flood-sensitive receptors and land use within the floodplains. Direct interaction and engagement will continue with all potentially impacted stakeholders and landowners. The adopted flood impact objectives will be used as guidance. This will consider flood-sensitive receptors and land use within the floodplains Chapter 13: Surface water and hydrology and Appendix M: Hydrology and Flooding Technical Report discuss these events.
Water resources	▸ Impact of alignment on access to ground water for agricultural activities	The assessment concluded that the residual significance of potential impacts on the loss of registered bores within the disturbance footprint, subsidence, altered groundwater flow, seepage from the tunnel, acid rock drainage and removal of vegetation is expected to be low. A moderate residual significance of potential impacts may occur on altered or reduced groundwater levels. During detailed design, hydrogeological conditions underlying the Project will be further investigated, especially concerning: ▸ Significant embankments that overlay alluvial sediments where shallow groundwater is present ▸ Drawdowns and inflow rates to deep cuts that intersect groundwater ▸ Proposed groundwater monitoring network ▸ Tunnel drainage/dewatering impacts. A groundwater monitoring program has been proposed. This program will be further developed and implemented as part of the Project Groundwater Monitoring and Management Plan. Further detail is provided in Chapter 14: Groundwater.
Flora and fauna	▸ Protecting Koala habitats	Koalas and their habitat have been observed within the flora and fauna study area. Locating the alignment predominantly within West Moreton System rail corridor and the protected Gowrie to Grandchester future State transport corridor minimises potential impacts to koala habitat. Refer to Chapter 6: Project description and Chapter 11: Flora and fauna.
Flora and fauna	▸ Measures addressing the safe passage of fauna	The Project design includes three fauna crossings, with specific fauna fencing at these locations. Further assessment to be undertaken during detail design. Refer Chapter 6: Project description and Chapter 11: Flora and fauna.

3. The 1% AEP flood event is equivalent to the 100-year average recurrence interval flood event.

Theme	Issue and Opportunities	Project Response
Flora and fauna	▸ Risk and spread of fire ants	An assessment of biosecurity matters has been undertaken in Chapter 11: Flora and fauna, Chapter 20: Hazard and risk and Appendix J: Terrestrial and Aquatic Ecology Technical Report of the EIS, and includes consideration of current distribution of pest species, an assessment of how the Project could influence the spread of these species and the mitigation measures the Project will implement to manage this risk. Chapter 23: Draft Outline Environmental Management Plan outlines the proposed mitigation and management measures for flora and fauna. A Biosecurity Management Plan will be developed as part of the Construction Environmental Management Plan (CEMP), detailing the mitigation and management measures during construction, including fire ant biosecurity zones.
Flora and fauna	▸ Protecting Swamp Tea-tree and Lloyd's Olive	The Project design has aimed to avoid and minimise impacts to identified trees. The application of additional mitigation measures was not likely to significantly reduce impacts associated with the loss of vegetation through clearing/removal, resulting in a residual impact to the species. Refer to Chapter 6: Project description and Chapter 11: Flora and fauna.
Air quality	▸ Coal residue in water tanks and local air quality (areas outside townships)	Surfaces that lead to potable water tanks in the vicinity of the alignment were considered as sensitive receptors for the air quality impact assessment. Quantitative dispersion modelling assessment was undertaken of operational emissions associated with freight rail movements, including prediction of pollutant water concentrations in rainwater tanks. The assessment concluded that the highest predicted pollutant concentrations for water tanks was compared with the *Australian Drinking Water Guideline* values. Compliance is predicted for all pollutants by a significant margin. Operational air quality management is discussed in Chapter 12: Air quality.
Soil	▸ Impact to salinity levels where landscape is impacted	To mitigate salinity, salinity management principles will be implemented and rehabilitation will be undertaken in accordance with the Reinstatement and Rehabilitation Plan. To mitigate issues of soil and land conservation, an Erosion and Sediment Control Plan will be prepared by a Certified Professional in Erosion and Sediment Control. Salinity risk is assessed in Chapter 9: Land resources.
Hazard and risk	▸ Potential impacts to community safety	The Project has incorporated risk identification and assessment practices throughout the design development phase; ARTC will implement and maintain appropriate safety practices throughout operations. ARTC's existing Emergency Management Procedure, which provides a systematic approach to incident response and recovery or incident investigation on the ARTC network, will be applied to Inland Rail and the Project. An Incident Management Plan will be developed for Inland Rail to detail the procedures and resources for responding to and managing emergencies. The Emergency Management Procedure will be used for emergency management including emergency response and emergency planning. Hazards and risks and proposed mitigation measures relating to community safety are discussed in Chapter 20: Hazard and risk.

Theme	Issue and Opportunities	Project Response
Groundwater	▸ Location of groundwater bores ▸ Potential uses for construction water	Initial project discussions with landholders included bore identification, to enable the Project team to understand the potential for impacts to current uses if access to bores is affected as a result of construction. A number of landholders were also consulted as part of the groundwater investigations. Once detailed design has occurred, further consultation will be undertaken with landholders including DTMR to confirm locations, use and quality of bores within the disturbance footprint. As per Chapter 14: Groundwater, further liaison will occur with all potentially affected landholders to ensure that potential damage to, destruction of, or loss of access to, all bores is addressed. Chapter 14: Groundwater also outlines other proposed mitigation measures relevant to private groundwater bores. In addition, and in accordance with the construction water hierarchy outlined in Chapter 13: Surface water and hydrology, other landholders may be consulted about the potential use of their bores or other private water sources for construction purposes, if required. Confirmation of private water sources that will be made available to the Project by landholders will be covered under private agreement.

6.9 Social Impact Assessment consultation

The purpose of SIA engagement was to ensure that directly affected stakeholders and other community members had the opportunity to provide input to the social baseline, impact assessment and mitigation development.

The following key issues were raised during the SIA consultation:

- Property acquisition plans causing stress and anxiety for some property owners and will disrupt family circumstances and community networks
- Acquisition or severance of properties may fragment land parcels and impact on connectivity between land parcels
- Property owners who are within or near the corridor area are concerned that the Project's land acquisitions or potential impacts on amenity may impact on property values
- Construction noise will affect properties near the project area while construction activities are conducted nearby
- Noise, dust and increased traffic related to laydown areas and bridge construction may affect residential amenity for extended periods during construction
- The amenity of properties near the Project may be impacted by rail freight noise, vibration or changes to scenic character during operation
- Community cohesion may be reduced through displacement of residents, physical severance between properties, disruption to the road network and potentially, community conflict
- Construction works, road re-alignments and closures, and delays at level crossings are likely to disrupt traffic on roads directly impacted by the Project
- Level crossings will result in periodic disruptions to traffic, including potential to delay emergency vehicles during operation
- Additional demands on local health, police and emergency services associated with the construction phase are likely.

The following key opportunities were raised during the SIA consultation:

- Project construction employment opportunities for residents in the local region
- Training and employment opportunities for people who are disadvantaged in the labour market, including young people and Indigenous people
- Employment opportunities will result in positive mental health benefits for the individuals employed, particularly if unemployed or irregularly employed
- Opportunities for local and regional businesses, including Indigenous businesses, to participate in its supply chain.

Key issues and responses raised during SIA consultation are summarised in Table 6.12. These issues are also discussed in greater detail, both from an impact and mitigation perspective in Appendix Q: Social Impact Assessment Technical Report.

TABLE 6.12: SIA ENGAGEMENT OUTCOMES

Theme	Issue and Opportunities	Project Response
Amenity and character	Potential for homes to be affected by rail noise, vibration or dust during construction or operation Impacts on rural amenity and character Impacts on town centre amenity	The Project will consult with all residents adjacent to and within 250 m of Project works to: ▸ Identify any specific household concerns (e.g. the presence of children or seniors) ▸ Advise on timing of Project works ▸ Provide contact details for queries and concerns ▸ For construction—provide advance warning of the construction schedule and sequence (e.g. how long specific activities will take), and any disruptions to access or services ▸ For operations—describe the nature and causes of noise and vibrations. ARTC will continue to consult with adjacent property owners to identify sensitivities and potential mitigations. Further detail is included in Chapter 15: Noise and Vibration and Chapter 16: Social.
Property values	Concerns regarding Project effects on property values with potential for disadvantage to owners	ARTC's community engagement and social investment programs will pay careful attention to communicating with residents to identify amenity, lifestyle, cohesion and other quality-of-life concerns, and to work with them to address these concerns. ARTC's investments in local communities focus on programs and services to strengthen local social networks and cohesion and ensure the potential benefits, such as access to jobs and training, are shared. This would help potentially affected communities adapt to Project-related changes and build their resilience to change. Landholders' concerns about the Project's potential to change property values are acknowledged; however, assessment of the likelihood and magnitude of change is not possible given the individual circumstances of properties, other market drivers, the variability of Project impacts, and payment of compensation where there is a land requirement for the Project. As such, the likelihood and quantum of the Project's impacts on property values cannot be conclusively assessed; however, some residents near the EIS Investigation Corridor will experience stress and anxiety as a result of the Project. ARTC will continue to provide clear information about environmental management and approval conditions, which over time, may increase investor/buyer comfort. Refer Chapter 16: Social and Appendix Q: Social Impact Assessment Technical Report for further detail.
Indigenous community interests	Impacts on native title interests or cultural landscapes, and need for cultural awareness	Chapter 23: Draft Outline Environmental Management Plan, construction planning will endeavour to avoid directly impacting on identified sites and items of Indigenous and non-Indigenous heritage significance where practicable. If items/sites cannot be avoided, photographic/archival recording of locations/or structures of heritage significance will occur in accordance with outcomes of any further cultural heritage surveys for the Project. Artefacts will be collected prior to construction in accordance with the CHMP.
Connectivity	Impacts of Project construction and operation on connectivity, including access to businesses and facilities within towns Impacts on traffic safety or school bus routes due to road re-alignments, construction traffic or level crossings	The fragmentation that may be the result of acquisition and impact connectivity between landholdings and/or impact land use operations are considered in Chapter 8: Land Use and Tenure, Chapter 16: Social of the EIS and Appendix Q: Social Impact Assessment Technical Report of the EIS. Consultation with affected landholders and communities has been central to understanding individual property operational arrangements and the potential for Project impacts. ARTC is meeting with all affected landholders and those adjacent to the Project to understand their specific needs and concerns, and to provide information to help property owners identify their options for impact mitigation, management or offset.

Theme	Issue and Opportunities	Project Response
Community wellbeing	Acquisition of properties resulting in displacement of households from local communities Potential to changes in flooding risks to affect homes, farms or roads (no impacts on Brisbane River Valley identified) Project-related stress and anxiety effects on mental health, in the context of existing effects of drought and flooding events on mental health Concern for community safety at level crossings Effects of changes to air quality as the result of dust, including coal transport Project potential to impact on wildlife habitat, particularly koala habitat	Land required for the Project will mostly be acquired through a compulsory land acquisition process, also known as land resumption. The land resumption process will only start when the Project is approved and all or part of a property is identified as being directly affected by the proposed works. Properties will be acquired either in full or in part, where feasible, determined in consultation with affected landholders, considering factors such as land parcel size, the effect of the alignment on the property, land use and the property's operability following construction. Where part severance of land occurs and the landholders wishes to retain ownership, ARTC will continue to work with landholders to maintain access to their property and mitigate impacts on operation e.g. adding a culvert to facilitate movement of cattle. If land is only required for the construction phase of the Project, where possible, this land will be leased from landholders who will receive a financial benefit. Land resumption processes in Qld are undertaken under the *Acquisition of Land Act 1967*, which sets out the process for acquisition and the assessment of compensation. Landholders will be entitled to claim compensation for the acquisition of an interest in land in accordance with the Act.
Employment and training	Ensuring local communities benefit through employment and supply opportunities, Ensure local Indigenous people including Traditional Owners benefit from Project employment and skills development opportunities Potential for cumulative labour demands to result in labour being drawn away from other businesses and industries	As the construction workforce is expected to be drawn primarily from communities within the Project region and nearby LGAs, employment benefits would extend to construction industry workers across the region. The availability of long periods of employment in Project construction is likely to be a positive opportunity for those personnel and their families. The Project's construction phase is an important source of potential training and career pathway development for people in the Project region. ARTC has a strong commitment to training local and Indigenous people. Training pathways and creating opportunities for the development of skilled local and Indigenous people will be achieved by working with: Schools and local training providers, to provide appropriate training Aboriginal community networks, to encourage applications and increase the number of Indigenous people applying for jobs Key partners, to link training and development programs with other projects and local industries to provide the greatest regional benefit Australian Government and the Qld State Government to provide long-term outcomes through training, mentoring and other support programs. Opportunities for employment during construction for residents in the local region is assessed in Chapter 16: Social, Chapter 17: Economics, Appendix Q: Social Impact Assessment Technical Report and Appendix R: Economics Technical Report.

6.10 Business consultation

ARTC has consulted with businesses (including farm owners) to identify potential impacts on businesses and identify business opportunities resulting from the Project, including the need for capacity building to enable local businesses to participate.

Issues of interest to businesses in potentially impacted communities include:

- Maintaining access to their properties and business premises
- The potential for traffic congestion or changes to the road network to affect trade e.g. in Gatton and Forest Hill
- Potential for amenity impacts such as noise or dust
- Property acquisition affecting businesses near the Project footprint including road re-alignments, and compensation arrangements
- Concern that flooding risks could be exacerbated and affect businesses
- For farming businesses, impacts on groundwater access
- Impacts on agricultural activities including the movement of stock, produce or equipment across the rail corridor
- Weed management
- Changes to visual amenity affecting the character of towns.

Key issues, opportunities raised through consultation with businesses and surrounding agricultural enterprises, with and Project responses, are summarised in Table 6.13.

TABLE 6.13: BUSINESSES ISSUES AND OPPORTUNITIES

Theme	Issue and Opportunities	Project Response
Socio-economic	Limited local benefit as terminals or sidings are not proposed as part of the reference design.	Potential business opportunities identified in the construction phase included provision of accommodation and meals to the workforce.
Traffic and access, socio-economic	Forest Hill—impacts to local business if the change from a level crossing to a grade-separated crossing affects through traffic e.g. on Victoria Street. Gatton—impacts of the Gaul Street level crossing closure for residents driving north/south, potentially affecting through traffic to town centre businesses Potential for closure of the Gaul Street level crossing to affect pedestrian access to the town centre, RSL facility and events such as processions to the ANZAC memorial. Concern about pedestrian/cycle access over Eastern Drive. Concerns about additional wait times at level crossings and implications for transport drivers.	Reviewed alternate routes and conducted multiple traffic impact assessment scenarios to see if Gaul Street could remain open, resulting in recommendation to close Gaul St Level Crossing to vehicles but upgrade of Old College Road underpass. Pedestrian level crossing at Gaul St proposed to be retained and upgraded.
Parking and access, landscape and visual amenity	Forest Hill—impacts of construction traffic in the town centre on character and business access. Gatton—concern about construction impacts to passing trade, including impacts on the service station accessed from Eastern Drive. Potential to impact to the availability of parking in the CBD (Crescent Street/Railway Street) due to construction works. Boundary impacts on business including potential for land acquisition for the widening of Eastern Drive and road re-alignments to affect parking arrangements.	Adequate onsite construction parking to be provided as part of the Construction traffic management plan

Theme	Issue and Opportunities	Project Response
Amenity, noise and vibration	Forest Hill—impacts on the visual amenity of Forest Hill streets and public areas close to the rail corridor, likely to detract from current historical character. Impacts on the amenity on of Forest Hill businesses including visual, noise and vibration impacts during construction. Concerns about construction noise impacting outdoor dining and accommodation facilities. Gatton—potential for vibration impacts to ANZAC memorial/Weeping Mothers monument. Concern about construction noise, vibration, dust and impacts on visual amenity to affect business premises and homes. Concerns that houses impacted by operational noise could become unattractive to tenants. Operational noise and dust impacts to businesses on Railway Street/Crescent Street.	Mitigation measures will be implemented for construction noise impacts on nearby sensitive receptors. The measures represent standard industry best practices to reduce and control potential impacts. These measures will be included in the environmental management plans that are developed and implemented throughout the construction of the Project.
Flooding	Forest Hill—Hydrology impacts and potential impact of additional structures (such as concept noise barriers) in flood events, with some stakeholders acknowledging an opportunity to benefit the community through improved drainage from south to north. Gatton—Potential to increase flooding risks. This includes exacerbation of existing local drainage issues along Hickey Street and at Eastern Drive. There was acknowledgement of support for additional drainage under Eastern Drive and along the rail alignment proposed as part of the Project's reference design.	The hydrologic and flooding assessment has demonstrated that the Project is predicted to result in impacts on the existing flooding regime that generally comply with the flood impact objectives. The works were undertaken in close consultation with potentially affected community stakeholders. The consultation works were comprehensive and provided the community with detailed information and certainty around the approach, flood modelling works and the Project design. ARTC will continue to work with: ▸ Landowners concerned with hydrology and flooding throughout the detailed design, construction and operational phases of the Project ▸ Directly impacted landowners affected by the alignment throughout the detailed design, construction and operational phases of the Project ▸ Local governments, State departments and local flood specialists throughout the detailed design, construction and operation phases of the Project.

Theme	Issue and Opportunities	Project Response
Agricultural businesses	Forest Hill—Effect of land-take on business sustainability. Potential to affect irrigation infrastructure. Concern about flood risk for down-stream infrastructure impacts and potential for loss of topsoil in a flood event due to additional drainage. Gatton—Impact to viability of adjacent to proposed alignment. Concerns about the potential for proposed land acquisition to affect the viability of farms and farm infrastructure, including dams and greenhouses. Potential to modify the area's hydrology which could change food risks and/or ability of properties to capture surface water. Opportunity to supply the construction phase e.g. transport services.	Where loss of agricultural land was unable to be avoided, the horizontal alignment considered placement of the rail corridor so that it traverses around or as close as possible to property boundaries to reduce potential fragmentation and sterilisation to Class A land, Class B land and land. Intensive livestock operations, including feedlots and poultry farms, have also been avoided where possible. Where the permanent operational disturbance footprint is unable to avoid the severance of agricultural land and enterprises due to the partial acquisition of a property, acquisition will be investigated in consultation with landowners. The consideration of partial or full acquisition of these properties will be determined on a case-by-case basis, and consultation with individual landowners will determine if the agricultural enterprise can remain viable. ARTC will continue to work with directly affected landholders to develop and implement property specific measures to mitigate impacts on properties that could affect agricultural enterprises. This will inform development of the detailed design and CEMP.
Employment and supply opportunities during construction	Businesses were generally supportive of the potential for employment and supply opportunities during construction.	The SIMP provides the processes and mechanisms to: ▸ Provide guidance for the mitigation of negative impacts on stakeholders and communities ▸ Incorporate stakeholder inputs on mitigation and enhancement strategies ▸ Support adaptive management of social impacts by enabling communication between stakeholders and the Project during the detailed design, pre-construction and construction process, to identify any need for improvements to management measures ▸ Describe ARTC's initiatives and partnership opportunities that will maximise local employment and business opportunities and bring about long-term benefits for local communities.

6.11 Educational Facilities

Engagement activities undertaken with educational facilities covered a wide range of topics, including construction and operational management, traffic and road safety, issues and opportunities raised, along with how these have been addressed in the EIS. These are summarised in Table 6.14. Engagement will be ongoing with these institutions as the Project progresses.

TABLE 6.14: CONSULTATION OUTCOMES WITH EDUCATIONAL FACILITIES

Theme	Issue and Opportunities	Project Response
Construction routes	Laidley District State School: Representatives advised that the main entrance is on Patrick Street, which is identified as a proposed construction traffic route. There is an alternative drop-off zone for school buses at the back of the school, accessed via Patrick Street. Concerns about potential impacts to school bus traffic were noted. Laidley State High School: Representatives noted the potential to adjust school bus routes and timetables, with three bus companies servicing the school.	A Construction Traffic Management Plan will be developed before construction activities start. ARTC will continue working with schools and bus companies as detailed design progresses.
Operational noise	Several schools are located in close proximity to the existing West Moreton railway line and the Project. Gatton State School: a shaded area and temporary classrooms. Laidley District State School: demountable (temporary) classrooms. Forest Hill State School: noted that classrooms at the 125 year old school are fairly quiet, with students often not noticing existing rail traffic through town. School buildings and amenities identified as closest to the Project were. Gatton Kindergarten: Stakeholder noted the building is approximately 50 years old, the centre has plans to expand pending neighbouring property discussions. Stakeholder flagged that the nearest infrastructure to the project is the shaded playground. Additionally, the stakeholder confirmed that the closure of Gaul Street level crossing is currently of little concern to the parents. Grandchester State School: noted the age of the existing school buildings, and identified confirmation of standards for treatment of operational noise impacts as a key topic.	A range of standard, industry best practice noise mitigation options were identified to reduce railway noise levels and mitigate noise impacts, in a reasonable and practical manner. Mitigation measures may include a range of options such as at-property treatment to reduce the intrusion of railway noise, measures to reduce railway noise at its source, or measures to prevent the noise from travelling outside of the railway corridor. Requirements and standards for treatment for operational noise impacts will be undertaken with consideration to Department of Education recommendations.
Safety and access to schools	Concerns regarding level crossings, grade separations and student safety were raised. Grandchester State School: Stakeholder queried the requirement for the additional level crossing (impacting school route), particularly noting the additional level crossing is in close proximity to the school. Stakeholder noted concern for students accessing the school from the northern side of the existing rail alignment. Noting particularly the short-cut via the Grandchester Rail Station and Recreation Grounds, heavily impacted by the proposed alignment. Stakeholder noted concerns for student/pedestrian behaviour in and around rail crossings particularly, impatience of younger persons. Laidley District State School: proximity to proposed grade separated crossing. Stakeholder acknowledged potential impact to bus routes/timetables due to projected construction routes, noting three bus companies service the local schools and opportunity to coordinate efficient changes to timetables. Gatton State School: noted concern regarding disruption to school access via Gaul Street and William Street.	A safety-based risk assessment was undertaken for all road–rail interfaces proposed for the Project, with a 'high' risk rating assigned to each level crossing location. Traffic, transport and access mitigation measures have been included as part of the Project design to reduce risk—with measures informed by key actions and areas of focus of the *Queensland Level Crossing Safety Strategy* (2012–2021) (DTMR, 2012). Traffic, transport and access mitigation measures have been included as part of the Project design to reduce risk.

Theme	Issue and Opportunities	Project Response
Future apprenticeship and employment opportunities	Lockyer District State High School: Stakeholder identified opportunities for future employment are key. The campus has a Trades Training Centre which currently specialises in automotive and engineering. Laidley State High School: Stakeholder interested in opportunities for apprenticeships in construction phase. Stakeholder offered support for project with inclusion of project information in school newsletter.	ARTC has a focus on building relationships with local industry and business and in promoting pathways for students into the workforce.
Potential for passenger rail facilities	University of Queensland: identified the opportunity for passenger service provision as part of the project.	The design does not preclude future passenger rail provision.
Traffic volumes	Queries about the rail traffic volumes adopted for rail and noise modelling, noting a conservative approach adopted. Gatton State School: Stakeholder noted concern for school drop-off routes via Gaul Street level crossing and William Street, acknowledging a potential impact to trafficability. Stakeholder also queried existing vs projected traffic, acknowledging need to model impacts based on conservative rail traffic models. Laidley District State School: Stakeholder raised: ▸ Proximity to the grade separated crossing and proposed alignment ▸ Construction haulage routes via Patrick Street, noted as the main entrance for the school ▸ Impacts of construction haulage routes for school bus traffic, noting Railway Street/Patrick Street particularly heavy vehicle traffic from the Western Portal (tunnel). Stakeholder noted alternative drop-off zone for school buses at the back of the school (via Patrick Street).	ARTC will continue to consult with these schools prior to construction to ensure traffic impacts can be appropriately managed in the vicinity of the schools, and for students travelling to and from school.

6.12 Other consultation activities

Section 4.4 of this report discusses the broader consultation activities undertaken to inform the Project design and EIS. Key issues and responses raised during other consultation activities are summarised in Table 6.15.

TABLE 6.15: OTHER CONSULTATION OUTCOMES

Utility owners/operators		
Land use and tenure	Potential impacts on existing and planned utilities	▸ Utility owners have different requirements and drivers for impacted assets. It is common for impacted assets owned by the same utility owner to have varying requirements depending on the characteristics and criticality of each asset. ▸ ARTC held multiple discussions and workshops to discuss resolution strategies Program-wide. These discussions included proposed resolutions and new connections process (if applicable). Existing access to easements and the impact from the Project's design have been discussed. ▸ Procedures will be developed and implemented to minimise service interruptions. Affected businesses and residences will be notified in advance of any planned interruptions. ▸ The acquisition land will be undertaken in consultation with interest holders and in accordance with the *Acquisition of Land Act 1967* (Qld) compulsory acquisition process. Partial- or full-parcel acquisition of a property or acquisitions for easements and licences will be determined on a case-by-case basis and will consider factors such as parcel size, alignment effect, land use and operability following construction. ▸ ARTC may also acquire land by negotiation ahead or in parallel with the compulsory acquisition process. These acquisitions will be voluntary, private-treaty transactions between ARTC and the landowner.

Gas/petroleum pipeline asset owners		
Land use and tenure **Hazard and risk**	Potential impacts on existing pipelines	▸ The Project design adopted a risk-based approach to assessment of utilities and pipelines, with consideration of the asset location, project design at the clash (cut or fill), time, cost and operational requirements (access). ▸ ARTC have met with Santos and APA in relation to pipeline assets in the Project area. This guided the approach to management and associated treatment of clashes. Proposed treatments, risks, and processes to be applied in future design were discussed—this included works when encroaching on easements and activities within general vicinity of existing pipelines.
QFES		
Traffic, transport and access	Access to Little Liverpool Range tunnel in the case of emergency	The railway tunnel in the Little Liverpool Range has been designed considering risk associated with emergency situations and incidents. The design of the tunnel has: ▸ Incorporated fire and life safety mitigation measures to ensure appropriate facilities. These mitigation measures include limiting the amount of combustible materials used in construction, providing fire detection systems, preventing derailed trains from entering the tunnel, and preventing trains that are on fire from stopping in the tunnel. The fire and life safety controls for the tunnel will include detailed design fire resistance level (load-bearing elements) to achieve 120-minute structural adequacy when exposed to the Rijkswaterstaat temperature time curve, while non-load bearing elements are to achieve Fire Resistance Level of -/120/120, safety equipment and devices, such as emergency phones, emergency exits, emergency lighting, fire doors, hydrants and extinguishers ▸ Been based on geotechnical assessment and detailed ground modelling. Parameters such as space proofing, cross section, structure, design life and tunnel linings will meet the requirement of Australian Standards ▸ Ensured emergency access is managed through a Project Access Strategy. Access for emergency vehicles during construction will be discussed with services providers in developing the strategy. If construction phase emergency access is affected, the rail maintenance access road may be used by emergency vehicles. Multiple access points into and out of the rail corridor will be provided. This access will consider access for three pumpers, one rescue/incident control appliance, one urban rescue tender and one urban hazmat medium in the event of a major train tunnel incident.
Gatton Caravan park		
Social	Permanent and temporary disturbance footprint (direct and indirect impacts)	▸ In developing detailed design strategies, which will aim to mitigate potential impacts in a reasonable and feasible manner, ARTC will continue to engage directly with the owners of Gatton Caravan Park. This consultation will identify strategies to reduce disturbance to the sites connectivity and amenity during both construction and operation. Refer Chapter 16: Social of the EIS and Appendix Q: Social Impact Assessment Technical Report of the EIS. ▸ ARTC have also included specific commitments to undertake further social impact assessment works regarding Gatton Caravan Park (refer Appendix E: Proponent Commitments of the EIS).
Seqwater		
Construction	Access to water for construction, capacities, transport of water.	▸ Seqwater has been consulted to understand their water storage capacities, discuss the Project construction water estimates, and understand water access and transportation considerations. Initial consultation with Seqwater has identified the potential water supply options discussed in Chapter 6: Project description and Chapter 13: Surface water and hydrology may be available for Project use; however, discussions with Seqwater will be ongoing as the project progresses. The outcome of these discussions may also determine the need to implement other construction water supply options in the hierarchy, as commercial considerations such as transport costs, water access costs may vary depending on the water source, land access, climatic conditions and other water users requirements.
Construction	Access to water for construction	▸ Where registered bores privately owned/maintained, within the construction footprint, engagement has been undertaken. Initial discussions with landowners have been undertaken. Of the privately-owned registered bores; six landowners did not to engage regarding their bores, three landowners acknowledged them as their primary source and are not willing engage further and two are unequipped/unused. Engagement will continue during detailed design.

Privately Owned Un-registered Bores		
Construction	Access to water for construction	▸ Thirty-three directly impacted landowners have acknowledged and/or maintain un-registered bores. Where landowners have identified un-registered bores within or close to the project disturbance footprint, initial discussions have been had to confirm location and serviceability.
Landfills		
Construction	Spoil	▸ Gatton Landfill – LVRC Stakeholder confirmed interest in spoil for capping materials pending confirmation, breakdown and quality of materials. Stakeholder raised concern over fire-ant control zones and capacity to transfer spoil from one zone to another, cost prohibitive. Stakeholder is assessing future expansion plans, potential additional landfill cell. ▸ Swanbank Renewable Energy & Waste Management — Remondis Stakeholder noted the proposed Waste to Energy Facility is a coordinated project under the *State Development Public Works Organisation Act 1971*. Further discussed types of waste they can already receive at Swanbank site. ▸ New Chum Solid Waste Landfill – Cleanaway Stakeholder noted facility has capacity, requires further information regarding make-up of waste (green, recyclable or contaminated). Stakeholder has experience in supporting major projects with their own transfer license, B-double suitable access. ▸ Lantrak Waste and Recycling Facility Stakeholder advised they have access to two sites; Jeebropilly and Swanbank. Jeebropilly expected to become largest waste facility in SE Queensland. Stakeholder confirm capacity to accept Category 2 waste including Asbestos, C&D waste and able to accept waste from Fire Ant zones 1 and 2. Transport capability includes B-Double access and QR rail line. ▸ Ti-Tree Bioenergy Stakeholder focus is on innovative waste disposal, able to accept a diverse range of waste including spoil.
Waste and resource management	Confirmation of spoil receiving options and status of proposed waste and recycling sites	▸ ARTC have engaged with landfill and waste operators to review and confirm the feasibility of the proposed spoil receiving sites described in Chapter 21: Waste and Resource Management and Appendix T: Spoil Management Strategy. ▸ Consultation has been undertaken with facilities operated by LVRC (Gatton Landfill). Preliminary consultation has also been undertaken with the landfill operators of New Chum Solid Waste Landfill, Ti Tree Bioenergy, Remondis Swanbank Renewable Energy & Waste Management Facility and Lantrak Waste and Recycling Facility. ▸ The discussions conducted by ARTC confirmed the serviceability and interest of these facilities in the acceptance of waste from this Project. ARTC will continue to engage with relevant parties prior to the construction of the Project to confirm these potential spoil disposal sites ▸ The consultation has identified that options are available to accept the spoil volumes identified in this EIS. Further evaluation will be undertaken as part of future construction planning works.

6.13 Summary of Project outcomes

The following Project outcomes have been achieved as a result of the stakeholder and community consultation activities undertaken for the project:

- Predominantly following the West Moreton System rail corridor and the protected Gowrie to Grandchester future State transport corridor
- Project has been designed to accommodate tie-ins to the existing QR network, and with consideration of interface agreements and QR corridor requirements for maintenance and access
- Refinement of the alignment through Grandchester, and testing of options in Forest Hill and Gatton resulting in following the existing rail corridor
- The Project flood modelling has incorporated information from local landowners in validation of flood modelling, as well as:
  - Local Council independent review of flood model, with additional meetings to clarify review comments, updated of flood modelling report to reflect final comments
  - held a series of community information sessions to present the flood study baseline, findings and outcomes and proposed mitigation measures
  - one-on-one stakeholder consultation with affected/impacted stakeholders, this led to some adjustment of drainage solutions and design updates
- Confirmation that feasible construction water supply options are available
- Confirmation of feasible waste disposal sites, as well as feasible spoil receiving options are available
- Working with Local Council and the community for alternate road-rail interfaces Identified the need for careful local traffic management planning at road-rail-interfaces
- Reinstatement or reprovision of local road networks where realignment, grade separation or consolidation of level crossings is proposed to maintain local conditions
- Identified the need for construction traffic management to account for local business access, local parking, separate construction parking and school travel needs in Forest Hill, Gatton and Laidley
- While the Project does not currently accommodate passenger transport, the design does not preclude this as a future consideration
- Flora and Fauna workshops with regional conservation groups to clarify the methodologies and process adopted to identify species and impacted habitats. This led to further training sessions workshops to inform concerned groups how to upload their gathered sighting and information into recognised databases.
- The collection of baseline information for the social impact assessment, and the identification of priorities for the social impact management plan
- Stress and anxiety potentially caused by land use change and property acquisition
- Impacts on property values
- Identification of urban design outcomes and importance of retaining heritage elements through townships—with input from community members and tourism groups
- Commitment to
  - deliver the social impact management plan, including local business and industry opportunities, health and community wellbeing and training and employment opportunities
  - develop a tourism strategy to address property-specific and wider impacts
  - consider reasonable and practicable (or feasible) operational noise mitigation options and management measures as part of the Project detailed design
  - further consider potential impacts from the tunnel (for locations directly above the final volumetric take)
  - work with impacted property owners and communities to address noise mitigation during detailed design stage

Stakeholder engagement activities have resulted in the following information being considered in the development of the Project design and mitigation measures included during the development of the EIS as identified in Table 6.16.

TABLE 6.16: KEY CONSUTLATION OUTCOMES

EIS component	Consultation outcome
Flooding and hydrology	Landowner consultation was undertaken to obtain specific photographic records and anecdotal evidence of existing flooding impacts and extents through a series of workshops. Based off primary feedback this information was validated and shared again with landowners to verify the modelling outcomes and findings of the Project's hydrology and flooding assessment.
Traffic, transport and access	Consultation is ongoing with local councils, DTMR and QR about pressure on local roads due to construction and then subsequent operations road network, construction traffic management and expectations with regards to temporary and permanent road network changes. Concerns raised regarding the proposed level crossings in Forest Hill and Gatton. The project has undertaken additional works to explore these road rail interfaces and will continue consultation through the next phase of the Project.
Land use and tenure	Consultation was undertaken to inform residents of Project objectives, proposed timescale, to request land access for field studies, and to also understand their concerns and issues around their land being acquired for the construction and operation of the Project. The Project predominantly follows the West Moreton System rail corridor and the protected Gowrie to Grandchester future State transport corridor Rail alignment along brownfield sections also has fewer potential impacts to agricultural land.
Cultural heritage – Native title claimants	As part of the development of cultural heritage management plans, ARTC engaged with Aboriginal representative group Yuggera Ugarapul. Negotiation and agreement of Cultural Heritage Management Plans (CHMPs) were undertaken with the aim of identifying a process for: ▸ Undertaking cultural heritage surveys for the Project ▸ Including relevant Traditional Owners in assessing Indigenous cultural heritage values and the protection and management of Indigenous cultural heritage ▸ mitigating, managing and protecting identified cultural heritage and objects during both construction and operational phases of the Project.
Landscape and visual amenity	One on one meetings and discussions were held with residents (directly affected and nearby) to understand their concerns about the impact of the project on their views and the visual amenity of the area. A targeted special interest group workshop was held regarding landscape and visual amenity for the Project. Concerns regarding the visual environment have been captured and addressed via the online interactive map, community consultation sessions and CCC meetings.
Waste and spoil management	Consultation with councils was undertaken to ascertain current and forecast landfill capacities and waste transport service providers to appreciate operational capacities and industry processes. ARTC have engaged with other landfill and waste operators to review and confirm the feasibility of the proposed spoil receiving sites. This consultation has identified that there are numerous options, with sufficient capacity to accept the spoil volumes identified in this EIS. These options will be evaluated in future design and construction planning.
Flora and fauna	Consultation with individuals and groups such as Ipswich Koala Protection Society and Native Plants Queensland took place to present project findings, understand key concerns, provide face-to-face access to EIS technical specialists and provide an opportunity for stakeholder input into mitigation and design. Environmental groups requested the Project team to source a technical specialist to meet with and show them how to use the Wildlife Online database. ARTC sourced an independent facilitator to run Wildlife Online database training in recognition of environmental concerns regarding koalas and other protected fauna. The feedback provided by stakeholders and the community to the project team has continuously reinforced the importance of ecological values to the community and driven the project team to seek opportunities to avoid, minimise and manage impacts to species and their habitats wherever feasible in this stage of project development. Three fauna crossings are proposed for locations where bridge crossings will be constructed over waterways. Specific fauna fencing at these locations will be further assessed and determined during detail design. Consideration of current distribution of pest species, an assessment of how the Project could influence the spread of these species and the mitigation measures the Project will implement to manage this risk. Chapter 23: Draft Outline Environmental Management Plan nominate proposed mitigation measures to minimise the risk of biosecurity hazards and identify statutory management requirements for fire ant management.

EIS component	Consultation outcome
Social	Consultation to inform the SIA was undertaken with various groups including education providers, Representative group Yuggera Ugarapul People and community groups. ARTC has a strong commitment to training local and Indigenous people. Training pathways and creation of opportunities for the development of skilled local and Indigenous people through the Project's construction and operation will be achieved by working with: ▸ Schools and local training providers, to provide appropriate training ▸ Community networks, to encourage applications and increase the number of Indigenous people applying for jobs ▸ Key partners, to link training and development programs with other projects and local industries to provide the greatest regional benefit ▸ Australian Government and Queensland State Government to provide long-term outcomes through training, mentoring and other support programs. ▸ Inland Rail has established the Inland Rail Skills Academy, which provides: Scholarship opportunities at the University of Southern Queensland (USQ) for students along the alignment; Science, Technology, Engineering and Mathematics (STEM) programs in local schools ▸ Opportunities for student placements or work experience on Inland Rail projects. A partnership with Lifeline was developed to provide key mental health support services in the project area, including a workshop with council members.
Economic	A Workforce Management Action Plan will be prepared as part of the SIMP. The objective of this action plan is to enable residents to access to employment opportunities created by the Project. Engaging local workers from the Project region ensuring that contractors encourage employment, training and skills development opportunities. ARTC will work with tourism associations and local councils to develop a strategy to help mitigate both property-specific and generalised impacts on tourism values.
Amenity (air quality and noise)	Landowners shared concerns about coal dust contaminating water tanks in face-to-face consultation sessions. Operational noise for landowners and businesses is another concern due to the current rural quietness in the area. Concept noise barriers have been recommended for key locations. A key component in reducing potential noise impacts is expected to be at-property controls such as architectural property treatments and upgrades to property fencing.
Construction water sources	Seqwater has been consulted in relation to construction water estimates, water storage capacities, water access and transportation considerations. Potential water supply options were discussed—discussions with Seqwater will be ongoing as the project progresses. Other landholders may be contacted about the potential use of their bores or other private water sources for construction purposes, if required. Confirmation of private water sources that will be made available to the Project by landholders will be covered under private agreement.
Location of groundwater bores	A number of landholders were consulted as part of the groundwater investigations about property water supply (i.e. bores) to enable the Project team to understand the potential for impacts to current uses if access to bores is affected as a result of construction. Once detailed design has occurred, further consultation will be undertaken with landholders including DTMR to confirm locations, use and quality of bores within the disturbance footprint and to ensure that potential damage to, destruction of, or loss of access to, bores is addressed.

Community and stakeholder engagement will continue into the next phase of the Project.

7. Future consultation

After the draft EIS has been accepted by the Coordinator-General, it will be placed on public exhibition for at least 30 days, or as determined by the Coordinator-General.

The Coordinator-General will place public notice advertisements in local newspapers with details about:

- timing of the submission period
- how to make submissions on the draft EIS.

ARTC will support this public exhibition period by undertaking the following consultation activities:

- Providing a link on ARTC's website to the Office of the Coordinator-General website where the draft EIS is available
- Providing information about the public submission period and submission requirements on ARTC's website
- Producing and distributing a letter to publicise the release of the draft EIS, providing information on the public submission process and how to make submissions
- Emailing key stakeholders registered on the Project's database about the draft EIS and submission period
- Conducting agency briefings, CCC meetings and community information sessions to present findings of the draft EIS.

A communication plan has been created in preparation for the draft EIS consultation with the community and stakeholders. To effectively communicate the findings of the draft EIS, and encourage community engagement, the following list of consultation mechanisms will be used:

- ARTC website—consultation locations and link to submission page
- Social media posts—submission release date
- e-newsletter to 350+ stakeholders in the Project database
- Schedule public information sessions for community feedback
- Identify venues for draft EIS collateral with Office of Coordinator-General
- Print and distribute the Office of Coordinator-General's 'Have your say' factsheets for public consultation.

7.1 After public display of the EIS

Following completion of the public display period for the draft EIS, all stakeholder and community feedback will be reviewed and addressed by ARTC as directed by the Coordinator-General.

ARTC will provide future updates about the progress and status of the Project through its website.

Consultation with the community and key stakeholders would be ongoing in the lead up to, and during construction. The consultation activities will ensure:

- Community and stakeholders have a high level of awareness of all processes and advanced notice of activities associated with the construction phase
- Proposed mitigation and management measures identified in the EIS requiring engagement with landowners or other stakeholders is implemented appropriately
- Accurate and accessible information is made available
- Timely response is given to issues and concerns raised by the community
- Feedback from the community is encouraged
- Opportunities for input are provided
- Local business is provided with opportunities to participate in the Project.

The 1800 phone number and email address would continue to be available during construction, along with a 24-hour construction response line. Targeted consultation methods, such as letters, notifications, signage and face-to-face communications, will continue. The Inland Rail website and social media platforms will also include updates on the progress of the Project.

A Community Reference Group (CRG) will be established for the duration of construction, in place of the current CCCs. Project representatives will meet regularly with the CRG with the purpose of providing timely, open advice, representation of community issues and concerns arising from the works.

7.1.1 Post-EIS consultation

Following the finalisation of the EIS, ARTC will implement the SIMP, in which a management plan for community and stakeholder engagement will be developed. The Community and Stakeholder Engagement Management Plan will identify stakeholders to be consulted, types of consultation and communication activities and timing, consultation responsibilities, communication protocols, reporting, feedback and monitoring arrangements. The plan will be updated as required to ensure that it continues to address stakeholder and Project needs.

7.1.2 Ongoing complaints management

A complaints management procedure will be implemented during construction. This procedure would be defined within the CEMP.

The complaints management procedure would include:

- Contact details for a 24-hour Project response line and email address, for ongoing stakeholder contact throughout the construction phase
- Accurate public information signs while work is in progress
- Staging of works, developed in consultation with relevant stakeholder groups, to minimise disruption and impacts to community activities and functions
- Management of complaints, specifically:
  - details of all complaints received will be recorded
  - verbal and written responses describing what action will be taken will be provided to the complainant
  - Timeframes for response (unless the complainant agrees otherwise).

8. Conclusion

This report outlines the consultation process undertaken by ARTC for the Project. It addresses the ToR requirements by describing the consultation that has taken place and how the responses from community, stakeholders and agencies have been incorporated into the design, proposed mitigation and management measures and outcomes of the Project.

The consultation process has been inclusive, consulting with a broad range of stakeholder groups, including affected landowners, residents, community groups, Traditional Owners, State Government and local government agencies, and non-government organisations, local businesses, asset owners and traditionally under-represented stakeholders.

Communication materials supported the consultation activities, provided stakeholders with information and generated awareness. These materials helped to create a two-way flow of information between ARTC and stakeholders, creating opportunities to discuss, capture and record feedback via a centralised database.

These activities helped to highlight issues and identify potential Project impacts and benefits and was also used to develop the EIS, informing technical study methodologies, technical model validation and data collection, mitigation and environmental management measures, as well as informing future consultation processes.

9. References

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APPENDIX

C

Consultation report

Appendix A Draft ToR Presentation

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

Australian Government

BUILDING OUR FUTURE

ARTC

DRAFT TERMS OF REFERENCE - COMMUNITY PRESENTATION

CALVERT TO KAGARU - SEPTEMBER 2017

InlandRail

InlandRail

TIMELINE OF PRESENTATION

1. The Calvert to Kagaru Project **EIS Terms of Reference** (30 minutes/23 Slides)
2. 3D 'fly-through' of **Concept Alignment** (10 minutes)
3. **Questions** and **Answers** (30 minutes)

Please reserve your questions until after the presentation and 3D fly through!

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PRESENTATION OVERVIEW - WE ARE HERE TO:

1. Explain **who ARTC is**, and **what the Inland Rail is for**
2. Provide an **update on** the **Calvert to Kagaru (C2K) Project**
3. Provide an **overview** of the Environmental Assessment and Design Process (the **Environmental Impact Statement** - EIS)
   - Environmental = Environment + Social + Economic
4. Explain the **draft Terms of Reference (ToR)** for the EIS
5. Help you **comment on the draft ToR** for the EIS
6. Show you a **3D 'Fly through'** of the **Concept** Alignment of (C2K)

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WHO IS AUSTRALIAN RAIL TRACK CORPORATION (ARTC)?

- ARTC is a **company** incorporated under the **Corporations Act** and we are held to the **same standards** as any other **Australian company**.
- ARTC is **owned by the Australian Federal Government** who is the sole shareholder of the company.
- Across five states we currently **manage and maintain an 8,500km rail network**.
- We value **rail** as a **cost efficient**, **reliable**, **safe** and **responsible** mode of freight transport.

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INLAND RAIL: LINKING QUEENSLAND TO THE NATIONAL RAIL NETWORK

- Inland Rail will form the **spine of the National Freight Network**
- Comprised of **13 separate projects** that **link existing parts of the network** to maximise investment value and minimise new impacts
- The projects involve the **enhancement** of existing network, the **rebuilding** of sub-standard network, and the **construction of new links** between existing network nodes
- Inland Rail will create a **direct** standard gauge **connection** linking Queensland with Victoria, rural NSW, South Australia and Western Australia.
- Designed to **cope with future freight** logistics demand for a **growing Australia**.
- Take **pressure of the road network** from Australia's projected **population growth.**

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CALVERT TO KAGARU (C2K) PROJECT OVERVIEW

1. The C2K Project follows the **Southern Freight Rail Corridor (SFRC)** gazetted in 2010

2. An **Initial Advice Statement (IAS)** was submitted to the **Queensland Coordinator General** for the C2K Project to apply for '**coordinated project**' status

3. The Project was granted a '**coordinated project**' status. This means that the Queensland Office of the **Coordinator General will manage the Environmental Impact Statement Process**, and coordinate **State Government departments** and work with the **Federal Department of the Environment** in assessing the project

4. Over the next **18 months to 2 years**, ARTC will prepare an **Environmental Impact Statement (EIS)** with the help of specialist Environmental and Engineering Consultants

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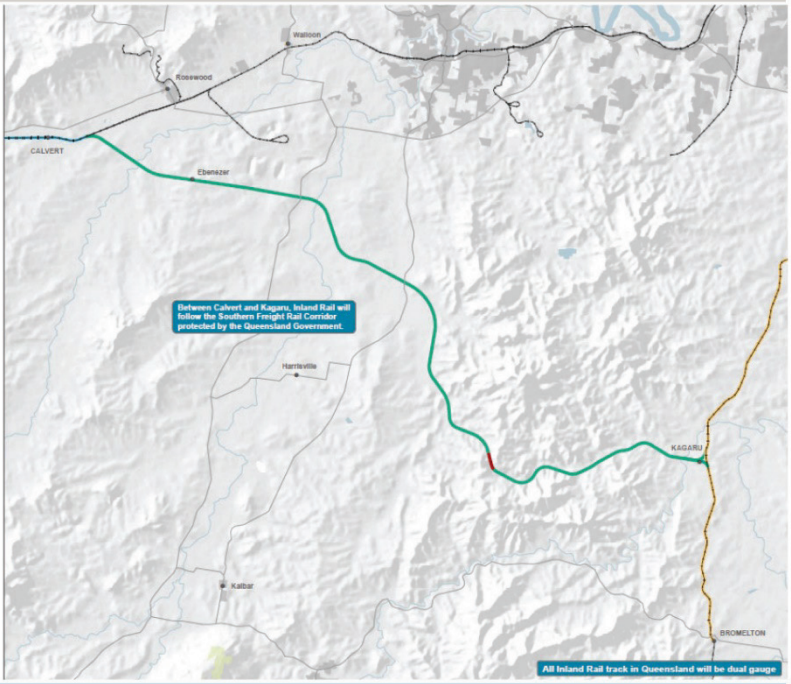
Calvert to Kagaru Project Preferred Alignment



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THE ENVIRONMENTAL ASSESSMENT & DESIGN PROCESS

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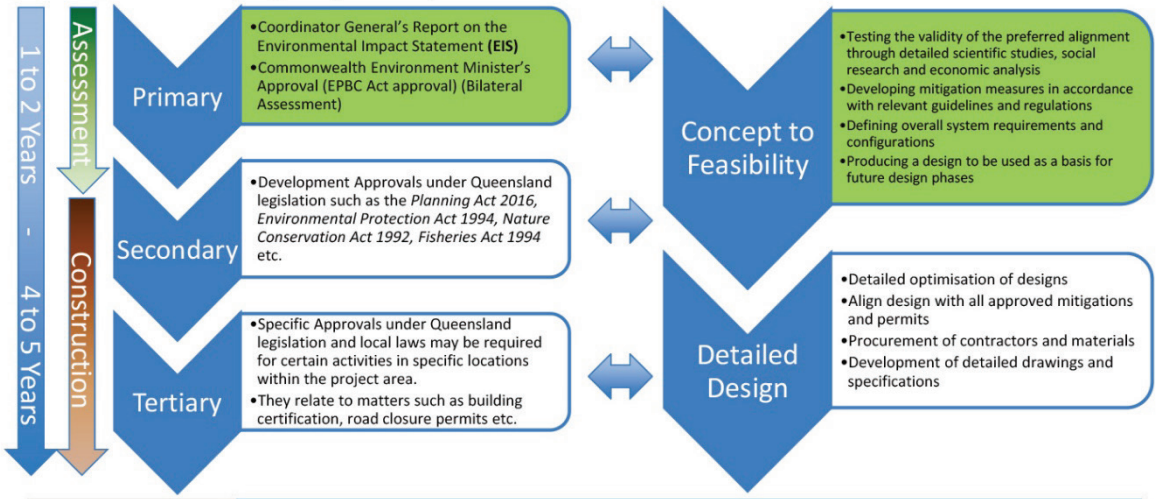
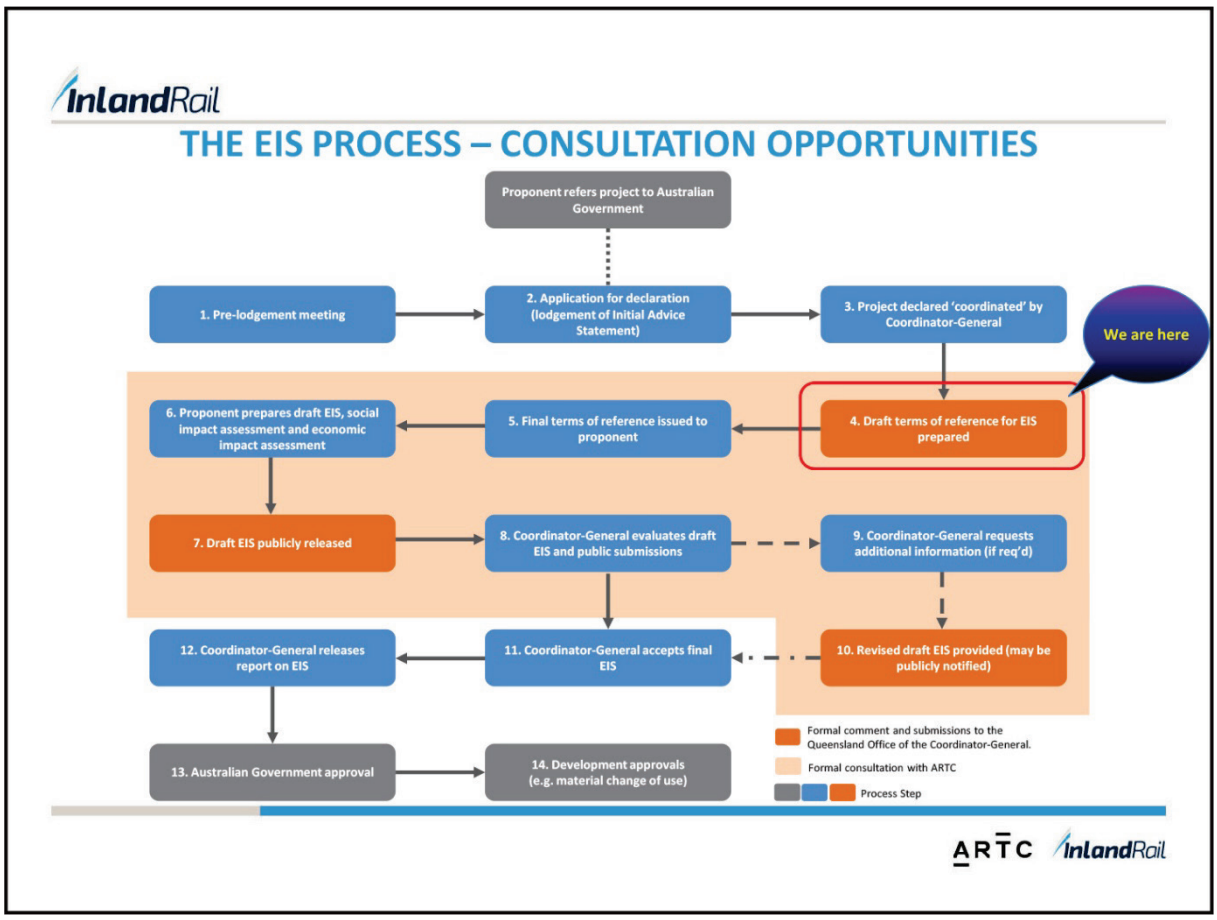
WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

- The purpose of an EIS is to ***test*** **whether a project is designed in the correct way and that it is feasible in an environmental, social and economic context**
- The EIS is **underpinned** by Queensland and Commonwealth **legislation**
- An EIS must be **written to meet a Terms of Reference**
- The public can **comment** on the draft Terms of Reference **before it is finalised**
- The **draft Terms of Reference** must be **finalised** before the EIS is produced
- The EIS is produced by specialist consultants to ARTC to meet the final terms of reference.
- If the EIS is assessed as being adequate by the CG and government agencies it is published so the public can review it and make formal submissions.
- If the EIS is accepted as final by the Coordinator-General, he writes a report on the EIS which contains **conditions and recommendations to State Government Agencies** for **later project approvals**
- These conditions and recommendations become **legally binding** when attached to later project approvals
- The Coordinator-General and other government agencies will **audit** compliance with the conditions of approval

THE QUEENSLAND APPROVAL & DESIGN PROCESS

- **Design evolves** alongside the Queensland and Commonwealth Government Assessment/Approvals Process
- Design heavily influenced by what is discovered during studies undertaken to develop the EIS
- **Assessment** and **design** are closely **intertwined**
- Construction can generally begin following Secondary Approval. More detailed approvals are sought later
- We are at the **very beginning** of concept assessment!

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THE EIS PROCESS – CONSULTATION OPPORTUNITIES
Proponent refers project to Australian Government
1. Pre-lodgement meeting
2. Application for declaration (lodgement of Initial Advice Statement)
3. Project declared 'coordinated' by Coordinator-General
We are here
4. Draft terms of reference for EIS prepared
5. Final terms of reference issued to proponent
6. Proponent prepares draft EIS, social impact assessment and economic impact assessment
7. Draft EIS publicly released
8. Coordinator-General evaluates draft EIS and public submissions
9. Coordinator-General requests additional information (if req'd)
10. Revised draft EIS provided (may be publicly notified)
11. Coordinator-General accepts final EIS
12. Coordinator-General releases report on EIS
13. Australian Government approval
14. Development approvals (e.g. material change of use)
Formal comment and submissions to the Queensland Office of the Coordinator-General.
Formal consultation with ARTC
Process Step
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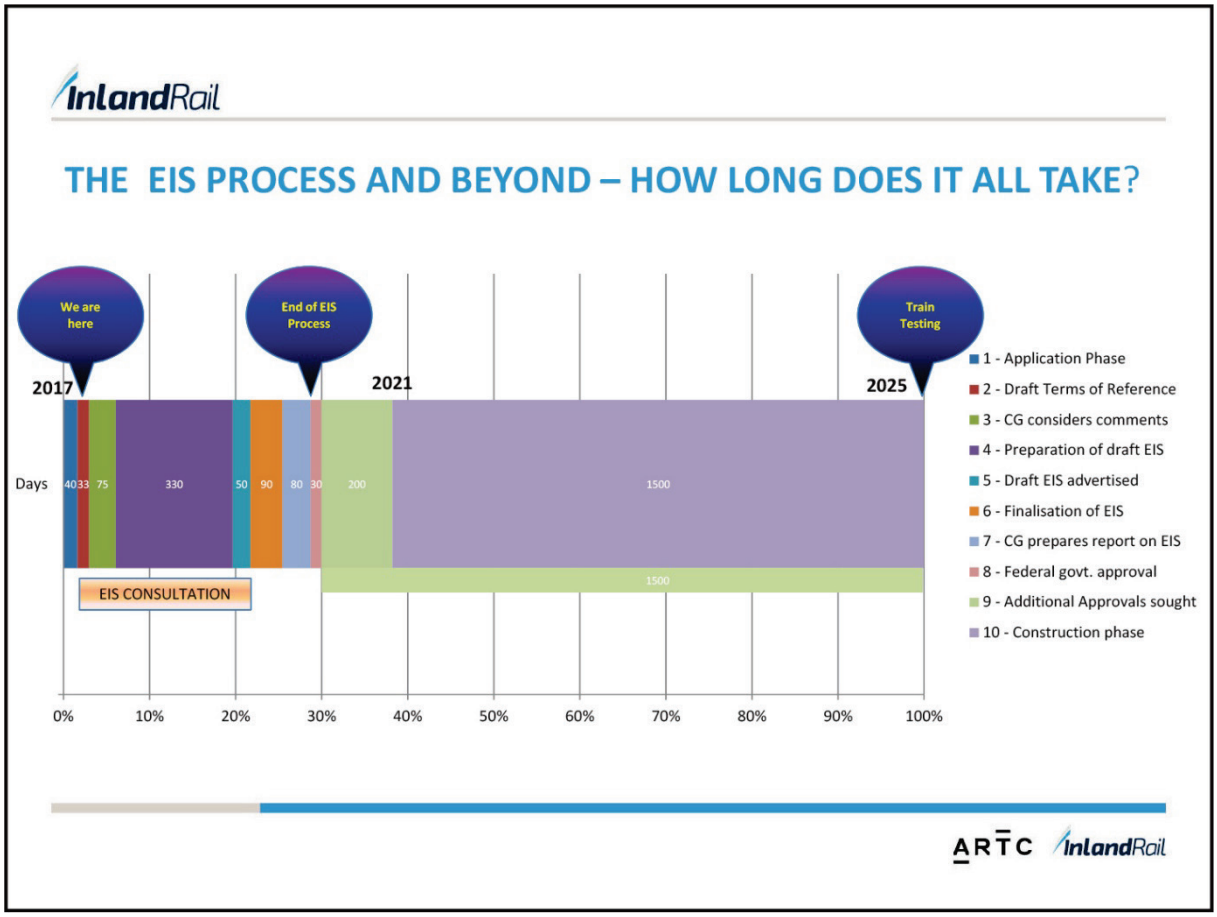
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THE EIS PROCESS AND BEYOND – HOW LONG DOES IT ALL TAKE?
We are here
End of EIS Process
Train Testing
2017
2021
2025
Days
40
33
75
330
50
90
80
30
200
1500
1500
EIS CONSULTATION
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1 - Application Phase
2 - Draft Terms of Reference
3 - CG considers comments
4 - Preparation of draft EIS
5 - Draft EIS advertised
6 - Finalisation of EIS
7 - CG prepares report on EIS
8 - Federal govt. approval
9 - Additional Approvals sought
10 - Construction phase
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THE STRUCTURE OF THE DRAFT TERMS OF REFERENCE

STRUCTURE OF TERMS OF REFERENCE

Part A. About these terms of reference

1. Statutory basis
2. Accredited process for controlled actions under Commonwealth legislation
3. EIS guidelines
4. More information

Part B. Content of the EIS

5. General approach
6. Mandatory requirements of an EIS
7. Further requirements of an EIS
8. Executive summary
9. Introduction
   - Project proponent
   - The environmental impact assessment process
   - Project approvals process
10. Project description
    - Proposed development
    - Site description
    - Proposed construction and operations
    - Infrastructure requirements
11. Assessment of project specific matters
    - 11.1 Matters of national environmental significance
    - 11.2 Water
    - 11.3 Land
    - 11.4 Flora and fauna
    - 11.5 Transport
    - 11.6 Noise and vibration
    - 11.7 Air
    - 11.8 Social
    - 11.9 Economic
    - 11.10 Hazards, health and safety
    - 11.11 Waste management
    - 11.12 Cultural heritage
12. Appendices to the EIS

Detailed Project Assessments

STRUCTURE OF PROJECT SPECIFIC MATTERS

Objective

A statement describing the expected outcome of the section of study

Existing environment

Can be desktop or field study which will describe the current status of the environment.

Impact assessment

Describes the key aspects to be assessed, as well as what assessments must be carried out in accordance with established scientific methods

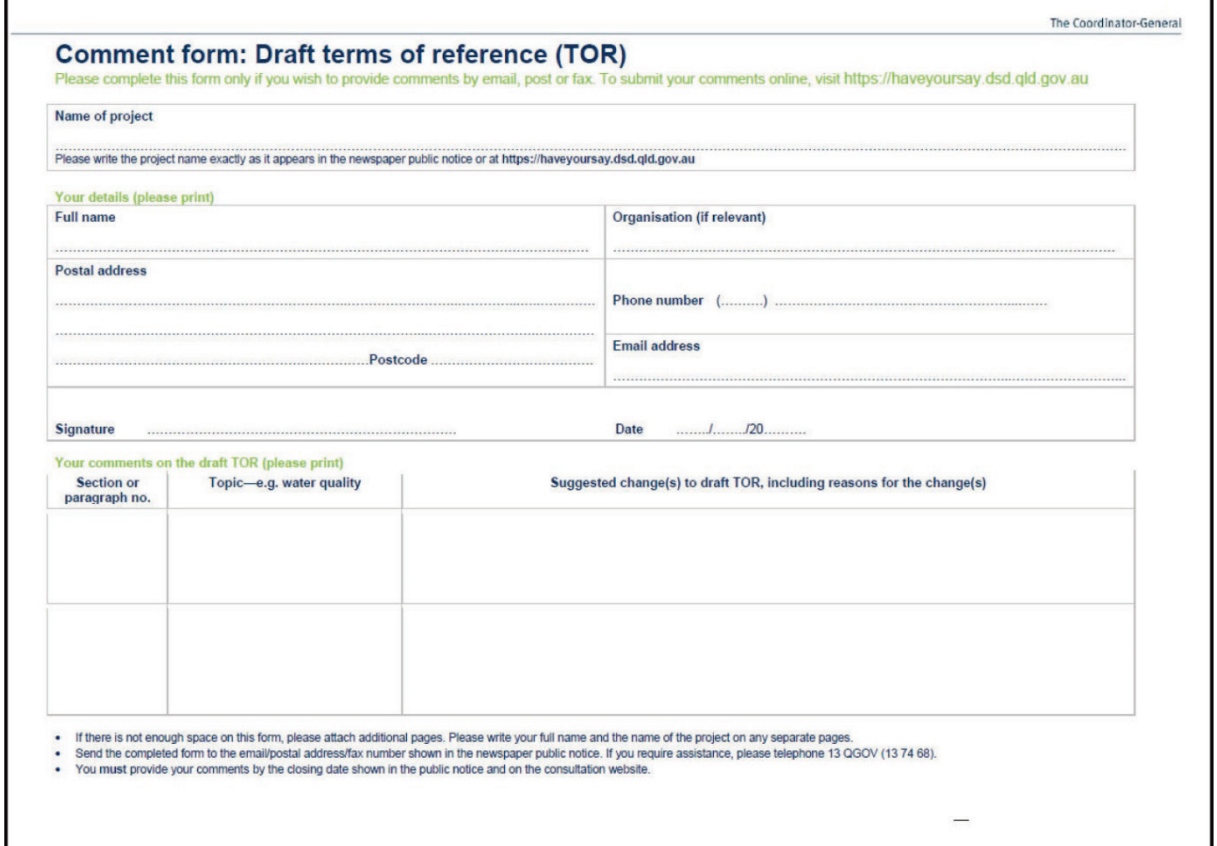
Mitigation measures

Discusses what measures are to be implemented to reduce impacts, and how the objectives would be monitored and audited

HOW TO MAKE A COMMENT ON THE DRAFT TERMS OF REFERENCE

MAKING A COMMENT ON THE DRAFT TERMS OF REFERENCE

- The Coordinator-General will **consider all comments** made on the draft Terms of Reference and will determine whether to amend the draft ToR accordingly before **publishing the final ToR**
- To make a comment please be **clear** and **succinct**. This will maximise the chance that your comment influences the final Terms of Reference. A way do to this is:
    - Provide relevant heading e.g., *11.3 Land*
    - Provide relevant subheading (if given) e.g., *Existing environment*
    - Provide relevant notation point e.g., *11.56*
    - Provide comment on what you want included, noted, amended



The Coordinator-General

Comment form: Draft terms of reference (TOR)

Please complete this form only if you wish to provide comments by email, post or fax. To submit your comments online, visit https://haveyoursay.dsd.qld.gov.au

Name of project .....

Please write the project name exactly as it appears in the newspaper public notice or at https://haveyoursay.dsd.qld.gov.au

Your details (please print)

Full name	Organisation (if relevant) .....
Postal address ....Postcode	Phone number (.....) ..... Email address .....

Signature ..... Date ...../...../20.....

Your comments on the draft TOR (please print)

Section or paragraph no.	Topic—e.g. water quality	Suggested change(s) to draft TOR, including reasons for the change(s)

- If there is not enough space on this form, please attach additional pages. Please write your full name and the name of the project on any separate pages.
- Send the completed form to the email/postal address/fax number shown in the newspaper public notice. If you require assistance, please telephone 13 QGOV (13 74 68).
- You must provide your comments by the closing date shown in the public notice and on the consultation website.

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MAKING A COMMENT TO THE QLD COORDINATOR-GENERAL THERE ARE MANY WAYS TO DO THIS!

Send your comments using one of the following methods:

Online: https://haveyoursay.dsd.qld.gov.au/coordinatorgeneral/inlandrailc2k

Email: inlandrailc2k@coordinatorgeneral.qld.gov.au

Post: The Coordinator-General c/- The EIS Project Manager - Inland Rail – Calvert to Kagaru
Coordinated Project Delivery
Office of the Coordinator-General
PO Box 15517
City East Qld 4002 Australia

Phone: 13 QGOV (13 74 68) ask for **EIS Project Manager**

Fax: +61 7 3220 6502

COMMENTS CLOSE AT 5 PM ON 25 September 2017 – HOWEVER – Individuals can apply for an extension on a case-by-case basis.

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WHAT'S NEXT?

Next Phases...

Final Terms of Reference will be published on the Department of State Development Website following consideration of all comments made on the draft Terms of Reference

Environmental Impact Statement preparation in accordance with the Terms of Reference

- Field studies (ecology surveys, water sampling, air quality sampling, noise assessments)
- Design (feasibility design developed in collaboration with the field studies)
- On-going consultation (to assist in any considerations to be made during design)

Draft Environmental Impact Statement consultation

- The Draft EIS will be published on the Department of State Development Website and submissions will be invited from the public

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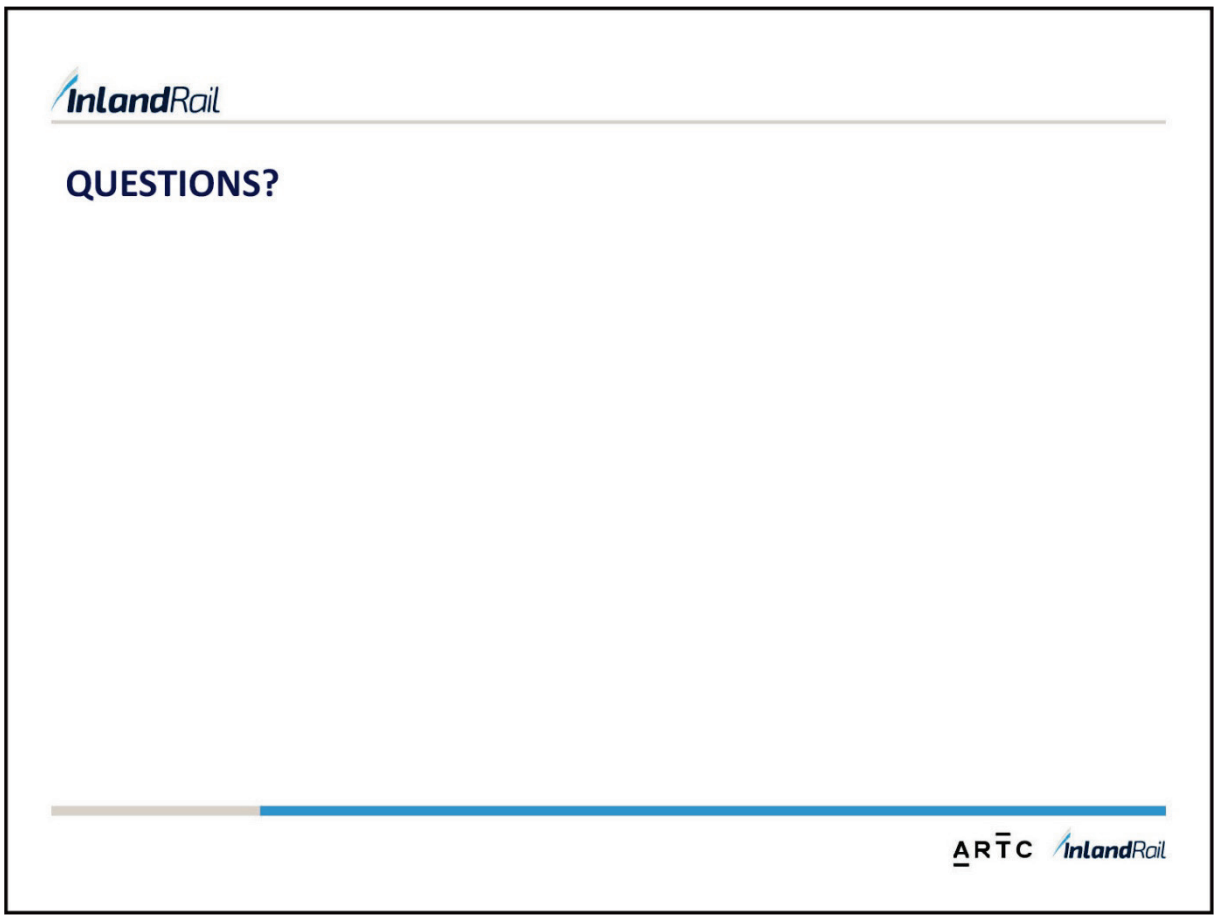
WHAT ARE THE FUTURE CONSULTATION OPPORTUNITIES DURING THE EIS PHASE?

- Field studies
- Direct Landowner engagement as requested
- Future Community information sessions
- Specific consultation groups (options, flooding)
- Community Liaison Group
- LGA, peak body, district organisations and elected representatives briefings
- Social impact and economic impact research for the EIS

DRAFT TERMS OF REFERENCE PRESENTATION

3D 'FLY THROUGH'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QUESTIONS?
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APPENDIX

C

Consultation report

Appendix B Summary of State and Local Government Meetings

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

IR_1381

TABLE B.1: STATE GOVERNMENT AGENCY MEETINGS AND BRIEFINGS

Agency	Purpose	Location	Date / time	Attendance
Office of the Coordinator-General	Meeting to discuss flora and fauna impact assessment methodology	Brisbane	12.30 pm–2.00 pm 14 September 2017	Office of Coordinator-General, DES, ARTC
Office of the Coordinator-General	Monthly EIS process meeting	Brisbane	Monthly through EIS preparation	Office of Coordinator-General, ARTC
Office of the Coordinator-General	Meeting to discuss SIA methodology, study area, key stakeholders and other considerations	Brisbane	1.30 pm–3.00 pm 8 June 2018	Office of Coordinator-General, ARTC
Office of the Coordinator-General	Meeting to discuss economic impact assessment methodology	Brisbane	12.30 pm–1.30 pm 30 October 2018	Office of Coordinator-General, DSDILGP, ARTC
Office of the Coordinator-General	EIS process Meeting with OCG	Brisbane	11.00am - 12.00pm 26 February 2019	ARTC, OCG 19 Invitees
Office of the Coordinator-General	Technical Advisory Group—Social	Brisbane	1.00 pm– 4.00 pm 2 July 2019	QFES, DESBT, OCG, DSDIMP, Ambulance DCHDE, DTMR, Health LVRC, ICC, SRRC, QPS, DSDSATSI
Office of the Coordinator-General	Technical Advisory Group—Air	Brisbane	10.00 am–11.30 am 24 May 2019	OCG, DES, DTMR, ARTC
Office of the Coordinator-General	Technical Advisory Group—Noise	Brisbane	9.30 am–11.00 am 27 May 2019	OCG, DES, DTMR, ARTC
Office of the Coordinator-General	Technical Advisory Group—Ecology	Brisbane	12.30 pm–2.00 pm 21 June 2019	DES, DSDILGP, Office of Coordinator-General, ARTC
Office of the Coordinator-General	Bromelton State Development Area (SDA)	Brisbane	11.00 am–12.00 pm 21 June 2019	OCG(Project Delivery) OCG(SDAs), ARTC
Office of the Coordinator-General	Technical Advisory Group—Social (Local Government Focus)	Brisbane	10.00 am–11.30 am 18 July 2019	OCG, ICC, LVRC, SRRC, DSDILGP
Office of the Coordinator-General	Meeting to discuss EIS process for G2K Projects	Brisbane	11.00am - 12.00pm 26 November 2019	ARTC, OCG (Project Delivery)
Office of the Coordinator-General	Meeting to discuss Inland Rail interactions with Qld councils	Brisbane	10.30am - 12.00pm 14 January 2020	ARTC, OCG 11 invitees
Office of the Coordinator-General	Meeting with OCG to discuss communications and schedule.	Brisbane	11.30am-12.30pm 28 May 2020	ARTC, OCG 11 invitees
Economic Development Queensland	Willowbank Industrial Estate. Discuss proposed rail connection and proposed Cunningham Highway crossing	Brisbane	11.00 am–12.30 pm 13 August 2018	EDQ, ARTC 14 attendees

Agency	Purpose	Location	Date / time	Attendance
Department of State Development, Manufacturing, Infrastructure and Planning (then DSDTI; currently DSDILGP)	Ebenezer earthworks workshop	Brisbane	8.00 am–1.30 pm 1 February 2017	DSDILGP, ARTC 5 attendees
Department of State Development, Manufacturing, Infrastructure and Planning (then DSDTI; currently DSDILGP)	Willowbank intermodal facility discussion	Brisbane	1.00 pm–1.30 pm 10 April 2018	DSDILGP, ARTC 5 attendees
Department of State Development, Manufacturing, Infrastructure and Planning (then DSDTI; currently DSDILGP)	Operational works drawings, KMZ of the development area, Offset strategy	Brisbane	1.30 pm–2.30 pm 22 October 2018	DSDILGP, ARTC 5 attendees
Department of State Development, Manufacturing, Infrastructure and Planning (then DSDTI; currently DSDILGP)	Willowbank Services Crossing—details of services required across the Project.	Brisbane	11.30 am–12.30 pm 25 March 2019	DSDILGP, ARTC 5 attendees
Department of State Development, Manufacturing, Infrastructure and Planning (then DSDTI; currently DSDILGP)	Drawings/sketches of the proposed utilities, crossing SFRC corridor	Brisbane	1.30 pm–2.30 pm 22 October 2018	DSDILGP, ARTC 5 attendees
QFES	Meeting to discuss how the reference design has progressed and address QFES emergency road access requirements to the tunnels.	Brisbane	1.00pm - 3.00pm 26 February 2019	ARTC, QFES, FFJV
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss technical information requests, access to rail corridor and DTMR owned property and an update of the Project	Brisbane	2.00 pm– 3.00 pm 6 February 2018	ARTC, DTMR, QR 7 Attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, tunnel alignment and EIS	Brisbane	2.00 pm–3.00 pm 6 March 2018	ARTC, DTMR, QR 9 Attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, site investigations, EIS and multi-criteria assessment (MCA) for tunnel	Brisbane	2.00 pm–3.00 pm 3 April 2018	ARTC, DTMR, QR 6 attendees

Agency	Purpose	Location	Date / time	Attendance
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, site investigations on hold, EIS engagement sessions and alignment of tunnel	Brisbane	2.00 pm–3.00 pm 17 April 2018	ARTC, DTMR, QR 7 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, site investigations on hold, EIS engagement sessions and planned data collection sessions	Brisbane	2.00 pm–3.00 pm 1 May 2018	ARTC, DTMR, QR 8 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, community consultation sessions and ownership of road structures post construction	Brisbane	2.00 pm–3.00 pm 15 May 2018	ARTC, DTMR, QR 5 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, status of alignment, Teviot Range tunnel is preferred Project tunnel alignment based on MCA	Brisbane	2.00 pm–3.00 pm 29 May 2018	ARTC, DTMR, ARTC 9 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR-owned property and project update	Brisbane	2.00 pm–3.00 pm 26 June 2018	ARTC, DTMR, QR 8 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR-owned property, design, EIS, geotechnical site investigations and impacted landowners	Brisbane	2.00 pm–3.00 pm 7 August 2018	ARTC, DTMR, QR 9 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, design, early EIS methodology and information packs for updated alignment work, impacted properties and geotechnical investigation activities.	Brisbane	2.00 pm–3.00 pm 21 August 2018	ARTC, DTMR, QR 10 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, status of design, EIS, status of interactive mapping tool on Inland Rail website, CCC and update of discussions with geotechnical investigation property owners.	Brisbane	2.00 pm–3.00 pm 30 October 2018	ARTC, DTMR, QR 10 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, status of design, EIS and geotechnical site investigations.	Brisbane	2.00 pm–3.00 pm 13 November 2018	ARTC, DTMR, QR 9 attendees

Agency	Purpose	Location	Date / time	Attendance
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, road–rail interfaces consultation with local governments, commencing of utility investigations, status of design, MCA workshop on alignment options and geotechnical site investigations	Brisbane	2.00 pm–3.00 pm 27 November 2018	ARTC, DTMR QR 13 attendees
Queensland Rail and DTMR	Meeting with DTMR and QR to present and discuss the Inland Rail H2C 70% reference design hydrology and interface impacts with the QR corridor.	Brisbane	12.30pm - 2.00pm 19 February 2019	ARTC, DTMR, QR, FFJV
Queensland Rail and DTMR	First discussions regarding establishment of the Coordination Group.	Brisbane	1.00pm - 3.00pm 27 February 2019	ARTC, TMR, QR
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, update of design, land acquisition strategy and update of EIS.	Brisbane	2.00 pm–3.00 pm 2 April 2019	ARTC, DTMR, QR 9 attendees
Queensland Rail and DTMR	ARTC briefing QR and DTMR on the 70% H2C design	Brisbane	10.00am - 3.00pm 17 April 2019	ARTC, QR, TMR, FFJV
Queensland Rail and DTMR	Workshop to complete H2C road/rail MCA’ s	Brisbane	11.00am - 3.00pm 30 May 2019	ARTC, FFJV, TMR, QR, LVRC 32 invitees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR-owned property, status of design, status update of geotechnical investigations and an update of EIS	Brisbane	2.00 pm–3.00 pm 25 June 2019	ARTC, DTMR, QR 11 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, status update of EIS, ongoing consultation with CCC, road design items with local governments and update of geotechnical investigations.	Brisbane	2.00 pm–3.00 pm 23 July 2019	ARTC, DTMR, QR 6 attendees
Queensland Rail and DTMR	Meeting with QR and DTMR to discuss governance, engagement, confirm ways of working, key forums and agreements.	Brisbane	1.00pm-2.00pm 16 June 2020	ARTC, QR 9 invitees
Queensland Rail and DTMR	Fortnightly meeting to work through work through technical principles of the draft term sheet incorporating QR and DTMR comments.	Brisbane	12.30pm-2.00pm 13 August 2020	ARTC, DTMR, QR 50 invitees
Queensland Rail and DTMR	Presentation of B2G, G2H and H2C to QR and DTMR	Brisbane	8.30am - 3.00pm 17 September 2020	ARTC, FFJV, QR,TMR 50 invitees

Agency	Purpose	Location	Date / time	Attendance
DTMR	Meeting with Technical Working Group Qld to discuss ARTC road–rail crossing strategy and EIS approach	Brisbane	2.00 pm–3.00 pm 24 November 2016	ARTC, DTMR 6 attendees
DTMR	Meeting with Technical Working Group Qld to discuss funding approval of Inland Rail Project by Australian Government, road–rail interfaces and schedule for 2017	Brisbane	2.00 pm–3.00 pm 11 January 2017	ARTC, DTMR 8 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals and the Project status	Brisbane	2.00 pm–3.00 pm 5 April 2017	ARTC, DTMR 5 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals, cultural heritage agreements and the Project status	Brisbane	2.00 pm–3.00 pm 19 April 2017	ARTC, DTMR 6 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals, land access agreements and the Project status.	Brisbane	2.00 pm–3.00 pm 5 May 2017	ARTC, DTMR 6 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals and the Project status	Brisbane	2.00 pm–3.00 pm 17 May 2017	ARTC, DTMR 8 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals, Program update, property acquisition and the Project status	Brisbane	2.00 pm–3.00 pm 31 May 2017	ARTC, DTMR 6 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals, early property acquisition and the Project status	Brisbane	2.00 pm–3.00 pm 28 June 2017	ARTC, DTMR 6 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals, procurement strategy and the Project status	Brisbane	2.00 pm–3.00 pm 12 July 2017	ARTC, DTMR 8 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement activities, primary approvals, early property acquisition, geotechnical investigations, and the Project status	Brisbane	2.00 pm–3.00 pm 9 August 2017	ARTC, DTMR 9 attendees
DTMR	Meeting with Technical Working Group Qld to community engagement plan, draft Terms of Reference and a Program update	Brisbane	2.00 pm–3.00 pm 30 August 2017	ARTC, DTMR 10 attendees

Agency	Purpose	Location	Date / time	Attendance
DTMR	Meeting with Technical Working Group Qld to discuss draft Terms of Reference release, land access agreements, Program update and commencement of environmental studies for the Project	Brisbane	2.00 pm–3.00 pm 11 September 2017	ARTC, DTMR 8 attendees
DTMR	Meeting with Technical Working Group Qld to discuss community engagement activities, approvals and Program update	Brisbane	2.00 pm–3.00 pm 27 September 2017	ARTC, DTMR 7 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on the ToR, community engagement activities, approvals and the status of the Program	Brisbane	2.00 pm–3.00 pm 11 October 2017	ARTC, DTMR, QR 9 attendees
DTMR	Meeting with DTMR Property to discuss ARTC proposed treatment methodology on DTMR property	Brisbane	27 September 2018	ARTC, DTMR 14 attendees
DTMR	Meeting with DTMR Technical Design to discuss road design, road rail interfaces, DTMR traffic counts and an update from FFJV	Brisbane	12 October 2018	ARTC, DTMR, FFJV 16 attendees
DTMR	Meeting with DTMR Technical Design to discuss an overview of the project, technical design items, road rail interfaces, impacted properties and land acquisition deed	Brisbane	31 January 2019	ARTC, DTMR 14 Attendees
DTMR	Meeting to discuss DTMR cycle opportunities H2C	Brisbane	3.00pm - 4.30pm 4 February 2020	ARTC, DTMR 6 invitees
DTMR	Digital workshop/ presentation to DTMR	Brisbane	9.00am - 11.00am 26 March 2020	ARTC, DTMR 17 invitees
DTMR	Meeting with DTMR to discuss the latest schedule	Brisbane	12.00pm - 1.00pm 7 April 2020	ARTC , DTMR 13 invitees
DTMR	Meeting with DTMR to discuss the latest schedule	Brisbane	12.00pm - 1.00pm 28 April 2020	ARTC , DTMR 13 invitees
DTMR	Meeting with DTMR to discuss the latest schedule	Brisbane	12.00pm - 1.00pm 12 May 2020	ARTC , DTMR 13 invitees
DTMR	Meeting with DTMR to discuss the latest schedule	Brisbane	10.00am-11.30am 18 June 2020	ARTC, DTMR 14 invitees
DTMR	Meeting to discuss schedule, property resumption and land access	Brisbane	12.00pm-1.00pm 23 June 2020	ARTC, DTMR 13 invitees
DTMR	Meeting with DTMR to work through and close out review comments	Brisbane	2.00pm-3.00pm 23 June 2020	ARTC, DTMR 12 invitees
DTMR	Presentation by DTMR on Land Resumption Process	Brisbane	2.30pm-4.00pm 25 June 2020	ARTC, DTMR 26 invitees
DTMR	Meeting to discuss schedule, property resumption and land access	Brisbane	12.00pm-1.00pm 7 July 2020	ARTC, DTMR 13 invitees
DTMR	Meeting with DTMR to work through and close out comments to PSTR	Brisbane	2.00pm-3.00pm 7 July 2020	ARTC, DTMR 12 invitees

Agency	Purpose	Location	Date / time	Attendance
DTMR	Meeting to discuss schedule, property resumption and land access	Brisbane	12.00pm-1.00pm 14 July 2020	ARTC, DTMR 13 invitees
DTMR	Meeting to discuss Project updates	Brisbane	2.00pm-3.00pm 14 July 2020	ARTC, DTMR 15 invitees
DTMR	Meeting to discuss schedule, property resumption and land access	Brisbane	12.00pm-1.00pm 28 July 2020	ARTC, DTMR 13 invitees
DTMR	Meeting to discuss Project updates	Brisbane	2.00pm-3.00pm 28 July 2020	ARTC, DTMR 15 invitees
DTMR	Meeting to discuss schedule, property resumption and land access	Brisbane	12.00pm-1.00pm 4 August 2020	ARTC, DTMR 9 invitees
DTMR	Meeting with DTMR to work through and close out comments to PSTR	Brisbane	2.00pm - 3.00pm 4 August 2020	ARTC, DTMR 12 invitees
DTMR	Meeting to discuss Project updates	Brisbane	2.00pm-3.00pm 11 August 2020	ARTC, DTMR 15 invitees
DTMR	Meeting to discuss State land roles and responsibilities following TMR's meeting with Department of Resources (former Department of Natural Resources, Mines and Energy)	Brisbane	12.00pm-1.00pm 18 August 2020	ARTC, DTMR 15 invitees
DTMR	Meeting with DTMR to work through and close out comments to PSTR	Brisbane	2.00pm – 3.00pm 18 August 2020	ARTC, DTMR 12 invitees
DTMR	Meeting with DTMR to discuss Minimum Technical Requirements	Brisbane	09.00am-10.00am 4 September 2020	ARTC, DTMR
Queensland Rail	Digital workshop/presentation to QR on the G2K PSTR	Brisbane	10.00am - 12.00pm 9 April 2020	ARTC, QR 23 invitees
Queensland Rail	Meeting to discuss the agreed responsibilities of each of the parties in the proposed QR Asset Assurance framework	Brisbane	10.00am - 11.30am 14 May 2020	ARTC, QR 9 invitees
Queensland Rail	Meeting with QR to strategy for shared level crossings, ensure rail safety obligations are met and that both parties requirements are met during operation and construction	Brisbane	3.00pm-4.00pm 26 May 2020	ARTC QR 28 invitees
Queensland Rail	Meeting with Technical Working Group to discuss discipline requirements, standards and specifications to facilitate the development and refinement of Project Scope and Technical Requirements	Brisbane	1.00pm-2.00pm 29 June 2020	ARTC QR 28 invitees

TABLE B.2: COUNCIL MEETINGS AND BRIEFINGS

Purpose	Location	Date	Attendance	Key issues
Lockyer Valley Regional Council; presentation of alignment, presentation of approvals process, presentation of consultation undertaken	Gatton	14 December 2016	Mayor and councillors	Consultation processes, EIS timeframes, alignment selection, hydrology impacts, social impacts
Lockyer Valley Regional Council; presentation on Inland Rail community engagement: ▸ activities undertaken ▸ stakeholders involved ▸ feedback from landowners. Issues expressed during engagement	Gatton	1 February 2017	Mayor and councillors Mayor's advisor	Stakeholder feedback concerns regarding; Alignment, property acquisition & valuations, Impact on Agriculture, Flooding, Project Timeframe, existing train line
Lockyer Valley Regional Council; Presentation of community bypass options Presentation of engagement plan/local presence	Gatton	19 July 2017	Mayor and councillors	Engagement with community Local ARTC presence
Lockyer Valley Regional Council; Presentation of Multi Criteria Analysis Process for Alignment Selection/Variations	Gatton	3 October 2017	Mayor and councillors Business Development Officer	Alignment selection Project justification Connectivity Local road network impacts Stakeholder notifications
Lockyer Valley Regional Council Technical Working Group Meeting; delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	15 March 2018	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Community Development and Engagement Officer	Engagement schedule Construction impacts EIS timeframes Impact to Council assets Relationship management Passenger Rail Laidley Hydrology Tourism Impacts
Lockyer Valley Regional Council Technical Working Group Meeting; delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	15 June 2018	Manager Administration & Executive Operations Community Development and Engagement Officer	Traffic data Technical consultant investigations Warrego Highway Grade separation Gatton West Industrial Zone Consultation to date Hydrology for Forest Hill Crossing loops Cumulative impact to LVRC strategic plans
Lockyer Valley Regional Council Chief Executive Officer presentation: Inland Rail rationale, Project update	Gatton	2 July 2018	Mayor and Councillors	LVRC impacts Use of agricultural land Acquisition impacts Social impacts Project investment with LGA

Purpose	Location	Date	Attendance	Key issues
Lockyer Valley Regional Council Technical Working Group Meeting; delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	11 July 2018	Manager Administration & Executive Operations Acting Executive Manager Infrastructure Works and Services Community Development and Engagement Officer	Environmental Group engagement Impact to local road network Geotech investigations Alignment Ventilation of tunnel Horizontal alignment Passenger rail Future proofing Social Impact Assessment
Lockyer Valley Regional Council Technical Working Group Meeting; delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	9 August 2018	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design Community Development and Engagement Officer	Geotech investigations Hydrology methodology Property access Treatment of utilities LVRC Position Paper Construction impact to road network Delivery model Directly impacted engagement Natural disaster—fire
Ipswich City Council; Technical Working Group	Ipswich	28 August 2018	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Meeting to discuss Project Road Design, alignment, local road network, level crossings, hydrology
Ipswich City Council; Technical Working Group	Ipswich	26 September 2018	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Meeting to discuss Project Road Design Local road network, level crossings, hydrology
Lockyer Valley Regional Council Presentation of Vertical Alignment, Presentation of alignment MCAs for Gatton, Forest Hill and Helidon	Gatton	2 October 2018	Mayor and Councillors Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services	Alignment selection Project justification Impacts to populated communities Engagement with wider community Noise impacts
Lockyer Valley Regional Council Technical Working Group Meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	11 October 2018	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design Community Development and Engagement Officer	Hydrology Alignment in Gatton Council resources/ARTC requirements

Purpose	Location	Date	Attendance	Key issues
Lockyer Valley Regional Council Technical Working Group Meeting; Road Network Sub-group	Gatton	16 October 2018	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design Senior Engineer Water and Projects	Local road network impacts Traffic impacts Connectivity to West Gatton Industrial Zone Level crossing/grade-separated crossings Gatton population growth
Lockyer Valley Regional Council Technical Working Group Meeting; Road Network Sub-group	Gatton	30 October 2018	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design	Local road network impacts Local government infrastructure planning Connectivity Construction Roads/handback post-commissioning
Ipswich City Council; Technical Working Group	Ipswich	1 November 2018	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Meeting to discuss technical design items and flooding report Local road network, level crossings, road standards, bridge load limits, hydrology report
Lockyer Valley Regional Council Technical Working Group Meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	8 November 2018	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design Community Development and Engagement Officer	Engagement Directly impacted property—development Hydrology Combined planning scheme impacts
Lockyer Valley Regional Council Technical Working Group Meeting; Road Network Sub-group	Gatton	20 November 2018	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design Senior Engineer Water and Projects	Local road network impacts Level crossings Traffic assessment Connectivity Hydrological impact to road network
Lockyer Valley Regional Council Technical Working Group Meeting; Road Network Sub-group	Gatton	4 December 2018	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Regional and Strategic Planning Lead Manager Infrastructure Planning and Design	Local road network impacts Traffic assessment methodologies

Purpose	Location	Date	Attendance	Key issues
Lockyer Valley Regional Council Technical Working Group Meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	13 December 2018	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design Community Development and Engagement Officer	Hydrology impacts/modelling Impact to LVRC Planning Scheme Elected members briefing State Water Management Plan impact to constructability
Lockyer Valley Regional Council Technical Working Group Meeting; Road Network Sub-group	Gatton	15 January 2019	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Regional and Strategic Planning Lead Manager Infrastructure Planning and Design	Local road network impacts Traffic assessment methodologies
Ipswich City Council; Technical Working Group	Ipswich	24 January 2019	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Meeting to discuss technical design items hydrology report, Local road network, level crossings, hydrology, public private partnership
Lockyer Valley Regional Council Technical Working Group Meeting; Third-Party Agreement Subgroup	Gatton	29 January 2019	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design	Cost incurred by Council timeframes, expectations and dispute resolution Legal advice to LVRC
Lockyer Valley Regional Council; presentation of Reference Design Constructability Report	Gatton	31 January 2019	Mayor and Council Officers Manager Administration & Executive Operations	Construction road selection Sourcing of construction materials Workforce sourcing Local road network impacts Identified laydown suitability Vertical alignment
Lockyer Valley Regional Council Technical Working Group Meeting (transition to Interface Meeting); Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	31 January 2019	Mayor Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design Community Development and Engagement Officer	Project Scope and Technical Requirements Document Drainage Pedestrian/Cycle network Funding opportunities Connectivity along alignment for Cycle Engagement process/outcomes Road/Rail interfaces Directly Impacted properties

Purpose	Location	Date	Attendance	Key issues
Lockyer Valley Regional Council Technical Working Group Meeting; 3rd Party Agreement Subgroup	Gatton	12 February 2019	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design	Cost incurred by Council in consultation with ARTC
Lockyer Valley Regional Council Technical Working Group Meeting (transition to Interface Meeting); Presentation of Road/Rail Interfaces Gatton, Forest Hill and Helidon	Gatton	14 February 2019	Mayor Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design	Local road network impacts Traffic analysis Community connectivity Pedestrian and cycle connectivity
Ipswich City Council; Technical Working Group	Ipswich	27 February 2019	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Meeting to discuss technical design items Local road network, level crossings, offset opportunities
Lockyer Valley Regional Council Interface Meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	14 March 2019	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design	Road/rail interface concerns Hydrology EIS status/progress Engagement timeframes
Ipswich City Council; Technical Working Group	Ipswich	27 March 2019	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Meeting to present Road/Rail Interfaces, Local road network, level crossing, community connectivity
Lockyer Valley Regional Council Technical Working Group Meeting; Alignment and Council technical interface	Gatton	2 April 2019	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Council Project Manager	Alignment Road/rail interfaces Footprint/Construction Zone Impact to businesses Connectivity
Ipswich City Council; Technical Working Group	Ipswich	16 May 2019	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Meeting to discuss technical design items Meeting to discuss flooding Local road network, level crossings, noise and vibration, community engagement
Lockyer Valley Regional Council Technical Working Group Meeting; Road Network Sub-group	Gatton	21 May 2019	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Council Project Manager	Project Scope Technical Requirements Construction Returned works

Purpose	Location	Date	Attendance	Key issues
Ipswich City Council; Technical Working Group	Ipswich	12 June 2019	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Meeting to present Constructability Report Local road network, construction traffic impacts, laydown areas, emergency services access to tunnel, level crossings, hydrology, water requirement, haul roads, mass haul
Lockyer Valley Regional Council Interface Meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	13 June 2019	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Council Project Manager	QR interface LVRC Planning scheme ongoing Hydrology modelling Social Impact for Gatton Caravan Park EIS submission
Ipswich City Council; Technical Working Group	Ipswich	28 June 2019	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Meeting to discuss technical design items Local road network, construction traffic impacts, community consultative committee
Lockyer Valley Regional Council Presentation of Proposed Road/Rail Interfaces EIS Update	Gatton	2 July 2019	Mayor and Councillors Manager Administration & Executive Operations	Inclusion of connectivity to GWIZ Closure of Goal St level crossing Forest Hill level crossing Noise impacts for populated areas
Lockyer Valley Local Disaster Management Group; Briefing and Project Update, presentation of alignment	Gatton	18 July 2019	Mayor Manager Administration & Executive Operations Council Project Manager Executive Manager Infrastructure Works and Services QAS representative QFES representative QPS representative SES Regional Coordinator	Alignment presentation Road / Rail interfaces Impacts to Emergency Services
Ipswich City Council; Technical Working Group	Ipswich	19 July 2019	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Meeting to discuss technical design and flooding Local road network
Lockyer Valley Regional Council Technical Working Group Meeting	Gatton	30 July 2019	Manager Administration & Executive Operations Council Project Manager Manager Infrastructure Planning and Design	Council interface agreements Asset management Haul route, defect road maintenance Sandy Creek Road, Luck Road, Philips Road and Connors Road future proofing

Purpose	Location	Date	Attendance	Key issues
Lockyer Valley Regional Council Interface Meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	8 August 2019	Manager Administration & Executive Operations Council Project Manager Manager Infrastructure Planning and Design	Escalation of opportunities out of scope Inter-Governmental Agreement EIS timeframes, public consultation Council interface agreements Hydrology review
Lockyer Valley Regional Council Technical Working Group Meeting; Hydrology Subgroup	Bowen Hills	22 August 2019	Senior Engineer Water and Projects Regional and Strategic Planning Lead	Design process Alignment model tour Noise issues Flood model and drainage
Lockyer Valley Regional Council Technical Working Group Meeting; Road Network Sub-group	Gatton	27 August 2019	Council Project Manager Executive Manager Infrastructure Works and Services	Local Road Network impacts Local Government Infrastructure Planning Connectivity Construction Roads
Lockyer Valley Regional Council Interface Meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	12 September 2019	Mayor Manager Administration & Executive Operations Council Project Manager	EIS timeframes Project Scope and Technical Requirements (PSTR) Council interface agreements Reference design review
Lockyer Valley Regional Council Technical Working Group Meeting	Gatton	17 October 2019	Manager Administration & Executive Operations Council Project Manager Manager Infrastructure Planning and Design	Council interface agreements Asset management Design standards Pavement standards Maintenance of structures and road corridors Haul roads for construction; pavement condition and traffic analysis Impact for planning schemes Legal and commercial impacts Hydrology and hydraulics Opportunities for Sandy Creek Road, Luck Road, Philips Road and Connors Road European Cultural Heritage, Gatton rail precinct

Purpose	Location	Date	Attendance	Key issues
Lockyer Valley Regional Council Technical Working Group Meeting; Project Scope and Technical Requirements sub group	Gatton	31 October 2019	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Council Project Manager Manager Infrastructure Planning and Design Planning Officer	Council interface agreements Pavement standards to be adopted Maintenance of the road corridors, routine maintenance Haul routes; bridge loading and trigger points for upgrades Rail bridge over road design to not exclude future realignment of Sandy Creek Road, Luck Road and Philips Road. Hydrology and hydraulics; information share, Intensity Frequency Duration (IFD) standard; calibration and comment for base case model
Lockyer Valley Regional Council Interface Meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	14 November 2019	Mayor Manager Administration & Executive Operations Council Project Manager Executive Manager Infrastructure Works and Services Manager Infrastructure Planning and Design	EIS timeframes Road / Rail interfaces Construction laydowns Local business engagement Council interface agreements Reference design review
Ipswich City Council; Technical Working Group	Ipswich	21 November 2019	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	100% Reference design Maintenance boundaries Return assets
Lockyer Valley Regional Council Technical Working Group Meeting; Project Scope and Technical Requirements sub group	Gatton	5 December 2019	Manager Administration & Executive Operations Council Project Manager	Council interface agreements As constructed requirements Handover/Handback of assets Maintenance of road corridor Traffic count for haul routes As built returned works, cost breakdowns Road re-alignment/design for Golf Links Drive/Woodlands Road intersection

Purpose	Location	Date	Attendance	Key issues
Lockyer Valley Regional Council Interface Meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	16 January 2020	Manager Administration & Executive Operations Council Project Manager Manager Infrastructure Planning and Design	EIS timeframes Council interface agreements Operational noise impacts for residents Caravan park development/impact Reference design review
Ipswich City Council; Technical Working Group	Ipswich	16 January 2020	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Level crossing presentation
Lockyer Valley Regional Council Technical Working Group Meeting; Road Network Sub-group	Gatton	18 February 2020	Council Project Manager Acting Executive Manager Infrastructure Works and Services	Local Road Network impacts Connectivity Construction Roads Level crossing assessment
Ipswich City Council; Technical Working Group	Ipswich	20 February 2020	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Project and EIS update Road rail interfaces
Lockyer Valley Regional Council Interface Meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	9 April 2020	Mayor Manager Administration & Executive Operations Council Project Manager Acting Manager Infrastructure Planning and Design	EIS timeframes Council interface agreements Reference design review Community Engagement CCC membership
Lockyer Valley Regional Council Technical Working Group Meeting; Land requirements	Gatton	21 April 2020	Manager Administration & Executive Operations Council Project	Local road network impacts Impact to council-controlled land/reserves
Lockyer Valley Regional Council Interface meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	11 June 2020	Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Council Project Manager Council Community Development Officer	Impacted asset on heritage register Reference design review Community engagement Project Scope and Technical Requirements Community consultative committee update
Ipswich City Council; Technical Working Group	Ipswich	18 June 2020	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Project update Land acquisition update

Purpose	Location	Date	Attendance	Key issues
Ipswich City Council; Technical Working Group	Ipswich	16 July 2020	Infrastructure Planning Manager, Senior Technical Officer (Traffic)	Project update EIS progression Council asset replacement opportunity Community consultative committee update Sponsorship and Donations program
Lockyer Valley Regional Council Interface meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	9 July 2020	Mayor Manager Administration & Executive Operations Executive Manager Infrastructure Works and Services Council Project Manager Council Community Development Officer	Project update Reference design review Interface agreements Community engagement
Lockyer Valley Regional Council Interface meeting; Delivery and Inland Rail update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Gatton	10 September 2020	Manager Administration & Executive Operations Council Project Manager	Project update Reference design review Interface agreements Community engagement
Lockyer Valley Regional Council Technical Working Group Meeting	Gatton	28 September December 2020	Manager Administration & Executive Operations Council Project Manager	Council interface agreements Construction quality Hydrology and Hydraulics; models review Cycle network

APPENDIX

C

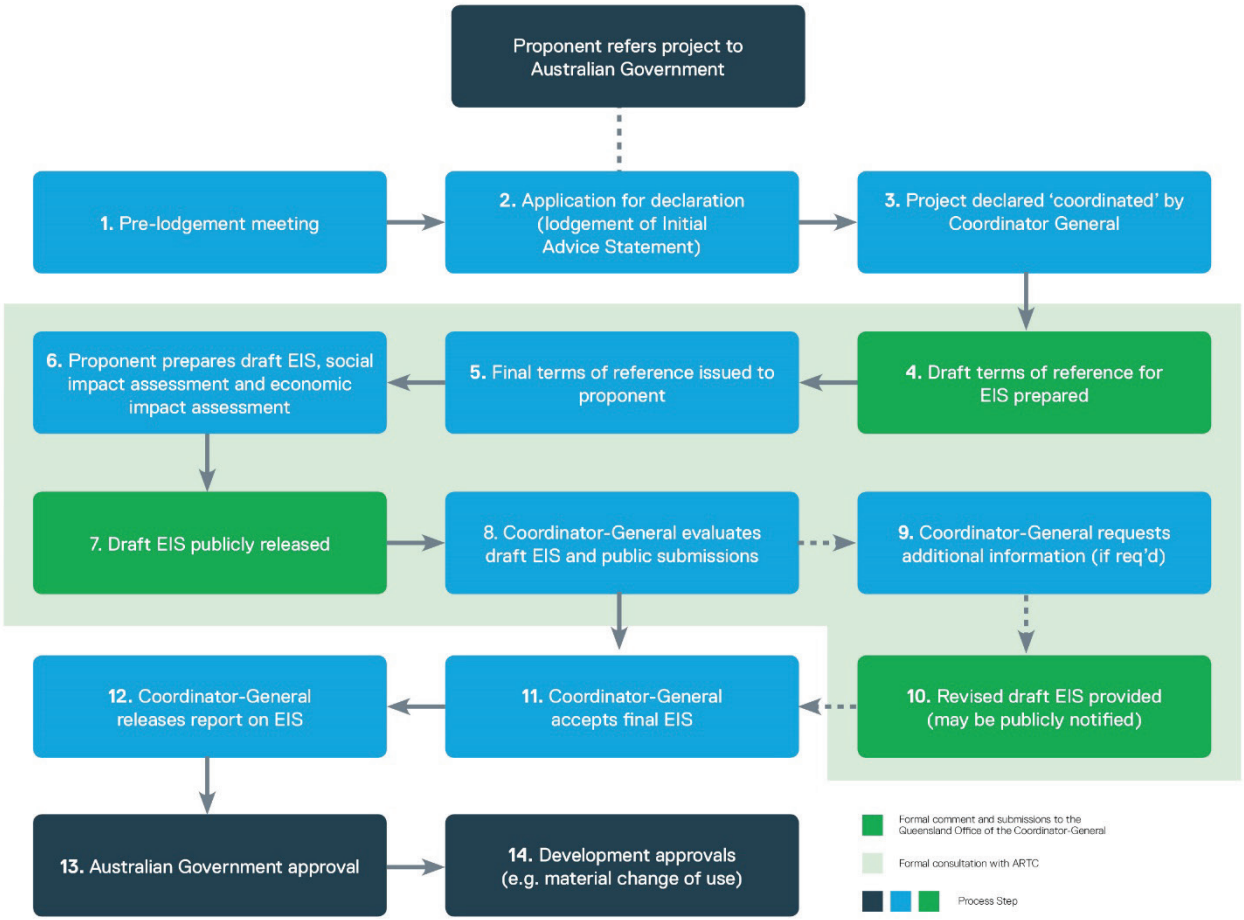
Consultation report

Appendix C Project Display Poster

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

IR_1381

Process to assess Queensland major projects



- The purpose of an Environmental Impact Statement (EIS) is to test whether a project is designed in the correct way and that it is feasible in an environmental, social and economic context
- The EIS is underpinned by Queensland and Commonwealth legislation
- The Queensland Coordinator-General manages the EIS process and coordinates the State Government Advisory Agencies
- The Queensland Coordinator-General is an independent statutory position whose duties include the assessment, management and regulation of major projects in Queensland

This process will be used to assess the following Inland Rail projects:

- NSW/Qld Border to Gowrie
- Gowrie to Helidon
- Helidon to Calvert
- Calvert to Kagaru

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ARTC InlandRail

Social Impact Assessment requirements

Major projects preparing an Environmental Impact Statement (EIS) as part of Queensland Government approval processes are required to include Social Impact Assessment (SIA).

The SIA's purpose is to identify a project's likely effects – positive and negative - on local and regional communities.

Queensland Government requirements for the SIA are outlined in the EIS Terms of Reference and in the SIA Guideline, which was published by Queensland's Coordinator-General in March 2018.

The SIA Guideline sets out the process for the SIA, including stakeholder consultation, and requires that the following key matters are addressed:

- Community and stakeholder engagement
- Workforce management
- Housing and accommodation
- Local business and industry procurement
- Health and community wellbeing

Key questions for Social Impact Assessment

These are some of the questions that the SIA will seek to answer. We're interested in your views.

Community values

- What things support community vitality and cohesion in this area?
- Would residential amenity be affected by the Inland Rail project?
- Would rural way of life change, for better or worse?
- Would the project affect community character?
- Would Inland Rail change access or connectivity in this area?

Managing impacts and enhancing needs

- How might ARTC work with local communities, Councils and other stakeholders to avoid or minimise social impacts?
- How might project benefits and opportunities for local and regional communities be enhanced?
- What has worked well in management of social and/or cumulative impacts in this region?

Labour industry and economy

- How might local farms or agribusinesses be affected?
- How might the project support local training and employment options?
- Are there labour or skill shortages which the project could exacerbate?
- How might the project affect local businesses?
- Would the project affect tourism values in your area?

Social infrastructure

- Are community facilities and services adequate to community needs?
- Would the project affect demand for community facilities and/or services?
- How might the project work with social infrastructure providers to avoid impacts and maximise benefits for facilities and services?

Community safety and wellbeing

- Would the project affect community safety?
- Could changes in the local environment affect community health or wellbeing?
- Could Inland Rail improve wellbeing or quality of life in your area?

Housing

- Is current housing adequate for community needs?
- Would the project change access to or affordability of housing?

Socio-economic impacts

- Would the project change population trends or characteristics?
- Would there be an effect on employment or skills levels?

Key steps in the SIA process

Scoping

- Project nature and scale
- Scope of possible social impacts in project lifecycle
- Potentially affected communities
- Traditional Owner interests
- Cumulative project context

Baseline Analysis

- Demography
- Community character, culture, values, history
- Land use/ownership and use of natural resources
- Key industries and state/local government plans
- Social infrastructure access and capacity
- Housing availability, capacity, affordability
- Local and regional labour market
- Cumulative project context

Impact Assessment

- Change to community function or values
- Impacts on how people live, work, play and interact
- Impacts on history, culture and resource access
- Impacts on physical safety, wellbeing, quality of life
- Impacts on access to infrastructure and services
- Changes to livelihoods, advantage/disadvantage

Impact mitigation / benefit enhancement

- Outcomes focused
- Reasonable
- Relevant
- Transparent

SIA Report and Social Impact Management Plan (SIMP)

- Proposed management measures
- Implementation timeframes
- Roles and responsibilities
- Stakeholders and potential partnerships

Monitoring, review and update

- Track SIMP progress and effectiveness
- Assess project effect on social indicators
- Capture and report on SIMP progress
- Facilitate stakeholder engagement and collaboration

You can download your copy of the SIA Guideline from the Queensland Government at http://www.statedevelopment.qld.gov.au/resources/cg/social-impact-assessment-guideline.pdf

Air Quality

We know maintaining good air quality is important to you

Understanding current air quality in your area

- Air quality monitoring will be undertaken as required to collect information about existing air quality conditions.
- We also use ambient air quality data from the Queensland Department of Environment and Science. The Department has monitoring facilities in Jondaryan, Toowoomba and Flinders View.

Potential air quality impacts may include:

- Gas emissions from diesel train exhausts
- Fugitive dust emissions (dust off the ground unsettled by rail activity)
- Dust or emissions from maintenance activities
- Emissions from tunnel ventilation

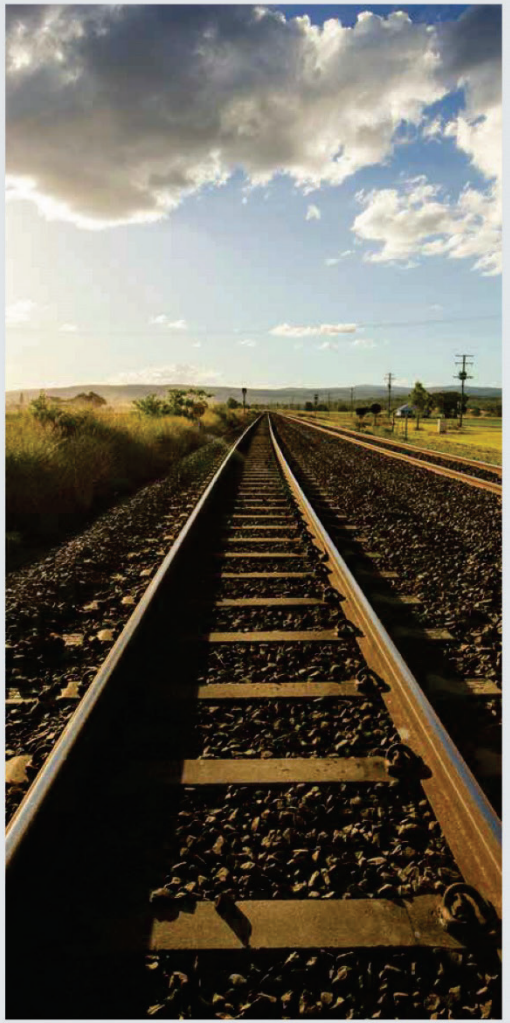
Measures to avoid, minimise or manage air quality changes include:

- Managing train speeds

- Removing dust from ballast and tracks

- Ensuring tunnel ventilation design meets technical standards

- Correctly maintaining and operating vehicles and equipment



Noise and Vibration

We know minimising noise and vibration is important to you

ARTC is committed to managing noise and vibration impacts

As part of the project approval process, we have to:

- Assess the impact of noise and vibrations on residential areas, schools, educational institutions and child care centres
- Determine if any measures to reduce and mitigate impacts are required.

Operational rail noise modelling

Operational rail noise modelling is undertaken to consider the increase in train volumes and the noise impacts at three points in time:

1. On opening of each individual project
2. On opening of the completed Inland Rail between Melbourne and Brisbane (2025)
3. At a year when operating at full capacity (likely 2040)

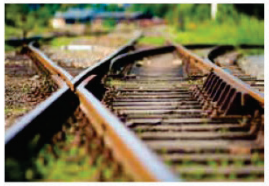
What can cause noise and vibration?

- Construction activities, for example, the use of plant and equipment and drilling and excavation activities
- Trains passing or idling on the network
- Movement of rail wagons when trains change speed, and during shunting activities
- Trains operating on track with irregularities, resulting in flanging and wheel squeal
- Operation of signals at level crossings and use of train horns by train operators
- Standard operational maintenance activities, involving upkeep work.

What can we do to reduce and mitigate noise and vibration?

Noise walls

Property treatments



Track lubricators

How will noise and vibration be assessed?

- Potential noise and vibration impacts will be assessed in accordance with the requirements set out by the Coordinator-General in the Terms of Reference and will be reported on in the Environmental Impact Statement.
- The Terms of Reference requires that the Project:
  - Defines and classifies the existing environment that may be affected by the project, for example, identifying the location of sensitive receivers within or near the study area and establishing existing background noise levels by the placement of noise loggers
  - Model and predict potential noise and vibration impacts on the existing environment
  - Describe how the Project will seek to minimise, mitigate and manage noise and vibration impacts
  - Identify how the management of impacts will be monitored and audited on an ongoing basis.

ARTC InlandRail

Flooding

We know managing flooding is important to you

Flood study engagement framework

The flood study engagement framework provides more detail about our process and opportunities for input on preliminary design and flood management for the rail line on floodplains.

STEP 1

- **Inform community about the floodplain assessment process and gather feedback**
- **Confirm study methodology and design process**

STEP 2

- **Collate existing/historical flooding information**
- **Develop the flood study and a base case model for current flood conditions**

STEP 3

- **Present base flood modelling, impact and mitigation options**
- **Confirm environmental constraints, preliminary flood studies**

STEP 4

- **Present preliminary design including previous stakeholder feedback**
- **Flood risk and mitigation assessment**

STEP 5

- **Finalise feasibility design**
- **Submission of impact assessment to regulatory agency**

Managing flooding is a high priority

- Community input on flood impacts will be incorporated into the design of Inland Rail, ensuring impacts are managed appropriately
- Community feedback helps refine our modelling to provide confidence the assessment accounts for local knowledge and experience

Our guiding principles

- Minimise the impacts of Inland Rail on flood behaviour
- Take natural water flows into account
- Achieve a level of flood immunity to minimise the risk to operations and maintenance

Flood modelling

- ARTC will undertake flood modelling taking into account the updated Australian Rainfall & Runoff (ARR 4th edition) which now considers projected rainfall patterns associated with modelled climate change impacts.

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Level Crossings

We know managing level crossings is important to you

Types of crossings

- **Passive crossings** use stop or give way signs for motorists, and 'look for trains' signs for pedestrians.
- **Active crossings** have flashing lights with or without boom barriers for motorists, and automated gates for pedestrians.

Public crossings

- Public crossings are located on state-controlled or local Council roads.
- For public crossings we work with local Councils to consider future development plans and other important local factors.

Private crossings

- Private crossings are created to provide access within a private property itself, or between a private property and a public road.
- For private crossings we consult with landowners to consider specific requirements such as farm machinery or livestock movements.

Safety treatments

We aim to optimise safety at existing crossings while minimising disruption to the local community.

Safety improvements may include:

- Upgrades of public crossings from passive or flashing lights to boom barriers

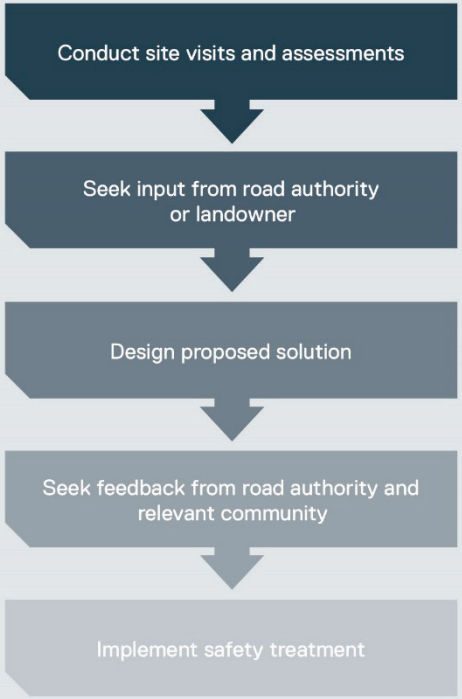
- Renewal of passive level crossing infrastructure such as signage

- Gates at private crossings

- Crossing closures

- Grade separation (e.g. road and rail bridges)

Selecting level crossing safety improvements



To assess level crossings we use a national system called Australian Level Crossing Assessment Model (ALCAM), which considers factors such as road traffic numbers, vehicle types, train numbers, speeds and sighting distances.

APPENDIX

C

Consultation report

Appendix D Fact Sheets

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

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TABLE D.1: FACT SHEETS

Topic	Timing	EIS milestone	Focus	Distribution
Inland Rail—At a glance	2015	Stage 1—Early consultation	About Inland Rail, benefits, quick facts, route map	Early stakeholder briefings, consultation and meetings
Project overview	April 2017	Project commencement Release of draft ToR	Project description Introduction to ARTC Inland Rail Introduction to EIS process Project timeframe Promotion of community information sessions Project contact channels	Letterbox drop to study area and adjacent communities (approximately 4500) project website e-news Community information sessions and agency briefings
The approval process	June 2017	Project commencement Ongoing communication and engagement	Explanation of the approval process for Queensland Projects	Information sessions Information displays Workshops Stakeholder briefings/meetings CCC
Land access	2017	Project commencement Ongoing communication and engagement	Explanation of Inland Rail needs access, what is a land access agreement, activities, and conditions of the agreement	Inland Rail website—landowners webpage Information sessions Information displays Workshops Stakeholder and landowner briefings/meetings
Land access guidelines	2017	Project commencement Ongoing communication and engagement	Explanation of how we will work with landowners to access their land	Inland Rail website—landowner webpage Information sessions Information displays Workshops Stakeholder and landowner briefings/meetings
Project factsheet	March 2018	Commencement of field studies Ongoing communication and engagement	Overview of Inland Rail, alignment	Inland Rail website Information sessions Information displays Workshops Stakeholder and landowner briefings/meetings CCC
Environmental field studies	March 2018	Commencement of field studies Ongoing communication and engagement	Explanation of the range of field studies that will be undertaken as part of the EIS process	Information sessions Information displays workshops
Flood studies	March 2018	Commencement of field studies Ongoing communication and engagement	Explanation of Inland Rail approach to flood studies; what studies are being undertaken; engagement framework	
Noise and vibration	March 2018	Commencement of field studies Ongoing communication and engagement	Explanation of noise and vibration, assessment and management approach	

Topic	Timing	EIS milestone	Focus	Distribution
Geotechnical activities	January 2019	Commencement of geotech program Ongoing communication and engagement	Explanation of geotechnical activities and what stakeholders can expect to see in the field	Project website Email to known stakeholders
H2C Project factsheet (update)	February 2019	Ongoing communication and engagement	EIS next steps—geotech surveys, hydrological studies, Ecological studies, noise, air, vibration, land, utility identification, heritage surveys. Provided as an example in Appendix D of this report	Inland Rail website
Lloyds Olive	March 2019	Ongoing communication and engagement	Explanation of how Inland Rail will manage this conservation significant fauna species	Information sessions Information displays Workshops Stakeholder briefings/meetings
Swift parrot	March 2019	Ongoing communication and engagement	Explanation of how Inland Rail will manage this conservation significant fauna species	Information sessions Information displays Workshops Stakeholder briefings/meetings
Aboriginal cultural heritage	April 2019	Ongoing communication and engagement	Explanation of how and why Inland is managing and preserving aboriginal cultural heritage including development of management plan	Inland Rail website Information sessions Information displays Workshops Stakeholder briefings/meetings
Flora and fauna	April 2019	Ongoing communication and engagement	Explanation of flora and fauna investigations and managing impacts	Information sessions Information displays Workshops Stakeholder briefings/meetings
Koala	June 2019	Ongoing communication and engagement	Explanation of how Inland Rail will manage this conservation significant fauna species	Information sessions Information displays Workshops Stakeholder briefings/meetings
Brush Tailed rock Wallaby	June 2019	Ongoing communication and engagement	Explanation of how Inland Rail will manage this conservation significant fauna species	Information sessions Information displays Workshops Stakeholder briefings/meetings
Grey-headed Flying-fox	June 2019	Ongoing communication and engagement	Explanation of how Inland Rail will manage this conservation significant fauna species	Information sessions Information displays Workshops Stakeholder briefings/meetings
Gowrie to Kagaru Public Private Partnership (PPP)	December 2019	Ongoing communication and engagement	Overview of Gowrie to Kagaru projects (including the Project) Explanation of a Public Private Partnership (PPP) PPP delivery and timelines	Inland Rail website Information displays Stakeholder briefings/meetings CCC

PROJECT FACT SHEET QLD

ABOUT INLAND RAIL

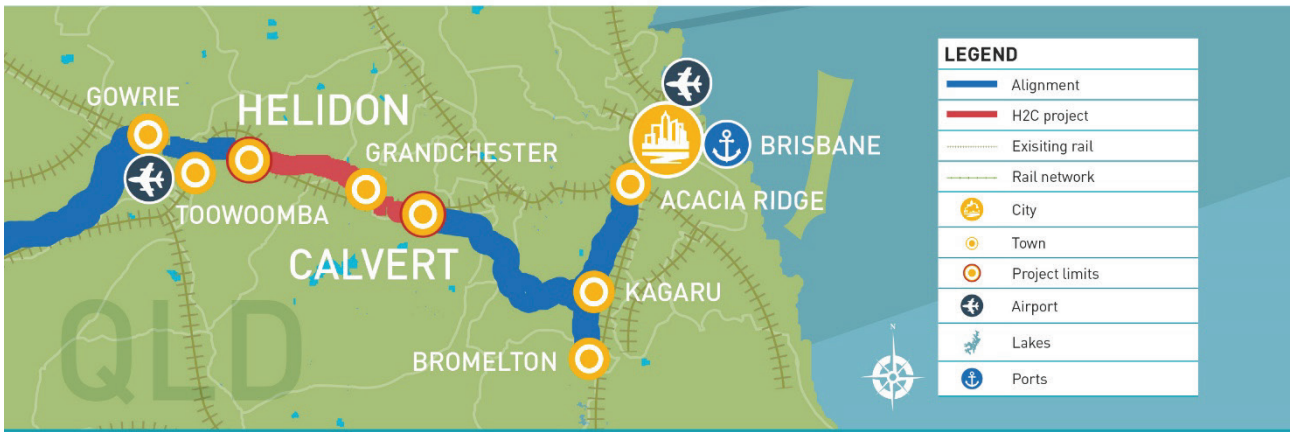
Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets, transforming the way we move freight around the country. It will complete the 'spine' of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

This new 1,700 kilometre line is the largest freight rail infrastructure project in Australia. It will connect our farms, mines, cities and ports to domestic and international markets. It will support Australia's four richest farming regions, as well as providing supply chain benefits and substantial cost savings for producers.

ABOUT HELIDON TO CALVERT PROJECT

The Helidon to Calvert (H2C) section of Inland Rail comprises 47 kilometres of new dual gauge track connecting Helidon and Calvert in Queensland, via Placid Hills, Gatton, Laidley and Grandchester.

It will include building a new 1.1 kilometre tunnel through the Little Liverpool Range. This section uses the existing rail corridor and the Department of Transport and Main Roads' Gowrie to Grandchester 2003 protected corridor, with possible refinements being considered within a defined study area.



NEIGHBOURING PROJECTS

H2C connects to the Gowrie to Helidon (G2H) project in the west and the Calvert to Kagaru (C2K) project in the east.

inlandrail.com.au 1800 732 761

INLAND RAIL PROJECTS

Inland Rail has been divided into 13 projects to deliver the 1,700 kilometre rail line by 2024/25 and H2C is one of five projects in Queensland. H2C is one of three projects (along with Gowrie to Helidon and Calvert to Kagaru) that are considered the most technically complex sections of Inland Rail, and will therefore be delivered using an innovative Public Private Partnership (PPP) funding arrangement.

WHAT HAS BEEN HAPPENING

The Coordinator-General declared H2C a Coordinated Project in 2017. Following public consultation on the draft Terms of Reference, the Coordinator-General issued the final Terms of Reference (ToR). The ToR document provides the framework for Inland Rail to develop an Environmental Impact Statement (EIS). This process involves collecting community input regarding the social, economic and environmental impacts that may be generated by the project. To collect such information, in 2017-2018, we set up the Lockyer Valley Community Consultative Committee, and conducted face-to-face and online consultation.

NEXT STEPS

The H2C project is currently in the project feasibility phase and we are in the process of developing the EIS and a feasibility design for the project. The aim of this phase is to finalise the optimal alignment by gathering baseline data, analysing potential impacts, and developing mitigation measures to address these impacts.

During the preparation of the EIS, the project team will be conducting a range of investigations throughout the project study area, including:

- **Geotechnical surveys** – to obtain information about the physical properties of the soil and rock
- **Hydrology studies** – to obtain information about flooding, surface water movements, and monitoring ground water
- **Ecological surveys** – to identify habitats and/or species that exist within the area of investigation
- **Noise, air quality and vibration surveys** – to measure background noise, air quality and vibration levels at key sites
- **Land surveys** – to identify property boundaries and any easements and to install survey pegs if required
- **Utility identification surveys** – to identify underground infrastructure such as gas and water pipelines
- **Heritage surveys** – investigations for any evidence of Aboriginal and non-Aboriginal artefacts/heritage

We will continue to engage with landowners, residents, businesses, community groups and other key stakeholders during the project feasibility phase.

There will be a range of consultation opportunities throughout this phase and we encourage you to be involved to ensure community issues and concerns are considered and addressed in the EIS and feasibility design.

*Timeframes are indicative and are subject to change

WANT TO KNOW MORE?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about this fact sheet, please let us know.

1800 732 761

inlandrailqld@artc.com.au

ARTC Inland Rail, GPO Box 2462, Brisbane Qld 4000

inlandrail.com.au

ARTC

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

FEBRUARY 2019

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APPENDIX

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Consultation report

Appendix E Project Letters and Mailouts

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

TABLE E.1: PROJECT LETTERS AND MAILOUTS

Stakeholder group	Item sent	Purpose	Number
Residents within the 2km study area, March 2017	Addressed letters	Notification of Coordinated Project Introduction and contact detail of Project Team Land access for field investigations	2890
Directly Impacted Households, March 2017	Addressed letters	Notification of Coordinated Project Introduction and contact detail of Project Team Land access for field investigations	124
Residents within the 2km study area May 2017	Addressed letters	Notification of draft ToR Concept design model	2890
Residents within the 2km study area June 2017	Addressed letters	Cultural Heritage notification for landowners	2098
Directly impacted households July-August 2019	Addressed letters	Notification of directly impacted property owner. Aerial imagery of property illustrating EIS Construction Impact Zone temporary and permanent Introduction and contact detail of Project Team	186
Directly and indirectly impacted households November 2019	Addressed letters	Notification of property owner of proposed change in conditions caused by operational noise and vibration EIS topic update	345
Community Organisations January 2020	Addressed letters	Introduction and contact detail of Engagement Team Offer of briefing meeting for membership	54 (24 emailed)
Directly impacted households March 2020	Addressed letters	Notification of directly impacted property owner Aerial imagery of property illustrating EIS Construction Impact Zone temporary and permanent	75
Directly impacted households March 2020	Addressed letters	Follow-up notification of directly impacted property owner EIS topic update Confirmation of property owner details	5
Directly and indirectly impacted households August 2020	Addressed letters	Invitation to Little Liverpool Range tunnel impacts information sessions	43

APPENDIX

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Consultation report

Appendix F Project Newsletters and E-News

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

TABLE F.1: PROJECT NEWSLETTERS AND DISTRIBUTION

Timing	EIS milestone	Focus	Distribution
Newsletter 1 (March 2017)	Project commencement Release of draft ToR	▸ Introduction to the Project ▸ Introduction to the EIS process ▸ Project contact channels	▸ Letterbox drop (7535) ▸ Project website ▸ Email to registered stakeholders ▸ Information displays/sessions ▸ Stakeholder briefings/ meetings
Newsletter 2 (May 2018)	Commencement of field studies	▸ Project consultation sessions ▸ Consultation program ▸ Field studies	▸ Letterbox drop (7535) ▸ Project website ▸ Email to registered stakeholders ▸ Information displays/sessions ▸ Stakeholder briefings/ meetings
Newsletter 3 (October 2018)	Ongoing consultation Alignment update	▸ EIS topics and status ▸ How feedback has been used to date ▸ Consultation sessions being held in November ▸ Project overview ▸ Map of the alignment	▸ Letterbox drop (10500) ▸ Project website ▸ Email to registered stakeholders ▸ Information displays/sessions ▸ Stakeholder briefings/ meetings
Newsletter 4 (July 2019)	Ongoing consultation	▸ EIS investigations status update ▸ Community sessions to learn more ▸ Noise and vibration ▸ Inland Rail contact details ▸ Map of the alignment ▸ Lockyer Valley CCC dates	▸ Letterbox drop (10500) ▸ Project website ▸ Email to registered stakeholders ▸ Information displays/sessions ▸ Stakeholder briefings/ meetings
Newsletter 5 (June 2020)	Ongoing consultation	▸ EIS investigations status update ▸ Noise and vibration workshop outcomes ▸ Inland Rail contact details ▸ Updated ap of the alignment ▸ Road/Rail interface impacts	▸ Letterbox drop (9468) ▸ Project website ▸ Email to registered stakeholders ▸ Information displays/sessions ▸ Stakeholder briefings/ meetings

PROJECT NEWSLETTER – JULY 2019 QLD

THE HELIDON TO CALVERT PROJECT

The Helidon to Calvert (H2C) section is one of 13 projects that complete Inland Rail. This project comprises a new dual gauge rail line connecting Helidon (east of Toowoomba) with Calvert (near Ipswich), via Placid Hills, Gatton, Forest Hill, Laidley and Grandchester. It crosses the two Local Government Areas of Lockyer Valley and Ipswich City.

Approximately 47 km in length, this section includes new bridges, passing loops, drainage culverts and a new 850 m tunnel, to create an efficient route through the steep terrain of the Little Liverpool Range.

H2C will be delivered as part of a Public Private Partnership (PPP) procurement arrangement that also includes the Gowrie to Helidon and Calvert to Kagaru sections of Inland Rail. The indicative project timeline has construction scheduled to begin in 2021 and be completed in 2024–25.

ABOUT INLAND RAIL

Inland Rail is a once-in-a-generation project that will enhance supply chains and complete the backbone of the national freight network by providing for a transit time of 24 hours or less for freight trains between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

Inland Rail will transform the way we move freight around the country, connect regional Australia to markets more efficiently, drive substantial cost savings for producers and consumers, and deliver significant economic benefits.

Comprising 13 individual projects and spanning more than 1,700 km, Inland Rail is the largest freight rail infrastructure project in Australia and one of the most significant infrastructure projects in the world.

The Australian Government selected the Australian Rail Track Corporation (ARTC) to deliver Inland Rail, in partnership with the private sector.

The Australian Government has committed $9.3 billion to the delivery of Inland Rail, with construction having commenced in late 2018 on the Parkes to Narromine section.

WHAT'S BEEN HAPPENING?

The H2C project is nearing the completion of feasibility studies and design, which is the second stage of the project timeline.

During this stage, we have consulted with you and collected your feedback on various aspects of the project and our engineers are using it to inform the design of the rail alignment.

Over the past three months, our consultations with you have included discussions about road and rail crossings, the hydrology reports, cultural heritage and flora and fauna.

Our geotechnical team is continuing investigations along the alignment and we are analysing data gathered from noise monitoring stations.

In June, Inland Rail Chief Executive Officer Richard Wankmuller attended your Lockyer Valley Community Consultative Committee (CCC) meeting to answer questions from the Committee and address your concerns about the project. The meeting minutes will be available on the Lockyer Valley CCC webpage **inlandrail.com.au/lv-ccc**

inlandrail.com.au 1800 732 761

TABLE F.2: PROJECT E-NEWS DISTRIBUTION

Timing	Activity	Focus	Distribution
Enews 1 15 July 2016	Stakeholder Engagement	Learning more about your community and your views on Inland Rail	Sent to 431 email addresses
Enews 2 21 October 2016	Stakeholder Engagement	Campaign Sent: Inland Rail Gowrie to Calvert project update	Sent to 135 email addresses, opened 200 and 0 click throughs
Enews 3 27 March 2017	Stakeholder Engagement	Campaign Sent: Inland Rail project update	Sent to 173 email addresses, opened 247 and 0 click throughs
Enews 4 10 May 2017	Stakeholder Engagement	Campaign Sent: Upcoming information sessions and survey work	Sent to 448 email addresses, opened 1183 and 169 click throughs
Enews 5 2 June 2017	Stakeholder Engagement	Campaign Sent: Inland Rail—Helidon to Calvert draft ToR	Sent to 612 email addresses, opened 1583 and 35 click throughs
Enews 6 16 June 2017	Stakeholder Engagement	Campaign Sent: Helidon to Calvert video viewing sessions	Sent to 617 email addresses, opened 1261 and 0 click throughs
Enews 7 2 August 2017	Stakeholder Engagement	Campaign Sent: Meet our engagement team in Gatton	Sent to 671 email addresses, opened 1312 and 0 click throughs
Enews 8 31 October 2017	Stakeholder Engagement	Campaign Sent: Inviting nominations for Inland Rail Community Consultative Committees	Sent to 1607 email addresses, opened 4183 and 0 click throughs
Enews 9 17 November 2017	Stakeholder Engagement	Campaign Sent: Community Consultative Committees nominations reminder	Sent to 1638 email addresses, opened 2019 and 0 click throughs
Enews 10 9 March 2018	Stakeholder Engagement	Campaign Sent: Lockyer Valley CCC meeting notice	Sent to 813 email addresses, opened 1363 and 0 click throughs
Enews 12 4 April 2018	Stakeholder Engagement, EIS overview	Campaign Sent: Start of Environmental Impact Statement field investigations (Helidon to Calvert)	Sent to 518 email addresses, opened 744 and 0 click throughs
Enews 13 27 April 2018	Stakeholder Engagement, EIS overview	Campaign Sent: Helidon to Calvert EIS consultation sessions	Sent to 519 email addresses, opened 1384 and 29 click throughs
Enews 14 6 June 2018	Stakeholder Engagement	Campaign Sent: Lockyer Valley CCC meeting notice	Sent to 1076 email addresses, opened 1603 and 0 click throughs
Enews 15 3 July 2018	Stakeholder Engagement	Campaign Sent: ARTC—Helidon to Calvert—Consultation update	Sent to 797 email addresses, opened 1133 and 258 click throughs
Enews 16 26 July 2018	Stakeholder Engagement	Campaign Sent: Gowrie to Kagaru—Round One consultation closing soon	Sent to 9100 email addresses, opened 9904 and 1060 click throughs
Enews 17 02 November 2018	Stakeholder Engagement	Campaign Sent: Inland Rail Helidon to Calvert—November 2018 Project update	Sent to 635 email addresses, opened 653 and 40 click throughs
Enews 18 02 November 2018	Stakeholder Engagement	Campaign Sent: We've updated our Privacy Policy	Sent to 2390 email addresses, opened 1650 and 69 click throughs
Enews 19 27 November 2018	Stakeholder Engagement	Campaign Sent: Inland Rail community roadshow	Sent to 1558 email addresses, opened 2801 and 0 click throughs
Enews 20 5 December 2018	Stakeholder Engagement	Campaign Sent: Reminder: Inland Rail community roadshow	Sent to 1553 email addresses, opened 1514

Timing	Activity	Focus	Distribution
Enews 21 19 December 2018	Stakeholder Engagement	Campaign Sent: Seasons Greeting, 2018 consultation re-cap.	Sent to 939 email addresses, opened 766 and 164 click throughs
Enews 22 21 January 2019	Stakeholder Engagement	Campaign Sent: Public Utilities Investigation and Location Campaign	Sent to 662 email addresses, opened 858 and 0 click throughs
Enews 23 4 February 2019	Stakeholder Engagement	Campaign Sent: Lockyer Valley CCC meeting update	Sent to 944 email addresses, opened 1701 and 0 click throughs
Enews 24 1 March 2019	Stakeholder Engagement	Campaign Sent: Lockyer Valley CCC meeting notice CCC Gowrie to Helidon	Sent to 940 email addresses, opened 1107 and 35 click throughs
Enews 25 6 March 2019	Stakeholder Engagement	Campaign Sent: Reminder: Lockyer Valley CCC meeting	Sent to 937 email addresses, opened 536 and 17 click throughs
Enews 26 26 March 2019	Stakeholder Engagement	Campaign Sent: Inland Rail Helidon to Calvert Project—Community Information Displays	Sent to 673 email addresses, opened 805 and 0 click throughs
Enews 27 29 March 2019	Stakeholder Engagement	Campaign Sent: Inland Rail Gowrie to Kagaru Public Private Partnership EOI released	Sent to 1248 email addresses, opened 1313 and 61 click throughs
Enews 28 24 April 2019	Stakeholder Engagement	Campaign Sent: Inland Rail level crossing road and rail interaction	Sent to 681 email addresses, opened 1012 and 0 click throughs
Enews 29 04 June 2019	Stakeholder Engagement	Campaign Sent: Lockyer Valley CCC meeting; community drop-in session	Sent to 928 email addresses, opened 876 and 40 click throughs
Enews 30 03 July 2019	Stakeholder Engagement	Campaign Sent: Inland Rail Gatton office open	Sent to 1312 email addresses, opened 1323 and 87 click throughs
Enews 31 10 July 2019	Stakeholder Engagement	Campaign Sent: Helidon to Calvert project update July 2019	Sent to 636 email addresses, opened 811 and 31 click throughs
Enews 32 07 August 2019	Stakeholder Engagement	Campaign Sent: Drop-in session; Lockyer Valley CCC meeting	Sent to 922 email addresses, opened 804 and 107 click throughs
Enews 33 03 October 2019	Stakeholder Engagement	Campaign Sent: Drop-in session; Lockyer Valley CCC meeting	Sent to 921 email addresses, opened 721 and 82 click throughs
Enews 34 04 October 2019	Supply chain engagement Industry Briefing	Campaign Sent: Inland Rail industry briefing; potential supplier/contractor engagement	Sent to 3,109 email addresses, opened 3,908 and 277 click throughs
Enews 35 13 December 2019	Stakeholder Engagement	Campaign Sent: Updated flythrough, dedicated Project interactive map; EIS Update and Operational Noise and Vibration workshops	Sent to 1,292 email addresses, 52.79% open rate, 19.5% click throughs
Enews 36 18 March 2020	Stakeholder Engagement	Campaign Sent: Inland Rail response to COVID-19	Sent to 1,348 email addresses, 43.26% open rate, 1.87% click throughs
Enews 37 31 March 2020	Stakeholder Engagement	Campaign Sent: Project update, EIS update, COVID-19 impacts and CCC update	Sent to 1,405 email addresses, 50.11% open rate, 28.98% click throughs
Enews 38 06 June 2020	Stakeholder Engagement	Campaign Sent: Geotechnical and site investigation campaign notice.	Sent to 1526 email addresses, opened 2677 and 145 click throughs
Enews 39	Stakeholder Engagement	Campaign Sent: COVID-19 impacts, CCC update, sponsorship and donations information and upcoming field investigations	Sent to 1606 email addresses, opened 708 and 205 click throughs

APPENDIX

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Appendix G Paid Advertising

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

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Publication	Dates
June 2017 information sessions	
Queensland Times	24 June 2017
Queensland Times	1 July 2017
Ipswich Advertiser	28 June 2017
August 2017 ToR information sessions	
Queensland Times	9 September 2017
Queensland Times	15 September 2017
Ipswich Advertiser	6 September 2017
CCC October 2017 Call for nominations/establishment	
Queensland Times	30 October 2017, 4 November 2017, 11 November 2017, 18 November 2017
Ipswich Advertiser	1 November 2017, 8 November 2017, 15 November 2017, 22 November 2017
Gatton Lockyer Valley Star	1 November 2017, 8 November 2017, 15 November 2017, 22 November 2017
Moreton Border News	3 November 2017, 10 November 2017, 17 November 2017, 24 November 2017
The Fassifern Guardian	1 November 2017, 8 November 2017, 15 November 20
Queensland Country Life	2 November 2017, 16 November 2017
Laidley Plainland Leader	10 November 2017
Withcott Times	15 November 2017
Valley Weekender (FB & Online)	30 October 2017
CCC December 2017 establishment advertisement	
Toowoomba Chronicle	12 December 2017
Queensland Times	12 December 2017
Ipswich Advertiser	13 December 2017
Moreton Border News	15 December 2017
The Fassifern Guardian	13 December 2017
Withcott Times	13 December 2017
Valley Weekender	13 December 2017
CCC March 2018 meeting notice	
Toowoomba Chronicle	3 March 2018
Queensland Times	7 March 2018
Gatton Lockyer Valley Star	7 March 2018
CCC March 2018 Chair's summary	
Queensland Times	21 March 2018
Clifton Courier	21 March 2018
Moreton Border News	23 March 2018
Valley Weekender	21 March 2018
Withcott Times	21 March 2018
Gatton Star	21 March 2018
Laidley Plainland Leader	13 April 2018
May 2018 G2K field investigations	
Queensland Times	4 April 2018
Toowoomba Chronicle	4 April 2018
Gatton Star	4 April 2018
Moreton Border News	6 April 2018
Valley Weekender	6 April 2018
Beaudesert Times	4 April 2018

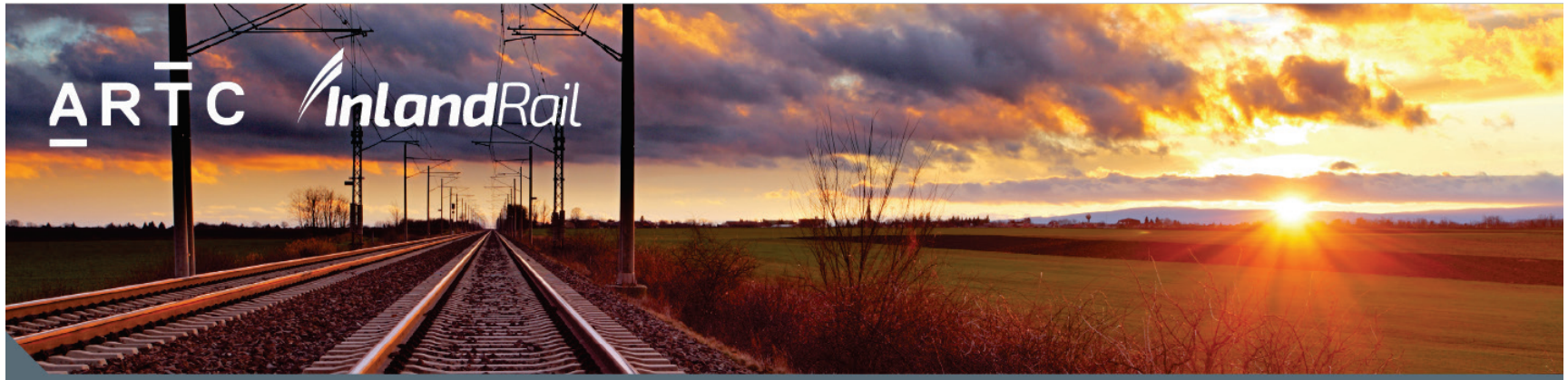
Publication	Dates
May/June 2018 EIS consultation sessions	
Queensland Times	26 May 2018, 2 & 9 June 2018
Gatton Star	13 & 20 June 2018
Laidley Plainland Leader	15 Jun 2018
Withcott Times	12 & 19 June 2018
Moreton Border News	8 & 15 June 2018
High Country Herald	12 & 19 June 2018
Valley Weekender	13 & 20 June 2018
CCC June 2018 meeting notice	
Queensland Times	9, 13 & 19 June 2018
Gatton Star	13 & 20 June 2018
Laidley Plainland Leader	15 June 2018
Withcott Times	12 & 19 June 2018
Moreton Border News	8 & 15 June 2018
High Country Herald	12 & 19 June 2018
Valley Weekender	13 & 20 June 2018
CCC June 2018 Chairs Summary	
Queensland Times	5 July 2018
Gatton Star	4 July 2018
Laidley Plainland Leader	13 July 2018
Withcott Times	10 July 2018
Moreton Border News	6 July 2018
High Country Herald	10 July 2018
Valley Weekender	11 July 2018
July 2018 SIA survey advertisement	
Toowoomba Chronicle	7 & 14 July 2018
High Country Herald	10 & 17 July 2018
Withcott Times	15 July 2018
Moreton Border News	13 & 20 July 2018
Fassifern Guardian	11 & 18 July 2018
Queensland Times	11 & 18 July 2018
Beaudesert Times	11 & 18 July 2018
Valley Weekender	11 July 2018
PPP Registrations of Expressions of Interest	
The Australian	29 September 2018
Australian Financial Review	29 September 2018
CCC October 2018 meeting notice	
High Country Herald	2 October 2018
Gatton Star	3 October 2018
Valley Weekender	3 October 2018
Queensland Times	29 September 2018

Publication	Dates
CCC October 2018 meeting notice	
High Country Herald	23 October 2018
Gatton Star	24 October 2018
Valley Weekender	24 October 2018
Queensland Times	26 October 2018
November 2018 info sessions	
Gatton Star	24 & 31 October 2018 & 7 November 2018
Queensland Times	24 & 29 October 2018
High Country Herald	24 & 31 October 2018 & 14 November 2018
December 2018 PPP Roadshow	
Queensland Times	1 & 5 December 2018
Gatton Star	5 December 2018
Hight Country Herald	5 December 2018
Fassifern Guardian	5 December 2018
CCC March 2019 meeting notice	
High Country Herald	26 February & 5 March 2019
Gatton Star	27 February & 6 March 2019
Queensland Times	2 & 9 March 2019
Valley Weekender	27 February & 6 March 2019
CCC March 2019 Chairs summary	
High Country Herald	26 March 2019
Gatton Star	27 March 2019
Queensland Times	29 March 2019
Valley Weekender	27 March 2019
PPP Expressions of Interest	
The Australian	30 March 2019
AFR	1 April 2019
The Courier Mail	30 March 2019
CCC June 2019 meeting notice	
High Country Herald	28 May & 4 June 2019
Gatton Star	29 May & 5 June 2019
Queensland Times	1 & 8 June 2019
Valley Weekender	29 May & 5 June 2019
CCC June 2019 Chairs summary	
High Country Herald	2 July 2019
Gatton Star	3 July 2019
Queensland Times	6 July 2019
Valley Weekender	3 July 2019
July 2019 info sessions	
Gatton Star	3 July 2019

Publication	Dates
August 2019 drop in session and CCC	
High Country Herald	Tuesday 30 July & 6 August 2019
Ipswich Qld Times	Saturday 3 August & 10 August 2019
Gatton Star	Wednesday 31 July & 7 August 2019
October 2019 drop in session and CCC	
High Country Herald	Tuesday 8 October 2019
Ipswich Qld Times	Saturday 12 October 2019
Gatton Star	Wednesday 9 October 2019
CCC October 2019 Chair summary	
High Country Herald	Tuesday 5 November 2019
Ipswich Qld Times	Saturday 2 November 2019
Gatton Star	Wednesday 6 November 2019
December 2019 CCC	
High Country Herald	Tuesday 3 December 2019
Ipswich Qld Times	Tuesday 3 December 2019
Gatton Star	Wednesday 4 December 2019
CCC December 2019 Chair summary	
High Country Herald	Tuesday 28 January 2020
Ipswich Qld Times	Saturday 1 February 2020
Gatton Star	Wednesday 29 January 2020

July 2020 CCC	
Toowoomba Chronicle	Tuesday 7 July and 14 July
High Country Herald	Tuesday 7 July and 14 July
Withcott Times	Wednesday 15 July
CCC July 2020 Chair summary	
High Country Herald	Tuesday 11 August
Toowoomba Chronicle	Tuesday 11 August
Withcott Times	Saturday 15 August
The Lockyer	Tuesday 11 August

Example: Project Information Session Advertisement placed in Gatton Star



INLAND RAIL – HELIDON TO CALVERT PROJECT CONSULTATION

Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets, transforming the way we move freight around the country.

The Inland Rail Helidon to Calvert (H2C) project is currently in the feasibility stage and we are in the process of developing an Environmental Impact Statement (EIS) and a feasibility design for the project.

Upcoming consultation sessions

During the preparation of the EIS, we will be holding a series of community consultation events to gather data, feedback and input into the EIS and design technical studies.

An overview of the EIS community engagement and consultation program, as well as the associated EIS technical studies can be viewed on the Inland Rail website at **inlandrail.com.au**

Our consultation will focus on key issues that will be addressed in the EIS studies, and subject-matter experts will be available to provide information about the EIS studies and talk with you about matters that are important to you.

ARTC is committed to working with communities and stakeholders as a vital part of our planning and design process, and we value your input. We encourage you to attend one of the consultation sessions and look forward to seeing you there.

Consultation session details

Date	Location	Venue	Address	Time
Mon 14 May	Gatton	Lockyer Valley Cultural Centre	34 Lake Apex Dr, Gatton	4 – 7pm
Wed 16 May	Grandchester	Grandchester Community Hall	School Rd, Grandchester	4 – 7pm
Thur 17 May	Forest Hill	Forest Hill School of Arts	Railway St, Forest Hill	4 – 7pm
Thur 24 May	Gatton	Lockyer Valley Cultural Centre	34 Lake Apex Dr, Gatton	4 – 7pm
Sat 26 May	Grandchester	Grandchester Community Hall	School Rd, Grandchester	9am – 12pm
Sat 26 May	Laidley	Laidley Sports Complex	Whites Rd, Laidley	2 – 5pm
Tues 29 May	Helidon	Helidon and District Community Centre	15 Arthur St, Helidon	4 – 7pm

If you are unable to attend any of the sessions, please contact the project team and we would be happy to answer any questions you may have about the project.

IR_J0288

More Information

If you have any questions or comments about the H2C project or our upcoming consultation sessions please let us know.

1800 732 761 | inlandrailqld@artc.com.au | ARTC Inland Rail, GPO Box 2462, Queen Street, Brisbane Qld 4000 | www.inlandrail.com.au

APPENDIX

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Consultation report

Appendix H Project Web Pages, Interactive Map and 3D Video Flytrough

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

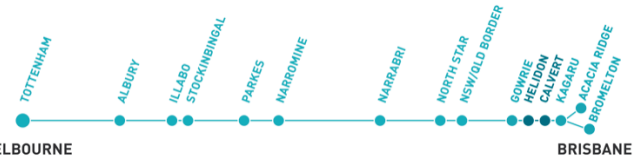
Project webpage: **inlandrail.artc.com.au/H2C**

Home » Helidon to Calvert (Qld)

Helidon to Calvert (Qld)

The Helidon to Calvert (H2C) section is one of 13 projects that complete Inland Rail. This project comprises a new dual gauge rail line connecting Helidon (east of Toowoomba) with Calvert (near Ipswich), via Placid Hills, Gatton, Forest Hill, Laidley and Grandchester. It crosses the two Local Government Areas of Lockyer Valley and Ipswich City.

This approximately 47km section will be delivered under the Gowrie to Kagaru Public Private Partnership and will include a new approximately 1.1km tunnel to create an efficient route through the steep terrain of the Little Liverpool Range.



The alignment

This section uses the existing rail corridor and the Department of Transport and Main Roads' Gowrie to Grandchester protected rail corridor, with possible refinements being considered within a defined study area.

The project includes:

- 47.7km of new dual gauge track
- 1.1km long tunnel
- 4 viaducts (1.5km in total length)
- 20 bridges (1 km in total length)
- 6 grade separations
- 4 crossing loops

Community consultation

Community consultation is vital to the success of Inland Rail and we welcome your participation.

We are in a position now to present to you the outcomes of your feedback and our studies, and how they have been

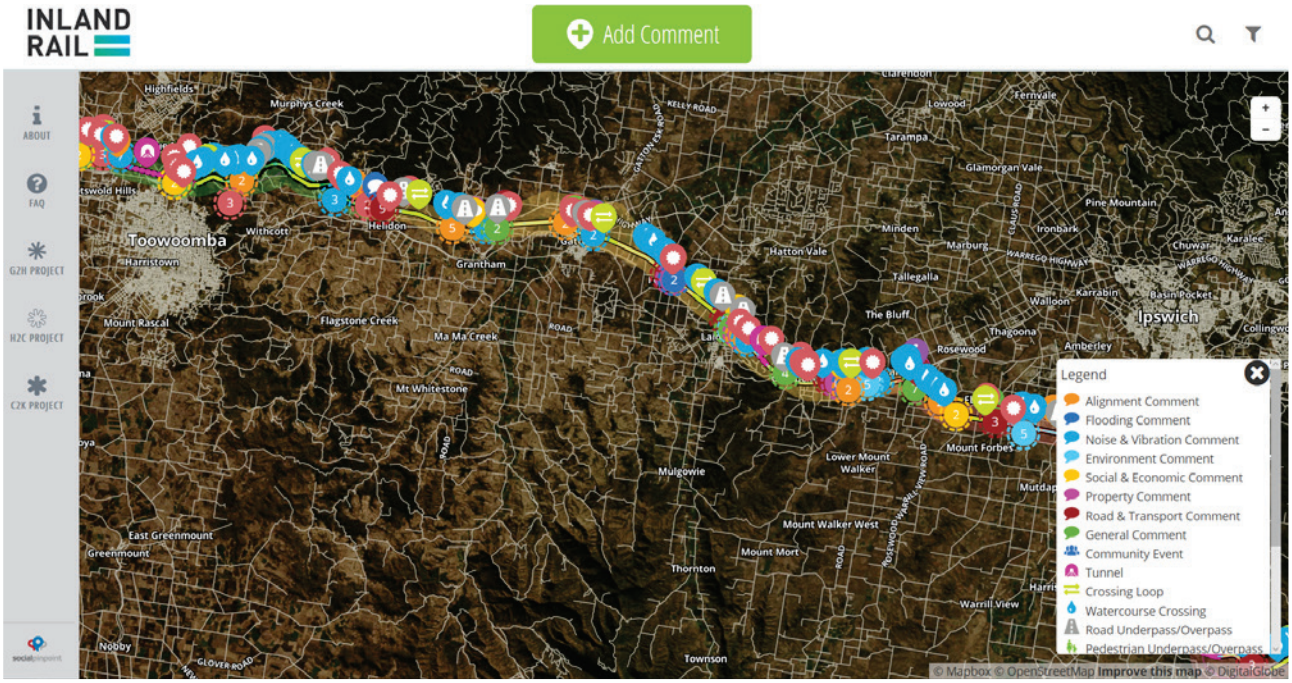
Visualisation images

We have created before/after images to help illustrate what Inland Rail might look like in your community.

Project consultation

Key Dates

H2C interactive map: **maps.inlandrail.com.au/g2k#/**



Project 3D flythrough: **youtu.be/qtP0MZ10tIM**

APPENDIX

C

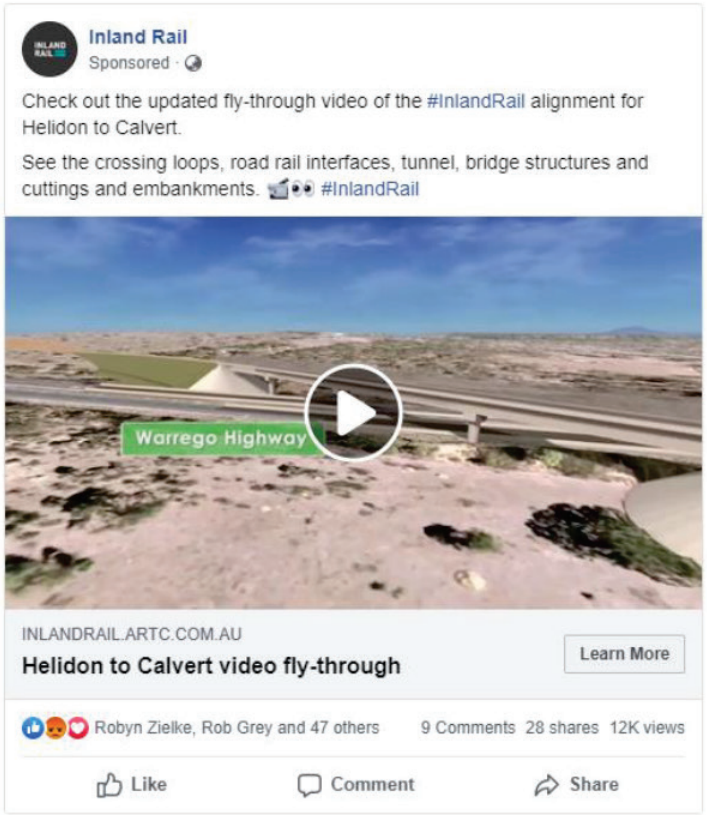
Consultation report

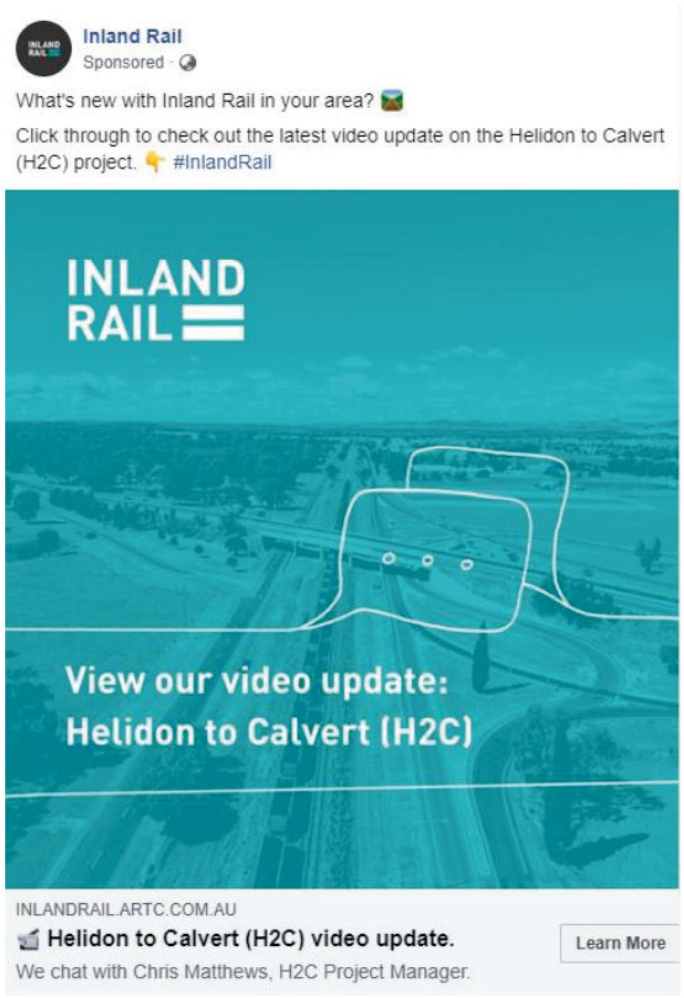
Appendix I Example Social Media Posts

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

IR_1381

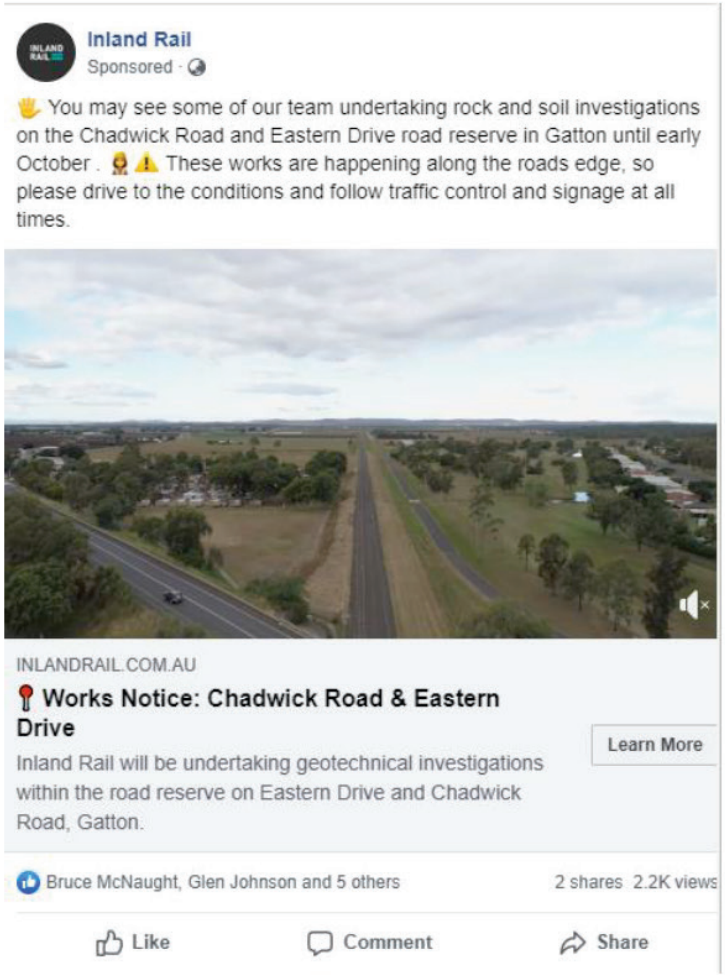
GEO-TARGETED ADVERTS:




Inland Rail
Sponsored ·
What's new with Inland Rail in your area?
Click through to check out the latest video update on the Helidon to Calvert (H2C) project. #InlandRail
INLAND RAIL
View our video update:
Helidon to Calvert (H2C)
INLANDRAIL.ARTC.COM.AU
Helidon to Calvert (H2C) video update.
We chat with Chris Matthews, H2C Project Manager.
Learn More


Inland Rail
Sponsored ·
Inland Rail is committed to working with communities and landowners.
We're holding Community Info Sessions - come along and meet our team, find out more about #InlandRail and ask your questions!
Click for more info around dates, times and locations.
INLAND RAIL
COMMUNITY
INFO SESSIONS
HELIDON TO CALVERT
15–23 JULY
INLANDRAIL.ARTC.COM.AU
Inland Rail: Community Information Sessions
Helidon, Laidley, Grandchester, Forest Hill, Gatton and...
Learn More

INLAND RAIL


Inland Rail
Sponsored ·
You may see some of our team undertaking rock and soil investigations on the Chadwick Road and Eastern Drive road reserve in Gatton until early October . These works are happening along the roads edge, so please drive to the conditions and follow traffic control and signage at all times.
INLANDRAIL.COM.AU
Works Notice: Chadwick Road & Eastern Drive
Inland Rail will be undertaking geotechnical investigations within the road reserve on Eastern Drive and Chadwick Road, Gatton.
Learn More
Bruce McNaught, Glen Johnson and 5 others
2 shares 2.2K views
Like
Comment
Share

APPENDIX C

INLAND RAIL

Consultation Report

Appendix J Project Community Feedback Form

HELIDON TO CALVERT ENVIRONMENTAL IMPACT STATEMENT

IR_1434

ARTC

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

FEEDBACK FORM

DATE ISSUED 21 May 2019

INLAND RAIL

Contact Details:

Name: _____

Email: _____

Post code: _____

Which topics of the EIS are you most interested in? Please tick.

EIS TOPIC	SELECT
Air quality	
Cultural Heritage	
Economic	
Flooding and surface water	
Flora and Fauna	
Groundwater	
Hazard and risk	
Noise	
Land Use and Tenure	
Proposed Alignment	
Social Impact	
Soils (Land resources)	
Stakeholder Engagement	

What interests you most in these areas:

_____

_____

_____

_____

_____

_____

_____

Please turn over.

Would you be interested in commenting on the draft Environmental Impact Statement when it is released?

☐ Yes ☐ No

Please rate the effectiveness of Inland Rail communication for Helidon to Calvert:

The information I received today is:

VERY EFFECTIVE	EFFECTIVE	NEUTRAL	NOT EFFECTIVE	DON'T KNOW

The frequency of community engagement is:

VERY EFFECTIVE	EFFECTIVE	NEUTRAL	NOT EFFECTIVE	DON'T KNOW

How would you like to receive information about the project in the future?

NEWSLETTERS	EMAIL UPDATES	ADVERTISING IN NEWSPAPERS	INFORMATION DISPLAYS	DIRECT LETTER

How did you hear about the session? (Please select).

PROJECT NEWSLETTER	EMAIL UPDATE	ADVERTISEMENT	RADIO	DIRECT LETTER	WORD OF MOUTH

Do you have any suggestions on how we can improve our engagement?

If you would like to complete this form and return it to us later please email: InlandRailQLD@ARTC.com.au