

CHAPTER

1

INLAND
RAIL 

Introduction

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

ARTC

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

Contents

1.	INTRODUCTION	1-1
1.1	Inland Rail	1-1
1.2	Proponent	1-1
1.3	The Project	1-3
1.3.1	Project objectives	1-3
1.3.2	Location	1-4
1.3.3	Key features	1-9
1.3.4	Timing and operation	1-10
1.4	The Environmental Impact Statement process	1-11
1.5	Objectives of the Environmental Impact Statement	1-12
1.6	Structure of the Environmental Impact Statement	1-12
1.7	Submissions on the Environmental Impact Statement	1-14

Figures

Figure 1-1:	The Melbourne to Brisbane Inland Rail Route	1-2
Figure 1-2:	Regional context	1-6
Figure 1-3a:	Project Location	1-7
Figure 1-3b:	Project Location	1-8

Tables

Table 1.1:	Key features of the Project	1-9
Table 1.2:	Environmental Impact Statement Volume 1: Chapter Structure	1-12
Table 1.3:	Environmental Impact Statement Volume 2: Appendix Structure	1-13

1. Introduction

1.1 Inland Rail

The Australian Government has committed to delivering the Inland Rail Program (referred to as Inland Rail)—an interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland. Inland Rail is a significant piece of national transport infrastructure, which will enhance Australia's existing rail network and serve the interstate freight market.

The Inland Rail route, which is approximately 1,700 kilometres (km) long (refer Figure 1-1), will involve:

- ▶ Using the existing interstate rail corridor through Victoria and southern NSW
- ▶ Upgrading approximately 400 km of existing rail corridor, mainly in western NSW
- ▶ Providing approximately 600 km of new rail corridor in northern NSW and South-east Queensland (SEQ).

Inland Rail has been divided into 13 projects to deliver the rail line: one project in Victoria, seven in NSW, and five in QLD. The wider Inland Rail Program, including the justification, service offering, and benefits are discussed in Chapter 2: Project Rationale.

This Environmental Impact Statement (EIS) examines the Gowrie to Helidon (G2H) Project (the Project)—one of the five Queensland projects within the Inland Rail Program. The G2H Project, a predominantly greenfield corridor, is a more efficient and direct route through the Toowoomba Range compared to the existing railway, which commenced operation in the 1870s. The Project is identified as a priority development within the Inland Rail Program and for future growth in the Darling Downs and South East Queensland regions.

The justification, service offering, and benefits of the Inland Rail Program are discussed in Chapter 2: Project Rationale.

Further information on the Inland Rail Program can be found at inlandrail.artc.com.au.

1.2 Proponent

Australian Rail Track Corporation (ARTC) was created in 1997 after the Australian and state governments agreed to the formation of a 'one stop shop' for all operators seeking to access the national interstate rail network.

Since its formation, ARTC has focused on infrastructure investment and the modernisation of the rail network. This has extended to building and upgrading of existing track to allow for the capacity that the market requires.

Today, ARTC plays a critical role in the transport supply chain and in the overall economic development of Australia. The ARTC network supports industries and businesses that are vital to the nation's economy by facilitating the movement of a range of commodities, including general freight, coal, iron ore, other bulk minerals and agricultural products. Across the network, ARTC is responsible for:

- ▶ Selling access to train operators
- ▶ Developing new business
- ▶ Capital investment in the network
- ▶ Managing the network.
- ▶ Infrastructure maintenance.



FIGURE 1-1: THE MELBOURNE TO BRISBANE INLAND RAIL ROUTE

As the operator and manager of Australia’s national rail freight network, ARTC has successfully delivered more than \$5 billion in capital upgrades to the national rail freight network. Having emerged from this period of significant investment and network growth, ARTC has now been tasked with developing a program to deliver Inland Rail under the guidance of the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications.

ARTC have incurred two penalties in NSW relating to minor environmental incidents, including:

- ▶ NSW Environment Protection Authority Penalty Notice to ARTC dated 29 May 2012 for discharge of sediment-laden water at Allandale (Maitland to Minimbah Third Track Project) = \$1,500
- ▶ NSW Environmental Protection Authority Penalty Notice to Transport Express Joint Venture (operating under ARTC’s Environmental Protection Licence) dated 5 March 2012 for sediment and erosion control issues at Sawtell = \$1,500.

ARTC has not incurred any other environmental prosecutions within the last 10 years.

ARTC has also previously entered into a Voluntary Enforceable Undertaking with the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (now Department of Agriculture, Water and the Environment (DAWE)) under the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth) (EPBC Act) in 2011.

Contact details for the Inland Rail Program are:

Inland Rail
Australian Rail Track Corporation
ABN: 75 081 455 754
Level 16, 180 Ann Street
PO Box 2462 Queen Street
Brisbane QLD 4001
Telephone: 1800 732 761

Further information on ARTC can be found at: **artc.com.au**

ARTC operates under an environment policy that guides continual improvement of our environmental management system, while the safety policy supports ARTC's 'no harm' value.

ARTC has also developed the Inland Rail Environment and Sustainability Policy to guide the Inland Rail Program. The policy establishes aims and objectives for environment, social performance, stakeholder engagement and economic outcomes for communities. Copies of these policies are provided in Appendix G: Corporate Policies.

Details of the experience and qualifications of consultants and subconsultants engaged by ARTC to complete the EIS are provided in Appendix E: Study Team.

1.3 The Project

ARTC proposes to construct and operate the Project, which consists of approximately 28 km of single-track dual-gauge railway, a 6.24 km undrained tunnel crossing of the Toowoomba Range and substantial viaduct structures and earthworks to facilitate the required gradient across the undulating topography.

The Project will initially be constructed for 1,800-metre (m) long double-stacked trains and designed so that the future extension of the crossing loops to accommodate 3,600 m trains, subject to business needs, is not precluded. With three crossing loops, track length is expected to be approximately 36 km.

The corridor identified for the Project incorporates the existing Department of Transport and Main Roads' (DTMR) Gowrie to Grandchester future state transport corridor. The current design of the Project does not preclude the future development of a high-speed passenger service following the Gowrie to Grandchester future state transport corridor. The land and infrastructure requirements (e.g. stations) for the possible future passenger transport service are excluded from this Project and would be progressed by DTMR.

The Project design responds to key environmental features and has been developed in line with engineering constraints to produce a feasible rail design. The rail design is based on minimising environmental, social and economic impacts, minimising disturbance to existing infrastructure and meeting engineering design criteria.

The estimated capital expenditure for the Project is \$1.35 billion¹. The Project is currently expected to be delivered as part of a combined Public Private Partnership Program with two of the Inland Rail packages to the east (Helidon to Calvert (H2C) and Calvert to Kagaru (C2K)).

1.3.1 Project objectives

The objectives of the Project are to:

- ▶ Provide rail infrastructure between Gowrie and Helidon that meets the Inland Rail Program service offering
- ▶ Provide a more efficient route through the challenging terrain of the Toowoomba Range, along with interoperability between the Inland Rail and Queensland Rail (QR) networks, which will benefit all rail operators
- ▶ Minimise the potential for adverse environmental, social and economic impacts.

1. This includes both direct and indirect costs. Indirect costs include items such as design services, contractor overhead and margin, contingency and escalation, together with ARTC Program costs such as management, train control systems, property requirements, insurances and utilities. Total investment figure makes provision for expected Project contingency and risk.

The objectives of the Inland Rail Program as a whole are to:

- ▶ Provide a rail link between Melbourne and Brisbane (refer Figure 1-1) that is interoperable with train operations to Perth, Adelaide and other locations on the standard-gauge rail network. This will serve future rail freight demand and stimulate growth for inter-capital and bulk rail freight.
- ▶ Deliver an increase in productivity that will benefit consumers through lower freight transport costs
- ▶ Provide a step-change improvement in rail service quality in the Melbourne to Brisbane corridor and deliver a freight rail service that is competitive with road
- ▶ Improve safety, congestion and reduce environmental impacts by moving freight from road to rail
- ▶ Bypass bottlenecks within the existing metropolitan rail networks and free up train paths for other services along the coastal routes
- ▶ Act as an enabler for regional economic developments along the Inland Rail corridor.

Further information on the Project's benefits is provided in Chapter 2: Project Rationale, while a description of the Project is provided in Chapter 6: Project Description.

1.3.2 Location

The Project is located within the Toowoomba and Lockyer Valley local government areas (LGAs) in SEQ. The proposed corridor is classed as both greenfield and brownfield, as part of the alignment will use the existing QR West Moreton System rail corridor.

The Project will generally be located within the existing Gowrie to Grandchester future state transport corridor protected under the *Transport Planning and Coordination Act 1994* (Qld) in 2005.

The Project provides a link between the adjacent Inland Rail Projects of:

- ▶ Border to Gowrie (B2G) to the west, where B2G connects to the West Moreton System rail corridor between the Kingsthorpe and Gowrie
- ▶ Helidon to Calvert (H2C) to the east, where H2C connects to the West Moreton System rail corridor north-west of Helidon.

The Project alignment begins at Charlton and follows the existing West Moreton System rail corridor (Western Line) on the southern side (Western Line) for approximately 4.8 km eastwards through Gowrie. The Project deviates from the existing rail corridor to the south east, before passing into the proposed western tunnel portal within the vicinity of the Boundary Street and Toowoomba Bypass interchange at Gowrie Junction.

The alignment then continues with a 6.24 km tunnel under the Toowoomba Range, passing under the localities of Cranley, Mount Kynoch and Ballard (including under the Toowoomba Bypass) and emerging on the eastern side of the Great Dividing Range at the eastern tunnel portal, within the vicinity of Mt Kynoch. The eastern tunnel portal is in a rural area predominantly consisting of undisturbed natural vegetation. At each of the tunnel portals, ventilation and other tunnel infrastructure are proposed, along with an intermediate ventilation shaft and supporting infrastructure at Cranley.

The Project then crosses through the northern edge of an area of land, previously used by the Commonwealth Department of Defence. Continuing east, the alignment passes on the northern side of Withcott and traverses' areas of native vegetation and grazing properties, with proposed crossings over the valleys of Rocky Creek, Six Mile Creek and over the Toowoomba Bypass. The alignment continues to the north of the Toowoomba Bypass through Postmans Ridge, Lockyer and Helidon Spa, crossing Lockyer Creek, before tying into the existing West Moreton System rail corridor north-west of Helidon. The alignment runs parallel to the West Moreton System rail corridor (Main Line) on the northern side for approximately 0.8 km before joining the proposed H2C project alignment.

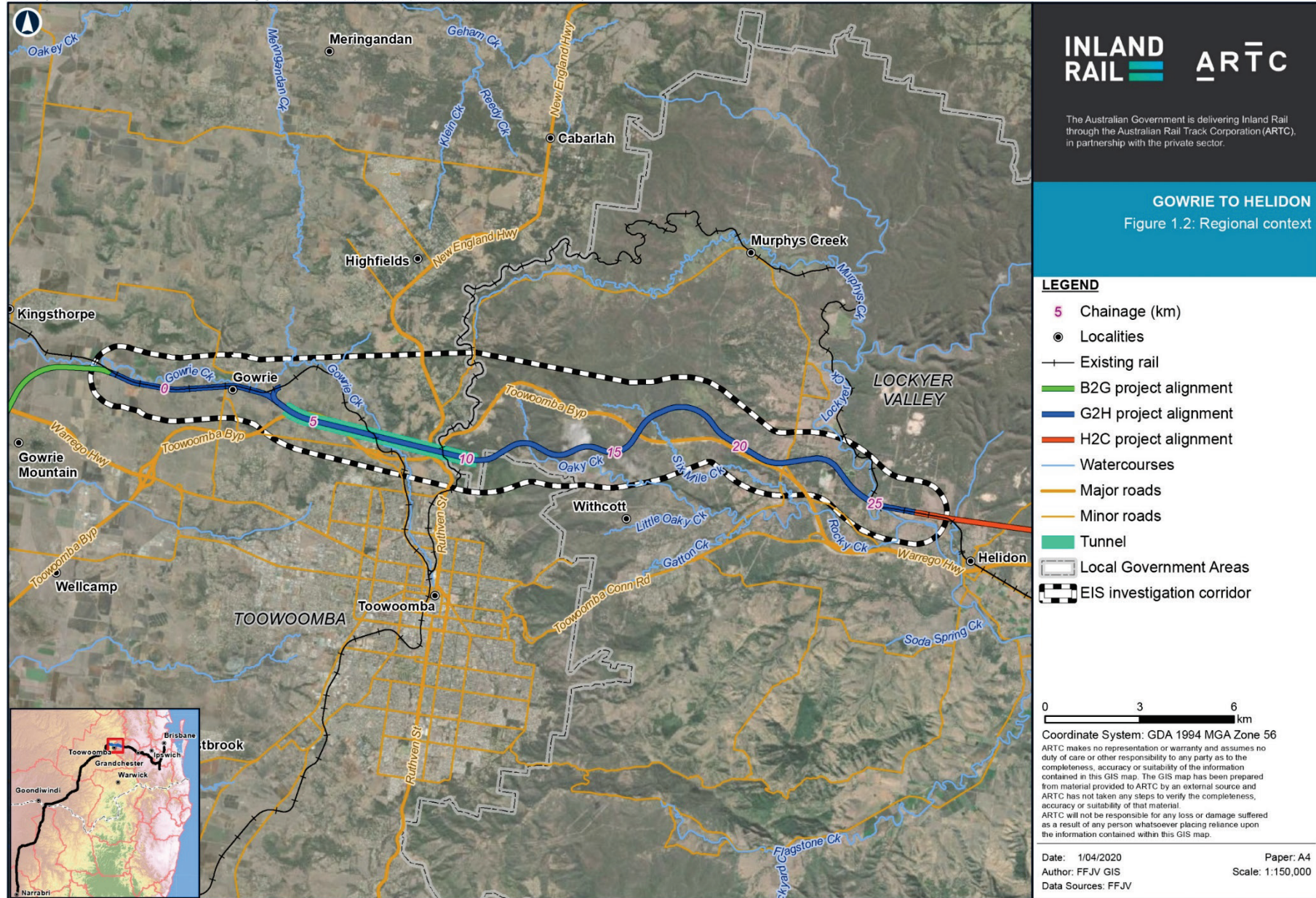
The location of the Project alignment, including the Project disturbance footprint, which includes the combined permanent operational and temporary construction disturbance footprints, the EIS investigation corridor and its regional context is shown in Figure 1-2. A more local context map is shown in Figure 1-3, which outlines the Project alignment and highlights the key localities through which the Project passes.

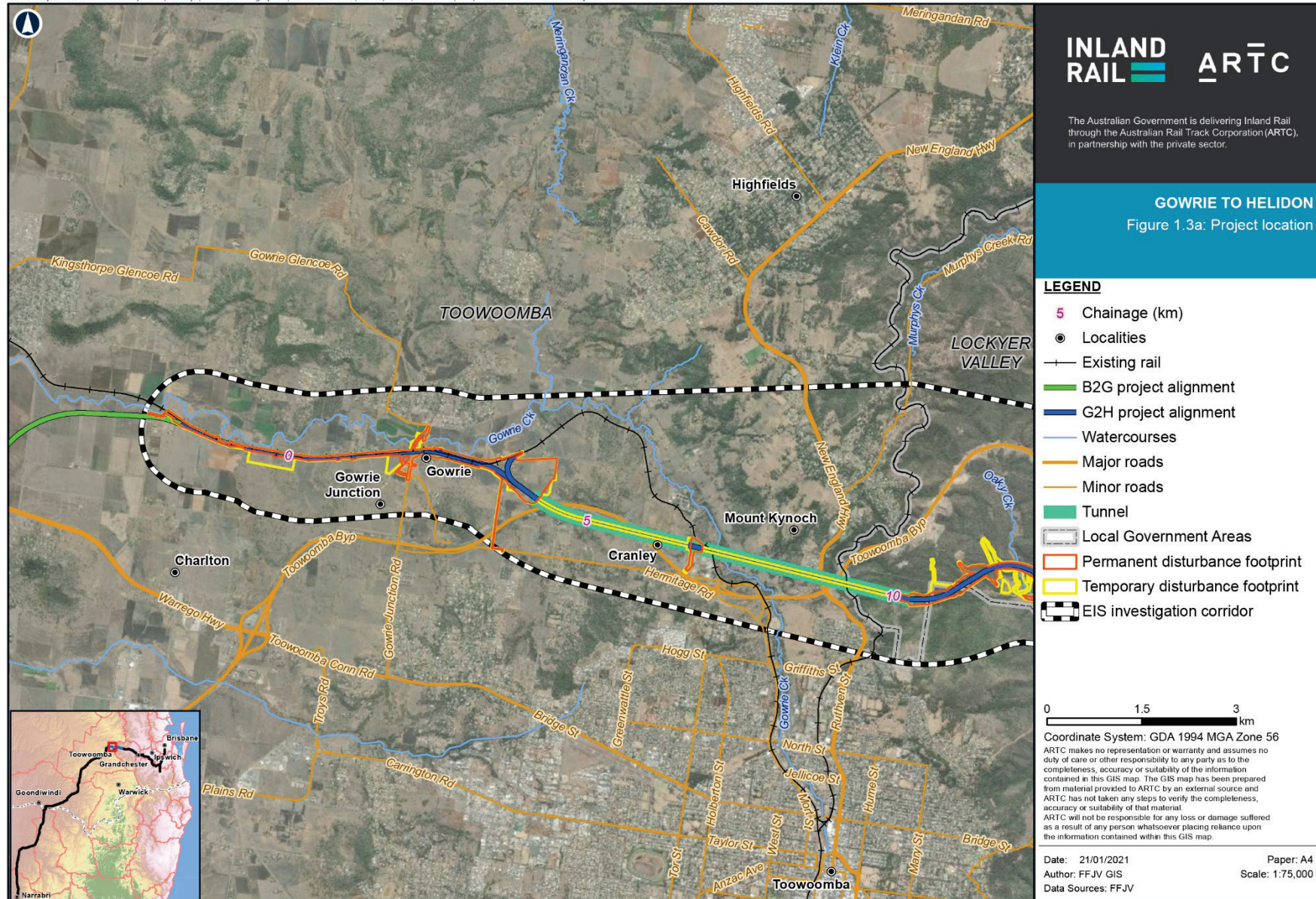
The Project disturbance footprint has been established to encompass all permanent infrastructure required for the Project. Such features include the new rail track, tunnel, bridges, drainage structures, road realignments, crossing loops and turnouts, fencing and signage.

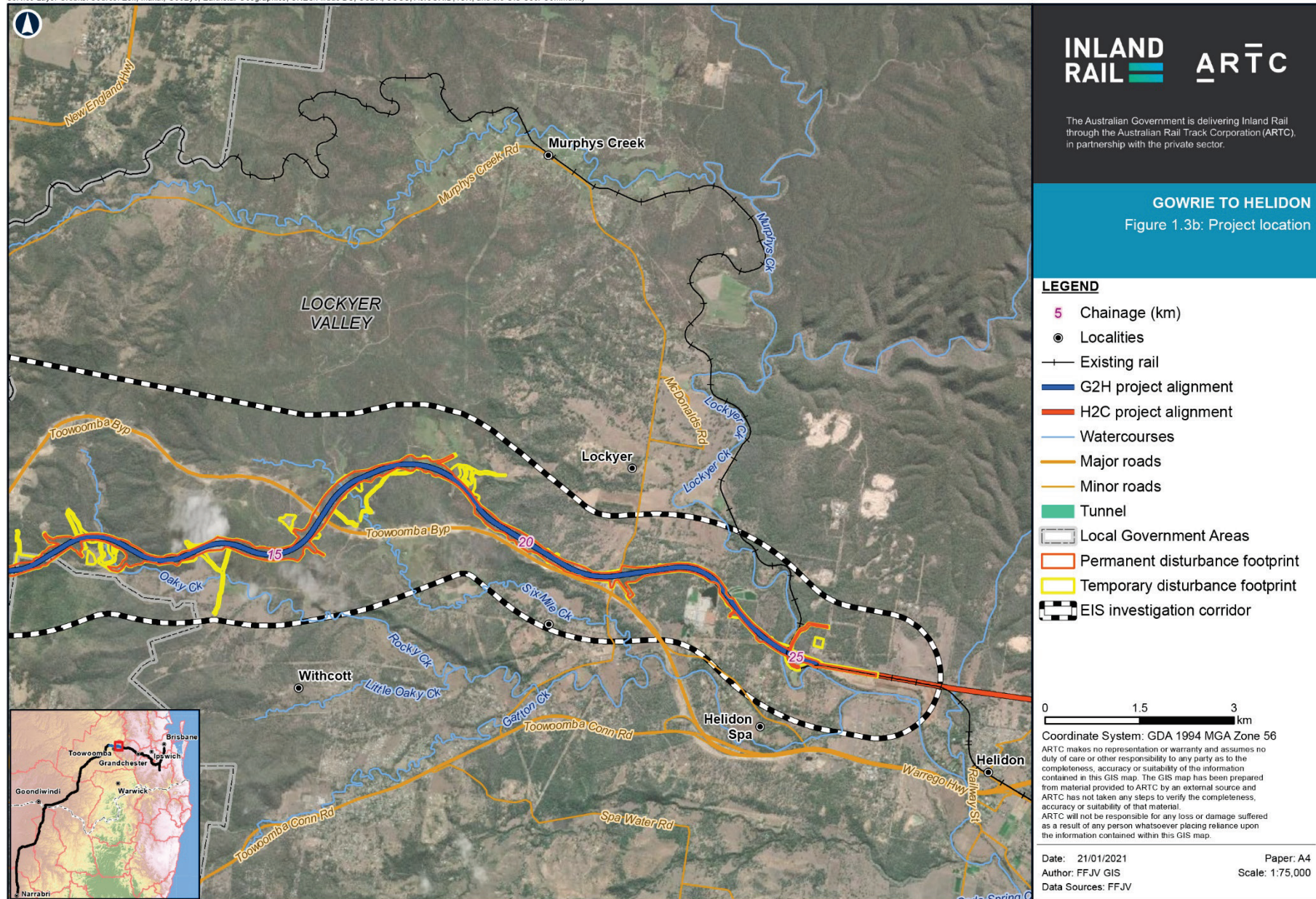
The disturbance footprint also includes land required on a temporary basis to enable the safe construction of the Project, including construction laydown areas, temporary erosion control structures and movement of construction traffic parallel to the rail alignment.

Investigations for the purposes of the EIS and ongoing engineering design, including field surveys, were generally undertaken within the EIS investigation corridor. The EIS investigation corridor comprises the Project disturbance footprint, including the temporary construction disturbance footprint and the permanent operational disturbance footprint, with a buffer zone of approximately 1 km either side of the Project disturbance footprint. Where the EIS investigation corridor extends further than 1 km either side of the alignment, this is generally to allow for any design optioneering and refinement of the alignment and construction access. In some areas, the maximum width of the EIS investigation corridor from the Project alignment is 3.4 km.

Based on the EIS investigation corridor and the proposed alignment, study areas have been defined for each of the environmental aspects assessed in Chapters 8 to 21, for example, surface water, flora and fauna, and air quality. These study areas are specific to the environmental aspect being assessed and are therefore defined based on the nature of the environmental aspect, and the scale, type and duration of Project elements that may impact on that value. A description of the relevant study areas for each of the environmental aspects investigated is included in Chapter 4, Table 4.1, Chapters 8 to 21, and the supporting technical reports provided in the appendices of this EIS.







1.3.3 Key features

The Project consists of the key permanent and temporary features listed in Table 1.1.

Further information on the features of the Project can be found in Chapter 6: Project Description.

TABLE 1.1: KEY FEATURES OF THE PROJECT

Aspect	Description
Permanent features	
New track	<ul style="list-style-type: none"> ▶ Approximately 28 km of new single-track dual gauge railway
Rail corridor	<ul style="list-style-type: none"> ▶ Establishment of approximately 22.4 km of new 'greenfield' rail corridor ▶ Development of approximately 5.6 km of 'brownfield' rail corridor ▶ The land required for the Project comprises a corridor with a minimum width of 62.5 m. A reduced corridor is required where the Project is co-located with the existing rail corridor or for the tunnel. ▶ The rail corridor will be of sufficient width to allow future crossing loop extensions to accommodate trains of up to 3,600 m in length ▶ The rail corridor will include land associated with the intermediate tunnel ventilation shaft and supporting infrastructure, access roads and other supporting infrastructure (e.g. water pipelines)
Tunnel	<ul style="list-style-type: none"> ▶ Construction of an approximately 6.24-km long undrained tunnel through the Toowoomba Range including expanded corridor to accommodate tunnel portal infrastructure (e.g. tunnel operations facilities and tunnel material stockpile at the western tunnel portal) ▶ Intermediate ventilation shaft (which draws in air to ventilate the tunnel) and associated infrastructure to be established at Cranley ▶ Land acquisition (volumetric) for the tunnel will include a provisional area around the tunnel to protect the asset from future development
Crossing loops and turnouts	<ul style="list-style-type: none"> ▶ Crossing loops are placed on a single-line track where trains in opposing directions can pass each other ▶ Three crossing loops will be constructed as part of the Project, each a minimum of 2,200 m in length ▶ Turnouts allow the train to be guided from one section of track to another. Turnouts that tie-in to the existing West Moreton System rail corridor will be incorporated as part of the Project. There are 16 turnouts proposed along the alignment, including those associated with: <ul style="list-style-type: none"> ▶ Crossing loops ▶ Maintenance sidings ▶ Cross overs between Inland Rail and the existing West Moreton System ▶ Connection to the proposed InterLinkSQ facility ▶ Connection provided at the western tunnel portal to the West Moreton System to allow for train movements between Brisbane and Toowoomba
Bridges and viaducts	<ul style="list-style-type: none"> ▶ Bridges and viaducts to accommodate topographical variation, crossings of waterways or other infrastructure such as roads ▶ There are 13 new bridge and viaduct structures, totaling approximately 6.7 km in length, proposed for the Project, comprising: <ul style="list-style-type: none"> ▶ Two rail-over-waterway viaducts ▶ Three rail-over-terrain-and-waterway viaducts ▶ Four rail-over-terrain-road-and-waterway viaducts ▶ One rail-over-road-rail-and-waterway viaduct ▶ One rail-over-waterway bridge ▶ One road-over-rail-and-waterway bridge ▶ One road-over-rail bridge ▶ Instream structures and scour protection measures associated with waterway crossings where relevant
Drainage	<ul style="list-style-type: none"> ▶ Reinforced concrete pipe culverts and reinforced concrete box culverts. Scour protection measures will generally be installed around culverts and other drainage structures to minimise the potential for erosion.

Aspect	Description
Rail crossings	<ul style="list-style-type: none"> ▶ Rail crossings including grade separations/rail or road overbridges, occupational/private crossings and fauna crossing structures
Embankments and cuttings	<ul style="list-style-type: none"> ▶ Embankments and cuttings will be required along the length of the alignment, which includes road and rail infrastructure within the alignment such as crossing loops and road over rail bridges ▶ The total length of embankments required for the Project will be in the order of 15.4 km with a maximum embankment height of 33.3 m ▶ The total length of cut for the Project will be in the order of 6.65 km with a maximum cut depth of 45.7 m
Ancillary works	<ul style="list-style-type: none"> ▶ Associated rail infrastructure including maintenance sidings, Safeworking Systems and signalling infrastructure ▶ Ancillary works include signalling and communications, signage and fencing, drainage works, establishment and/or reinstatement of access roads, and installation or modification of services and utilities ▶ Road closures and realignments; including closure of an existing level crossing on the QR West Moreton System rail line at Gowrie
Environmental treatments	<ul style="list-style-type: none"> ▶ Potential noise barriers, fauna crossing structures, instream structures and fish passage design, fauna exclusion fencing, and rehabilitation and landscape treatments
Temporary features	
Land	<ul style="list-style-type: none"> ▶ Temporary access tracks will be used to access construction sites. Where required, they will be retained to serve as rail maintenance access roads (RMAR) during the operation of the Project ▶ Land requirements for construction will include temporary workspace, site offices and laydown facilities ▶ Laydown areas will be located approximately every 5 to 10 km (avoiding 1% annual exceedance probability (AEP) floodplains where possible). Laydown areas will be required for activities such as tunnel construction, flash butt welding, concrete batching, water treatment facilities and rail assembly. ▶ Approximately 2,500 square metres (m²) of laydown areas to support bridge construction (where practicable, smaller in sensitive habitats)
Material sourcing	<ul style="list-style-type: none"> ▶ Identification, and lawful use, of established quarries for sourcing construction materials
Utilities	<ul style="list-style-type: none"> ▶ Clashes with utilities flagged and treatments identified for refinement during detailed design with utility relocations will be subject to separate assessments, with all necessary approvals obtained prior to any relocation being undertaken ▶ Major utility impacts and treatments have been confirmed with utility owners.

1.3.4 Timing and operation

Construction of the Project is planned to commence in 2022, with some early and/or enabling works potentially commencing in 2021, and is expected to be completed and commissioned in 2027.

The Project will be operational once all 13 sections of the broader Inland Rail Program are complete, which is estimated to be in 2027. Depending on timing, this section of the Program may allow access for local traffic (i.e. access to the QR network) prior to full delivery of the Program.

The Project will be managed and maintained by ARTC; however, train services will be delivered by a variety of operators.

The train line will be used by an average of 33 train services per day in 2027 increasing to an average of 47 train services per day in 2040. Annual freight tonnages will increase in parallel, from approximately 24 million tonnes per year in 2027 to 35.5 million tonnes per year in 2040.

1.4 The Environmental Impact Statement process

Given the significance and complexity of the Project, the Project was declared a coordinated project for which an EIS is required under the *State Development and Public Works Organisation Act 1971* (Qld) (SDPWO Act), as of 16 March 2017. This declaration initiates the statutory environmental impact assessment procedure detailed in Part 4 of the SDPWO Act, which requires a proponent to prepare an EIS for the Project in accordance with the Terms of Reference (ToR) (i.e. set out the matters the proponent must address in an EIS).

The benefits of the Project being declared a coordinated project are:

- ▶ To provide the public with the opportunity to comment and provide input into the ToR for the EIS. Public notification for the draft ToR occurred between 6 May 2017 to 5 June 2017.
- ▶ The proponent is required to consult with stakeholders and members of the community who may be impacted by the Project
- ▶ The public and State government advisory agencies are invited to make submissions on the draft EIS
- ▶ To have an independent and transparent social, economic and environmental assessment of the Project undertaken by the Queensland Coordinator-General.

On 17 March 2017, the Commonwealth Minister for the Environment determined the Project as a 'controlled action' requiring assessment and approval under the EPBC Act (reference number: EPBC 2017/7882). The controlling provision for the determination is 'listed threatened species and communities'.

The EIS process under the SDPWO Act has been accredited under 'A bilateral agreement between the Commonwealth and State of Queensland under Section 45 of the *Environment Protection and Biodiversity Conservation Act 1999* relating to environmental assessment' (the bilateral agreement) with the then Department of the Environment and Energy (now DAWE) advising that the bilateral assessment applies to the Project.

The final ToR for the Project released on the 9 August 2017, sets out the matters that the proponent must address in the EIS (refer Appendix A: Terms of Reference). The EIS has been prepared to address the ToR (refer Appendix B: Terms of Reference Compliance Table), which satisfies the requirements of an EIS in accordance with the provisions of the SDPWO Act and the EPBC Act, pursuant to the bilateral agreement between the Australian and Queensland Governments.

For all relevant matters, the EIS identifies and describes the environmental values that must be protected as specified in Section 9 of the *Environmental Protection Act 1994* (Qld), the Environmental Protection Regulation 2019 (Qld), environmental protection policies, water resource plans, State Planning Policy and relevant guidelines. Environmental value is defined as a quality or physical characteristic of the environment that is conducive to ecological health, public amenity or safety. The EIS also identifies the controlling provisions for the Project and describes the particular aspects of the environment that led to the 'controlled action' decision under the EPBC Act.

The Coordinator-General will evaluate the Project's environmental impacts based on the information provided in the EIS and from submissions received during the public consultation process (refer Section 1.7). In accordance with Section 34A of the SDPWO Act, the Coordinator-General will determine whether the draft EIS will be accepted as a final EIS or determine whether additional information is required.

Should the Coordinator-General accept the EIS as the final EIS, the Coordinator-General must then prepare a report evaluating the EIS, and may impose, state and recommend conditions for the Project.

The Project is not seeking approval or stated conditions for environmentally relevant activities, environmental authorities, waterway barriers or watercourse diversions at this stage of EIS process.

Chapter 3: Project Approvals summarises the key Commonwealth and State legislation, and local government laws, plans and policy and how these relate to approvals necessary for the detailed design, construction (including where applicable pre-construction and commissioning activities) and operation phases of the Project. The decommissioning of the whole Project has not been considered as the design life for the Project is 100 years. Section 3.5 also identifies the potential post-EIS (secondary) approvals, providing the triggers for each approval, the relevant administering authority and whether codes and/or exemptions are available to the Project and ARTC. Additional approvals permits or licences may also be required depending on the final design and construction methodology, and any future changes in statutory requirements prior to the Project's implementation.

1.5 Objectives of the Environmental Impact Statement

The objectives of the EIS are to:

- ▶ Provide information to stakeholders and the public on the need for the Project
- ▶ Describe the temporal and spatial extent of the Project, its key features and proposed construction methods
- ▶ Describe the expected benefits and opportunities associated with the Project
- ▶ Describe the existing environment associated with the Project
- ▶ Document the potential impacts to the natural, social and economic environment including, where applicable, cumulative impacts
- ▶ Demonstrate how adverse impacts can be avoided, mitigated or managed, or where offsets for significant residual impacts are required
- ▶ Present a draft Outline Environmental Management Plan to demonstrate practical implementation of detailed design and construction environmental management measures
- ▶ Present sufficient information to enable the need for post-EIS approvals to be identified and the timings to obtain such approvals.

1.6 Structure of the Environmental Impact Statement

The EIS comprises the following volumes:

- ▶ Volume 1: Chapters describing the EIS process, the Project, identified environmental, social or economic aspects, environmental values, potential impacts and mitigation measures. The structure of Volume 1 is outlined in Table 1.2.
- ▶ Volume 2: Appendices supporting the chapters, including the ToR, management plans and specialist technical reports on identified environmental, social and economic aspects. The volume also includes design drawings documenting the design of the Project. The structure of Volume 2 is outlined in Table 1.3.

TABLE 1.2: ENVIRONMENTAL IMPACT STATEMENT VOLUME 1: CHAPTER STRUCTURE

Chapter	Title
	Executive Summary
1	Introduction
2	Project Rationale
3	Project Approvals
4	Assessment Methodology
5	Stakeholder Engagement
6	Project Description
7	Sustainability
8	Land Use and Tenure
9	Land Resources
10	Landscape and Visual Amenity
11	Flora and Fauna
12	Air Quality
13	Surface Water and Hydrology
14	Groundwater
15	Noise and Vibration
16	Social
17	Economics
18	Cultural Heritage
19	Traffic, Transport and Access

Chapter	Title
20	Hazard and Risk
21	Waste and Resource Management
22	Cumulative Impacts
23	Draft Outline Environmental Management Plan
24	Conclusion
25	Glossary and Abbreviations
26	References

TABLE 1.3: ENVIRONMENTAL IMPACT STATEMENT VOLUME 2: APPENDIX STRUCTURE

Appendix	Title
A	Terms of Reference
B	Terms of Reference Compliance Table
C	Design Drawings
D	Community Consultation
E	Study Team
F	Proponent Commitments
G	Corporate Policies
H	Landscape and Visual Impact Assessment
I	Terrestrial and Aquatic Ecology
J	Matters of National Environmental Significance
K	Air Quality Technical Report
L	Surface Water
M	Hydrology and Flooding
N	Groundwater Technical Report
O	Construction Noise and Vibration
P	Operational Railway Noise and Vibration
Q	Social Impact Assessment
R	Economic Impact Assessment
S	Non-Indigenous Cultural Heritage
T	Spoil Management Strategy
U	Traffic Impact Assessment
V	Impacted Properties
W	Geotechnical
X	EMR Search Certificates and Laboratory Certificates
Y	ARTC Offset Strategy

1.7 Submissions on the Environmental Impact Statement

Any person, group or organisation can make a submission about the EIS to the Office of the Coordinator-General during the public notification period. Any submissions that are properly made submissions must be accepted by the Coordinator-General and considered in evaluating the EIS. Submissions that do not meet the necessary requirements listed under the SDPWO Act may still be accepted by the Coordinator-General.

Under Section 34 of the SDPWO Act a properly made submission must:

- ▶ Be made in writing
- ▶ Be received on or before the last day of the submission period
- ▶ Be signed by each person who makes the submission
- ▶ State the name and address of each person who makes the submission
- ▶ State the grounds of the submission and the facts and circumstances relied on in support of those grounds.

A person wishing to make a submission about the EIS should also:

- ▶ Clearly state the matter(s) of concern or interest and list points to help with clarity
- ▶ Reference the relevant section(s) of the EIS
- ▶ Ensure the submission is legible.

The Coordinator-General may also accept submissions that are not properly made.

Any submissions regarding this EIS should be addressed to:

The Coordinator-General
C/- EIS Project Manager – Inland Rail, Gowrie to Helidon
Coordinated Project Delivery
Office of the Coordinator-General
PO Box 15517
CITY EAST QLD 4002
Telephone: 13 QGOV (13 74 68)

Submissions can be made electronically at the following email address:

InlandRailG2H@coordinatorgeneral.qld.gov.au

Electronic submissions are still required to meet the properly made requirements of the SDPWO Act.

At the end of the public notification period, the Coordinator-General considers all 'properly made' submissions to determine whether ARTC is required to prepare additional information to address issues raised during the notification period. Public notification of any additional information provided is at the Coordinator-General's discretion.

Properly made submissions on the EIS (and additional information) are part of the material that must be given consideration in the Coordinator-General's assessment of the Project, including recommendations and conclusions about environmental impacts and mitigation strategies.

Any submitter of a properly made submission in response to the EIS will have submitter appeal rights in relation to any subsequent 'impact assessable' development application under the *Planning Act 2016* (Qld).