APPENDIX

D

Community Consultation

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

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

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Executive Summary

This report outlines the consultation process employed for the Gowrie to Helidon (G2H) Project (the Project) Environmental Impact Statement (EIS). The Project is predominantly a greenfield corridor, between Gowrie and Helidon. It includes approximately 28 km long single-track, dual-gauge railway with crossing loops, and a 6.24 km long tunnel through the Toowoomba Range.

Following the Coordinator-General's declaration of the 'coordinated project' in March 2017, some community engagement began to create awareness of the Project with formal consultation commencing with key stakeholders, landholders and the wider community in June 2017. This consultation aligns with requirements of the *Terms of Reference for an Environmental Impact Statement: Inland Rail—Gowrie to Helidon Project August 2017*.

In developing an inclusive process, ARTC has implemented 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 Principles.

Stakeholders have been identified and categorised according to an assessment of their potential interest in the Project with consultation activities and tools designed to meet their specific needs and preferred mode of interaction.

Key stakeholders for the Project include local communities (directly and indirectly affected landholders) community groups, government departments (Australian Government, Queensland Government and local governments), emergency services and health care providers, utility service providers, Aboriginal Parties and Traditional Owners, business and industry groups, environmental groups and the media.

Over the course of the EIS development, consultation activities included face-to-face meetings, online meetings, community information sessions, quarterly Community Consultative Committee (CCC) meetings and local, state and federal government briefings.

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 following key themes emerged:

- Surface water and hydrology
- Traffic and transport
- Land use and tenure, including property
- Cultural heritage—native title claimants
- Landscape and visual amenity
- Groundwater
- Waste and spoil management
- Flora and fauna
- Air quality, noise and vibration
- Social and-economic

The following sections summarise how stakeholder issues have been considered by the Project.

Surface water, flooding and hydrology

Landholder consultation was undertaken to obtain specific photographic records and anecdotal evidence of existing flooding impacts and extents through a series of workshops and community consultation sessions. Landholders at Gowrie Junction provided historical documents dating back to the early 1980s, while Withcott landholders shared their experiences during the 2011 major flooding event. Based on primary feedback, this information was validated and shared again with landholders to verify the modelling outcomes and findings of the Project's hydrology and flooding assessment.

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

Toowoomba Regional Council (TRC), as the bulk water supplier in the region, was 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. Options may include sourcing water from private water storages or sources, subject to landholder agreements.

Groundwater

The technical engineering feasibility of the Project near and across the Gowrie and Lockyer Creek has regularly been raised as a concern of communities. Landholders are concerned about the potential impacts of the tunnel, earthworks and cuttings on surface water and groundwater resources.

The majority of the communities impacted by the Project rely on the local groundwater resources, with the local aquifers also used by TRC as a water source. As such, the Project's impact on groundwater resources is a major concern raised by the local community, along with other key stakeholders. The tunnel has the potential to impact on the groundwater resources, including existing bores due to drawdown during both construction and operation. Groundwater modelling has been undertaken to predict the extent of the impacts and the duration of the impacts to local water users and the ecosystem. Further assessment is required, in consultation with Department of Regional Development, Manufacturing and Water (DRDMW), with a number of challenges in the area, given that there are three water plans under the Water Act 2000 relevant to the Project. A range of approvals are required and, unlike the gas and mining sectors, there are no legislated pathways for the management impairments. Contamination is also a concern as a result of the Project or from existing land uses. ARTC plans to treat the water where necessary and reuse it during construction, while some water may be discharged into Gowrie Creek and a tributary of Rocky Creek. A similar approach is required during operations. Groundwater monitoring is being undertaken along the tunnel alignment to better understand the spatial and temporal variation in groundwater levels and quality and, therefore, required treatments. Further consultation with landholders in the area will be undertaken to better understand groundwater use in the area, while it also proposed to monitor a number of private bores outside of the footprint, depending on groundwater modelling and with the approval of the landholders.

Consultation with stakeholders, including landholders, was undertaken at key stages about issues such as impacts to groundwater bores and other water infrastructure, validation of the modelling in replicating historical flood events and a presentation of the design outcomes and impacts on properties and infrastructure. This consultation is further discussed in Chapter 14: Groundwater.

Traffic and transport

Consultation is ongoing with local councils, Department of Transport and Main Roads (DTMR) and Queensland Rail (QR) as well as with local schools (e.g. Gowrie State School) and health providers (e.g. Baillie Henderson Hospital) about the road and rail network, construction traffic management, and expectations with regards to temporary and permanent road network changes. Some concerns regarding road changes, including the future of Morris Road and proposed removal of the existing level crossing and consequent grade separation at Gowrie Junction Road bridge, have been raised by landholders and TRC. The Project team 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 (including property)

Consultation activities undertaken with directly affected landholders, local businesses, utility and service providers, councils and state government departments and agencies has confirmed the preference for the Project to minimise land acquisition requirements and other property impacts (such as creation of small lots, services interruption, severance, fragmentation, sterilisation and accessibility) by following the previously identified Gowrie to Grandchester Rail Corridor. Consultation also highlighted concerns regarding land acquisition and compensation processes, property values and ongoing land use viability. Given the amount of time that had passed since the investigation, assessment and approval of the Gowrie to Grandchester Rail Corridor, consultation was also necessary to inform residents of the Project objectives and proposed timeline, to request access to land for field studies, and to also understand their concerns and issues around their land potentially being acquired for the construction and operation of the Project.

As a result, the Project:

- Uses the existing Queensland Rail West Moreton System rail corridor where possible
- Primarily adopts the 2003 Gowrie to Grandchester future rail 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 landholders to understand their specific property needs and concerns, and to provide information to help landholders 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.

Cultural heritage

One-on-one meetings, discussions and site walkovers were undertaken with representatives of the Western Wakka Wakka and the Yuggera Ugarapul People to identify areas of cultural heritage significance within the Project disturbance footprint. Consultation included negotiation and agreement of Cultural Heritage Management Plans (CHMPs) with the aim of identifying a process for:

- Undertaking cultural heritage surveys for the Project
- Including Traditional Owners, associated with the area, in assessing of 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.

Details of these CHMPs are confidential to the signatories and are not provided as part of the EIS.

Landscape and visual amenity

In October 2019 and November 2019, several community information sessions were held with stakeholders, including directly affected and nearby residents, to understand their landscape and visual amenity concerns. Through this consultation, specific visual amenity concerns were identified within the Gowrie Junction and Postmans Ridge areas due to the proposed infrastructure. Providing access to 'before and after' landscape illustrations of the proposed project area, available on the Project's website page (see Appendix F) helped address landholders concerns and promote understanding to the changes to landscape and visual amenity due to the proposed infrastructure. Concerns about the visual amenity have been captured and addressed via the online interactive map, community consultation sessions and CCC meetings.

Waste and spoil management

Consultation with Toowoomba and Lockyer Valley councils was undertaken to identify current and forecast landfill capacities, confirm the feasibility of potential spoil disposal sites identified in this EIS, identify waste transport service providers and appreciate operational capacities and industry processes. The Project team also consulted with the DTMR about managing spoil transport, acknowledging the key issues of safety for road users, traffic management and pavement life.

These consultation activities informed the identification of viable options for disposing of spoil and waste materials and supported the delivery of a robust assessment of potential traffic and road network impacts as a result of the haulage of spoil.

Flora and fauna

Consultation with individuals and groups such as Wildcare and Lockyer Upland Catchments took place to understand key concerns, present project findings, 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 source a technical specialist to meet with and show them how to use the WildNet database. ARTC sourced an independent facilitator to run WildNet database training in recognition of environmental concerns regarding protected species.

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 the Project's development.

Air quality, noise and vibration

Landholders shared concerns about their perceived air quality and noise impacts near the western portal in Gowrie Junction, Postmans Ridge and in the rural area of Helidon Spa as well as the impacts of the proposed Toowoomba Tunnel vibration in Mt Kynoch area. Operational noise for landholders and businesses is another concern along the Project alignment due to the current rural quietness of the area.

- 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 held with potentially impacted landholders and community representatives—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
  - Will implement, where required, at-property controls such as architectural property treatments and upgrades to property fencing. This was discussed with landholders as a key component in reducing potential operational noise impacts.
- ARTC will continue one-on-one engagement with landholders whose properties may experience air and noise impacts during construction or operation to ensure the potential impact on amenity is clearly explained, and to obtain residents' input into the development of any Project or property-specific mitigation strategies that may be needed to achieve the Project noise goals identified in this EIS.

Social and economic

ARTC has worked with a range of stakeholders to inform the social impact assessment, identify issues and priorities and develop management measures to be included in the Social Impact Management Plan (SIMP). This included meetings and workshops with:

- Directly affected and nearby landholders
- Community members (including landholders) and groups
- Council representatives
- Representatives of the traditional owners and other Indigenous community members
- Community and government agencies
- Businesses, including tourism businesses, and business organisations.

These consultations provided the Project with insight on community concerns, vulnerabilities, potential social impacts and benefits and advanced discussions on social infrastructure access, community concerns about the Project and opportunities to collaborate on training and employment programs. It covered a range of issues that are linked to social outcomes, including design issues, road–rail interfaces, flooding risks, environmental management measures, traffic management, waste management and impacts on council utilities. Management measures identified in the SIMP and SIMP action plans include those addressing training and development, business awareness of Project opportunities, mental health service capacity, and contributions to community development. Other key measures include:

- 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, 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
- Implementing social performance strategies to enhance Project benefits and opportunities.

During detailed design, ARTC and the Contractor will also work with relevant stakeholders to detail and refine the co-operative measures outlined in the SIMP and SIMP action plans, and agree specific outcomes, strategies and performance metrics for partnerships.

Abbreviations

TABLE D.1: ABBREVIATIONS

Abbreviation	Definition
ABC	Approvals, Benefits and Community Coordination Committee
ARTC	Australian Rail Track Corporation
ATEC	Australian Transport and Energy Corridor
CCC	Community Consultative Committee
CEMP	Construction Environmental Management Plan
CHMPs	Cultural Heritage Management Plans
CID	Community Infrastructure Designation
COVID-19	Coronavirus disease
D&C	Design and construct
DAF	Department of Agriculture and Fisheries
DATSIP	Department of Aboriginal Torres Strait Islander Partnerships (former)
DAWE	Department of Agriculture, Water and Environment
DCDATSIP	Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships
DCDSS	Department of Communities, Disability Services and Seniors
DCHDE	Department of Communities, Housing and Digital Economy
DES	Department of Environment and Science
DESBT	Department of Employment, Small Business and Training
DHPW	Department of Housing and Public Works (former)
DoE	Department of Education
DRDMW	Department of Regional Development, Manufacturing and Water
DSDILGP	Department of State Development, Infrastructure, Local Government and Planning
DSDMIP	Department of State Development, Manufacturing, Infrastructure and Planning (former)
DSDTI	Department of State Development, Tourism and Innovation (former)
DTMR	Department of Transport and Main Roads
EDQ	Economic Development Queensland
EIS	Environmental Impact Statement
EQL	Energy Queensland Limited
FFJV	Future Freight Joint Venture
G2G	Gowrie to Grandchester
G2H	Gowrie to Helidon Project
GATR	Great Australian Trunk Rail System
K2ARB	Kagaru to Acacia Ridge Bromleton Inland Rail project
km	kilometres
IAP2	International Association of Public Participation
ICC	Ipswich City Council
IDD CCC	Inner Darling Downs Community Consultative Committee
IDC	Inter-Departmental Committee

Abbreviation	Definition
IRAS	Inland Rail Alignment Study
LGA	Local Government Area
LVRC	Lockyer Valley Regional Council
LV CCC	Lockyer Valley Community Consultative Committee
m	metres
MCA	Multi-criteria assessment
MNES	Matters of National Environmental Significance
NGOs	(local or regional) Non-Governmental Organisations
P&Cs	Parents and Citizens' Associations
PCG	(Queensland) Project Coordination Group
PHN	Primary Health Network
PPP	Public Private Partnership
PSTR	Project Scope and Technical Requirements
QFES	Queensland Fire and Emergency Services
QAS	Queensland Ambulance Service
QORF	Queensland Outdoor Recreation Federation
QPS	Queensland Police Service
QLD	Queensland
QR	Queensland Rail
RFI	Request for Information
RWA	Recoverable Works Agreement
SCR	State-Controlled Road
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
SPP	State Planning Policy
SWTC	Scope of works technical criteria
TAG	Technical Advisory Groups
TEC	Threatened ecological community
the Project	The Gowrie to Helidon Project
TI Act	*Transport Infrastructure Act 1994* (Qld)
ToR	Terms of Reference
TRC	Toowoomba Regional Council
TSRC	Toowoomba Second Range Crossing Project, known as the Toowoomba Bypass
USQ	University of Southern Queensland

1. Introduction

1.1 Purpose

This report outlines the stakeholder engagement and community consultation activities for the Gowrie to Helidon (G2H) Project (the Project) undertaken prior to and during the preparation of the Project's Environmental Impact Statement (EIS). It describes the consultation approach and processes, key stakeholders, activities, consultation issues and outcomes.

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

1.2 Project overview

The Inland Rail Program will form the spine of the National Freight Network and comprises of 13 separate projects that link existing parts of the Australian Rail Track Corporation (ARTC) network. Inland Rail involves 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, it is anticipated to take pressure off the road network from Australia's projected population growth.

The Project is an approximately 28 kilometre (km) long single-track dual-gauge railway with crossing loops to accommodate double stack freight trains up to 1,800 metres (m) long. The Project is predominately a greenfield corridor, with the western and eastern extents of the Project co-located and connecting into the existing Queensland Rail (QR) network at Gowrie and to the northwest of Helidon.

The alignment begins approximately 3.7 km west of Gowrie, at Charlton where it connects with the eastern end of New South Wales/Queensland Border to Gowrie (B2G) Inland Rail project, it then runs east, parallel to the existing QR West Moreton System (Western Line) rail corridor (southern side), for approximately 4.8 km passing through Gowrie before diverging from the West Moreton System rail corridor and passing into the proposed western tunnel portal.

A unique feature of the Project is an approximately 6.24 km long undrained tunnel allowing the new railway line to efficiently navigate the Toowoomba Range. The western tunnel portal is located within the vicinity of Boundary Street and the Toowoomba Bypass interchange at Gowrie Junction, while the eastern tunnel portal is located at Ballard near Mt Kynoch. An intermediate ventilation shaft, approximately 100 m deep, is proposed at Cranley. At its deepest point, this tunnel will be 220 m below the surface (the crest of the range near Mt Kynoch).

On the eastern side of the tunnel, the Project traverses down the Toowoomba Range via a series of viaducts, embankments and cuttings, through Ballard, Mount Lofty, Withcott, Lockyer, Postmans Ridge and Helidon Spa. The alignment bridges over Lockyer Creek and re-joins with the West Moreton System for 800 m before connecting with the Helidon to Calvert (H2C) Inland Rail project, to the northwest of Helidon.

The EIS was undertaken for the proposed development described in the Inland Rail Business Case (ARTC, 2015) for rail traffic and associated activities projected at the year of commencement (2027) and the design year 2040. This includes the Project accommodating for existing traffic operation on the QR network, including the coal trains and the Westlander (a passenger service).

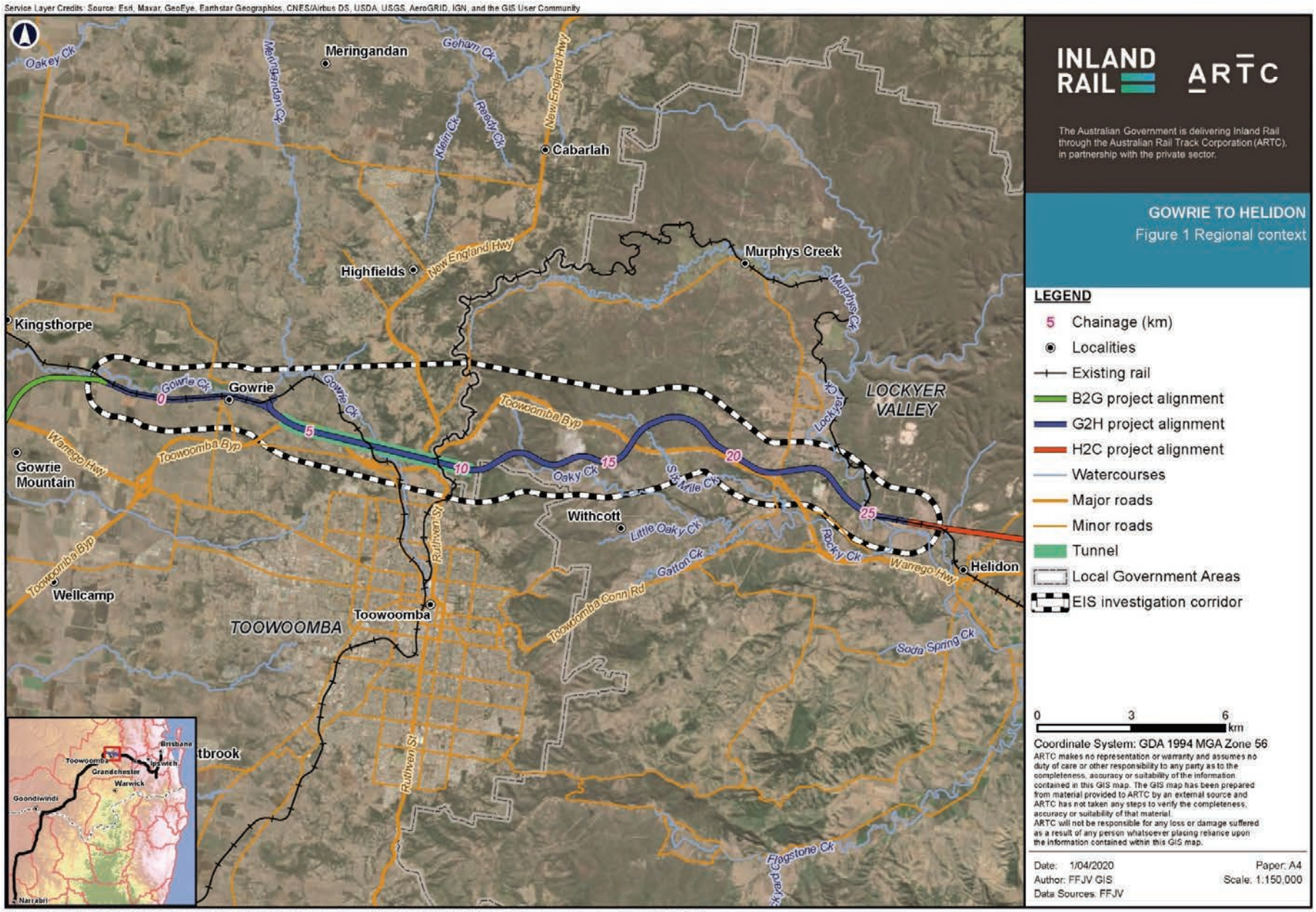
The Project generally follows the Gowrie to Grandchester future state transport corridor, initially identified in the *Gowrie to Grandchester (G2G) Rail Corridor Study* in 2003 (Queensland Rail and Queensland Transport, 2003). The 2003 QR/Queensland Transport study was undertaken to define and protect a future railway corridor suitable for 200 km/h passenger services and double-stacked freight between Gowrie and Grandchester. This rail corridor was subsequently protected as a 'future public passenger transport corridor' in September 2005 in the Public Passenger Transport Guideline made under the *Transport Planning and Coordination Act 1994* (Qld).

The Project design does not preclude the future construction of a high-speed passenger railway within the future state transport corridor by Department of Transport and Main Roads (DTMR).

Subject to approval of the Project under the *State Development and Public Works Organisation Act 1971* (Qld) and the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act), construction is planned to start in 2022 and is expected to be completed and commissioned in 2027. The Project's anticipated timeframe is outlined in the table below.

TABLE D.2: ANTICIPATED TIMING OF PROJECT PHASES

Project phase	2021	2022	2023	2024	2025	2026	2027
Detailed design							
Pre-construction and early works							
Construction							
Commissioning							
Operation							


Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Meringandan
Cabarlah
Highfields
Murphys Creek
Kingsthorpe
Gowrie
Gowrie Mountain
Withcott
Wellcamp
Toowoomba
TOOWOOMBA
LOCKYER VALLEY
Helidon
Oakey Ck
Meringandan Ck
Geham Ck
New England Hwy
Reedy Ck
Klein Ck
Murphys Ck
Lockyer Ck
Gowrie Ck
Toowoomba Byp
Warrego Hwy
Oaky Ck
Six Mile Ck
Ruthven St
Little Oaky Ck
Rocky Ck
Gatton Ck
Toowoomba Conn Rd
Soda Spring Ck
Flagstone Ck
0
5
10
15
20
25
Brisbane
Ipswich
Grandchester
Warwick
Goondiwindi
Narrabri
INLAND RAIL
ARTC
The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.
GOWRIE TO HELIDON
Figure 1 Regional context
LEGEND
5 Chainage (km)
Localities
Existing rail
B2G project alignment
G2H project alignment
H2C project alignment
Watercourses
Major roads
Minor roads
Tunnel
Local Government Areas
EIS investigation corridor
0 3 6 km
Coordinate System: GDA 1994 MGA Zone 56
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1.3 Terms of Reference

The *Terms of Reference for an Environmental Impact Statement: Inland Rail—Gowrie to Helidon Project August 2017* sets the requirements for a comprehensive consultation program 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, commissioning and operation.

In accordance with the Terms of Reference (ToR), the public consultation process is to be an inclusive process that includes consultation with a broad range of stakeholder groups including affected landholders, residents, community groups, Traditional Owners, state and local government agencies, and non-government organisations, local businesses and traditionally underrepresented stakeholders.

This report has been prepared to meet the requirement of ToR 7.9, which requests that the EIS '*include, as an appendix, a public consultation report detailing how the public consultation plan was implemented, and the results of the implementation*.'

Table D.3 lists the Project's ToR requirements and how they have been addressed within this Report.

TABLE D.3: G2H PROJECT TERMS OF REFERENCE REQUIREMENTS

No	TOR requirement	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 Chapter 5: Stakeholder Engagement, Sections 5.4 and 5.5
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.	Sections 4, 5 and 6 Chapter 5: Stakeholder Engagement, Sections 5.4 and 5.5
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 ad 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 Chapter 5: Stakeholder Engagement, Section 5.5 and Section 4 and Section 6 of this report. 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	Sections 4, 5, 6 Chapter 5: Stakeholder Engagement, Sections 5.4 to 5.6 Chapter 16: Social Chapter 17: Economics Appendix Q: Social Impact Assessment Appendix R: Economic Impact Assessment
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.	Sections 4.4.8 and 6 Chapter 5: Stakeholder Engagement, Section 5.7 Chapter 13: Surface Water and Hydrology Appendix M: Hydrology and Flooding
11.73	Describe the potential for impact on existing holders of resource tenures, including consideration to safety and resource sterilisation where appropriate.	Section 4 Chapter 5: Stakeholder Engagement, Section 5.5 Chapter 8: Land Use and Tenure

No	TOR requirement	Where addressed
11.103	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 9: Land Resources and Chapter 11: Flora and Fauna provide information on the biosecurity risks relevant to the Project, along with any mitigation measures that will be implemented in biosecurity management plans developed to complement existing Queensland Government and local government biosecurity management plans. Chapter 23: Draft Outline Environmental Management Plan (Draft Outline EMP) identifies the requirements to engage with relevant agencies and local government in the development of the Project's biosecurity management plans.
11.113	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, 5 and 6 outline engagement with Queensland Government and local government entities. Further detail is provided in this report, Section 4.2.4, regarding the approach taken to engagement with the DTMR, QR and local government. Chapter 5: Stakeholder Engagement EIS Chapter 23: Draft Outline EMP and EIS Chapter 19: Traffic, Transport and Access identifies the proposed mitigation measures for potential transport network impacts.
11.142	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).	Sections 3, 4, 5 Chapter 5: Stakeholder Engagement, Sections 5.3.4, 5.4, 5.5 and 5.6 Chapter 16: Social Appendix Q: Social Impact Assessment
11.143	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 documents these requirements, with EIS Appendix F: Proponent Commitments summarising key project commitments and the Social Impact Management Plan contained in EIS Appendix Q: Social Impact Assessment.
11.154	Outline any consultation undertaken with the relevant emergency management authorities, including the Local Disaster Management Group.	Sections 2.5 and 4.4.12.1 Chapter 5: Stakeholder Engagement, Sections 5.3.4 and 5.6

2. Methodology

ARTC's approach to consultation is critical to the successful delivery of Inland Rail Program. Engaging with the community and key stakeholders develops and enhances awareness about the Project, and also establishes two-way conversations. These conversations are key in identifying and reducing risks, optimising route alignment, securing statutory approvals, and minimising social and environmental impacts. The consultation will also inform approval processes post-EIS approval, along with supporting the land acquisition process to be undertaken by the constructing authority under the *Acquisition of Land Act 1967* (Qld) and where applicable the *Land Act 1994* (Qld).

ARTC is undertaking extensive community consultation and stakeholder engagement about the Project. It is imperative that stakeholders have an opportunity to detail their concerns, raise issues, provide historical information and receive Project updates from ARTC that are professional and timely. Correspondence and feedback are formally recorded in Consultation Manager (a software tool for tracking stakeholder engagement activities and outcomes) to ensure key issues and comments are captured and addressed.

2.1 Consultation goals and objectives

'Active engagement' is one of five core values for ARTC, which the Project team is focused on delivering. 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: ensure stakeholders are aware of the Project, design phases, timeframes and understand the fair mechanisms for input and consultation.
- Build credibility: ensure engagement is transparent, equitable, inclusive and iterative, with adequate opportunities for stakeholders to comment.
- Build visibility: create an ongoing dialogue with stakeholders and ensure appropriate information is escalated to the correct team for action.

This report also provides a summary of the consultation outcomes undertaken as part of the Social Impact Assessment (SIA) for the Project. Mechanisms for SIA consultation was guided by three SIA engagement objectives as outlined in EIS Appendix Q: Social Impact Assessment and are shown in Table D.4.

TABLE D.4: SOCIAL IMPACT ASSESMENT 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 a community survey, community information sessions, drop-in sessions, Community Consultative Committee (CCC) meetings (members and observers), and ARTC's online Social PinPoint tool. The results of ARTC's engagement with Aboriginal Parties and Traditional Owners, 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 (including technical specialists) 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, an ARTC Inland Rail Consultation Plan was developed to guide effective and timely delivery of EIS consultation activities. The Consultation Plan included:

- Clear objectives and strategies to deliver the consultation plan
- Stakeholder identification and methods of engagement
- Types of engagement activities to be undertaken and the timing of these activities
- Integration 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 by the proponent and integrated into the EIS process.

The approach for the Project also needed to respond to the:

- Communication needs and perspectives of geographically defined groups of stakeholders within the study area including:
  - The greenfield corridor, where there is no rail infrastructure and where the Project is 'in tunnel'
  - The existing brownfield areas, where there the Project is co-located with the existing Queensland Rail (QR) network (i.e. West Moreton System).
- Anticipated consultation and construction fatigue experienced by communities within study area as a result of the Toowoomba Second Range Crossing project.

The Inland Rail Communications and Engagement Strategy (refer Table D.5) outlines three main strategies to ensure the successful delivery of Inland Rail within each community. These strategies form the crux of all Project-related consultation approaches and activities.

TABLE D.5: CONSULTATION AND ENGAGEMENT STRATEGY

Goal	Strategy—how will this be achieved
Build trust	▸ Ongoing, open engagement with affected landholders and other relevant stakeholders regarding field investigations, Project status and progress and the land acquisition processes ▸ 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 design responses ▸ Regular engage with stakeholders and ensure the conversation is advancing and action items are being closed out ▸ Initiating and maintaining open communication with the community on all aspects of the Project and the EIS ▸ Addressing all stakeholder issues through the EIS process and communications, and where applicable in the Project design (e.g. road network changes)
Build credibility	▸ Identify how Inland Rail can benefit the communities relevant to the Project and work to deliver these benefits where possible ▸ Support and enhance positive impacts ▸ Decide on design and alignment elements requested by the community and then communicate the reasoning to the community on proposed changes and/or where there is no change ▸ Engage stakeholders and communities on the issues that are important to them, seek their input to validate models and describe existing environmental values, and provide access to technical experts who 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 Toowoomba and by 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 relevant communities ▸ 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 consultation approach for the Project is guided by the International Association of Public Participation (IAP2) Core Values:

- Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
- Public participation includes the promise that the public's contribution will influence the decision.
- Public participation promotes sustainable decisions by recognising and communicating the needs and interests of all participants, including decision makers.
- Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
- Public participation seeks input from participants in designing how they participate.
- Public participation provides participants with the information they need to participate in a meaningful way.
- Public participation communicates to participants how their input affected the decision.

The IAP2's Public Participation Spectrum is designed to assist defining the publics role in any community engagement program. It identifies five levels of participation – inform, consult, involve, collaborate and empower (Table D.6). The level of stakeholder participation for the Project depended on the stakeholder group and technical constraints.

TABLE D.6: IAP2 PUBLIC PARTICIPATION SPECTRUM (SOURCE IAP2, 2013)

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.	To obtain public feedback on analysis, alternatives and or decisions.	To work directly with the public throughout the process to ensure public issues and concerns are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
Promise to the public	We will keep you informed.	We will keep you informed, listen, acknowledge concerns and provide feedback on how public input influences decisions.	We will work with you to ensure that your concerns and issues are directly reflected in the alternatives developed and provide feedback on how public input influences decisions.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into decisions to the maximum extent possible.	We will implement what you decide.
Example tools	Fact sheets Websites Open houses.	Public comment Focus groups Surveys Public meetings.	Workshops Deliberate polling.	Citizen advisory committees Consensus building Participatory decision making.	Citizen juries Ballots Delegated decisions.

Furthermore, ARTC's consultation approach is to create an ongoing and open dialogue with communities and stakeholders. To meet the objectives and strategies, ARTC has developed principles for the Stakeholder Engagement Team. These principles set guidelines for behaviour and interactions with stakeholders and the community.

- Inclusive: Stakeholders are consulted during the planning and design of the Project alignment. ARTC 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 an online presence through the Inland Rail website and social media channels.

- Transparent: Community engagement interactions are captured and documented in Consultation Manager to maintain a record of key issues, concerns and feedback. Documenting this information also provides the opportunity for information to be shared, discussed and addressed with ARTC.
- Equitable: Individuals and groups are included in the conversation with recognition and provisions are made for Traditional Owners, people with disabilities, youth and the elderly. Gender equity occurs and varied socio economic groups can participate.
- Iterative: Share the iterative phases of the Project and communicate these phases to stakeholders for feedback and response.

2.4 Stages of consultation

A phased approach was developed to engage key stakeholders and other potentially affected stakeholders about the Project. The broad public engagement process for the Project has been ongoing since 2016. Consultation for the development of the Project design and EIS process commenced in June 2017, following the Office of the Coordinator-General declaring the coordinated project. Table D.7 provides the five broad stages of consultation for the Project (past, present and planned) and includes the initial public awareness raising of Inland Rail projects from 2017.

TABLE D.7: STAGES OF CONSULTATION

Consultation phase	Objective	Outcome
Stage 1: March 2017– December 2017 Raising public awareness of Inland Rail projects	▸ 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– early 2021 One-on-one consultation, public forums relating to designs, engagement for property impacts and acquisition	▸ Facilitate stakeholder understanding of ToR and draft EIS content requirements. ▸ Present proposed alignment to stakeholders along with draft 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: early 2021– early 2022 Formal consultation to support EIS assessment and approval	▸ Present proposed alignment to stakeholders along with draft 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 –2027 Engagement during construction and commissioning	▸ 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

Consultation phase	Objective	Outcome
Stage 5: 2027 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 and local businesses about Inland Rail operations	▸ Community and stakeholders are aware of the Project's 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 for the Project include the Australian Government, Queensland Government, and local government representatives, potentially affected landholders, local businesses, industry bodies, environmental groups, community groups, education and training providers, media and nearby communities, outlines stakeholder consulted as part of the Project, noting that department names are current at the time of writing.

TABLE D.8: PROJECT STAKEHOLDERS

Type	Stakeholders
Australian Government	
Elected representatives	▸ Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development and member for Riverina—The Honourable Michael McCormack Minister of Parliament (MP) ▸ Assistant Minister for Road Safety and Freight Transport and Member for Wright—The Honourable Scott Buchholz MP ▸ Member for Groom—The Honourable Garth Hamilton (former Federal member John McVeigh)
Government agencies	▸ Department of Infrastructure, Transport, Regional Development and Communications formerly the Department of Environment and Energy ▸ Department of Agriculture, Water and the Environment (DAWE) formerly the Department of Environment and Energy ▸ Regional Development Australia ▸ National Transport Commission
Queensland Government	
Elected representatives	▸ Member for Condamine, Pat Weir MP ▸ Member for Lockyer, Jim McDonald MP ▸ Member for Toowoomba North, Trevor Watts MP ▸ Member for Toowoomba South, David Janetzki MP
Departmental Ministers	▸ Minister for Transport and Main Roads and Member for Miller—The Hon Mark Bailey MP

Type	Stakeholders
Other Queensland 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) ▸ Queensland Police ▸ 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, Mine and Energy) ▸ Queensland Fire and Emergency Services ▸ Queensland Health ▸ Department of State Development, Infrastructure, Local Government and Planning and the Department of Tourism, Innovation and Sport (former Department of State Development, Manufacturing, Infrastructure and Planning) ▸ Department of Transport and Main Roads ▸ Economic Development Queensland
Government owned Corporations/ Organisations	▸ Queensland Rail (QR) ▸ Queensland Electricity Transmission Corporation Limited (Powerlink Queensland) ▸ Energy Queensland Limited (formerly Ergon Energy and Energex) ▸ SEQ Water Queensland Bulk Water Supply Authority (trading as Seqwater)
Local Government	
Local government elected representatives	▸ Toowoomba Regional Council (TRC) Mayor, Councillor Paul Antonio ▸ Lockyer Valley Regional Council (LVRC) Mayor, Councillor Tanya Milligan ▸ TRC Councilors ▸ LVRC Councilors
Local government officers	▸ TRC officers and technical staff ▸ LVRC officers and technical staff ▸ Lockyer Valley Disaster Management Group and Lockyer Valley Disaster Coordination team
Regional Development Australia	▸ Ipswich and West Moreton Inc. ▸ Darling Downs and South West Inc.
Local communities	

Directly affected landholders	▸ Landholders located within both the permanent and temporary disturbance footprint, within the localities of:
	  ▸ Charlton, Gowrie Junction, Cranley (in tunnel), Mount Kynoch (in tunnel) and Mount Lofty within the Toowoomba Regional Council Local Government Area
	  ▸ Ballard (partly in tunnel), Withcott, Lockyer, Postmans Ridge, Helidon Spa and Helidon within the Lockyer Valley Regional Council Local Government Area

Indirectly affected landholders	▸ Landholders that have the potential for change to existing conditions on their property as a result of the construction and/or the operation of the Project

Type	Stakeholders
Local businesses	▸ Australian Telecommunications Commission ▸ Birdsong Market Garden ▸ C & K Anderson Pty Ltd ▸ CJ NutraCon ▸ Combat Simulation Systems ▸ Dyno Nobel ▸ Gehrke Grains and Transport ▸ German Bake and Wurst House Helidon Spa ▸ Gowrie Landscape Supplies ▸ Gowrie One Stop Convenience Centre ▸ GW Racing ▸ Haymitch No 2 Pty Ltd ▸ Interlink Global Logistics Pty Ltd ▸ Klucks Investment ▸ Leetee Properties Pty Ltd ▸ Lockyer Valley Growers ▸ Lockyer Valley Water Users Forum ▸ Loughlin Rural Pty Ltd ▸ Mitchell Helidon Pty Ltd ▸ New Hope Water Pty Ltd ▸ Nolans Transport ▸ Primac Association Ltd ▸ Rhonzoa Pty Ltd ▸ Sanbeg Pty Ltd and Quarry Products Pty Ltd (Harlaxton Quarry) ▸ SEQ Catchments Limited ▸ Toowoomba Go Kart ▸ Varsity Property Pty Ltd ▸ Weis Investment Pty Ltd ▸ Withcott Aquatic Centre, Postmans Ridge ▸ Withcott Group Property Pty Ltd (Withcott Seedlings)
Other key stakeholders	
Tourism/leisure operators	▸ Southern Queensland Country Tourism
Chambers of Commerce	▸ Toowoomba Chamber of Commerce ▸ Lockyer Valley Chamber of Commerce and Industry ▸ Lockyer Better Business ▸ Chamber of Commerce and Industry Queensland
Emergency and health providers	▸ Queensland Police Service (QPS) ▸ Queensland Ambulance Service (QAS) ▸ Queensland Fire and Emergency Services (QFES) ▸ Queensland Rural Fire Services (e.g. Murphys Creek and Withcott Rural Fire Brigades) ▸ Toowoomba Police Station ▸ Helidon Police Station ▸ Gatton Police Station ▸ Toowoomba Hospital (Darling Downs HHS) ▸ Baillie Henderson Hospital ▸ Darling Downs Hospital and Health Service Community Care Allied Health
Quarries	▸ Quarry Products Pty Ltd (Harlaxton Quarry) ▸ Withcott Quarry (C&K Anderson)

Type	Stakeholders
Utility service providers	▸ APT Petroleum Pty Ltd (a subsidiary of APA Group) ▸ Energy Qld ▸ Ergon Energy ▸ Powerlink ▸ TPG ▸ Telstra ▸ Nextgen ▸ NBN ▸ Urban Utilities ▸ Optus ▸ New Acland Coal ▸ Essential Energy
Spoil and waste management providers	▸ Toowoomba Waste Management Centre, along with other smaller landfills in the region ▸ Lockyer Valley waste management facilities (e.g. Gatton Landfill)
Peak Bodies	▸ National Road Transport Association ▸ Queensland Transport and Logistics Council ▸ Australian Trucking Association ▸ Queensland Farmers Association ▸ National Farmers Federation ▸ Agforce ▸ Queensland Resources Council ▸ Queensland Outdoor Recreation federation
Resident associations	▸ 150 of Rail in Toowoomba Committee ▸ Bicentennial National Trail (BNT) Withcott ▸ Bunya Scout Group Toowoomba ▸ CEDAR Centre ▸ CSQ ▸ Darling Downs Field Archers Inc ▸ Darling Downs Swimming Association ▸ Defence Housing Australia ▸ DISCO – Downs Industry Schools Co-Operation Inc. ▸ East Creek Community Centre ▸ Girl Guides Mount Lofty ▸ Gowrie Junction Progress Association ▸ Hear and Say Centre for Children ▸ Helidon and District Progress Association ▸ Helidon Community Shed Association Inc ▸ Helidon Cricket Club Inc ▸ Helidon RSL Sub-Branch Inc ▸ Inland Rail Implementation Group ▸ Inner Darling Downs Community Consultative Committee ▸ Lockyer Community Centre ▸ Lockyer Valley Community Activities Shed ▸ Lockyer Valley Community Consultative Committee ▸ Local Woodturning & Woodcrafter ▸ Lockwood Training and Development ▸ MinRes Training Institute

Type	Stakeholders
Resident associations [continued]	▸ Murphys Creek Progress Association ▸ Murphys Creek Rural Fire Brigade ▸ Rotary Club of East Toowoomba Inc ▸ Rotary Club of Toowoomba ▸ St Joseph's Parish Helidon ▸ Teen Challenge Care Ltd ▸ Tenancy Advice and Advocacy Service (QLD) ▸ The Scots School Albury ▸ Toowoomba and South West Housing Service Centre ▸ Toowoomba Community Health Centre ▸ Toowoomba Community Housing Service ▸ Toowoomba Horse Riding for the Disabled Ass. Inc. — RDAQ ▸ Toowoomba Hospital (Darling Downs HHS) ▸ Toowoomba and South West Housing Service Centre ▸ Toowoomba Model Railway Club ▸ Toowoomba Queensland Country Women's Association ▸ Toowoomba Visitor Information Centre ▸ UCL Australia ▸ University of the Third Age (U3A) ▸ Upper Lockyer/Withcott Country Women's Association ▸ Wilsonton Agricultural Environmental Education Centre ▸ Withcott Football Club Inc ▸ Yellow Bridge
Health and Housing Services	▸ Toowoomba Community Housing Service ▸ Toowoomba Community Health Centre ▸ Toowoomba and South West Housing Service Centre ▸ Lockyer Community Centre ▸ Lockyer Valley Community Activities Shed
Environmental groups	▸ Australian Rescue and Rehabilitation of Wildlife Association Inc (ARROW) ▸ Birdlife Australia (Southern Queensland Branch) ▸ Brisbane Region Environment Council ▸ Darling Downs Environment Council ▸ Lockyer Community Action Group Inc ▸ Native Plants Queensland ▸ Queensland Conservation Council ▸ Queensland Trust for Nature ▸ Drayton & Toowoomba Agricultural & Horticultural Society, QLD ▸ Australia Koala Foundation ▸ Australian Wildlife Conservancy ▸ SQ Landscapes ▸ Darling Downs Regional Organisation of Councils ▸ Friends of the Escarpment Parks Toowoomba Inc. ▸ Healthy Catchments & Waterways ▸ Highfields and District Business Connection Incorporated ▸ Hope Australia (links to Condamine Catchments) ▸ Inglewood and Texas Landcare Association Inc ▸ Macintyre Valley Cotton Growers Association Inc.

Type	Stakeholders
Environmental groups [continued]	▸ Murray Darling Association ▸ Murray–Darling Basin Authority ▸ Queensland Conservation Council ▸ RSPCA Queensland The Wilderness Society ▸ Toowoomba Bird Observers ▸ Landcare Group ▸ Wildlife Preservation Society of Queensland ▸ Wildlife's Welfare Carers Inc.
Historical Society	▸ Transport Main Roads Heritage Centre ▸ Cobb+Co Museum ▸ Toowoomba Historical Society ▸ The Toowoomba & Darling Downs Family History Society
Agriculture	▸ Royal Agricultural Society of Queensland
Native Title Claimants (Aboriginal Party)	▸ Western Wakka Wakka ▸ Yuggera Ugarapul
Universities, TAFE, schools—primary and secondary	▸ Helidon State School ▸ Withcott State School ▸ Murphys Creek State School ▸ TAFE South West ▸ TAFE Queensland ▸ University of Southern Queensland ▸ Toowoomba East State School ▸ Holy Name Primary School ▸ Toowoomba North State School ▸ Mater Dei Primary, Newtown State ▸ Harlaxton State School ▸ St Saviours Primary School ▸ Our Lady of Lourdes Primary School ▸ Harristown State School ▸ Toowoomba West Special School ▸ Toowoomba South State School ▸ Toowoomba Grammar ▸ The Glennie School ▸ Toowoomba State High School ▸ Fairholme College ▸ Toowoomba Anglican College ▸ St Mary's College ▸ Charlton State School ▸ Highfields State School ▸ Mary MacKillop Catholic School ▸ Highfields State Secondary College ▸ Gowrie State School ▸ Lockyer District High School

Type	Stakeholders
Media	▸ ABC Southern Queensland ▸ Toowoomba Chronicle ▸ Gatton Star ▸ The Courier Mail ▸ Highfields Herald ▸ WIN ▸ Channel 7 ▸ The Brisbane Times ▸ The Courier Mail ▸ Queensland Times ▸ Queensland Country Life ▸ ABC Radio ▸ The Australian

2.6 Integration with EIS technical studies and assessments

Consultation has been undertaken with multiple stakeholders to share information and receive feedback on:

- Project updates, status and progress
- Technical study methodologies and findings
- Technical model validation and data collection
- Suggested mitigation and environmental management measures
- Project alignment
- Project delivery mechanisms.

This consultation was undertaken to create project awareness, source feedback and validation of findings, address concerns, iterate the design where required and mitigate risks.

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 (refer Section 6).

2.7 Stakeholder management

As part of the EIS consultation process, stakeholder queries or concerns were raised with Project team members to discuss options, solutions and responses for stakeholders. In instances where technical information was required, the relevant specialists were consulted and, where applicable, a response was provided to the stakeholder via the relevant platform. For example, when queries came from landholders about modelling results regarding noise, the EIS consultants were requested to assist with more detailed information to then provide back to the landholder.

Stakeholder interactions, specific landholder information regarding their properties and key issues were recorded and managed by the Stakeholder Engagement team via a centralised database, Consultation Manager. 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 the Inland Rail Program 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.

This database will continue to be used and maintained post-EIS and into construction to monitor and report on all stakeholder enquiries, issues and responses across the Inland Rail Program including:

- Technical model validation and data collection
- Suggested mitigation and environmental management measures such as fauna crossing locations, recommended flora for vegetating embankments
- Project construction feedback
- Project delivery mechanisms.

3. Early stakeholder engagement activities

Stakeholder engagement activities relating to Inland Rail have been taking place in varying forms since 2006. Prior to this, Queensland Rail and Queensland Transport (now DTMR) undertook the *Gowrie to Grandchester Rail Corridor Study*, completed in 2002/2003.

Inland Rail consultation started with the *North–South Rail Corridor Study* (Ernst & Young, 2006), which was tasked with identifying a broad corridor for a future railway between Brisbane and Melbourne, through to consultation activities relating to early design for the Project undertaken by ARTC. As each subsequent study and investigation advanced, the alignment became more detailed and the design and performance parameters were refined.

The Melbourne to Queensland route selection process began in earnest with the *North–South Rail Corridor Study* (Ernst & Young, 2006), which identified a broad corridor for a future Melbourne–Brisbane railway.

The study examined four 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 *Melbourne-Brisbane Inland Rail Alignment Study* (IRAS) completed in 2010 (ARTC, 2010).

IRAS analysed a large number of 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.

Following the completion of IRAS, the Australian Government approved an initial $300 million 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 million funding, in conjunction with announcements regarding the formation of the Inland Rail Implementation Group (IRIG).

The $300 million funded developmental work on Inland Rail through to 2018/19 established the basis for the development of ARTC Inland Rail in the lead up to Project delivery.

During 2014, the 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. Achieving the Service Offering (in particular transit time and reliability) has been a critical consideration in route selection.

The *Melbourne–Brisbane Inland Rail Implementation Group Report* (IRIG, 2015) (IRIG 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 IRIG Report largely adopted the 2010 IRAS-recommended alignment, with certain variations and recommendations for further assessment.

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

On receiving the IRIG Report, the Australian Government referred the Business Case to Infrastructure Australia for assessment. Following assessment of the Business Case, Infrastructure Australia added Inland Rail to the Australian Infrastructure Priority List as a Priority Project in May 2016 (Infrastructure Australia, 2016).

In the 2016–17 Federal Budget, the Australian Government announced that Inland Rail would be delivered through ARTC in partnership with the private sector, and that it would undertake market testing for private sector involvement in the Project.

The Budget allocated an additional $593.7 million as an equity injection to ARTC to progress land acquisition, the continuation of pre-construction and due diligence activities.

Extensive landholder, community and stakeholder consultation for Inland Rail commenced in early 2016 as a preferred alignment was refined.

In summary, previous studies and stakeholder engagement included the:

- 2003 Gowrie to Grandchester Rail Corridor Study, Queensland Rail and Queensland Transport:
  - Gowrie to Helidon, Final Report, 2003
- 2005–2006 North South Rail Corridor Study, Ernst & Young, 2006
- 2010 IRAS study, ARTC
- 2014 submissions to the Commonwealth Government on the 2010 IRAS study
- 2014 Service Offering consultations
- 2015 PB Multicriteria Analysis Study (Stage 1 MCA Desktop)
- 2015 Early Inland Rail Council Engagement Program (Priority Projects)
- 2016 Concept Assessment engagement
- 2017 Land access meetings for investigations
- 2017 Draft Terms of Reference workshops
- 2017 presence in LVRC Gatton office over two days a week for August and September.

3.1 North–South Rail Corridor Study

The commencement of the *North–South Rail Corridor Study* (Ernst & Young, 2006) was announced in late 2005. The purpose of the study was to examine the adequacy of the existing Melbourne to Sydney to Brisbane rail corridor to meet projected freight demand and to identify potential options for rail corridor investment.

The *North–South Rail Corridor Study*, released in September 2006, comprehensively examined the adequacy of the existing Melbourne to Sydney to Brisbane rail corridor to meet future freight demand. The study included extensive data collection and liaison with key stakeholders, a wide range of organisations and interested parties to examine different options for an enhanced, existing coastal route or alternative inland routes. Key issues raised 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 for this study identified the groups listed in Table D.9.

TABLE D.9: CONTRIBUTORS TO THE STUDY AREA FOR THE NORTH–SOUTH RAIL CORRIDOR STUDY (ERNST & YOUNG, 2006)

Australian Government and Queensland 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 (Qld)
▸ 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 (Cth)	▸ VicRoads (Vic)
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
▸ Australian Rail Track Corporation (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, and 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 governments, Area Consultative Committees, and other interested parties	
▸ Area Consultative Committees (ACCs)	▸ Councils and local governments
▸ Australian Shipowners Association	▸ National Transport Commission
▸ Chambers of Commerce/regional development associations	▸ Unions

Potential route options were identified within a 'north–south rail corridor', which was an elliptically-shaped area defined by the standard gauge rail line along the New South Wales coast, and a broad arc west of Shepparton, Jerilderie, Coonamble, Burren Junction, Goondiwindi and Toowoomba. Within this study area, 136 possible route options were investigated. These options involved different combinations of new track and the upgrading of existing track.

The route options were compared using an optimisation model specifically developed for the study, based on operating efficiency, infrastructure requirements, market demand, environmental constraints, and financial and economic viability. To further inform the selection of potential options, the scope of the study also required data to be gathered and consultation to occur across a range of subjects and stakeholders.

Given the purpose of the study, consultation was directed to a targeted group, including:

- Australian Government departments and agencies
- State government departments and agencies, across Queensland, New South Wales and Victoria
- rail industry and potential rail providers
- freight forwarders, rail customers and current and potential major freight clients
- regional stakeholders, chambers of commerce, local government and area consultative committees
- other interested parties.

Information gathered from these groups directly supported the market assessment, demand analysis, comparison and evaluation of route options. The study identified the Far Western Sub-Corridor as the preferred corridor. This corridor is the shortest distance from north to south, with the fastest possible transit time.

Chapter 2: Project Rationale of the EIS provides further detail on the refinement of options for the Project.

3.2 Melbourne–Brisbane Inland Rail Alignment Study

In 2008, Inland Rail was announced by the Australian Government, to be led by ARTC, resulting in the *Melbourne–Brisbane Inland Rail Alignment Study* (ARTC, 2010). The Inland Rail Alignment Study (IRAS) was conducted by ARTC from 2008 to 2010.

The purpose of the study was to determine the optimal alignment, as well as the economic benefits and likely commercial success, of a new standard gauge inland railway between Melbourne and Brisbane. The Terms of Reference for the study required the development of a detailed route alignment, generally following the Far Western Sub-Corridor identified by the *North–South Rail Corridor Study* (Ernst & Young, 2006).

The 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:

- *Gowrie to Grandchester Rail Corridor Study* (Queensland Rail and Queensland Transport, 2003)
- *Southern Freight Rail Corridor Study* (SFRC), between Rosewood and Kagaru (DTMR, 2007–2008).

This analysis indicated a demand for the railway and shortlisted and analysed several route options, taking into consideration events that significantly impacted local communities such as the 2011 floods in the Lockyer Valley. The final preferred alignment 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.

The *Melbourne–Brisbane Inland Rail Alignment Study* presents an optimum alignment for an inland railway from Melbourne to Brisbane, encompassing both upgraded sections of existing line and substantial new construction.

The stakeholders consulted by the study team during the Melbourne–Brisbane Inland Rail Alignment Study are identified in Table D.10.

TABLE D.10: MELBOURNE–BRISBANE INLAND RAIL ALIGNMENT STUDY STAKEHOLDERS

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

From this study the preferred solution (Murphys Creek option) through the Toowoomba Range was a rail line which paralleled the existing West Moreton System rail corridor (to the north) and Gowrie Creek from the tie in with the Border to Gowrie project for approximately 4.2 km. The alignment then deviated to the north-east through tunnel (at Birnam (East)), for approximately 8 km, under the localities of Birnam (East), Highfields, Ballard before exiting between the West Moreton System at Spring Bluff and Mt Ben Lomond in the locality of Murphys Creek.

The proposed alignment then follows Murphys Creek Road for approximately 4.8 km before tying into the existing West Moreton System to the northwest of Murphys Creek township. The Project is generally co-located, for approximately 12 km with the existing West Moreton System to Airforce Road where it ties into the Helidon to Calvert project.

3.3 Inland Rail Implementation Group

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.

As part of the process, and due to the strong community and stakeholder interest in Inland Rail, IRIG welcomed submissions from March to 30 June 2014. The submission process enabled stakeholders to provide their views on Inland Rail, the route (as presented in the *Melbourne–Brisbane Inland Rail Alignment Study* (ARTC, 2010)) and any unresolved matters for the IRIG's consideration.

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), the Port of Brisbane, property and investment organisations and rail operators.

Key themes raised in the submissions included:

- General support for Inland Rail and agreement it is needed to meet demand
- Localised impacts of Inland Rail on residential communities and land, including Gowrie Junction and high-value agricultural land
- The alignment and standards to which Inland Rail should be built
- Staging of Inland Rail to minimise impacts on the minerals sector
- Opportunities for private sector engagement.

The IRIG also held a number of forums, roadshows and industry briefings:

- Stakeholder forums in Sydney:
  - In May 2014, to advise key industry and local government stakeholders about the Australian Government's commitment to delivering Inland Rail, explain the role of the Implementation Group and actions it has undertaken, and provide stakeholders with the opportunity to discuss issues relating to the delivery of Inland Rail
  - In October 2014, to provide stakeholders with an update on the work of the Implementation Group, as well as to test the proposed service specifications for Inland Rail with the rail operators and logistics firms that are likely to use the railway.
- Roadshow meetings in a range of locations (29)[1] in June 2014 and February 2015 to brief local communities and industry leaders about the status of, and plans for, Inland Rail and to seek feedback about the next stages and priority projects. It also provided an opportunity for ARTC and Implementation Group representatives to understand the unique local opportunities of each region.
- Industry briefings in Sydney and Brisbane in September 2014 and Toowoomba in August 2015 to provide insight into the intent, challenges and performance specifications expected from Inland Rail. The briefings also provided participants with ideas about potential opportunities to be involved in the delivery of Inland Rail. Over 400 representatives from Australian and international rail and construction companies, consultants and suppliers attended the briefings.

In addition, members of the Implementation Group held meetings with key stakeholders including industry, community groups, the Food Bowl Inland Rail Alliance and local governments on request.

During this period extensive one-on-one meetings were also undertaken by ARTC with local government representatives, peak bodies, potential rail customers and key state government and Australian Government agencies. ARTC has reported that generally these groups were very supportive of Inland Rail. Local councils and regional businesses indicated the strong regional development potential and enhanced connectivity that Inland Rail would bring. Overall key these include:

- 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).

[1] Roadshow meetings were held in 2014 in Ipswich (2 June), Toowoomba (2 June), Narrabri (4 June), Dubbo (5 June), Parkes (6 June), and in 2015 in Wagga Wagga (4 February) and Wodonga (5 February).

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. However, for the Gowrie to Helidon section, the report recommended that ARTC adopt the Gowrie to Grandchester alignment identified in 2003 by the Queensland Government (subject to possible minor amendments) in preference to the Murphys Creek option identified in the IRAS. This was in part due to:

- Community severance and disruption, noise and dust through Helidon, Murphys Creek valley and in the vicinity of Gowrie Junction will be minimised by the 2003 alignment
- Flooding impacts on the Lockyer Creek catchment in 2011 between Murphys Creek and Helidon.

3.4 Inland Rail Programme Business Case

The ARTC 2015 *Inland Rail Programme Business Case* (Business Case) was the key supporting document for the IRIG Report. The Business Case 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 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 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 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).

3.4.1 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 D.11 were identified as influencing or being affected by Inland Rail.

TABLE D.11: INLAND RAIL BUSINESS CASE INFLUENCING AND AFFECTED 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 councilors
- 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

3.4.2 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 landholders
- 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 Inland Rail Business Case.

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.

3.4.3 Key findings

Engagement activities undertaken during the Business Case 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 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.

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.

3.4.4 Summary

Effective communication and stakeholder engagement are critical to the successful delivery of Inland Rail. Consultation with industry, customers and end users 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, reduce truck and road 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.

3.5 Alignment planning to support business

During alignment concept planning, the Australian Government engaged with the supply chain and established 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 C2K alignment as part of the Inland Rail program, ARTC consulted with stakeholders in relation to the operation of existing and planned future intermodal terminals. These included:

- Toowoomba Wellcamp Airport
- Queensland Rail in relation to the operation of the Acacia Ridge rail facility
- SCT Logistics in relation to operation of the Bromelton freight terminal
- DTMR, councils and developers in relation to future planning proposals.

3.6 Gowrie to Grandchester Rail Corridor Study

In 2003, QR and Queensland Transport published a two-part study for a proposed high speed (up to 200 km/h) rail alignment between Gowrie and Grandchester through the Toowoomba Range.

The preferred corridor identified in the study was subsequently protected under the *Transport Planning and Coordination Act 1994* by the Queensland Government in 2005 and is currently protected as a future state transport corridor.

The *Gowrie to Grandchester Rail Corridor Study* was initiated in 1999 to identify and protect a corridor for a future rail line between Gowrie and Grandchester. The study presented three alignments through the Toowoomba Range and QR and Queensland Transport undertook engagement from 2000–2002 with the following stakeholders:

- Australian Government, state government, and local government representatives
- Existing regional reference groups
- Environment, community and business organisations
- Impacted landholders
- Residents in the local government areas of the rail alignment
- Aboriginal Parties and Traditional Owners.

The engagement process incorporated social impact assessment including baseline demographic profiling and perceived social, economic and environmental impacts captured through consultation. The key themes identified are shown in Table D.12.

TABLE D.12: KEY THEMES FROM STAKEHOLDER ENGAGEMENT ON THE GOWRIE TO GRANDCHESTER RAIL CORRIDOR STUDY

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

Source: Queensland Rail and Queensland Transport, 2003

The 2015 IRIG Report endorsed the adoption of the Gowrie to Grandchester future state transport corridor through the Toowoomba Range.

3.7 Early project engagement activities

3.7.1 Early Engagement with Councils

Meetings were held with relevant councils located along the Inland Rail study area between Gowrie and Kagaru between May 2015 and July 2015. This included Ipswich City Council and Lockyer Valley Regional Council. 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 Gowrie to Grandchester future state transport corridor
- Existing level crossing traffic impacts at Laidley.

As part of the engagement strategy, the issues and opportunities captured by previous studies as well as workshops will need to be considered and managed during the planning and approvals engagement process.

3.7.2 Concept Assessment Phase Engagement

In 2016, ARTC increased its program of briefings and information sessions along the alignment. These included meetings with councils, Australian Government and state government elected representatives, community consultation via public meetings and drop-in sessions, and exhibitions at agricultural shows, together with individual meetings with potentially affected landholders.

The purpose of the engagement completed during the Concept Phase (March 2016 and May/June 2016) was to establish relationships with key stakeholders and impacted landholders along the corridor.

During the Phase 1 Concept Assessment, stakeholder and community engagement was conducted with the following parties in 2016:

- Toowoomba Regional Council and Lockyer Valley Regional Council
- Peak bodies and major business including Gehrke Grains and Transport, Lockyer Better Business, Lockyer Valley Growers, Lockyer Valley Water Users Forum, Nolans Transport, 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 and Darling Downs Environment Council
- Nine private landholders, to facilitate ecological study access
- More than 160 attendees at community information sessions
- Queensland Government, regarding their passenger train requirements.

3.7.3 Concept phase technical sessions with councils

During this phase, the Gowrie to Helidon and Helidon to Calvert projects were treated as a single project for stakeholder consultation purposes. For this reason, technical sessions were held with Ipswich City Council and LVRC to discuss issues and opportunities and how these could be addressed. The Project team met with Ipswich City Council on 23 March 2016 and Lockyer Valley Regional Council on 10 June 2016. During these meetings, Councils raised the following issues:

- Data sharing agreement with local councils 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:

- Provision of information on the road/rail interface and optimisation
- Need to avoid creating new roads and providing additional property management for council
- 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.

3.7.4 Concept phase landholder engagement—Gowrie to Calvert[2]

During this phase, engagement was predominantly one-on-one meetings with landholders whose properties were required for field studies. These meetings provided insight into the issues associated with the Project.

A total of 17 private landholders were contacted to obtain agreement to access their properties for the purpose of conducting ecological studies. The following key themes were identified:

- Most landholders were aware of the protected rail corridor within their properties; however, a small number were unaware of the protected rail corridor
- Land acquisition arrangements and timing
- Future operation of existing rail line
- Landholders asked about plans for a tunnel through the Toowoomba range
- Negative experiences with adjacent infrastructure projects, such as the Toowoomba Second Range Crossing, including field studies
- Ongoing consultation with the dedicated community engagement lead was a consistent request.

3.7.5 Concept phase community information sessions

Four advertised community information and feedback sessions were held between 20 and 23 June 2016 in Gatton and Toowoomba. Direct mail invitations were distributed to 1,500 landholders 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 of the 2003 Gowrie to Grandchester protected rail corridor
- Concern from landholders located adjacent to the protected corridor about operational impacts
- Investment in their 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 Gowrie Junction
- 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.

3.7.6 Concept phase stakeholder workshops

Stakeholder workshops were held in Toowoomba and Gatton during April 2017 to identify key issues to be addressed during the environmental assessment process; opportunities to create additional value for the project and project stakeholders; and an initial indication of the potential social license and risks.

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, Darling Downs Environment Council and Toowoomba Regional Council.

Key issues raised included:

- Current existing level crossing (Old Homebush Road near Junction Street)—future road–rail interface and Gowrie Creek constrained to mitigate flooding
- Proposed passing loop near the western tunnel portal, interference with road network—1.8 km and 3.6 km trains
- Noise mitigation, planting to provide visual screening and noise attenuation—south of Morris Road

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

- Tunnel portal and proposed ventilation outlet on a hill—visual, noise, air quality, pollution impacts
- Cumulative impact from various corridors—Toowoomba Bypass, Wellcamp, community precincts
- Type of freight including dangerous goods and impacts on communities
- Future and current subdivisions north of Hayden Road—growing area with residents moving in
- Basalt, ground water and bores: how to deal with this and the tunnel
- Visual amenity and noise impacts from eastern tunnel portal of Toowoomba Range Tunnel
- Environmental issues associated with Range Escarpment
- Issues associated with the Border to Gowrie section, west of Gowrie towards Kingsthorpe.

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 and Withcott Seedlings.

The majority of the key issues raised at this workshop related to the H2C project; however, the main overarching issue for the G2H Project was the likelihood of stations or terminals for freight being constructed in the Lockyer Valley as having few benefits.

3.7.7 Issues summary

The key issues raised included ensuring the safety of the road–rail interface and optimising operability, minimising impacts on prime agricultural land and addressing concerns around noise, visual amenity and operational impacts on communities adjacent to the alignment.

Emerging themes and issues for the Project captured at council meetings and workshops, peak body workshops, impacted landholders and the broader community are summarised below.

TABLE D.13: EMERGING THEMES AND ISSUES CAPTURED

Issue themes	Issue description
Alignment options	▸ Community was advised of the scope of the concept assessment and that consideration of a potential refinement to the Gowrie to Grandchester future state transport corridor was necessary within a study area either side of the corridor ▸ Selection of the location of western tunnel portal and passing loops near Gowrie Junction were a concern to representatives of the Gowrie Junction community in terms of operational noise impacts and visual amenity and local road connectivity ▸ Other options were considered near Helidon to improve constructability and operational safety, address flooding issues, reduce project cost and address community impacts ▸ Keen interest around the tunnel portals to understand noise, ventilation and air quality issues. Comments from the Gowrie community that this will need consideration.
Environment	▸ Concerns regarding the need to maintain connectivity of wildlife corridors and habitat preservation ▸ The potential to achieve best practice in maintaining wildlife corridor connectivity ▸ Impacts on threatened species such as koalas.
Road–rail interface	▸ Maintaining local road connectivity by minimising level crossings is a major challenge, particularly to future development areas—examples Boundary Street connection to Morris Road, Cranley and Old Homebush Road, Gowrie Junction.
Future passenger services	▸ Strong interest in passenger services connecting Toowoomba with Rosewood, through townships including Helidon, Gatton and Laidley.

Issue themes	Issue description
Land acquisition and compensation	▸ Mixed levels of awareness about the existence or location of the Gowrie to Grandchester future state transport corridor with some landholders who had recently purchased property expressing shock at the alignment and stating that it had not appeared in property searches ▸ Landholders expressing varying degrees of financial and emotional stress as a result ▸ Questions around timing, process, valuations and extent of required land acquisition ▸ Questions from landholders located in the Gowrie to Grandchester future state transport corridor, as well as landholders located adjacent to the corridor regarding opportunity for acquisition or compensation for impacts ▸ Lessons learned from experiences with other infrastructure projects including Toowoomba Second Range Crossing, now the Toowoomba Bypass (construction activity from April 2016 to August 2019), where landholders claim agreements were not documented or honoured ▸ Implications for greenfield landholders who are not in the Gowrie to Grandchester future state transport corridor and, therefore, cannot apply to TMR for early acquisition.
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.
Corridor identification, protection and preservation	▸ Questions were raised about why the Gowrie to Grandchester future state transport corridor was chosen over other options ▸ Gowrie Junction community endorses the amended alignment from that presented in 2014, however this amendment has direct impacts on residents ▸ Interest in the scope for variation from the protected corridor and the process for informing landholders 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 landholders 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 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.
Operational noise impacts	▸ Landholders 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 adjacent, e.g. Gowrie Junction ▸ Interest in potential noise and air quality impacts associated with the operational rail line, particularly in the light of potential increases of coal volumes ▸ Interest in the location of passing loops, particularly around built up areas and future growth areas.
Economic benefits	▸ Stakeholders in the project region would like to see economic opportunities and benefits beyond construction of the Project ▸ 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, accommodation camps etc. ▸ Support from the local trucking industry, with representatives saying they believe Inland Rail will help them to better meet peak demand associated with seasonal agricultural produce ▸ The strong feedback that 'local' opportunities mean opportunities for the towns within the vicinity of the Project, not only a nearby regional centre such as Toowoomba.

Key issues that appeared consistently at all council sessions included the following:

- Public level crossing operations and safety (interface between road and rail)—for public crossings in and immediately around the town centres, councils seek grade separation of road and rail
- Co-existence of passenger and freight services—councils seeking information on how the two services might co-exist on sections of the line being used by Inland Rail and seek clarity on this matter
- Landholder acquisition sensitivities—as a result of landholder concerns expressed in the *Gowrie to Grandchester Railway Corridor Study* (QR and Queensland Transport, 2002 and 2003) study, there is a high level of concern about the finalisation of the alignment route and the timing of acquisition. Landholders continually raise issues with local councillors and state government 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 TRC and LVRC
- 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 off-sets
- 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 and local road plans and impacts on the Inland Rail alignment—a review of regional transport plans undertaken by local councils in conjunction with the state is important for Inland Rail to understand and apply to the program
- Planning of terminal locations and interaction with road infrastructure and industrial estates—in particular, councils are keen to know how ARTC intends to provide strategic direction that will enhance the economic sustainability of terminals.

Table D.14 lists the key issues relevant to the Project raised by Councils during the 2015 and 2016 consultation process.

TABLE D.14: SUMMARY OF ISSUES RAISED DURING CONSULTATION WITH COUNCILS IN 2015 AND 2016

Stakeholder	Issues/opportunities	2015	2016	Status
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
Lockyer Valley Regional Council	• Cumulative environmental impacts • Concerns about the environmental impact that will be caused by both TSRC and Inland Rail	✓	✓	• These concerns helped to inform the scope of the cumulative impact assessments including the development of mitigation measure contained in the EIS
	• Operational • Impacts of operations with alignment through townships such as Gatton	✓	✓	• Alignment selection based on robust assessment process, taking into account various concerns and potential mitigation of risk and operational impacts

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 landholders
	▸ Environmental concerns ▸ Endangered Swamp Tea-tree forest (*Melaeuca irbyana*) flora and the presence of Koalas	✓	✓	▸ These issues have been considered in the development of the EIS assessment methodology, and identification of rehabilitation and 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–rail interface agreements ▸ Status of road–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

4. EIS stakeholder engagement activities

4.1 Overview

Consultation activities 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 communication channels, 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, interactive FAQs).

Consultation activities are described in Sections 4.2 to 4.3 and the communication tools that supported the activities are described in Section 4.4. Figure D.1 summarises these activities and related tools.

Outcomes of the stakeholder engagement activities are discussed in Section 6.

FIGURE D.2: DRAFT EIS CONSULTATION ACTIVITIES AND COMMUNICATION TOOLS

4.2 Project introduction

ARTC held several one-on-one meetings, community information drop-in sessions and presentations throughout 2017 to raise community awareness of the Project and advise of the formal start of the approval process. Table D.15 lists locations and dates of these sessions that ran for four hours and were a drop-in format. Members of the Stakeholder Engagement Team were present to answer questions. Large maps of the Project alignment were available for viewing 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 D.15: COMMUNITY INFORMATION DROP-IN SESSIONS

Date	Location	Attendance
9 March to 6 December 2017	Multiple locations These were one-on-one meetings with landholders, mainly for the purpose of signing a land access agreement	53 attendees
3–5 April 2017	Gowrie and Toowoomba	121 attendees
6 April 2017	Helidon and District Community Centre	80 attendees
8 April 2017	Grandchester Hotel	62 attendees
10 April 2017	Forest Hill Schools of Arts	62 attendees
11 April 2017	Gatton Lockyer Valley Cultural Centre	93 attendees
12 April 2017	Laidley Cultural Centre	127 attendees

Although the declaration and terms of reference processes are the remit of the Office of the Coordinator-General, ARTC maintained its commitment to community engagement by undertaking information sessions to raise awareness of the Project and the EIS.

4.3 Public display of the draft Terms of Reference

The draft ToR for the Project were publicly displayed and open for comment between 6 May 2017 to 5 June (please note until 26 June for H2C Project) 2017. The ToR for the EIS were finalised by the Coordinator-General on 9 August 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 including the EIS process. During May 2017 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 and Toowoomba from 18 May 2017 to 23 May 2017 and focused on the draft ToR content for the Project and how to make a comment. The sessions 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. Example slides from the draft ToR presentations are included in Appendix A of this report. More than 300 community members attended these sessions and, based on the community feedback, the Project team developed a 3D concept visualisation of the Project design.

Seven 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. More than 235 people attended these sessions, noting that not all attendees registered for the session. Table D.16 provides details of the draft ToR presentations and concept visualisation sessions held between May 2017 and June 2017.

TABLE D.16: TYPES OF COMMUNITY INFORMATION DROP IN SESSIONS

Timing	Location	Attendance	Session type
18 May 2017	Ipswich Library, Ipswich	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	Nielsen's Place, Laidley	14 attendees	Concept visualisation sessions
21 June 2017	Nielsen's Place, Laidley	9 attendees	Concept visualisation sessions
22 June 2017	Gatton Administration Building, Gatton	16 attendees	Concept visualisation sessions

The information sessions and concept visualisation sessions were advertised through a direct email to registered stakeholders as shown in Table D.17 below and in Appendix E of this report. Other forms of communication relating these sessions include mailouts, posters, one-on-one meetings and advertisements.

TABLE D.17: TERM OF REFERENCE SESSION COMMUNICATION ACTIVITIES

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

Once the final ToR were released, ARTC:

- Emailed stakeholders on database to advise of the release of the Final ToR
- Updated the Project website
- Briefed elected representatives and agencies.

A summary of the Project introduction and draft ToR engagement activities is shown in Figure D.2.

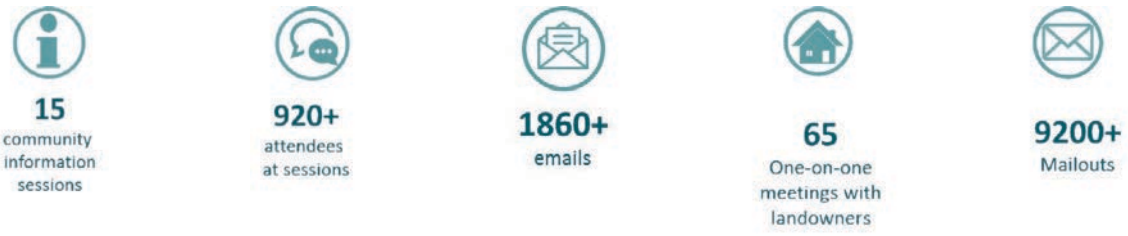

FIGURE D.3: SUMMARY OF DECLARATION AND TERMS OF REFERENCE ENGAGEMENT ACTIVITIES

4.4 Overview of EIS phase stakeholder engagement

The following consultation activities were delivered as part of the EIS phase of stakeholder engagement. The EIS phase provided opportunities for stakeholders to comment and participate on the Project.

4.4.1 Australian Government

Briefings and meetings with Australian Government agencies were undertaken in relation to the Project draft EIS process. Thirteen meetings were held with the Department of Agriculture, Water and the Environment (DAWE) (formerly the Department of Environment and Energy) between 2016 and 2020. These briefings and meetings covered:

- Inland Rail Program 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 for 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 Program to lodgement of the EIS has been undertaken through the Inter-Departmental Committee (IDC) and Queensland Project Coordination Group (PCG) (refer Table D.18).

The Approvals, Benefits and Community Coordination Committee (ABC) also meets monthly.

TABLE D.18: INTER-DEPARTMENTAL COMMITTEE AND PROJECT COORDINATION GROUP MEETINGS

Details	Attendees
8 March 2018 Brisbane IDC Meeting	Department of Premier and Cabinet Department of State Development Department of Environment DTMR Department of Housing 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

Details	Attendees
17 July 2018 Brisbane IDC meeting	Department of Premier and Cabinet Department of State Development Department of Environment DTMR Department of Housing 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

4.4.2 Queensland Government

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

- Monthly Project meetings with the Office of the Coordinator-General, with delegates from other departments invited as required
- 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 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 monthly meetings
- DTMR—meetings have covered safety, road–rail interfaces, land access and acquisition
- QR—meetings have been held with QR to discuss interfaces between the projects, 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), the former Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) (now Department of State Development, Tourism and Innovation), Queensland Health, Queensland Ambulance Service, Department of Housing and Public Works, Lockyer Valley Regional Council Ipswich City Council (ICC), SRRC, Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP).

- Ecology TAG: Department of Environment and Science (DES); DSDMIP
- Air TAG: DES; DTMR; Department of Education (DoE); Queensland Health
- Noise TAG: DES; DTMR; DoE; Queensland Health.

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

Another key topic relevant to the Project discussed with DTMR was the learnings from the construction of the Toowoomba Second Range Crossing. The Project interfaces with this project and the learnings help inform the approach to the design and to specialist studies undertaken as part of the EIS.

More recently, ARTC has been in discussions with the OCG, DRDMW and DES regarding the Toowoomba Range Tunnel and the potential impacts to groundwater resources, the required water authorisation under the *Water Act 2000*,

Appendix I of this report provides the Queensland Government agency briefings and meetings undertaken for the Project.

4.4.3 Local government briefings and meetings

Since the commencement of the Project, ARTC has held multiple meetings and briefings held with TRC and LVRC. 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.
- Meetings were regularly scheduled with each local government:
- Technical Working Groups (monthly)—cross-discipline meetings to provide Project updates on design development, draft EIS progression and community consultation activities
- Design interface meetings (fortnightly)—engineering- and design-focused discussions to identify where feasibility design impacts on local government infrastructure and to determine appropriate design solutions.

Project updates and perceived impacts consultation was also undertaken with the Lockyer Valley Disaster Management Group, which sits as a function under LVRC.

Appendix J of this report summarises meetings with local governments.

4.4.4 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 these engagements was to:

- Inform elected representatives of the Project, including 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 ongoing meetings, elected representatives have attended numerous community engagement events.

TABLE D.19: ELECTED REPRESENTATIVES' MEETINGS AND BRIEFINGS

Stakeholder	Title	Details	Date / time
LVRC councillors	LVRC	Briefing	18 February 2018
LVRC councillors	LVRC	Briefing	6 March 2018
The Hon Scott Buchholz MP	Federal Member for Wright	Briefing (telephone)	9 March 2018

Stakeholder	Title	Details	Date / time
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
Jim McDonald, MP	Member for Lockyer	Briefing (G2H, H2C)	3 July 2018
The Hon Scott Bucholz MP, The Hon Minister Mark Bailey MP, LVRC Mayor, Jim McDonald MP, Dr Mark Hoenhaus	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 Valley	Briefing	31 October 2018
Mr Jim McDonald MP, and Mr Jon Krause, MP	Member for Lockyer Valley, 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
Mayor and TRC Councillors	TRC	Briefing	11 June 2019
Hon Scott Bucholz, MP	Federal Member for Wright, Assistant Minister for Road Safety and Freight Transport	Briefing	27 June 2019
LVRC	Lockyer Valley Disaster Management Group	Meeting	6 June 2019
LVRC	Lockyer Valley Disaster Management Group	Meeting	18 July 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
Cr Paul Antonio	Mayor Toowoomba Regional Council	Meeting	11 June 2020
Mr. Jim McDonald MP	Member for Lockyer	Meeting	7 July 2020
Mr. Brett Qualischefski	Councillor Lockyer Valley Regional Council	Briefing	6 August 2020

4.4.5 Community Consultative Committees

Consultation activities have occurred via a CCC process. The Inner Darling Downs and Lockyer Valley CCCs were established in December 2017 to:

- Establish good working relationships and promote information sharing between ARTC and local stakeholder groups and representatives

- Allow ARTC to keep the community informed about the Inland Rail Program, to seek community views on Project design and delivery and to respond to matters raised by the community
- Providing an additional conduit for the community to seek information from ARTC and give ARTC feedback on the development and implementation of the Project.

The Inner Darling Downs and Lockyer Valley CCCs aim to facilitate:

- Broader community involvement in the Project
- Local knowledge, issues, concerns and opportunities
- Increased understanding and awareness of the Project
- An effective response from the Project team to discuss emerging issues, concerns and opportunities.

Although the Inner Darling Downs is specific to the B2G project and the Lockyer Valley CCCs also cover the H2C project, the G2H Project presents at and engages with both CCCs as the stakeholder and community interests are in:

Inner Darling Downs

- Kingsthorpe
- Gowrie Junction
- Charlton
- Cranley
- Toowoomba
- Mount Kynoch

Lockyer Valley

- Ballard
- Withcott
- LockyerPostmans Ridge
- Helidon Spa
- Helidon

4.4.5.1 Membership

At the time of writing, there are 16 members in the Inner Darling Downs CCC and 15 in the Lockyer Valley CCC, plus an independent Chair for each CCC. The current list of CCC members can be found at: **https://inlandrail.artc.com.au/building-inland-rail/working-with-communities/community-consultative-committees/**.

Membership of the CCCs has been 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).
- 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.

4.4.5.2 Inner Darling Downs and Lockyer Valley CCC meetings

Both CCCs meet with ARTC Project representatives quarterly, with additional meetings held on request. The meetings are held in a public forum at locations within the vicinity of the Project. The 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.

There have been 15 meetings held with the Inner Darling Downs CCC and 12 meetings held with the Lockyer Valley CCC. Refer to Table D.20 and Table D.21 for meeting details.

TABLE D.20: INNER DARLING DOWNS CCC MEETINGS

Purpose	Area of interest	Location	Timing	Attendees
Project update	▸ Interim Charter ▸ Preliminary discussion of issues, concerns and opportunities for the Project ▸ General business ▸ Topics for future meetings	Pittsworth Function Centre, Pittsworth	14 December 2017	12 attendees
Project update	▸ G2H project update ▸ EIS process update ▸ Hydrology and flood study update	Pittsworth Function Centre, Pittsworth	6 March 2018	12 attendees
Project update	▸ G2H project update ▸ EIS engagement program	Brookstead Hall, Madelaine Street, Brookstead	10 April 2018	22 attendees (an increase as was combined with Southern Darling Downs CCC)
Draft ToR	▸ G2H project update ▸ EIS process ▸ Land Access Agreements	Brookstead Hall, Madelaine Street, Brookstead	22 May 2018	23 attendees (an increase as was combined with Southern Darling Downs CCC)
Project update and focused area of investigation	▸ G2H Project update provided	Southbrook Community Hall, Southbrook	4 September 2018	14 attendees
Project update	▸ G2H Project update provided	Kingsthorpe and District War Memorial Hall, Kingsthorpe	8 November 2018	12 attendees
Project update, Westbrook/Gowrie/Dry Creek hydrology, Social Impact Assessment and Public Roads Crossings	▸ G2H Project update provided	Southbrook Community Hall, Southbrook	27 February 2019	7 attendees
Project update, G2H update, engagement for the release of the alignment	▸ G2H Project update ▸ TRC presentation ▸ Property team update ▸ Social Impact Assessment update	Southbrook Community Hall, Southbrook	11 June 2019	11 attendees 1 observer
Project update, EIS update, social and economic impacts/opportunities and CCC member raised topics	▸ G2H project update ▸ Upcoming information sessions in October and November	Pittsworth Function Centre, Pittsworth	17 September 2019	15 attendees
Project update, EIS update, social and economic impacts/opportunities and CCC member raised topics	▸ Gowrie Junction project update including proposed road connectivity ▸ Visual amenity ▸ Social impacts ▸ Property impacts ▸ Cumulative impacts ▸ Benefits	Gowrie Progress Association Community Hall, Gowrie	5 December 2019	11 attendees 3 observers

Purpose	Area of interest	Location	Timing	Attendees
Project update, Toowoomba Tunnel update, Hydrology and bores monitoring update	▸ Hydrology and bores monitoring discussion ▸ Network capacity ▸ Timetabling ▸ Property impacts update including information on hardship process ▸ Toowoomba Tunnel update	Dial in	5 May 2020	13 attendees
Project Update, Cultural heritage update, SIA update	▸ Update on Independent Flood Panel ▸ Pittsworth community update ▸ Cultural heritage update ▸ Business development and social performance update	Dial in	23 June 2020	12 Attendees
Project update, EIS update, route update, EIS process update	▸ COG update on EIS process ▸ DIRD update on route review ▸ Update by the Chair of the International Panel of Experts for flood studies ▸ G2H project update including the EIS update	Dial in and in person at the Pittsworth Town Hall	25 August 2020	13 attendees

It is noted that three additional meetings were held on 1 December 2020 , 2 February 2021 and 13 April 2021 with focus on B2G project and draft EIS process.

TABLE D.21: LOCKYER VALLEY CCC MEETINGS

Purpose	Area of interest	Location	Timing	Attendees
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

Purpose	Area of interest	Location	Timing	Attendees
Explain coordinated Project, existing gazetted corridors EIS process, topics and Project Investigations.	▸ Updated Interim Charter presented ▸ Presentation of 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
Explain preferred (IAS) alignment and potential alignment optimisations, update of EIS field investigations, CCC Members feedback, alignment hydrology and project consultation feedback	▸ Presented technical review of alignment ▸ Presented updated EIS field studies: hydrology, level crossings, topography, surveys, social impact, flora and fauna ▸ Presentation of proposed crossing loops ▸ Presentation of Project Consultation Report	Forest Hill	25 June 2018	12 Attendees 52 Observers 6 ARTC
Project Update, explain horizontal alignment, Social Impact Survey results, EIS Update	▸ Presented project update, confirmed horizontal alignment, optimisations confirmed for Helidon, Grandchester, Little Liverpool Range ▸ Presented Social Impact Assessment update, request to extend survey ▸ Presentation of EIS topics update	Laidley	8 October 2018	11 Attendees 20 Observers 8 ARTC
Project Update, explain vertical alignment, hydrology report and EIS update and social impacts update	▸ Presented project technical design update, introduction of new Project Manager ▸ Presented vertical alignment ▸ Presented EIS update ▸ Presented SIA update	Grandchester	12 March 2019	14 attendees 15 observers 9 ARTC

Purpose	Area of interest	Location	Timing	Attendees
Project Update, Road/Rail Interfaces, EIS update, Inland Rail CEO Presentation, Director PPP Presentation and CCC member questions to the CEO	▸ Presented road/rail interface investigation outcomes and proposals ▸ Presented 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 presented: Gowrie to Kagaru (G2K) overview, innovation, project challenges, rationale for PPP	Helidon	11 June 2019	14 attendees 31 observers 7 ARTC
Project Update, EIS update, social and economic impacts/opportunities and CCC member raised topics	▸ Presented EIS update by topic: noise, vibration, air, hydrology, drainage, water EMP ▸ Presented Visual Amenity Workshop Update ▸ Presented 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, EIS submission, EIS public comment process/ opportunity, CCC member raised topics	▸ Presentation of Project update ▸ Presentation on CCC member raised topics: property, visual amenity	Postmans Ridge	15 October 2019	8 attendees
Project Update, EIS public comment process/opportunity	▸ Presentation of project update ▸ Presentation on CCC member raised topics: hydrology	Gatton	10 December 2019	11 attendees
Project update, Toowoomba Tunnel and associated EIS impacts update, OCG EIS process update	▸ OCG update on EIS process ▸ Toowoomba Tunnel update ▸ Volumetric acquisition update ▸ Noise and vibration ▸ Cultural heritage update	Dial in and Grantham Butter Factory	21 July 2020	12 Attendees 25 observers
Project update, EIS update, completed project example information	▸ Detailed information provided on Toowoomba Tunnel ▸ Update on EIS progress ▸ Update on stakeholder engagement ▸ Landholder engagement update ▸ Cultural heritage update ▸ Example of Parkes to Narromine completion summary presentation provided	Dial in and Murphys Creek Community Hall	20 October 2020	10 attendees 15 observers

One additional meeting was held on 20 April 2021 with focus on H2C project and draft EIS process.

4.4.6 Targeted meetings, workshops and communications

The Stakeholder Engagement Team invited stakeholders to attend meetings and workshops to better inform baseline data collection, validate modelling processes for the EIS and to ensure the execution of a robust impact assessment process.

General attendance for these events was promoted by advertisements in newspapers, e-newsletters, hard copy newsletters sent via unaddressed mail to over 6,000 properties within the study corridor, the Inland Rail website and social media. The Project sent councils a link to social media posts that they could share project information on their respective Council social media pages.

Landholders and environmental groups were invited to targeted meetings by letter, phone and/or email to contribute their primary feedback, share photos on flood levels and suggest mitigations for fauna. A summary of the targeted meetings, workshops and presentation is provided in Table D.22. Some events were held concurrently or in conjunction with events for adjacent projects, to enable attendees to choose the location and time that best suits their availability as topics covered G2H and H2C topics.

TABLE D.22: TARGETED MEETINGS, WORKSHOPS AND PRESENTATIONS

Purpose	Location	Timing	Attendees
Hydrology and Flooding			
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	Gatton	5pm–7pm, 4 December 2018	14
Hydrology 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	Gowrie Junction	6pm–8pm, Tuesday 15 January 2019	6
Presentation of existing case, events modelling and developed case hydrological model for CCC and general public	Grandchester	6pm–8.30pm, Tuesday 12 March 2019	29
Presentation of existing case, events modelling and developed case hydrological model for council officers	Bowen Hills, Brisbane	9.30am–11.30am, Thursday 22 August 2019	
Hydrology workshop with impacted properties (exceedances modelling)	Gatton	7 February 2020	2
Hydrology workshop with impacted properties (exceedances modelling)	Toowoomba	8 February 2020	10
Local community—hydrology landholder consultation in Gowrie Junction (follow up from workshops)	Gowrie Junction	25 February 2020	3
Flora and fauna			
Presentation to local environmental groups on the flora and fauna impact assessment methodology. Registered groups and interested stakeholders invited	Gatton	5pm–7pm 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	6pm–8pm Wednesday 27 February 2019	6
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	4pm–7pm, 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)	Gatton	2pm–4pm, Monday 3 June 2019	14
Noise and vibration			
Presentation on noise impact assessment methodology, applicable guidelines and similar case studies/projects. (presented to community during Lockyer Valley CCC)	Helidon	6pm–8pm, Tuesday 11 June 2019	45
Presentation on noise impact assessment findings. (presented to community during Lockyer Valley CCC)	Grantham	6pm–8pm, Tuesday 13 August 2019	42
Consultation briefing directly impacted landholders—presentation of operational noise impact assessment findings, ARTC approach to operational noise and current operational noise modelling results	Gatton	5pm–7pm, Friday 7 February 2020	2
Consultation briefing directly impacted landholders—presentation of operational noise impact assessment findings, ARTC approach to operational noise and current operational noise modelling results	Toowoomba	10am–12 midday and 1pm–3pm, Saturday 8 February 2020	10
Social			
Presentation to inform community on social impact assessment process and community survey. (presented to community during Lockyer Valley CCC)	Forest Hill	6pm–8pm, 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	6pm–8pm, Tuesday 8 October 2018	31
Presentation on Inland Rail's Social Performance Program. (presented to community during Lockyer Valley CCC)	Grandchester	6pm–8pm, Tuesday 12 March 2019	29
Presentation of Local Industry participation program/works	Grantham	6pm–8pm, Tuesday 13 August 2019	42
SIA workshop	Gatton	14 November 2019	7
SIA workshop	Helidon	13 November 2019	13
Project description and rationale			
Chief Executive Officer project update, justification and rationale. (presented to community during Lockyer Valley CCC)	Helidon	6pm–8pm, Tuesday 11 June 2019	45
Toowoomba Range Tunnel Impact Workshop			
Presentation of operational and construction impact assessment findings Toowoomba range Tunnel to targeted landholders	Toowoomba	6pm–8pm, Wednesday 4 November 2020	5

4.4.7 Community information sessions

Table 23 and Table 24 summarise the community drop-in sessions and events that were held to inform the community about the EIS. The community information sessions were hosted at locally accessible community halls and shopping centres with the focus on community members having access to the Project team and technical specialists responsible for delivering technical studies that support the EIS.

The community information sessions were advertised through public notices in local newspapers and information provided on the Inland Rail website. Since April 2019, the community information sessions have also been promoted via Inland Rail's social media channels Facebook, Twitter, LinkedIn, YouTube and Instagram.

A summary of topics raised in community information sessions is included in Table D.23 and Table 24.

TABLE D.23: COMMUNITY INFORMATION SESSIONS

Purpose	Location	Timing	Attendees
Proposed Alignment and EIS Engagement Round 1			
Gather community input and local insights to inform technical studies. Seeking feedback and input into the proposed alignment. Topics covered: ▸ Proposed reference alignment ▸ Flooding ▸ Level crossing ▸ Noise and vibration ▸ Air quality ▸ EIS process ▸ Social impact assessment	Gowrie Junction Community Hall, Gowrie	10am–2pm, Saturday 19 May 2018	15
	Withcott Sports Centre, Withcott	4pm–7pm, Monday 21 May 2018	12
	Toowoomba City Library, Toowoomba	4pm–7pm, Wednesday 23 May 2018	10
	Helidon and District Community Centre, Helidon	4pm–7pm, Tuesday 29 May 2018	4

Purpose	Location	Timing	Attendees
Proposed Alignment and EIS Engagement Round 2 – Engineering design			
Consultation on proposed engineering design. Seeking feedback and input into the Project. Topics covered: ▸ Tunnel length, where it began and finished and ventilation. ▸ Where the rail intersected with the Toowoomba Second Range Crossing/ Toowoomba Bypass ▸ How property values would be affected. ▸ Main areas of interest included alignment map ▸ Property impacts ▸ General engineering design ▸ Road access and haulage routes ▸ Noise and vibration ▸ Inland Rail alignment and general interest ▸ Project timeframe ▸ Employment opportunities	Cahill Sports Park, Gatton	9am–12pm, Wednesday, 3 April 2019	6
		4pm–8pm, Wednesday, 3 April 2019	9
	Helidon and District Community Centre, Helidon	9am–12pm, Friday, 5 April 2019	4
		3pm–6pm, Friday, 5 April 2019	8
	Cahill Sports Park, Gatton	9am–3pm, Saturday, 6 April 2019	15
		9am–12pm Tuesday, 9 April 2019	5
		4pm–8pm Tuesday, 9 April 2019	1
	Helidon and District Community Centre, Helidon	4pm–8pm, Friday 3 May 2019	12
	Gatton, Gatton Plaza	8am–11am, Tuesday 28 May 2019	8
		5pm–7pm, Tuesday 28 May 2019	3
	Helidon and District Community Centre, Helidon	4pm–7pm, Monday 15 July 2019	15
	Gatton Shire Hall, Gatton	4pm–7pm, Tuesday 23 July 2019	12
	Gowrie Junction Community Hall, Gowrie	4pm–7pm, Wednesday 21 August 2019	120
	Helidon and District Community Centre, Helidon	4pm–7pm, Thursday 22 August 2019	22
	Withcott Sports Centre, Withcott	10am–2pm, Saturday 24 August 2019	28
	Toowoomba Empire Theatre, Toowoomba	4pm–7pm, Tuesday 27 August 2019	30
Proposed alignment and EIS Engagement Round 2–environmental data			
Present to community progress made in environmental studies. Seeking feedback and input into the Project. Topics covered: ▸ Noise and vibration operational data including exceedances ▸ Air quality preliminary data ▸ Interest in the location of the alignment for both the B2G and G2H Projects ▸ Request for more information about geotechnical investigation ▸ Maintaining access to properties ▸ Land resumption and severance	Gowrie Junction Community Hall, Gowrie	3pm–6pm, Tuesday 22 October 2019	33
	Withcott Sports Centre, Withcott	4pm–7pm, Monday 28 October 2019	15
	Helidon and District Community Centre, Helidon	4pm–7pm, Thursday 31 October 2019	5

Purpose	Location	Timing	Attendees
▸ Stock fencing ▸ Road diversions and impacts to businesses ▸ Water impacts including groundwater bores ▸ Adjacent landholder requesting more engagement ▸ Landscape visual amenity consultation ▸ Ecology	Toowoomba Empire Theatre, Toowoomba	10am–1pm, Saturday 1 November 2019	11

TABLE D.24: STAFFED INFORMATION DISPLAYS AT COMMUNITY HUBS, SHOPPING CENTRES OR PUBLIC EVENTS

Location	Timing	Attendees
Laidley, Laidley Show	9am–5pm, Saturday 7 July 2018	40
	9am–2pm, Sunday 8 July 2018	20
Gatton, Gatton Show	9am–5pm, Friday 20 July 2018	65
	9am–5pm, Saturday 21 July 2018	67
Gatton, Gatton Plaza Shopping Centre	10am–5pm, Monday 5 November 2018	148
	10am–5pm, Wednesday 7 November 2018	102
	9am–3pm, Saturday 10 November 2018	61
Toowoomba ARTC office	10am–5pm, Tuesday 20 November 2018	32
	9am–3pm, Thursday 22 November 2018	12
Toowoomba Show	9am–4pm, Thursday 28 March 2019	200+
	9am–4pm, Friday 29 March 2019	200+
	9am–4pm, Saturday 30 March 2019	200
Gatton, Gatton Plaza Shopping Centre	8am–11am and 5pm-7pm, Tuesday 28 May 2019	11
FarmFest Show—Kingsthorpe	9am–5pm, Tuesday 4 June 2019	200+
	9am–5pm, Wednesday 5 June 2019	200+
	9am–5pm, Thursday 6 June 2019	200+
Laidley, Laidley Show	9am–5pm, Saturday 06 July 2019	82
Gatton, Gatton Show	9am–5pm, Friday 20 July 2019	125
	9am–5pm, Saturday 21 July 2019	145
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
Gowrie Junction drop-in session	10am–12pm, Friday 22 September 2020	20+
Gowrie Junction drop-in session	3pm–5pm, Friday 2 October 2020	10+
Laidley NAIDOC event	9am–2pm, Friday 2 October 2020	200+
Toowoomba Show	9am–4pm, Friday 17 April 2021	200+
	9am–4pm, Saturday 18 April 2021	200+

Stakeholder Engagement team members for the Project also attended information Inland Rail displays at Yamanto and Rosewood Shows between 2018 and 2019 to share information on the proposed G2H rail alignment and how it fits within the PPP.

4.4.8 Landholder consultation

Since early 2017, ARTC has led ongoing direct communication and engagement with landholders, business and stakeholders in the vicinity of the Project. Where leased property could potentially be affected by the Project, permission was sought from landholders to discuss Inland Rail with the lessee.

Between Gowrie and Helidon and excluding untenured land (such as waterways and road reserves) the Project traverses 151 land parcels, including 94 within the Toowoomba Regional Council local government area (LGA) and 57 within Lockyer Valley Regional Council LGA.

The Project alignment follows the existing QR West Moreton System rail corridor for part of its length, minimising the need to acquire additional land. Where located outside of the existing rail corridor, the Project predominately follows the Gowrie to Grandchester future state transport corridor. As such, the Project traverses a number of properties held in ownership by QR (26 properties, with 20 associated within the West Moreton System), DTMR (35 properties, mainly associated with the Toowoomba Bypass) or TRC (three properties) and where possible, reduces potential impacts on property access, services or land use. The Project interfaces with land owned by government agencies and TRC is further discussed in EIS Chapter 8: Land Use and Tenure.

In addition to the lots held by QR, DTMR or TRC, partial and full acquisition of freehold lots will be required. The land resumption process will only commence once the Project is approved and all or part of a property is identified as directly affected by the Project works.

Surface land acquisition would affect approximately 85 freehold lots including 45 freehold lots within the Gowrie to Grandchester future state transport corridor and 40 freehold lots outside the Gowrie to Grandchester future state transport corridor.

A further 12 freehold properties are only required for construction (e.g. only located in the Project's temporary disturbance footprint), with two of the land parcels are owned by DTMR. Further information about land acquisition affecting agricultural properties is provided in Section 7.5.1.

Based on the Project's design, the Project would also require acquisition of volumetric tenure (underground land) of 26 freehold lots, two lands lease lots and two Reserve lots, excluding the six properties where surface land acquisition will also occur. Locations where volumetric tenure is required include Gowrie Junction, Cranley, Mount Kynoch and Ballard, including residential properties, grazing properties, land owned by TRC and DTMR, land owned by businesses and development companies, a property owned by Teen Care Challenge Queensland Inc., a reserve for recreation and drainage (TRC is the trustee) and a reserve currently used by the Toowoomba Horse Riding for the Disabled Association, with TRC the trustee.

Further, 28 of these land parcels have also previously been identified as potentially impacted properties through the Gowrie to Grandchester rail corridor study (QR and Queensland Transport, 2003). Twelve of these properties have been acquired including where the western tunnel portal is located, seven land parcels associated with the Toowoomba Bypass and three land parcels where the intermediate ventilation shaft is located. The other eight properties (seven freehold and one reserve) that include residential housing along Westview Drive, Cassidy Terrace and McShane Driver at Mount Kynoch are subject to volumetric acquisition as a result of the provisional area around the tunnel (e.g. the tunnel is not directly below these properties). Noting that there are no houses located directly above the tunnel.

More than 694 direct conversations (phone calls in/out, meetings and property/site visits) have been held by the Project team consulting with landholders about the Project. Landholders who were receptive to meeting the Project team face to face and will have them to their property to discuss the Project, share their concerns and receive information based on their questions.

A number of landholders have requested ARTC not to call or enter their property to discuss the project. ARTC have respected these landholders' requests and instead communicated by letter via mail to keep them updated on the project and proposed alignment.

All communications and liaison activities with landholders have been managed by ARTC. EIS related communications with directly affected landholders included:

- Project introduction and announcement of route selected by the Australian Government
- Communication (written and verbal) requesting access to private land for study investigations (e.g. ecological surveys)
- Written correspondence to inform landholders of the proposed rail alignment and project timelines
- Letters to attend and participate in community information sessions
- Invitations to participate in EIS specific workshops
- Communication (written and verbal) identifying the extent of potential new impacts on their land
- Invitations to participate in SIA surveys

- Written correspondence to landholders that may experience a change in flood conditions, noise exceedances or disturbance works
- Workshops and landholder meetings to inform the alignment development, environmental impacts, land acquisition processes and mitigation measures
- Discussions and gathering feedback on local road usage to inform public road design
- Discussions of key concerns in relation to the EIS—hydrology, Toowoomba Range Tunnel construction and operation and operational railway noise mitigation.

Landholder consultation included information on:

- Project updates
- Timeline for proposed activities
- Communication channels for landholders to contact ARTC
- Design development, understand landholders' requirements and ensuring legal access to their property
- Tunnel and ventilation buildings specifics
- Proposed changes to public roads and level crossings
- Construction and operational infrastructure
- Flood modelling and noise exceedances
- Sharing EIS findings and results
- Invitations to community information sessions.

All private landholders 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 has been about technical studies, land acquisition process and the design development, including information, where relevant, on proposed public road crossing treatments, construction and operational infrastructure, flood modelling and other potential mitigation treatments.

ARTC Inland Rail will continue to consult with landholders during future stages of the Project to ensure they are fully informed of the design process and the proposed mitigation measures specific to their respective properties.

4.4.9 Indigenous cultural heritage consultation

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

- Western Wakka Wakka
- Yuggera Ugarapul.

Consultation with both parties commenced in February 2017 and is ongoing. This consultation has included negotiation regarding Cultural Heritage Management Plans (CHMPs) with the relevant parties with the aim of identifying the following processes:

- Undertaking cultural heritage surveys for the Project
- 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
- 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.

Chapter 18: Cultural Heritage of the EIS provides more detail on the CHMPs negotiated and approved (CLH017009) under the *Aboriginal Cultural Heritage Act 2003* (Qld) with the relevant Aboriginal parties in 2018.

4.4.10 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 D.25 summarises the non-Indigenous cultural heritage undertaken for the Project.

TABLE D.25: NON-INDIGENOUS CULTURAL HERITAGE CONSULTATION

Meeting description	Location	Timing	Consultation method
The Transport Museum, Gatton	Gatton	1.00pm–1.30pm, 9 January 2019	Face-to-face meeting
Ipswich Rail Museum	Ipswich	3.00pm–3.30pm, 9 January 2019	Face-to-face meeting
Cobb+Co Museum	Toowoomba	28 January 2020	Letter
Gatton and District Historical Society	Gatton	28 January 2020	Letter
Queensland Heritage Council	Brisbane	28 January 2020	Letter
The Toowoomba & Darling Downs Family History Society	Toowoomba	28 January 2020	Letter
Toowoomba Historical Society	Toowoomba	28 January 2020	Letter

A request for information was also submitted to QR to identify any potential heritage locations registered by QR relevant to the Project. Discussions were also held with DTMR about the heritage values identified during the Toowoomba Range Second Crossing project.

4.4.11 Social Impact Assessment consultation

Stakeholder inputs received through ARTC's consultation process were considered in the development of the SIA, and SIA engagement was undertaken as part of ARTC engagement strategies, including participation in community information sessions and CCC meetings.

Consultation undertaken specifically for the SIA included:

- A community survey
- SIA team participation in community information sessions during 2018 and 2019 to outline the SIA scope and process, and speak with residents, landholders and business owners about social impacts
- Participation in a meeting with the Lockyer Valley Tourism Association to hear their concerns about potential impacts on tourism and suggestions about design features
- Meetings with LVRC and TRC officers to discuss community concerns, potential social impacts and benefits, and potential mitigation measures
- Workshops with community organisations and government agencies in Toowoomba, Gatton and Helidon to discuss social infrastructure access, community concern, potential impacts and benefits, and mitigation measures
- An interview with a Western Waka Wakka leader and a meeting with Yuggera Ugarapul People to discuss their specific concerns and mitigation suggestions
- A meeting with the Toowoomba Chamber of Commerce to discuss businesses views and opportunities
- A meeting with Gowrie Junction Progress Association representatives.

ARTC's social performance team also:

- Attended Lockyer Valley CCC meetings (where the Project is a key focus along with the H2C project) in March 2019, August 2019 and October 2019 to provide a briefing on the SIA progress and key focus areas for the social performance program, and seek community feedback
- Met with Toowoomba Regional Council and Lockyer Valley Regional Council to discuss alignment with the Council's Regional Skills Investment Strategy (RSIS) initiatives and commence discussions on priorities for community investment
- Met with Department of Employment, Small Business and Training (DESBT) and DSDIPLG regarding alignment with their existing training and business capacity building programs.

The SIA incorporates the results of this consultation and also considers the results of ARTC consultation with businesses and business groups (see Section 4.3.14).

Key aspects of the SIA consultation process are discussed below. Further details are provided in Chapter 16: Social of the EIS.

4.4.11.1 Office of the Coordinator-General

ARTC participated in discussions with the Office of Coordinator-General at key milestones throughout the SIA process. These G2K focused discussions, with focus on H2C and C2K projects, provided information and learnings which were adopted for G2H as a result in the below meetings. This approach ensured that activities were occurring in line with the SIA Guideline and provided a central point for findings and mitigation discussions with government agency and local government representatives.

The Office of Coordinator-General assisted ARTC in coordinating meetings with government agencies to discuss the Project. Departments that were consulted with the Office of the Coordinator-General include:

- Australian Government:
  - Department of Infrastructure, Transport, Cities and Regional Development
  - DAWE
- Queensland Government:
  - Department of State Development, Manufacturing, Infrastructure and Planning
  - Department of Communities, Disability Services and Seniors
  - Department of Employment, Small Business and Training
  - Department of Aboriginal and Torres Strait Islander Partnerships
  - Department of Housing and Public Works
  - Queensland Health
  - Queensland Ambulance Service
  - Queensland Fire and Emergency Services
  - Queensland Police Service
  - Department of Education
  - Department of Environment and Science
- Department of Regional Development, Manufacturing and WaterLocal governments:
  - LVRC
  - TRC.

A range of representatives were involved in different consultation activities. For example, Brisbane or centrally based emergency service representatives were involved in Office of Coordinator-General technical workshops, whereas locally based representatives working in key communities along the alignment attended region consultation sessions and social infrastructure workshops.

4.4.11.2 Community survey

The Project, along with the H2C and C2K projects, was the focus of a SIA community survey undertaken between 31 May and 31 July 2018. The survey was hosted online using the Survey Monkey platform, supported by hardcopy survey administration at community information sessions during June 2018, with a total of 403 responses received.

The purpose of the survey was to collect data about community values in areas potentially affected by the Project along with the H2C and C2K projects, and to seek community members' views on potential benefits and impacts resulting from Project.

Respondents from the Lockyer Valley LGA generally expected negative effects on social values (with most scores averaging below 2 out of 5), particularly for housing and property use, amenity of towns or farms and community wellbeing. Responses were less negative towards employment and training options and industry and economic development, but still ranking at the 'negative' end of the spectrum.

Respondents from the Toowoomba LGA also generally expected negative effects on social values from the Project, particularly in relation to community wellbeing and the Project's effects on access around their district. On average Toowoomba respondents had fewer negative expectations about the Project's impacts on local business, employment and training, and industry and economic development, achieving a slightly more than neutral average score.

Positive views included the advantages that faster access to markets would have for the agricultural industry and facilitating business development and jobs growth.

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.

Further detail on the community survey results are available in the EIS Appendix Q: Social Impact Assessment, detailed in the infrastructure providers workshops.

4.4.11.3 SIA workshops

SIA workshops were held with Government and community agencies in November 2018 in Toowoomba and Gatton, with a focus on the H2C, G2H and B2G project, and in November 2019 in Helidon with a focus on G2H.

These workshops provided an opportunity to engage with government agencies, Councils and community agencies key community plans, services and infrastructure.

Key areas of discussion in the workshops included:

- Community values and trends
- Community safety and wellbeing, with a focus on mental health and service access
- Potential to impact on housing or accommodation access
- Potential for impacts on amenity of community facilities
- Local employment opportunities and training needs
- The potential benefits of local business supply to the Project
- Mitigation/enhancement strategies.

Attendees at the workshops included:

- Queensland Ambulance Service (QAS)
- Queensland Fire and Emergency Services (QFES)
- Queensland Police Service (QPS)
- State Emergency Service (SES)
- Queensland Health
- Department of Education
- TRC
- LVRC
- DTMR
- DATSIP (now the Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships)
- Department of Education
- Department of Infrastructure Transport Regional Development and Communications (DITRDC)
- DSDMIP (now the Department of State Development, Infrastructure, Local Government and Planning)
- TAFE Queensland South West Region
- Department of Employment Small Business and Training (DESBT)
- Gowrie Junction Progress Association

- Lions Club of Gatton
- SW Training
- Best Employment
- NEATO Employment
- Lockyer Valley Ministers Association
- Darling Downs and West Moreton Primary Health Network (DDWM PHN).

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.

4.4.12 Additional consultation activities

4.4.12.1 Business and broader consultation

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
- Toowoomba Chamber of Commerce
- Lockyer Chamber of Commerce
- Regional Development Australia—Ipswich and West Moreton
- Regional Development Australia—Toowoomba
- Local tourism businesses
- Agricultural and rural based businesses.

In addition, 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 Gowrie Junction and Helidon
- 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 e.g. Gowrie Junction.

A summary of broader consultation undertaken for the Project is included in Table D.26. These activities assisted the ARTC to understand the baseline conditions, potential Project impacts and helped to develop or confirm mitigation and management measures. In some cases, consultation with agencies or businesses has been undertaken in relation to multiple Inland Rail projects.

TABLE D.26: OTHER CONSULTATION ACTIVITIES

Stakeholder	Meeting description	Timing	Consultation method
TRC	▸ Source traffic data ▸ Validation of traffic data	November 2019	Meeting, phone, email
QFES	▸ Inland Rail introduction—brief overview of the G2K project and tunnel location ▸ Technical consultants to present known hazards ▸ Technical consultants to present the fire strategy and trial concept design	10.00am– 11.30am 8 August 2018	Meeting
QFES	▸ Fire Strategy and Trial concept ▸ Fire Engineering Brief ▸ QFES requirements	14 September 2018	Meeting
QFES	▸ Toowoomba Range Tunnel ▸ Emergency road access, design feasibility and access to tunnels	1.00pm– 3.00pm 26 February 2019	Meeting
QFES	▸ Toowoomba Range Tunnel site visits to inform hazard and risk assessment	10 May 2019 14 May 2019 17 May 2019	Physical visits Letter dated 24/05/2019
Gowrie Junction Progress Association	▸ G2H project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration	22 March 2019 1 July 2019 16 August 2019 21 October 2019	Meeting
Lockyer Valley Disaster Coordination team	▸ Project update and perceived impacts consultation	6 June 2019	Meeting
Lockyer Valley Disaster Management Group	▸ Project update and perceived impacts consultation	18 July 2019	Meeting
Murphys Creek Progress Association Inc	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration	11 November 2020	Meeting
Harlaxton Quarry (Sanbeg Ltd)	▸ G2H project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration ▸ Geotechnical investigations	Ongoing	Meetings, emails, workshops, property/site visit
Withcott Quarry	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration ▸ Geotechnical investigations	3 March 2020	Emails, letters, maps, information sessions, property/site visit

Stakeholder	Meeting description	Timing	Consultation method
Baillie Henderson Hospital	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration ▸ Sensitive equipment ▸ Future planning ▸ Flight paths	18 August 2020 13 December 2018	Meetings, emails, letters
Withcott Town Centre	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration	15 January 2020	Meeting
Withcott Seedlings	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration	Ongoing	Meetings, emails, workshops, letters, property/site visit
InterLink SQ	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration ▸ Utilities ▸ Access	Ongoing	Meetings, emails, workshops, letters, property/site visit
Toowoomba Kart Klub	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration	4 May 2017	Meeting, phone, email, letter
Toowoomba Riding for the Disabled Association	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration	31 October 2020	Property/site visit meeting
The Bicentennial National Trail Ltd (Murphys Creek and Withcott)	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration	23 June 2020	Phone, email
Gowrie Landscape Supplies	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration ▸ Road changes and access to the property	9 March 2020	Property/site visit meeting
Gowrie One Stop Convenience Centre	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration	7 August 2019	Meeting
Birdsong Market Garden	▸ G2H Project alignment, engineering design, environmental issues, mitigation strategies, rail and road interface, hydrology and flooding, noise and vibration	16 March 2020	Meeting
Dyno Nobel Helidon	▸ Rail–road interface to allow for the safe access in and out of the property Hydrology and flooding	30 October 2018	Meeting

4.4.12.2 Utilities and infrastructure owners

Utilities owners whose infrastructure is potentially impacted by the Project have also been consulted via regular meetings and workshops, as listed in Table D.27. Consultation with these stakeholders is ongoing, including providing detailed technical information, where requested.

TABLE D.27: UTILITIES AND INFRASTRUCTURE OWNERS CONSULTATION ACTIVITIES

Timing	Location	Purpose	Activity	Attendance	Discussion topics
17 October 2018 15 March 2019 11 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 ▸ Feasibility study ▸ Overall timeframes for feasibility study and expected construction ▸ Property matters ▸ Easements ▸ How easements will be managed during compulsory land acquisition process
7 November 2018 3 October 2019	Brisbane	Initial meeting	Meeting	QUU	▸ Overview of Inland Rail Program ▸ Current phases of projects ▸ Process for utilities management ▸ QUU clashes ▸ Requirements for feasibility designs
25 November 2018 3 October 2019 ongoing contact as needed to inform interaction reporting	Brisbane	Progress meeting	Meeting	QUU	▸ Potential clash with pump station ▸ General progress update of Inland Rail ▸ Contestable works process with QUU/Requirements
Monthly meetings from 4 December 2018	Brisbane	To discuss Inland Rail and its potential impact on Ergon Energy and Energex	Meeting	Ergon Energy Energex	▸ Status of design ▸ Existing clashes ▸ New connections required for active level crossings ▸ Agreements for feasibility study input from Ergon
5 December 2018 21 June 2019	Toowoomba	Initial meeting	Meeting	New Acland Coal	▸ Initial meeting to present IR ▸ Discussion around potential impacts ▸ Draft copy of SWTC provided ▸ Agreements discussion ▸ Review of SWTC requirements ▸ Further discussion around agreements
14 November 2019	Toowoomba	Interface meeting	Meeting	TRC/ Interlink	▸ Discussion around the TRC/Interlink interface and potential concept relocations of TRC assets
14 November 2019	Toowoomba	Meeting with TRC	Meeting	TRC	▸ Review of TRC concept proposed utility designs for TRC assets in conflict other than affected by Interlink ▸ Discussions around Project scope and technical requirements (PSTR) and scope of works technical criteria (SWTC) requirements

Timing	Location	Purpose	Activity	Attendance	Discussion topics
24 October 2018	Toowoomba	To discuss IR and its potential impact on TRC assets relating to IR	Meeting	TRC	▸ Status of designs and utility surveying ▸ Clashes with existing assets ▸ Future TRC assets planed within IR construction timeframe ▸ Agreements for feasibility study and also for design and construct (design and construct contractors
5 December 2018	Toowoomba	Progress meeting	Meeting	TRC	▸ 375 dia. rising sewer near start ofB2G/G2H ▸ Interaction with Interlink ▸ New water connections required for IR ▸ Existing truck watermains potentially affected
12 August 2020	Teams	Future Inland Rail/AARNet interaction	Initial Meeting	AARNet/ ARTC	▸ Project overview ▸ Potential utilities impacts ▸ Broad overview of requirements for AARNet and IR ▸ Contract preliminaries ▸ Other IR projects that may impact AARNet ▸ General business
Monthly meetings from 04/12/2018	Brisbane	To discuss Inland Rail and its potential impact on Ergon Energy & Energex (Energy Qld)	Meetings	Energy Qld/ARTC	▸ Status of designs ▸ Existing clashes ▸ New connections required for active level crossings ▸ Agreements for feasibility study input from Ergon ▸ SWTC inputs
07 October 2020	Webex	Progress Meeting	Meeting	Energy Qld/ARTC	▸ Updates on feasibility designs ▸ Updates on TBM tunnel connection power ▸ Discussion around land tenure and early works items
21 October 2019	Brisbane	Meeting with Energy Qld to discuss easements	Meeting	Energy Qld/ARTC	▸ Easements ▸ How easements will be managed during the compulsory land acquisition process
9 November 2020	Energy Qld (EQL) Office & Teams	Early works items and land tenure	Initial meeting	Energy Qld/ARTC	▸ Welcome and introductions (land tenure representatives from both organisations) ▸ Current discussion ▸ Matters to progress ▸ Other matters ▸ Actions
25 November 2020	Energy Qld (EQL) Office & Teams	Early works items and land tenure	Progress Meeting	Energy Qld/ARTC	▸ EQL responsibilities ▸ ARTC responsibilities ▸ Future Project activities post-award ▸ Project brief review and EQL actions

Timing	Location	Purpose	Activity	Attendance	Discussion topics
12 December 2018	Brisbane	Initial meeting	Meeting	Optus/ Uecomm	▸ Project overview ▸ Contacts for all parties ▸ Details of clashes ▸ Requirements from Optus
12 December 2018 (ongoing)	Brisbane	Project introduction	Emails	Seqwater	▸ Project overview ▸ Contacts for all parties ▸ Briefing on upcoming Seqwater projects
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. ▸ Feasibility design/study process ▸ Contract particulars ▸ General requirements for TPG ▸ Other projects within the program
15 March 2019	Brisbane	Progress meeting	Meeting	TPG	▸ Proposed alignment ▸ Existing clashes and proposed treatments ▸ SWTC contents ▸ Agreements for feasibility study and Design & Construct contractor ▸ Potholing of TPG assets and necessary TPG supervision
18 March 2019	Brisbane	Progress meeting	Meeting	Optus/ Uecomm	▸ Agreements for feasibility study and data sharing ▸ Timeframes for feasibility designs ▸ Deliverables/Formats ▸ Other Inland Rail projects
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 feasibility works ▸ Queensland Nextgen contacts
15 March 2019	Brisbane	Progress meeting to discuss feasibility study	Meeting	Powerlink	▸ Progress of feasibility study ▸ Interaction during tendering period
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 feasibility works

Timing	Location	Purpose	Activity	Attendance	Discussion topics
28 May 2019	Brisbane	To discuss Inland Rail and its potential impact on NBN assets	Meeting	NBN	▸ Existing clashes update ▸ Status of design/s ▸ Process for engaging with NBN ▸ NBN roll out program
5 August 2019	Brisbane	Progress meeting	Meeting	TPG	▸ General update on designs/costings ▸ Progress on Inland Rail Program
Ongoing	N/A	Progress meeting	Meeting	Essential Energy	▸ Regular progress meetings to discuss existing clashes and planned works
12 September 2020	Teams	Future Inland Rail/AARNet interaction	Initial Meeting	AARNet	▸ Updates on feasibility designs ▸ Updates on TBM tunnel connection power ▸ Discussion around land tenure and early works items
7 October 2020	Webex	Progress meeting	Meeting	Energy Qld	▸ Updates on feasibility designs ▸ Updates on TBM tunnel connection power ▸ Discussion around land tenure and early works items
9 November 2020	Energy Qld (EQL) Office & Teams	Early works items and land tenure	Initial Meeting	Energy Qld	▸ Welcome and intro's (Land Tenure people both organisations) ▸ Current Discussion ▸ Matters to progress ▸ Other matters ▸ Actions
25 November 2020	Energy Qld (EQL) Office & Teams	Early works items and land tenure	Progress meeting	Energy Qld	▸ EQL responsibilities ▸ ARTC responsibilities ▸ Project Co. activities post- award ▸ Project brief review and EQL actions

4.4.12.3 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 D.28. Consultation with these stakeholders is ongoing, including providing detailed technical information, where requested.

TABLE D.28: CONSULTATION WITH PIPELINE ASSET OWNERS

Timing	Location	Purpose	Activity	Attendance	Discussion topic
23 October 2018	Brisbane	To discuss Inland Rail and its potential impact on APS's assets (i.e. Roma Brisbane Gas Pipeline)	Meeting	APA	▸ Quality level of utility survey data ▸ Proposed alignment (KMZ) files ▸ Design review milestones ▸ Treatment of potential conflicts

Timing	Location	Purpose	Activity	Attendance	Discussion topic
15 November 2018	Brisbane	To discuss Inland Rail and its potential impact on APS's assets (i.e. Roma Brisbane Gas Pipeline)	Meeting	APA	▸ APA to review current design ▸ Proposed alignment (KMZ) files ▸ Patrols of pipeline route ▸ Access to easements
21 November 2018	Brisbane	Risk workshop	Meeting	APA	▸ Expected timing of IR ▸ Interaction during tender period with APA and D&C contractors ▸ Management of clash treatments ▸ Access to easements and existing access locations
9 December 2019	Brisbane	Meeting with Santos to discuss easements	Meeting	Santos	▸ Easements ▸ How easements will be managed during the compulsory land acquisition process
1 February 2019	Brisbane	Progress meeting	Meeting	APA/ARTC	▸ APA to review current design ▸ Master schedule ▸ Personnel changes in ARTC ▸ General locating activities on APA pipelines ▸ Access to easements
27 Match 2019	Brisbane	Progress meeting	Meeting	APA/ARTC	▸ Latest clash register ▸ New potential development in Willowbank ▸ KMZ files for APA ▸ SWTC items and input needed by APA
9 April 2019	Brisbane	Progress meeting	Meeting	APA/ARTC	▸ Updates to Program ▸ Clashes and proposed treatments ▸ Plans issued to APA ▸ SWTC items and input needed by APA
7 June 2019	Brisbane	Progress meeting	Meeting	APA/ARTC	▸ Review all previous outstanding items ▸ H2C batter slopes and required field investigations ▸ Controls potentially required during construction
20 August 2019	Brisbane	Progress Meeting	Meeting	APA/ARTC	▸ Review of previous meeting minutes ▸ General update on progress of all projects ▸ Status of SWTC and updates
7 November 2019	Brisbane	Progress Meeting	Meeting	APA/ARTC	▸ Further review of SWTC ▸ Discussions about treatment of clashes with G2H Project

Timing	Location	Purpose	Activity	Attendance	Discussion topic
16 July 2020	Via Teams	Progress meeting	Meeting	APA	▸ Overview of program status ▸ Update on all projects with APA assets ▸ K2ARB interactions discussions ▸ Update for SWTC progress ▸ Invoicing issues ▸ RWA status

28 July 2020	Via Teams	Progress meeting—APA Provide SWTC final version	Meeting	APA	▸ SWTC document review provided by APA
					▸ This SWTC includes:
					  ▸ Scope/interactions with Inland Rail and APA
					  ▸ Summary of APA's assets
					  ▸ Costs/timeframes for conflict resolutions based on feasibility design
					  ▸ Meetings/communications
					▸ Early works

18 August 2020	Teams	Progress meeting	Progress meeting (entire Inland Rail Program)	APA	▸ Overview of program status ▸ Review of previous minutes
18 September 2020	Teams	Progress meeting	Progress Meeting (Entire Inland Rail Program)	APA	▸ Review of previous minutes ▸ Interactive Tender period workshop details ▸ Request for information (RFI) process ▸ Recoverable works agreement (RWA) update
27 October 2020	Teams	Progress meeting	Progress Meeting (Entire Inland Rail Program)	APA	▸ Review of previous minutes
n/a			Project interaction report	APA	▸ Description of project interactions with APA's assets ▸ Analysis of operational loading and construction loading and interfaces ▸ Conclusions and recommendations ▸ Attachment of plans, standards, specifications, loading calculations, sketches of protection requirements ▸ Discuss the Recoverable Works Agreement that will be entered into by APA and ARTC initially and then novated over to the D&C contractor for construction (previous link provided)

Timing	Location	Purpose	Activity	Attendance	Discussion topic

Monthly			RWA document	ARTC/APA	▸ Monthly meetings have taken place between inland rail commercial/legal and APA legal in order to agree the terms and format of the RWA.
					▸ Most discussions have been around content and the ability to novate to the D&C contractor
					▸ This is now close to agreement by both parties
					▸ Included items are:
					  ▸ Background
					  ▸ Definitions
					  ▸ RWA process for entering
					  ▸ Novation
					  ▸ Indemnity
					▸ Liability

July 2020 to March 2021	Via Teams and ARTC office Brisbane	Progress meetings	Meeting	APA	▸ Monthly meetings have taken place between inland rail commercial/legal and APA legal in order to agree the terms and format of the RWA.
12 May 2021	ARTC office Brisbane	Progress meeting	Meeting	APA	▸ Review of outstanding actions ▸ Outstanding RFIs

4.4.12.4 Community organisations

ARTC has consulted with a variety of community groups including churches and educational organisations listed in Table D.29 during the preparation of the EIS.

TABLE D.29: MEETINGS WITH COMMUNITY ORGANISATIONS

Stakeholder	Content covered	Timing	Consultation method
CEDAR Centre	Invitation to hear update on the project	16 January 2020	Formal letter
	Works notification June–July	11 June 2020	Email
	Opportunities for local businesses	12 November 2020	E-news
	CCC meetings	2 December 2020	E-news
USQ Mt Kent Observatory	Project update	4 June 2020	Email
	Project update	19 August 2020	Email
	Project update and discussion about reference alignment and potential impacts	26 August 2020	Meeting
University of Southern Queensland (USQ)	Invitation to hear update on the project	16 January 2020	Formal letter
	Discuss scholarship program	17 May 2019	Meeting
	Community information session—G2H	2 November 2019	Community information session
	Project briefing/opportunities/social impacts	19 February 2020	Meeting
	Discussion of project timeframes and impacts to the stakeholder's property improvements	11 December 2017	Phone call
	Start of environmental impact statement field investigations campaign	4 April 2018	Email
	G2H Project consultation sessions	3 May 2018	Email
	G2H consultation update	3 July 2018	Email

Stakeholder	Content covered	Timing	Consultation method
University of Southern Queensland (USQ) [continued]	IR community roadshow	27 November 2018	Email
	Reminder: IR community roadshow	5 December 2018	Email
	PPP community roadshow	13 December 2018	Community information session
	Door knock and letterbox drop re: upcoming geotechnical works. Latest G2H newsletter also provided	28 October 2019	Letter box drop
	Works notification June–July	11 June 2020	Email
	Discussion of Project timeframes	11 December 2017	Phone call
	Start of environmental impact statement field investigations campaign	4 April 2018	Email
	G2H Project consultation sessions	3 May 2018	Email
TAFE Queensland South-West	Stakeholders attended Regional Workshop	3 August 2015	Meeting
	Start of EIS field investigations (G2H)	4 April 2018	Email
	G2H Project consultation sessions	3 May 2018	Email
	Lockyer Valley CCC meeting notice	6 June 2018	Email
	ARTC G2H Project consultation update	3 July 2018	Email
	E-news	ongoing	E-news
Teen Challenge	Approval for cultural heritage survey team to do a walkthrough of the property	13 June 2018	Phone call
	IR to visit Teen Challenge property site	15 June 2018	Property/site visit
	Request to remove protected plants from property	28 June 2018	Phone call
	RE: Request to remove protected plants from property	2 July 2018	Phone call
	RE: Request to remove protected plants from property	2 July 2018	Phone call
	RE: Request to remove protected plants from property	2 July 2018	Phone call
	Signed permission form to remove protected plants from property	2 July 2018	Email
	ARTC G2H Project consultation update	3 July 2018	Email
	Reminder: ARTC Gowrie to Kagaru Round 1 consultation closing soon	26 July 2018	Email
	Inland Rail community roadshow	27 November 2018	Email
	Reminder: Inland Rail community roadshow	5 December 2018	Email
	Season's greetings from your Inland Rail team	19 December 2018	E-news
	Access granted for water quality sampling Monday 11 February 2019	7 February 2019	Phone call
	Invitation letter—August 2019 G2H Community Information Session. Property maps provided	14 August 2019	Mailout
	A 'thank you for your continued support' letter to stakeholders impacted by GeoTech activities	13 January	Letter
	G2H Tunnel Workshop 4 November 2020 6–8pm Toowoomba Regional Office	4 November 2020	Community information session
	ARTC Inland Rail G2H Project update—bulk mailout	26 November 2020	Mailout

Stakeholder	Content covered	Timing	Consultation method
Withcott State School	Invitation to hear update on the project	16 January 2020	Formal letter
	Request to engage and provide project update	28 October 2020	Phone call
	Request to engage and provide project update	28 October 2020	Email
Withcott State School P&C Association	Discuss successful grant application and land access	30 November 2020	Phone call
	Confirm successful application for community grant	30 November 2020	Email
Helidon State School	Inland Rail Project update—letter inviting community groups and organisations to hear an update on the Project	16 January 2020	Letter
	Opportunity to meet and provide a Project update and discuss potential impacts	8 October 2020	Email
Gowrie State School P&C Association	Update on G2H alignment, noise and vibration impacts and potential mitigation strategies during the construction and operations, draft EIS timelines TBC, sponsorship and donation program.	27 July 2020	Meeting
	Discussion of Land Access Agreement	8 September 2020	Meeting
	Email containing Land Access Agreement for signature	8 September 2020	Email
	Update on Land Access Agreement	21 September 2020	Email
Gowrie State School P&C Association [continued]	Application for community grants program	31 October 2020	Email
	Phone call to discuss successful grant application and land access.	30 November 2020	Phone call
	Email confirming successful grant application	30 November 2020	Email
Murphys Creek State School	Attempt to contact and offer project update	28 October 2020	Phone call
	Request to engage and provide project update	28 October 2020	Email
St Joseph's Church	October 2018 Lockyer Valley Community Consultative Committee Meeting—Laidley Cultural Centre	8 October 2018	CCC
	Tunnel vs viaduct enquiry	15 October 2018	Phone call
	Inland Rail G2H Project updates	Ongoing	E-news

4.5 Communication tools

The Inland Rail alignment crosses diverse communities and demographics with varying degrees of access to communications channels. A variety of communication tools and distribution channels were used to ensure information about the Project was distributed as widely as possible. The approach included a combination of printed, digital and social media.

The following communication tools were used by the Project team prior to, and during, the preparation of EIS activities, to raise awareness of the project and seek feedback from stakeholders and the community:

- Draft ToR presentations
- Project display posters
- Project fact sheets
- Newsletters and e-newsletter
- EIS free call number, email and postal address
- Paid advertising
- Website

- Visualisations/fly-through
- Videos
- Feedback forms
- Social media—Facebook, YouTube, Instagram, LinkedIn
- Letters
- Interactive online map (Social PinPoint).

These tools are discussed in the following sections.

4.5.1 Draft Terms of Reference presentations

The draft ToR consultation was managed by the Office of the Coordinator-General. To assist with this consultation process, the Project prepared presentations for stakeholders' briefings on the draft ToR. The Project team presented to a number of stakeholder groups including:

- TRC and LVRC
- State government departments
- Inner Darling Downs and Lockyer Valley CCCs.

The presentations included:

- A description of ARTC as the proponent delivering the Project
- The purpose and scope of the Inland Rail Program
- Project overview
- An outline of the approval framework, including EIS process steps, identifying opportunities for formal submission during the EIS process and approvals timeframes
- An explanation of the draft ToR structure
- An explanation on how to make submission on the draft ToR and why someone may want to
- An 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).

Appendix A of this report includes the presentation slides from these briefings.

4.5.2 Project display posters

Display posters were developed for the community drop-in sessions. The posters were A0 in size and used a mix of text, subject images, visualisations and graphics to deliver subject-specific key messages. Posters were prepared about the following matters:

- Process to assess Queensland major projects (flowchart of the EIS development, assessment and approval process)
- SIA requirements (explanation of SIA methodology and 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).

A copy of the posters is in Appendix B of this report.

4.5.3 Project fact sheets

Multiple fact sheets have been developed to inform Project stakeholders on key aspects of the Project. A copy of one of the distributed fact sheets is in Appendix C of this report.

4.5.4 Newsletters and e-newsletter

Printed and electronic newsletters were produced and distributed at significant project milestones to communicate the status of the Project (design and EIS), field/environmental studies and outcomes, community feedback and outcomes for design, project alignment map with up-to-date design elements, visualisations/artist impressions of structures with accompanying explanations and opportunities for further consultation.

Printed newsletters were sent via unaddressed mail via Australia Post to 10,000 residents within the vicinity of the Project. Details included Project updates, CCC meetings, and information regarding community information sessions.

E-newsletters updates were sent to stakeholders who signed-up to receive Project updates either online or at a community consultation session. Approximately 650 individuals have signed up to the Project e-newsletter. A copy of an example newsletter and e-newsletter are in Appendix D of this report. Appendix D also provides an outline of the newsletters' distributions and focus.

4.5.5 EIS free call number, email and postal address

The Inland Rail Program has an email address and toll-free phone number to provide stakeholders with an accessible means of sourcing Project and Program information. These contact mechanisms are listed in Table D.30.

TABLE D.30: INLAND RAIL CONTACT CHANNELS

Contact mechanism	
Phone	1800 732 761
Email	inlandrailenquiries@artc.com.au
Post	Australian Rail Track Corporation Inland Rail GPO Box 2462, Brisbane, QLD 4001
Web-based contact	**facebook.com/inlandrailofficial** **instagram.com/inlandrailofficial** **twitter.com/Inland_Rail** **linkedin.com/showcase/inland-rail** **youtube.com/channel/UCNtnsB55iF7RyGpTY9WIEtg** **inlandrail.artc.com.au/contact-us/survey_tools/get-in-touch**

4.5.6 Paid advertising

Paid advertising was placed in local newspapers including the Chronicle (Toowoomba), Gatton Star, High Country Herald and Withcott Times for the purposes of announcing field investigations, ToR sessions, community information sessions, calling for CCC members, notifying community of CCC meetings and chair summaries.

An example of advertisements is in Appendix E of this report. Appendix E also provides the details of paid advertisements undertaken.

4.5.7 Website

Inland Rail's website provides easy access for stakeholders to all Program information and updates. Information on the Inland Rail Program is available at: **inlandrail.artc.com.au** and information on the Project is located at: **inlandrail.artc.com.au/G2H**. The website has been and will continue to be updated as the Project progresses.

Information available on the website includes:

- Project description
- Progress updates
- Upcoming consultation activities
- Link to the interactive mapping portal and alignment fly-through
- Project fact sheets and newsletters
- Agendas and meeting minutes from the Inner Darling Downs and Lockyer Valley CCCs.

4.5.8 Visualisations/fly-through

Visualisations of the Project, including 'existing and after images' provided a realistic visual of the proposed structures, are available on the website to assist the stakeholders and community better understand how the Project will interact with the existing environment.

The Project team produced three dimensional fly-through videos of the proposed design to assist stakeholders and the wider community 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 fly-through will be continually updated as the design progresses.

An overview of web communications including project web pages, interactive mapping, a video fly-through, a three-dimensional visualisation of the Toowoomba tunnel and Six Mile Creek viaduct, two-dimensional visualisations of the Project infrastructure from key viewpoints, with examples provided in Appendix F of this report. The fly-through and the visualisations are available at **inlandrail.artc.com.au/where-we-go/projects/gowrie-to-helidon/works-and-planning/** .

4.5.9 Videos

Videos provide and effective and powerful option for communications. The Project produced update videos to reach audiences on digital channels. The videos were uploaded to the Project webpage, and the Inland Rail YouTube channel and promoted via e-newsletters and social media campaigns. The content of the videos included current design, environmental studies, new engagement tools and opportunities for consultation.

4.5.10 Feedback forms

Feedback forms were developed and distributed at community drop-in sessions to capture additional information from stakeholders about their sentiment, concerns and queries on the Project. Consultation Manager was used to record feedback. An example of the project feedback form can be found at Appendix G of this report.

4.5.11 Social media

In March 2019, ARTC introduced social media channels; Facebook, Twitter, Instagram, LinkedIn and YouTube to communicate with stakeholders and community members about the Inland Rail Program.

Since launching, five social media campaigns targeting stakeholders within and in close geographic vicinity of the Project have been undertaken, advising of upcoming Community Information Sessions and showcase important project updates.

These social media campaigns have reached 34,692 people, had 69,712 impressions, and have resulted in over 1,677 clicks to the Project webpage.

Examples of the Project's social media posts are provided in Appendix H of this report.

4.5.12 Letters

Letters have been used to introduce the Project scope, timelines, invite people to attend community information sessions and discuss potential impacts to landholders and businesses. Letters have offered contact details of ARTC's stakeholder engagement team in the event the landholder or business wanted to follow up with ARTC the content of the letter or had general questions about the Project. Appendix K of this provides an example of these.

4.5.13 Interactive map (Social PinPoint)

An interactive map of the Project was available via the G2H webpage from November 2018 and updated in August 2019 as the Project design developed. This map is monitored daily and is updated continuously to reflect any changes to the Project's design and scope.

The tool is located at: **maps.inlandrail.com.au/G2H/#**. The interactive map allows questions and comments to be added by stakeholders to an alignment map (that includes features such as bridge, culvert, road upgrade and crossing lop locations) at the relevant location, allowing ARTC to respond to the enquiry directly. To date, the Project has had 16 enquiries and 38 comments received and responded to using the G2K interactive mapping tool.

Details of the comments made to the interactive map are visible online at: **maps.inlandrail.com.au/G2H/#**.

5. Major themes of the consultation process

Since June 2016, the Stakeholder Engagement Team recorded the consultation issues, queries, concerns and feedback that were raised by stakeholders and the wider community. The feedback on the Project was recorded in the Consultation Manager, with the platform assisting in the identification of the major stakeholder themes across the Project (temporally and spatially). Although these themes were captured by various communication channels, predominantly they were captured via face to face, online, phone and email channels.

For the purpose of this report, the most frequent themes raised by stakeholders for the Project were exported from the Consultation Manager. The major themes represent the top seven frequent themes raised for the Project (environmental, property impacts, project management, project design, traffic and safety, social performance and community engagement). Table D.31 provides a description of the major themes by enquiry. This information excludes general stakeholder queries.

TABLE D.31: MAJOR THEMES BY ENQUIRY

Major theme raised	EIS topic	Enquiries
Environmental issues	Noise	▸ Noise for both construction and operation ▸ Noise from elevated structures ▸ Ground-borne noise from the construction of the tunnel ▸ Cumulative impact from existing rail, Toowoomba Bypass and the Project on noise
	Vibration	▸ Vibration during operation and construction
	Surface water and hydrology	▸ Flooding impacts ▸ Contamination ▸ Drainage ▸ Access to waterways ▸ Water management including discharge (construction and operations)Surface water quality ▸ Approvals ▸ Construction water supply options
	Groundwater	▸ Construction water ▸ Contamination (construction and operations) ▸ Impacts to bores (construction and operations) ▸ Water management including discharge (construction and operations)Water authorisations (construction and operations)
	Environmental management	▸ Environmental management plan ▸ Field surveys ▸ EIS process ▸ Approvals ▸ Climate change (including bushfires)
	Landscape and visual amenity	▸ Visual amenity during construction ▸ Visual amenity when railway is operational ▸ Light during operation and construction ▸ Signage
	Flora and fauna	▸ Protecting threatened fauna ▸ Protecting threatened flora ▸ Biodiversity offsets ▸ Weed and pest control ▸ Vegetation clearing ▸ Connectivity, including fauna crossings
	Air quality	▸ Dust for both construction and operation ▸ Odour ▸ Air quality from tunnel portals and the intermediate ventilation shaft

Major theme raised	EIS topic	Enquiries
	Waste and resource management	▸ Rubbish disposal ▸ Contaminated material ▸ Recycling ▸ Removal of spoil
	Cultural heritage	▸ Indigenous heritage and non-Indigenous heritage impacts
	Land Resources	▸ Land rehabilitation ▸ Sediment and erosion ▸ Contamination ▸ Spoil
Property impacts	Stakeholder engagement—investigations	▸ Land access requests with landholders ▸ Field investigations
	Land use and tenure	▸ Land acquisition ▸ Property acquisition ▸ Perceived impacts on property value ▸ General property impacts ▸ Property compensation ▸ Fencing ▸ Property damage ▸ Impacts to agricultural activities ▸ Property rehabilitation ▸ Lease requests ▸ Harlaxton Quarry and the key resource area ▸ Native title
Project justification and process	Project rationale	▸ Program funding ▸ ToR ▸ Project need ▸ Project timeframe ▸ Timing of activities
Project design	Project description	▸ Proposed alignment ▸ Route selection ▸ Questions about the design (especially the tunnel) ▸ Passenger train operations ▸ Construction ▸ Easements ▸ Construction compound/laydown areas ▸ Pedestrian/cyclist impacts ▸ Change to social amenity ▸ Parks and public facilities ▸ Recoverable works

Major theme raised	EIS topic	Enquiries
Traffic and safety	Traffic, transport and access	▸ Rail operations including simultaneous operations of the QR alignment, train types and frequency ▸ Road–rail interfaces ▸ Traffic management—construction ▸ Level crossings ▸ Local road impacts (including changes to the road network) ▸ Connectivity during construction ▸ Traffic concerns (road and rail) ▸ Impact in traffic volumes ▸ Impact and increase of heavy vehicles on local roads ▸ Traffic safety ▸ Damage to local roads ▸ Access during construction and operation ▸ Impact and increase in travel time ▸ Parking impacts ▸ Changes to loading zones
Social performance	Social and economics	▸ Economic benefit to the region ▸ Economic cost to the region ▸ Social cost ▸ Health ▸ Contractor/employment opportunities ▸ Impact on local business ▸ Benefits of the Project ▸ Business opportunities ▸ Initiatives supporting community ▸ Workforce accommodation
Community engagement	Stakeholder engagement	▸ Consultation process ▸ Request for further information

The top seven themes recorded in the Project Consultation Manager for the Project are provided in Figure D.3. These themes have been mapped according to stakeholders' key interests, as identified in Table D.32.

FIGURE D.4: G2H MAJOR CONSULTATION THEMES

TABLE D.32: MAJOR THEMES BY STAKEHOLDER GROUP

Theme	Australian Government	Queensland Government	TRC	LVRC	Directly affected landholders	Indirectly affected landholders	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	Inner Darling Downs and Lockyer Valley CCC	Landfill operators	Seqwater
Environmental																	
Noise (construction and operation)		x	x	x	x	x	x	x		x	x	x	x	x	x		
Noise from elevated structures		x	x	x	x	x						x			x		
Ground-borne noise from the construction of the tunnel		x	x	x	x	x						x			x		
Cumulative impact from existing rail, Toowoomba Bypass and the Project on noise		x	x	x	x	x									x		
Vibration (construction and operation)		x	x	x	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				
Drainage			x	x	x	x	x				x	x	x		x		
Access to waterways		x	x	x	x	x	x						x				
Water management including discharge (construction and operations)		x	x	x	x	x	x						x				
Surface water quality		x	x	x	x								x				
Approvals		x															
Construction water supply options																	x
Groundwater																	
Construction water	x	x	x	x	x							x	x		x		
Contamination (construction and operations)		x	x	x	x							x	x		x		
Impacts to bores (construction and operations)		x	x	x	x							x	x		x		
Water management including discharge (construction and operations)		x	x	x	x	x	x						x				
Water authorisations (construction and operations)	x																

Theme	Australian Government	Queensland Government	TRC	LVRC	Directly affected landholders	Indirectly affected landholders	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	Inner Darling Downs and Lockyer Valley CCC	Landfill operators	Seqwater
Environmental management																	
Environmental management plan		x	x	x	x								x				
Field surveys		x	x	x	x	x	x					x	x		x		
EIS process	x	x	x	x	x	x	x	x	x	x	x	x	x		x	x	
Approvals	x	x	x	x	x	x						x	x		x		
Climate change (including bushfires)		x	x	x	x	x						x	x		x		
Landscape and visual amenity																	
Visual amenity (construction and operational)		x	x	x	x	x	x				x	x			x		
Light during operation and construction		x	x	x	x	x						x			x		
Signage		x	x	x							x						
Flora and fauna																	
Protecting threatened fauna	x	x	x	x	x	x				x		x	x		x		
Protecting threatened flora	x	x	x	x	x	x				x		x	x		x		
Environmental (biodiversity) offsets	x	x	x	x	x	x											
Weed and pest control	x	x	x	x	x	x				x			x		x	x	
Vegetation clearing	x	x	x	x	x	x							x		x		
Connectivity, including fauna crossing	x	x	x	x	x	x							x		x		
Air quality																	
Dust (construction and operation)			x	x	x	x	x					x	x		x		
Odour			x	x	x	x	x					x			x		
Air quality from tunnel portals and the intermediate ventilation shaft		x	x	x	x	x						x			x		
Waste and resource management																	
Rubbish disposal			x	x												x	

Theme	Australian Government	Queensland Government	TRC	LVRC	Directly affected landholders	Indirectly affected landholders	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	Inner Darling Downs and Lockyer Valley CCC	Landfill operators	Seqwater
Contaminated material			x	x	x						x						
Recycling												x	x		x		
Removal of spoil			x	x	x	x					x	x			x	x	
Cultural heritage																	
Indigenous heritage and non-Indigenous heritage impacts		x	x	x	x	x				x	x	x			x		
Land resources																	
Land rehabilitation		x	x	x						x		x	x		x	x	
Sediment and erosion		x	x	x						x		x	x		x	x	
Contamination		x	x	x						x		x	x		x	x	
Spoil		x	x	x						x		x	x		x	x	
Property																	
Stakeholder engagement investigations																	
Land access requests with landholders		x	x	x	x	x	x			x					x		
Field investigations		x	x	x	x	x									x		
Land use and tenure																	
Land acquisition		x	x	x	x	x	x								x		
Property acquisition		x	x	x	x	x	x								x		
Perceived impacts on property value					x	x									x	x	
General property impacts					x	x	x								x	x	
Property compensation		x	x	x	x	x	x								x		
Fencing			x	x	x	x									x		
Property damage					x	x									x		
Impacts to agricultural activities					x	x						x			x	x	
Property rehabilitation					x	x											

Theme	Australian Government	Queensland Government	TRC	LVRC	Directly affected landholders	Indirectly affected landholders	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	Inner Darling Downs and Lockyer Valley CCC	Landfill operators	Seqwater
Lease requests					x	x											
Harlaxton Quarry and the key resource area		x	x		x												
Native title		x			x					x							
Project justification and process																	
Program funding		x	x	x												x	
ToR	x	x	x	x	x	x	x			x	x	x	x		x	x	
Project need	x	x	x	x	x	x	x	x		x	x	x	x	x	x	x	
Project timeframe	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Timing of activities		x	x	x	x	x	x	x	x	x	x	x			x	x	
Project design	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
Project description		x	x	x	x	x	x	x	x	x	x	x	x	x	x		
Project design																	
Proposed alignment	x	x	x	x	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	x		x	x	
Questions about the design (especially the tunnel)		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Passenger train operations		x	x	x	x	x	x	x			x	x		x	x	x	
Construction			x	x	x	x	x	x	x						x	x	
Easements			x	x	x				x						x	x	
Construction compounds/laydown areas		x	x	x	x							x			x		
Pedestrian/cyclist impacts		x	x	x	x							x			x		
Change to social amenity		x	x	x	x	x						x			x		
Parks and public facilities		x	x	x								x	x		x		
Recoverable works		x	x	x					x								

Theme	Australian Government	Queensland Government	TRC	LVRC	Directly affected landholders	Indirectly affected landholders	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	Inner Darling Downs and Lockyer Valley CCC	Landfill operators	Seqwater
Traffic and safety																	
Traffic, transport and access																	
Rail operations including simultaneous operations of the QR alignment, train types and frequency	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Road–rail interfaces		x	x	x	x	x	x	x						x	x	x	
Traffic management—construction		x	x	x	x	x	x	x						x	x	x	
Level crossings		x	x	x	x	x	x	x				x		x	x	x	
Local road impacts (including changes to the road network)		x	x	x	x	x	x	x	x			x		x	x	x	
Connectivity during construction		x						x	x			x				x	
Traffic concerns			x	x	x	x	x					x			x	x	
Impact in traffic volumes			x	x	x		x					x			x	x	
Impact and increase of heavy vehicles on local roads			x	x	x	x						x			x	x	
Traffic safety (road and rail)		x	x	x	x	x	x	x	x		x	x			x	x	
Damage to local roads			x	x								x				x	
Access during construction and operation					x	x						x				x	
Impact and increase in travel time			x	x	x	x	x					x					
Parking impacts			x	x													
Social performance																	
Social and economics																	
Economic benefit to the region			x	x							x	x			x	x	
Economic cost to the region																	
Social cost			x	x			x			x		x			x	x	
Health		x						x				x			x	x	
Contractor/employment opportunities			x	x							x				x	x	

Theme	Australian Government	Queensland Government	TRC	LVRC	Directly affected landholders	Indirectly affected landholders	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	Inner Darling Downs and Lockyer Valley CCC	Landfill operators	Seqwater
Impact on local business			x	x							x	x		x	x	x	
Benefits of the Project	x	x	x	x			x					x			x	x	
Business opportunities											x					x	
Initiatives supporting community																	
Workforce accommodation			x														
Community engagement																	
Stakeholder engagement	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Consultation process	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Request for further information			x	x	x	x	x	x			x		x		x	x	

6. Consultation outcomes

This section of the report outlines the consultation outcomes from activities undertaken from June 2017 through to the submission of the EIS to the Coordinator-General. The issues and mitigations raised by stakeholders are listed in this section and have assisted in shaping the Project design and EIS studies. Consultation will continue through to the public exhibition of the EIS and throughout future stages of the Project.

Feedback from stakeholder consultation have 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.

Table D.33 and Table D.34 present the major themes and issues as identified by different stakeholder groups during consultation. This information is based on feedback received from selected stakeholders (who participated in consultation activities) and is not intended to be representative of all stakeholders listed in Section 2.5 of this report.

Key issues raised by community and stakeholders including all levels of government, Community Consultative Committees, at targeted workshops and community consultation sessions, cultural heritage consultation, landholder consultation, SIA consultation included:

- Construction and operational noise and vibration impacts to landholders, local schools and businesses across the Project extent
- Changes to groundwater quality or availability and location of groundwater bores
- Construction trucks movements
- Project hazards and risks
- Potential impacts on existing and planned utilities
- Consultation process including EIS timelines
- Employment opportunities
- Opportunities for local and regional businesses, including Indigenous businesses, to participate in its supply chain
- Adhering to the Gowrie to Grandchester future state transport corridor route as much as possible which the Project is proposed to travel through
- Gowrie Junction rail–road interface including the removal of the existing level crossing on QR's rail network and proposed grade separation bridge
- Traffic management—local roads design impacts
- Maintaining access for emergency services
- Proposed reference design alignment and general access
- The amenity of properties near the Project may be impacted by changes to scenic character
- Impacts to Koalas and their habitats
- Concerns regarding how local environmental knowledge will be used in the Project
- Changes to flooding patterns and debris from flood events impacting the alignment and/or properties across and around the Gowrie and Lockyer Creek
- Property impacts including maintaining legal access to property, impacts on property value, acquisition and compensation process.

TABLE D.33: DIVISION OF KEY CONSULTATION TOPICS BY STAKEHOLDER AND ENGAGEMENT TOOLS USED

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Reference design, including changes to road networks	▸ Affected landholders ▸ Wider community ▸ Gowrie Junction residents ▸ Gowrie Junction Progress Association ▸ TRC ▸ DTMR ▸ QR	Gowrie Junction	▸ Existing Gowrie Junction level crossing which is widely accepted as unsafe – proposed removal of the existing level crossing to be replaced by the grade separation with the bridge over the railway line ▸ Western tunnel portal location and associated environmental impacts (noise, vibration, air quality, visual amenity) ▸ Laydown area in Gowrie Junction including traffic and environmental impacts associated ▸ Road closures, realignments, upgrades and road access (e.g. Krienke Road, Gowrie Junction Road, Morris Street, Paulsens Road) ▸ Environmental and health issues associated with grade separation structure including noise, vibration, air quality ▸ Economic issues including improved infrastructure ▸ Social impacts, including visual amenity, property value ▸ Engagement and trust including commitment to timeframes ▸ Impact of the proposed grade separation bridge on local traffic ▸ Local business (petrol station, landscape business) requires improved access as dependent on traffic flow through for business ▸ Concept and reference design in relation to the existing rail corridor ▸ Proposed permanent stockpile	▸ TRC/DTMR/QR technical meetings ▸ Community meetings ▸ Letters ▸ One-on-one meetings ▸ Community consultation sessions ▸ Visualisations ▸ Interactive map ▸ Flythrough video ▸ CCC meetings and presentations ▸ Newsletters ▸ Hydrology and noise workshops ▸ Tunnel workshop ▸ Community consultation session ▸ Community drop-in sessions in Gowrie Junction
	▸ InterLinkSQ ▸ DTMR ▸ QR ▸ TRC ▸ Affected landholders	Charlton–Gowrie	▸ InterLinkSQ location and interface with the Project and the West Moreton System (Western Line) ▸ Cumulative impacts on utilities, rail and road interface, property, future construction and operational impacts	▸ One-on-one meetings with InterLinkSQ ▸ DTMR/QR technical meetings ▸ TRC technical meetings ▸ Letters ▸ One-on-one meetings ▸ Community consultation sessions ▸ Technical meetings with public utility providers

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Reference design, including changes to road networks	▸ Affected landholders ▸ Wider community ▸ LVRC	East tunnel portal area Jones Road, Ballard	▸ Eastern tunnel portal location and associated environmental impacts (noise, vibration, air quality, visual amenity) ▸ Cultural heritage ▸ Noise and vibration impacts ▸ Reference design and alignment options	▸ Letters ▸ One-on-one meetings ▸ Community consultation sessions ▸ Newsletters ▸ Fact sheets ▸ Letters ▸ Noise and vibration workshops ▸ Tunnel workshop ▸ Visualisations ▸ Interactive map ▸ Flythrough video ▸ CCC meetings ▸ Community consultation sessions
		Withcott Seedlings Squires Road residents Ashlands Drive residents	▸ Impact on the operations of Withcott Seedlings ▸ Reference design alignment proximity to residential houses ▸ Elevated structure	▸ MCA examining options to minimise impacts ▸ Fact sheets ▸ One-on-one meetings ▸ Street meeting ▸ Letters ▸ Letterbox drop ▸ Meetings with local businesses ▸ Meetings and workshops with LVRC ▸ Noise workshop with directly affected landholders ▸ Community consultation sessions
	▸ Squires Road residents ▸ Murphys Creek residents ▸ LVRC	Postmans Ridge	▸ Impact of elevated structure to the back of Squires Road properties	▸ Technical meetings with LVRC ▸ One-on-one meetings ▸ Letterbox drop ▸ Door knocking ▸ Calling cards ▸ Flyers ▸ Newsletter ▸ Community consultation sessions

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
	▸ Ashlands Drive residents ▸ LVRC	Helidon Spa	▸ Proximity of rail structure and impact of future operations to residential houses estimated	▸ Direct one-on-one meeting with the Ashlands Drive residents ▸ Letters ▸ Noise workshop ▸ Community consultation sessions
	▸ Landholders and businesses in Helidon along the Airforce Road	Helidon	▸ Need to know the exact alignment impacts on Airforce Road ▸ Dangerous goods transport—need for high turning cycle to enter the driveways and properties along the Airforce Road	▸ Letters ▸ One-on-one meetings ▸ Newsletters ▸ Fact sheets ▸ Hydrology and noise workshop ▸ Community consultation sessions
Reference design alignment/ route	▸ Affected landholders and businesses ▸ LVRC ▸ QR	Cattos Road, Helidon	▸ Current alignment embankment is impacting landholder's access, requiring a section of Cattos Road to be closed ▸ Proximity to the residential house ▸ Localised level crossing access impacted	▸ Letters ▸ One-on-one meetings ▸ LVRC technical meeting ▸ DTMR/QR engagement via technical group meetings ▸ Community consultation sessions
Land access and tenure	▸ TRC ▸ LVRC ▸ DTMR ▸ QR ▸ Directly and indirectly affected landholders ▸ New neighbours ▸ Wider community ▸ Local businesses (e.g. landscape business in Gowrie Junction) ▸ Public utility providers	Project alignment	▸ Construction of Inland Rail may impact access to private and public property	▸ Project newsletter ▸ Inland Rail website ▸ One-on-one meetings with stakeholders ▸ Technical meetings with Councils and relevant agencies ▸ Technical meetings with public utility providers ▸ Workshop with key stakeholders and impacted landholders ▸ Workshop with directly impacted landholders – exceedances ▸ Community consultation sessions ▸ Fact sheets

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Flooding, stormwater and drainage impacts	▸ Gowrie Junction ▸ Six Mile Creek Helidon Spa and Helidon residents ▸ Directly impacted landholders ▸ Indirectly impacted landholders ▸ DTMR ▸ QR ▸ LVRC ▸ TRC ▸ Gowrie Junction Progress Association ▸ Murphys Creek Progress Association	Gowrie Junction area around the proposed InterLinkSQ location Gowrie Junction Six Mile Creek Airforce Road, Helidon	▸ Flooding is a major concern in the area given the 2011 and 2013 flood events (impacted Gowrie Creek and Lockyer Creek catchments) ▸ Flood modelling indicates that there may be changes to flows and impacts to number of properties ▸ ARTC to prepare a Flood Design Report in accordance with the relevant condition requirements which will include consultation with local councils, Office of Environment and Heritage and impacted stakeholders ▸ The report is to be reviewed by an independent hydrologist, and a copy is publicly available on the Inland Rail website, and provided to Toowoomba and Lockyer Valley Regional Council, Parkes Shire Council and relevant agencies ▸ Where impacts on flooding are above those limits identified in the EIS and as they arise, ARTC will engage with impacted landholders to develop suitable mitigation measures as outlined in the Flood Design Report	▸ One-on-one meetings with stakeholders and directly affected landholders (exceedances) ▸ Technical meetings with Councils and relevant agencies where applicable reviewing the flooding technical report and design ▸ Workshop with key stakeholders and impacted landholders ▸ Workshop with directly impacted landholders – exceedances ▸ Community consultation sessions ▸ CCC meetings ▸ Workshop with affected landholders to discuss flooding and get inputs into the flood model calibration ▸ RFIs to TRC, LVRC and DTMR regarding flood markers and design ▸ Fact sheets
Bridges and viaducts	▸ Local community and stakeholders in Gowrie Junction, Withcott, Ballard, Six Mile Creek, Murphys Creek and Helidon ▸ Local community on Prince Henry Heights, Blue Mountain Heights, Harlaxton, Rangeville, Mt Kynoch ▸ TRC ▸ LVRC ▸ DTMR ▸ QR	Gowrie Junction Ballard Withcott Lockyer Six Mile Creek Postmans Ridge Helidon Spa	▸ Visual amenity ▸ Property impacts ▸ Rail and road interface locations	▸ Visual communications including flythrough and interactive map information ▸ Project description videos ▸ Visualisation images ▸ Three dimensional visualisations ▸ Community meetings ▸ One-on-one meetings with affected landholders ▸ Community consultation sessions ▸ Newsletters ▸ Fact sheets ▸ Posters ▸ Large-scale printed maps

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Tunnel including the intermediate ventilation shaft	▸ Wider community ▸ Gowrie Junction Progress Association ▸ Gowrie Junction residents—along Morris Road ▸ Volumetrically impacted landholders and businesses (e.g. Mount Kynoch— impact on property value, noise and vibration related) ▸ DTMR and QR ▸ DRDMW and DES ▸ QFES	6.2 km length from Gowrie Junction via Cranely and Mount Kynoch to Ballard near Mt Kynoch Wider community	▸ Tunnel specifications ▸ Noise and vibration impacts during construction ▸ Noise and vibration impacts during operations ▸ Air quality impacts ▸ Visual amenity of the portals and the buildings ▸ How will the tunnel impact current and future land use ▸ Subsidence ▸ Quarry operations ▸ Groundwater ▸ Spoil management and reuse ▸ Emergency access and management	▸ Visual communications including flythrough and interactive map information ▸ Meetings with landholders and businesses ▸ Public consultation re: ventilation shaft ▸ TRC technical meetings ▸ TRC councillors briefings ▸ Environmental groups briefings ▸ Gowrie Junction Progress Group briefing ▸ Community consultation sessions ▸ Workshop with directly impacted (volumetric) landholders ▸ 3D visualisation—website and media ▸ Project description video ▸ Fact sheets ▸ CCC meetings ▸ Technical meetings with DRDMW and DES ▸ Technical meetings and input into design from QFES
Level crossing, Gowrie Junction	▸ Gowrie Junction residents ▸ Directly affected landholders ▸ TRC ▸ DTMR ▸ QR ▸ Industry ▸ Wider community	Gowrie Junction rail crossing	▸ Existing level crossing is widely deemed as unsafe due to the misaligned roads in place ▸ Transport network directly impacted by the Project ▸ Use of the level crossing during construction ▸ Use of the existing underpass under the existing rail corridor between East Paulsens Road and Morris Road ▸ Grade separation for Gowrie Junction proposed as alternative	▸ TRC technical meetings ▸ DTMR/QR technical meetings ▸ CCC presentations ▸ Presentation to TRC councillors and officers ▸ Meetings with directly impacted landholders ▸ Project description video ▸ Fact sheet ▸ Flythrough video ▸ Interactive map ▸ Newsletter ▸ Community consultation sessions ▸ Social media

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Rail interfaces	▸ TRC ▸ LVRC ▸ DTMR/QR ▸ Affected landholders	Charlton and Gowrie Junction Cranley and Ballard Lockyer Creek	▸ Grade separation proposed over the Main Line at Helidon ▸ Project tunnels under the Western Line and the Main Line ▸ Heritage listing of the Main Line ▸ Existing operations can be undertake autonomously during construction and operations of the Project (e.g. 6.5 m spacing proposed) ▸ Impacts to existing rail infrastructure, with the design allowing for relocation and/or re-establishment of any existing rail infrastructure (e.g. signalling, equipment road maintenance access roads) ▸ Impacts to maintenance and current rail operations during construction ▸ Tenure arrangements ▸ Safety systems and traffic control	▸ Website updates ▸ Flythrough video ▸ Interactive map ▸ Fact sheet ▸ Meetings with landholders ▸ DTMR/QR technical meetings ▸ TRC technical meetings ▸ Community consultation sessions ▸ CCC presentations ▸ Newsletters
Rail and road intersections (State controlled roads)	▸ Wider community ▸ TRC ▸ LVRC ▸ DTMR/QR ▸ Affected landholders ▸ Local businesses ▸ Industry	New England Highway Murphys Creek Road Toowoomba Bypass	▸ Grade separations proposals ▸ Future proofing of Boundary Street western ramp connectivity ▸ Impact to Toowoomba Bypass, including the proposed rail-over-road bridge	▸ Website updates ▸ Flythrough video ▸ Interactive map ▸ Fact sheet ▸ Meetings with landholders ▸ DTMR/QR technical meetings ▸ Community consultation sessions ▸ Newsletters
Rail and road intersections (local controlled roads)	▸ Wider community ▸ TRC ▸ LVRC ▸ DTMR/QR ▸ Affected landholders ▸ Local businesses ▸ Industry	Paulsens Road Morris Road Wallens Road Jones Road Gittins Road Hodges Road Postmans Ridge Road Cattos Road Snelling Road Airforce Road Unformed gazetted roads	▸ Future of the Morris Road (i.e. proposed to be closed) ▸ Grade separation over Morris Road, the Western Line, Pauslens Road and Gowie Creek (i.e. realignment of Gowrie Junction Road) ▸ Future of the underpass linking East Paulsens Road to Morris Road ▸ Wallens Road proposed access to impacted landholders ▸ Hodges Road usage and future outcome/access ▸ Snelling Road access	▸ Website updates ▸ Flythrough video ▸ Interactive map ▸ Fact sheet ▸ Meetings with landholders ▸ TRC and LVRC technical meetings ▸ DTMR/QR technical meetings ▸ CCC meetings ▸ Community consultation sessions ▸ Newsletters

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Services/utilities	▸ Public utility providers ▸ TRC ▸ LVRC ▸ DTMR ▸ QR ▸ New Hope Water ▸ Queensland Urban Utilities ▸ Directly affected landholders	Project alignment	▸ Roma Brisbane Gas Pipeline is traversed by the proposed rail alignment (three locations) and associated access tracks ▸ Powerlink transmission line ▸ Telecommunication services and powerline interfaces ▸ Water pipelines (e.g. raw water and sewer) including services within existing road reserves such as Morris Road ▸ Ensuring access during construction and operations ▸ Cumulative impact associated with the Project and InterlinkSQ ▸ Disruption to local services during construction	▸ Public utility providers technical meetings ▸ TRC/LVRC technical meetings and review of design deliverables ▸ DTMR/QR technical meetings ▸ Interlink SQ technical meetings ▸ Meetings with affected landholders
Operations	▸ Wider community ▸ TRC ▸ InterLinkSQ ▸ DTMR ▸ QR ▸ Directly affected landholders	Gowrie Junction section —QR interface Toowoomba tunnel western tunnel portal	▸ Number of planned trains ▸ Air quality impacts associated with the operations ▸ Noise and vibration impacts associated with the train movements ▸ Will the railway infrastructure support the future proofing for the passenger line?	▸ Technical meetings and workshops with TRC ▸ Gowrie Progress Association meetings ▸ Noise workshops ▸ Landholder meetings ▸ CCC presentations ▸ Community consultation sessions ▸ Website updates ▸ Flythrough video ▸ Interactive map ▸ Fact sheet
	▸ Community ▸ LVRC ▸ Directly affected landholders	Toowoomba tunnel eastern portal Withcott to Helidon	▸ Number of trains per day planned to travel through this section of the alignment ▸ Noise and vibration impact associated with the operations ▸ Cumulative impacts from noise and vibration associated with the operations and the Toowoomba Bypass ▸ Air quality impacts associated with the operations ▸ Measures to mitigate impacts from noise and air quality	▸ Website updates ▸ Flythrough video ▸ Interactive map ▸ Project description videos ▸ Fact sheet ▸ Technical meetings and workshops with LVRC ▸ Community consultation sessions ▸ CCC presentations

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
	▸ DTMR ▸ QR	QR interface	▸ Enabling works ▸ Operational modelling ▸ Simultaneous operations ▸ Integrated schedule ▸ Signalling ▸ Third-party access	▸ DTMR/QR interface meetings and workshops
Train length, type and frequency	▸ Wider community ▸ LVRC ▸ TRC ▸ Directly affected landholders ▸ DTMR ▸ QR	Project alignment	▸ Length of trains by metres ▸ Number of trains per day ▸ Number of trains at night ▸ Type of trains (e.g. coal trains) ▸ Simultaneous operations on the Inland Rail and the QR networks at Gowrie	▸ Website updates ▸ Interactive map ▸ Project description videos ▸ Technical meetings and workshops with LVRC and TRC ▸ Technical meetings and workshops with DTMR and QR ▸ Community consultation sessions ▸ CCC
Passing/ crossing loops	▸ Wider community ▸ Affected landholders ▸ TRC ▸ LVRC ▸ DTMR/QR	Gowrie Junction Eastern tunnel portal Postmans Ridge	▸ Exact crossing loops locations ▸ Will the crossing loops proposed for Gowrie be contained in the existing rail corridor or will the easement need to be widened?	▸ Website updates ▸ Flythrough video ▸ Interactive map ▸ Project description videos ▸ One-on-one meetings with affected landholders ▸ CCC presentations ▸ Technical meetings ▸ Fact sheets ▸ Community consultation sessions ▸ Newsletters
Train speeds	▸ Wider community ▸ LV CCC	Project alignment	▸ Speed of trains entering tunnel ▸ Proposed speed for the viaducts ▸ Length of time trains will idle on crossing loops	▸ Website updates ▸ Interactive map ▸ Project description videos ▸ CCC meetings ▸ Community consultation sessions
Construction traffic	▸ Wider community ▸ Affected landholders ▸ TRC ▸ LVRC ▸ DTMR/QR	Project alignment	▸ Impact of increased traffic during construction, including heavy and oversize vehicles can create unsafe road environments	▸ Technical meeting with LVRC and TRC ▸ Community consultation sessions ▸ One-on-one meetings

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Temporary land use and access	▸ Affected landholders ▸ TRC ▸ LVRC ▸ DTMR	Project alignment	▸ Private land access need during the construction including laydown areas and access roads ▸ Consultation process with impacted landholders	▸ One-on-one meetings ▸ Community consultation sessions ▸ Fact sheets ▸ Newsletters
Property impacts engagement process	▸ Affected landholders	Project alignment	▸ Impacts on property values, property plans and future economic position of affected residents ▸ Potential severance and fragmentation	▸ One-on-one meetings ▸ Property fact sheet ▸ Community consultation sessions
Topography, geology and soils	▸ Affected landholders ▸ Environmental groups ▸ TRC ▸ LVRC ▸ DTMR	Project alignment	▸ Example of Toowoomba Second Range Crossing project construction issues ▸ Erosion risks ▸ Track grade ▸ Landslips	▸ Website updates ▸ Flythrough video ▸ Interactive map ▸ Project description videos ▸ Community consultation sessions
Contaminated Land	▸ Affected landholders ▸ Environmental groups ▸ TRC ▸ LVRC ▸ QR ▸ DTMR	Project alignment	▸ Existing rail corridor ▸ Toowoomba Waste Management Centre ▸ Unexploded ordnance	▸ Website updates ▸ Interactive map ▸ One-on-one meetings with affected landholders ▸ Community consultation sessions ▸ CCC presentations
Groundwater	▸ Affected landholders ▸ Environmental groups ▸ TRC ▸ LVRC ▸ DRDMW ▸ DES	Project alignment	▸ Direct and indirect impact on existing bores ▸ Sampling methodology ▸ Water quality ▸ Potential impacts on current groundwater resources, including water allocations and licenses ▸ Toowoomba Second Range Crossing project impact on groundwater mentioned by local landholders ▸ Impact of the tunnel activities on groundwater resources during construction and operations, including legislative requirements, modelling, impacts and mitigations measures	▸ Website updates ▸ Interactive map ▸ Fact sheets ▸ One-on-one meetings with affected landholders ▸ CCC presentations ▸ Workshops ▸ Community consultation sessions ▸ Technical meetings with DES and DRDMW

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Vegetation	▸ Affected landholders ▸ Environmental groups ▸ TRC ▸ LVRC	Project alignment	▸ General impacts ▸ The Project will potentially impact vegetation of state and local significance ▸ Rehabilitation	▸ Website updates ▸ Interactive map ▸ Fact sheets ▸ One-on-one meetings with affected landholders ▸ CCC presentations ▸ Community consultation sessions ▸ Technical meetings
Surface water	▸ Affected landholders ▸ Environmental groups ▸ TRC ▸ LVRC ▸ Seqwater ▸ DES and DRDMW	Project alignment	▸ General impacts ▸ Construction water	▸ Website updates ▸ Interactive map ▸ Fact sheets ▸ One-on-one meetings with affected landholders ▸ Workshops ▸ Community consultation sessions ▸ Technical meetings
Water quality	▸ Affected landholders ▸ Environmental groups ▸ DES and DRDMW	Project alignment	▸ General impacts ▸ Discharge of treated water into the surrounding receiving environment	▸ Website updates ▸ Interactive map ▸ Fact sheets ▸ One-on-one meetings with affected landholders ▸ Workshops ▸ Community consultation sessions ▸ Technical meetings
Air quality, climate and climatic trends	▸ Affected landholders ▸ Environmental groups ▸ Gowrie Junction Progress Association ▸ Gowrie Junction residents ▸ Cranley businesses ▸ TRC ▸ LVRC	Project alignment	▸ Air quality measurements and methodology used ▸ Air quality from the tunnel portals and the intermediate ventilation shaft ▸ Air quality impacts due to climate patterns	▸ Website updates ▸ Interactive map ▸ Fact sheets ▸ One-on-one meetings with affected landholders ▸ Community consultation sessions

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Visual impact	▸ Affected landholders ▸ Environmental groups ▸ Gowrie Junction residents ▸ Gowrie Junction Progress Association ▸ Withcott, Ballard and Helidon elevated structures including viaducts ▸ Murphys Creek Progress Association ▸ Squires Rd residents ▸ Ashlands Drive residents ▸ TRC ▸ LVRC	Project alignment	▸ View of the proposed grade separation bridge in Gowrie Junction ▸ View of the western portal ▸ View of the bridge in Murphys Creek Road ▸ View of the Six Mile Creek Viaduct ▸ View of the Toowoomba tunnel portals	▸ Website updates ▸ Interactive map ▸ Fact sheets ▸ Existing/after visualisation viewpoint image posters ▸ 3D visualisation of Toowoomba tunnel available on Inland Rail website ▸ 3D visualisation of Six Mile Creek viaduct available on Inland Rail website ▸ Community consultation sessions ▸ CCC presentations ▸ TRC councilors' briefings
Noise	▸ Affected landholders ▸ Gowrie Junction Progress Association ▸ Environmental groups ▸ Gowrie Junction residents ▸ Cranley and Mount Kynoch residents (tunnel specific) ▸ Mt Kynoch residents ▸ Postmans Ridge residents ▸ TRC ▸ LVRC ▸ Gowrie State School ▸ Baillie Henderson Hospital	Project alignment	▸ Noise impacts associated with the operations of the railway lune ▸ Noise impacts associated with the construction of the Project, including the tunnel ▸ Mitigations for noise levels if there are exceedances	▸ One-on-one meetings ▸ Noise and vibration workshops (e.g. with affected landholders) ▸ Newsletters ▸ Fact sheet ▸ Website updates ▸ Door knocking and visits by appointment ▸ Community consultation sessions

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Vibration	▸ Project alignment ▸ Gowrie Junction residents ▸ Cranley and Mount Kynoch residents (tunnel specific) ▸ Postmans Ridge residents	Project alignment	▸ Vibration from operations and construction ▸ Mitigations for vibration levels if there are exceedances	▸ Community consultation sessions ▸ CCC presentations ▸ Meetings with affected landholders ▸ Noise and vibration workshops (e.g. with affected landholders) ▸ Fact sheet
Aboriginal cultural heritage	▸ Western Wakka Wakka People ▸ Yuggera Ugarapul People ▸ Indigenous people ▸ Affected landholders ▸ Environmental groups ▸ TRC ▸ LVRC	Project alignment	▸ Impact on the Indigenous peoples connection to country ▸ Impact on sites and places of cultural significance	▸ Meetings ▸ Fact sheet ▸ Website update ▸ Social media ▸ Community consultation sessions
European cultural heritage	▸ Heritage and community groups ▸ Affected landholders ▸ Environmental groups	Project alignment	▸ Impact on sites and places of cultural significance	▸ Meetings ▸ Fact sheet ▸ Website update ▸ Social media ▸ RFI to QR ▸ Community consultation sessions
Social impact	▸ Wider community ▸ Business ▸ TRC ▸ LVRC ▸ Chamber of Commerce Toowoomba and Lockyer Valley ▸ Affected landholders ▸ Government agencies	Project alignment	▸ Potential opportunity for a maintenance depot in Gatton or in Lockyer Valley ▸ Visual amenity and future livability impact on Lockyer Valley ▸ Tourism impacts and opportunities for Lockyer Valley	▸ Meetings ▸ Fact sheet ▸ Website update ▸ Social media ▸ Community consultation sessions ▸ Meetings with TRC and LVRC ▸ Community sponsorships ▸ SIA consultation including community surveys ▸ Community consultation sessions

EIS topic	Stakeholder	Section of Project	Detailed issues	Engagement tools
Economic	▸ Wider community ▸ Business ▸ TRC ▸ LVRC ▸ Chamber of Commerce Toowoomba and Lockyer Valley ▸ Affected landholders	Project alignment	▸ Employment and supplier opportunities for community and businesses in TRC and LVRC local area ▸ Future opportunities for business in TRC and LVRC areas	▸ Meetings and workshops with government agencies, chamber of commerce and Government agencies ▸ Meetings with local businesses ▸ Community consultation sessions ▸ Fact sheet
Flora and fauna	▸ Affected landholders ▸ Environmental groups ▸ Wider community	Project alignment	▸ Impacts of climate change on flora and fauna and the railway more generally ▸ Wildlife protection during the construction and operations ▸ Fauna passages provision	▸ Flora and fauna workshops ▸ Website updates ▸ Fact sheets ▸ Meetings with affected landholders ▸ Community consultation sessions
Waste and resources	▸ Affected landholders ▸ Environmental groups ▸ TRC ▸ LVRC ▸ DTMR	Project alignment	▸ Waste and resources impacts	▸ Website ▸ Technical meetings with TRC/LVRC ▸ Meetings with waste providers ▸ Meetings with affected landholders ▸ Community consultation sessions
Biosecurity	▸ Affected landholders ▸ Withcott Seedlings ▸ Environmental groups ▸ TRC ▸ LVRC ▸ DAF	Project alignment	▸ Mitigation actions	▸ Meetings with affected landholders ▸ Community consultation sessions ▸ Fact sheet ▸ Newsletter
Odour	▸ Wider community ▸ Affected landholders ▸ Environmental groups ▸ TRC ▸ LVRC	Project alignment	▸ General impacts	▸ Meetings with affected landholders ▸ Technical meetings ▸ Community consultation sessions
EIS process	▸ All stakeholder groups	Project alignment	▸ Timelines ▸ Process during the draft EIS public consultation phase	▸ Community consultation process poster ▸ CCC meetings ▸ Newsletter ▸ Letters ▸ Fact sheet

TABLE D.34: EIS CONSULTATION OUTCOMES

Topic	EIS response
Project description and design	
Strong interest in passenger rail in addition to freight	▸ While the Project is specifically designed for freight trains, it does not preclude the use of the track at a future date by a passenger service. The current design (and EIS assessment) accommodates the existing QR narrow-gauge rail line, which runs passenger trains including the Westlander on the QR West Moreton System. Inland Rail is an open access rail alignment and passenger services can use the alignment; however, the trains would need to meet the tunnel design requirements. ▸ The Project design does not consider the construction of a high-speed dedicated passenger rail line, which was the original intent of the Gowrie to Grandchester future state transport corridor, to be delivered by DTMR. Given that the Project accommodates a single dual-gauge track and includes significant infrastructure such as the 6.24 km tunnel and large viaducts, the provision of passenger tracks being co-located along the entire Project length at a future date is unlikely. Refer EIS Chapter 6: Project Description.
Impacts on services/utilities	▸ Specific design measures to avoid or minimise impacts with proactive and early engagement with service providers already undertaken to determine optimal and practical solutions (e.g. protection or relocation, legislative requirements and approvals, roles and responsibilities). These discussions will be ongoing throughout the detail design and, where applicable, construction and operation. ▸ Enabling work activities will be undertaken by the utility providers independent of the EIS in accordance with the utility provider approval process and governing legislation (e.g. Powerlink's upgrade to existing transmission lines). ▸ Land acquisition process by the construction authority under the A*cquisition of Land Act 1967* and the *Land Act 1994.* ▸ Refer EIS Chapter 8: Land Use and Tenure and EIS Chapter 23: Outline EMP
Alignment	▸ The Project has aimed to align with the Gowrie to Grandchester future state transport corridor; however, some deviations are required to meet ARTC's basis of design requirements and/or in response to existing or proposed land use (e.g. Withcott Seedlings and InterLinkSQ). ▸ The alignment has been co-located with the existing West Moreton System to minimise impacts on existing land uses. ▸ ARTC Inland Rail sought to minimise impacts by aligning the rail corridor with existing infrastructure and property boundaries, where possible. ▸ ARTC Inland Rail worked collaboratively with DIRDC to share information about the study area and reference design selection. ▸ 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 landholders. ▸ Where impacts cannot be avoided, they will be carefully managed and mitigated. ARTC will continue to consult with landholders and utility providers and landholders. 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 EIS Chapter 2: Project Rationale.

Topic	EIS response
Water management	▸ An estimate of construction water supply requirements is included in EIS Chapter 6: Project Description. ▸ A number of options have been considered with the intent to minimise impacts on all water users. The preference is to use recycled water or capture and reuse water from the construction of the tunnel. ▸ 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. ▸ Groundwater ingress during the construction will be treated onsite during construction and reused. Where the water cannot be reused, it will be discharged to the surrounding environment in accordance with relevant conditions and/or approvals. ▸ Groundwater ingress during the operations will be treated onsite and discharged to the surrounding environment in accordance with relevant conditions and/or approvals. ▸ All the relevant water authorisation under the *Water Act 2000* (Qld) will be sought, with Inland Rail to also provide measures to address any impairments during construction and operations on existing water users. ▸ Refer to EIS Chapter 6: Project Description and EIS Chapter 13: Surface Water and Hydrology.
Cultural heritage	
Impact on the Indigenous peoples connection to country Impact on sites and places of cultural significance	▸ Cultural heritage management plans ((CLH017009)) have been executed with the Yuggera Ugarapul People and the Western Wakka Wakkaa People and were subsequently approved under the *Aboriginal Cultural Heritage Act 2003* in 2018. ▸ Walk-throughs by the Aboriginal Parties are currently ongoing. ▸ European cultural heritage assessment undertaken to identify heritage places of national, state or local significance. ▸ Site inspections to identity places of heritage within and near the Project footprint. ▸ Details on the findings of the cultural heritage survey is provided in EIS Appendix S: Non-Indigenous Cultural Heritage and EIS Chapter 18: Cultural Heritage.

Provisions for managing the accidental discovery of cultural material (including burials) and definition of a documentation process to record cultural heritage finds	▸ CHMPs were agreed providing future stages of the Project with 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
	▸ Chapter 23: Draft Outline Environmental Management Plan of the EIS also outlines the proposed mitigation and management measures for cultural heritage. A Heritage Management Sub-plan will be developed and will detail the mitigation and management measures to be implemented during construction in relation to cultural heritage. It Is expected to include requirements for record keeping. This includes for unexpected finds.
	Technical findings from the cultural heritage impact assessment are presented in EIS Chapter 18: Cultural Heritage.

Topic	EIS response
Economics	
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	▸ EIS Chapter 2: Project Rationale presents a wide range of economic opportunities and benefits that are likely to eventuate with the delivery of Inland Rail. ▸ An economic impact assessment for the Project has been undertaken. The impact assessment also looked at the economic impact of all the IR Queensland projects on the Queensland economy and the local government areas relevant to these projects. The economic impact assessment is in Appendix R: Economic Impact Assessment. ▸ EIS Appendix Q: Social Impact Assessment includes a Workforce Management Action Plan as part of the SIMP, and also includes measures around procurement, skills development etc.
Compliance with the Economic Impact Assessment Guideline	The Economic Impact Assessment (refer EIS Appendix R: Economic Impact Assessment) was prepared in line with the Coordinator-General's Economic Impact Assessment Guideline (April 2017).
Long-term strategies to create employment and upskill people in region Visibility and implementation of life skill requirements for the Project	▸ EIS Appendix Q: Social Impact Assessment includes a Workforce Management Action Plan as part of the SIMP. The objective of this action plan is to enable residents to access 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 by: – identifying skills required in the building, construction, equipment and services fabrication and supply, maintenance, operation and support to the Inland Rail Program – arranging training and qualification arrangements to meet the needs of skills development to support all phases of the Inland Rail Program – ensuring training and qualifications systems meet the requirements of the National Standards Framework ▸ developing the Inland Rail Skills Academy, which provides: – scholarship opportunities at USQ for students along the alignment – STEM programs in local schools – opportunities for student placements or work experience on Inland Rail projects ▸ providing a clear and efficient process for people to seek information about employment opportunities and register their interest ▸ working with Indigenous communities, industry and government agencies to support the design and delivery of training and development programs ▸ working with key partners to link training and development programs with other projects and local industries to provide the greatest regional benefit ▸ working with schools and local training providers to provide appropriate training ▸ working with the Australian Government and the Queensland Government to provide long-term outcomes through training, mentoring and other support programs ▸ providing a workplace that is inclusive and values the contributions of Aboriginal and Torres Strait Islander employees.

Topic	EIS response
Flora and fauna	

Impacts on threatened species such as koala	▸ Ecological surveys are ongoing and will inform the future design and mitigation measures required for the Project.
	▸ Impacts to Koalas and their habitats, were assessed as part of the EIS, with the technical findings presented in Chapter 11: Flora and Fauna, EIS Appendix I: Terrestrial and Aquatic Ecology and EIS Appendix J: Matters of National Environmental Significance.
	▸ Koalas and their habitat have been observed within the flora and fauna study area, including the disturbance footprint.
	▸ Several design measures have been incorporated into the Project to minimise potential impacts, for example:
	  ▸ The Project includes a tunnel and over 6 km of viaducts that will assist in maintaining connectivity across the rail corridor in a state significant biodiversity corridor.
	  ▸ Further discussions are required with DTMR to ensure that any fauna-friendly design measures complement the existing measure implement on the Toowoomba Bypass
	  ▸ Avoiding locating and/or minimising Project works within nationally and regionally protected areas, as well as habitat for critically endangered, endangered and vulnerable flora and fauna species, critically endangered and endangered TECs and riparian vegetation.
	▸ Additionally, several mitigation measures for Koalas and their habitats. along with other threatened species are proposed for implementation in future phases of the Project to further mitigate impacts (refer Chapter 23: Draft Outline Environmental Management Plan).
	▸ Aside from avoidance and impact minimisation, 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.
	▸ Impacts to the Koala will be required to be offset under the either the EPBC Act Offsets Policy or the Queensland Environmental Offsets Policy 2017 (refer EIS Appendix Y: ARTC Offset Strategy).

Concerns regarding the need to maintain connectivity of wildlife corridors and habitat preservation The potential to achieve best practice in maintaining wildlife corridor connectivity	▸ EIS 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. ▸ The Project includes a tunnel and over 6 km of viaducts that will assist in maintaining connectivity across the rail corridor in a state significant biodiversity corridor. ▸ Further discussions are required with DTMR to ensure that any fauna-friendly design measure complement the existing measure implement on the Toowoomba Bypass. ▸ Watercourses such as Gowrie Creek, Oaky Creek, Six Mile Creek and Lockyer Creek will all be bridged. ▸ EIS Chapter 9: Land Resources, EIS Chapter 11: Flora and Fauna 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.

Topic	EIS response
Hazard and risk	
Access to Toowoomba Range Tunnel in the case of emergency	▸ The railway tunnel in the Toowoomba Range has been designed considering risk associated with emergency situations/incidents (i.e. wildlife, tunnel subsidence, inundation of the tracks and structural failure may trap trains and railway personnel inside the tunnel). The design of the tunnel: ▸ QFES has been consulted and the design has considered access requirements and other safety measures recommended by QFES: ▸ Incorporates 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 ▸ 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. Ensures 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. ▸ Refer to EIS Chapter 20: Hazard and Risk.
Land use and tenure	
Impact on property values	▸ 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 EIS Chapter 16: Social and EIS Appendix Q: Social Impact Assessment for further detail.

Topic	EIS response
Acquisition or severance of properties may fragment land parcels and impact on connectivity between land parcels	▸ 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. ▸ The Project was designed to use the Gowrie to Grandchester future state transport corridor where possible, to minimise the extent of 'new' properties to be acquired. Where land is required outside of the Gowrie to Grandchester future state transport corridor, the corridor will be amended in consultation with DTMR, which will require acquisition of private properties and roads reserves. ▸ Any additional 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 landholder 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, excluding state land, in Queensland 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. ▸ Refer EIS Chapter 8: Land Use and Tenure, EIS Chapter 16: Social and EIS Appendix Q: Social Impact Assessment for further detail.
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). ▸ Refer to EIS Chapter 8: Land Use and Tenure and EIS Chapter 23: Outline EMP.
Questions around timing, process, valuations and extent of required land acquisition	▸ Inland Rail developed and distributed information about the acquisition process via the website, fact sheet, CCC, information sessions and landholder meetings. ▸ ARTC Inland Rail kept the community informed of the alignment development and actively sought feedback about individual requirements in relation to irrigation, water licences, livestock movements, local road usage, private crossing requirements, hydrology, existing infrastructure and land use. This information was considered in the design process where possible to minimise impacts. ▸ Inland Rail promoted the TMR acquisition fact sheet to assist educate potentially affected landholders. ▸ Inland Rail assessed early acquisition requested in line with the Inland Rail Early Acquisition policy. ▸ Refer to EIS Chapter 8: Land Use and Tenure.
Maintaining legal access to property	▸ Legal access to properties has been retained, where possible, when determining appropriate solutions for the road–rail interface point. ARTC has consulted with landholders to ensure suitable property access is maintained. ▸ Further consultation with DTMR, QR, TRC, LVRC and the local community will inform the location and preferred treatment for each road–rail interface. ▸ A Traffic Management Plan will be developed as part of the CEMP. Management measures will address each identified issue. Affected landholders and businesses will be notified of any changes to traffic and access during construction. 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. ▸ Technical findings from the traffic impact assessment are presented in EIS Chapter 19: Traffic, Transport and Access of the EIS.

Topic	EIS response
Implications of property severance on farming activity Impacts to fertile and prime farming lands and property	▸ 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 landholders. The consideration of partial or full acquisition of these properties will be determined on a case-by-case basis, and consultation with individual landholders 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 Construction Environmental Management Plan. ▸ Refer to EIS Chapter 8: Land Use and Tenure.
Small lots created as a result of the Project	▸ Chapter 8: Land Use and Tenure of the EIS includes an assessment of the Project's compliance with the State Planning Policy (SPP) and relevant state interests. Management measures taken to maintain property lot sizes include: ▸ Design will use the existing Gowrie to Grandchester future state transport corridor and the Project will be co-located with existing road infrastructure where possible, minimising the need to develop land not previously disturbed for transport infrastructure ▸ The overall disturbance of construction areas will be limited, where possible ▸ Intensive livestock operations, including feedlots and poultry farms, will be avoided, where possible ▸ Compensation will be provided where the Project requires permanent acquisition of properties. Where only part of a land parcel is acquired, compensation for the severance of the resumed land and the impact on the remaining land, may also apply ▸ Detailed management measures to reduce land use impacts on individual properties and land users will be developed in consultation with the individual landholders during the detailed design and property acquisition negotiations ▸ Individual property management agreements will be developed in consultation with landholders for managing construction on or immediately adjacent to private properties. These agreements will detail any adjustments to fencing, access, farm infrastructure, and relocation of any impacted structures. ▸ Refer to EIS Chapter 8: Land Use and Tenure.
Landscape and visual amenity	
The amenity of properties near the Project may be impacted by changes to scenic character	▸ Technical findings from the landscape and visual impact assessment are presented in EIS Chapter 10: Landscape and Visual Amenity and Appendix H: Landscape and Visual Impact Assessment. ▸ Visualisations were developed and made publicly available to assist the community understand the visual impact of the Project. ▸ The key landscape and visual impacts of the Project relate to the removal of vegetation, the raising of embankments and creation of new rail bridges. ▸ There are few visual receptors with the landscape comprising isolated farmsteads on large private farms. However, there are some settlements within the potential viewshed of the Project including Six Mile Creek, Postmans Ridge, Murphys Creek Road. ▸ There are few visual receptors with the landscape comprising isolated farmsteads on large private farms. However, there are some settlements within the potential viewshed of the Project including Gowrie Junction, Mt Kynoch, Blue Mountains, and Harlaxton. ▸ To better 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. These visualisations were included in a Project newsletter, e-news, website, posters used during community drop-in sessions, were presented and discussed at CCC meetings, and are included in the EIS.

Topic	EIS response
Noise and vibration	
Landholders 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 adjacent, e.g. Gowrie Junction	▸ Noise monitoring and modelling were carried out as part of the EIS development. ▸ The results of the modelling and potential mitigation strategies were shared with sensitive receptors prior to the final draft of the EIS. ▸ The noise impacts from the operational railway will be verified in the first six months of operations and the treatments will be agreed with the relevant landholder or community. ▸ Inland Rail will continue to engage with the community about noise and noise mitigation throughout detailed design, construction and operational phases of the Project in line with the recommendations in EIS Chapter 15: Noise and Vibration.

Construction and operational noise exceedances and the management of those exceedances	▸ Technical findings from the construction noise and vibration impact assessment are presented in Chapter 15: Noise and Vibration and EIS Appendix O: Construction Noise and Vibration.
	▸ The assessment identified the greatest construction noise impact is that of earthworks and rail civil works, but the impact will be dependent on actual timings and duration of Project works.
	▸ Specific noise management and mitigation measures will be detailed in the Construction Noise and Vibration Sub-Plan and are likely to include the following:
	  ▸ ongoing community consultation with regards to construction traffic management
	  ▸ training of construction site workers
	  ▸ use of temporary noise barriers
	  ▸ monitoring
	  ▸ appropriate selection and maintenance of equipment
	  ▸ scheduling of work for less sensitive time periods
	  ▸ situating plant in less noise sensitive locations
	  ▸ construction traffic management
	  ▸ respite periods.
	▸ Technical findings from the operational railway noise and vibration impact assessment are presented in EIS Chapter 15: Noise and Vibration and EIS Appendix P: Operational Railway Noise and Vibration. The assessment:
	  ▸ Identified that majority of the impacted properties are isolated landholdings dispersed along both sides of the alignment
	  ▸ Concluded that based on the predicted noise levels and the remoteness of the sensitive receptors, feasible and reasonable measures to reduce railway noise impacts are expected to be limited to property controls such as architectural property treatments and upgrades to property fencing
	  ▸ ARTC will continue to engage with stakeholders 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. This includes residential and businesses.

Topic	EIS response
Noise impacts that may affect residential amenity for extended periods during construction	▸ EIS Chapter 15: Noise and Vibration, EIS Chapter 16: Social, EIS Appendix O: Construction Noise and Vibration and Appendix Q: Social Impact Assessment address this matter. ▸ The Project will consult with all residents adjacent to and within 250m of Project works, before and during construction to: ▸ Identify any specific household concerns (e.g. the presence of children or seniors) ▸ Provide advance warning of the construction schedule and sequence (e.g. how long specific activities will take), and any disruptions to access or services ▸ Describe the nature and causes of noise and vibrations ▸ Advise on how long construction work will be heard or seen for each property ▸ Provide 24-hour contact details for construction managers. ▸ ARTC will continue to consult with adjacent property owners to identify sensitivities and potential mitigations for consideration in the Construction Environmental Management Plan.
Noise impacts that may affect residential amenity during operations	▸ EIS Chapter 15: Noise and Vibration, EIS Chapter 16: Social, Appendix O: Construction Noise and Vibration, Appendix P: Operational Railway Noise and Vibration and Appendix Q: Social Impact Assessment of the EIS address this matter. ▸ During operations, noise would result from locomotives and from the track, while in some areas train horns would also be used. Where the train track is on an embankment or a bridge, noise may carry longer distances. ▸ Vibration impacts from railway operations are not expected to occur further than 25 m from the outer rail line, which is typically within the rail corridor. The ground-borne noise assessment criteria from surface railway operations may be triggered where receptors are within 50 m of the outer rail line. At this distance the noise environment is expected to be dominated by airborne noise, which would mask the ground-borne noise content. ▸ ARTC's community engagement and social investment programs will identify amenity, lifestyle, cohesion and other quality of life concerns, and work with residents to address these concerns. ARTC's investments in local communities will focus on programs and services to strengthen local social networks and cohesion and ensure the potential benefits from the Project are shared (such as access to jobs and training). This investment will help potentially affected communities to adapt to Project-related changes and build their resilience to change. ▸ ARTC will engage with people whose properties may experience noise impacts, to ensure the potential impact on amenity is clearly explained, and where relevant, to obtain residents' inputs to the development of property-specific mitigation strategies.
Social	
Integration and consideration of social and environmental matters into SIA	▸ EIS Chapter 16: Social and Appendix Q: Social Impact Assessment considers the 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.
SIA commensurate with nature and scale of Project and identification of social impacts and benefits for the communities affected by the Project	▸ The social impact assessment and associated SIMP (refer EIS Chapter 16: Social and Appendix Q: Social Impact Assessment) have been drafted 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.

Topic	EIS response
Assessment of impacts and opportunities for local industry to participate in potential procurement and supply opportunities	▸ Impacts and opportunities for local industry to participate in procurement and supply are considered in EIS Chapter 16: Social and Appendix Q: Social Impact Assessment. 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 a local business and industry action plan to manage impacts and increase benefits.
Community cohesion may be reduced through displacement of residents, physical severance between properties, disruption to the road network and, potentially, community conflict	▸ Community cohesion is considered in EIS Chapter 16: Social and Appendix Q: Social Impact Assessment. ▸ The Project was assessed as potentially impacting on community and stakeholder values to varying degrees and in varying locations, bringing changes to amenity and lifestyle, sense of community and place and, potentially, to community cohesion. ▸ ARTC's community engagement and social investment programs address amenity, lifestyle, cohesion and other quality of life 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 to adapt to Project-related changes and build their resilience to change.
Additional demands on local health, police and emergency services associated with the construction phase are likely	▸ Increased demand on health, police and emergency services is considered in EIS Chapter 16: Social and Appendix Q: Social Impact Assessment. It notes: ▸▸ The workforce during construction may generate an increase in demand for health and ambulance services. For the most part, this would involve minor injuries and illness attended to by local GPs and health services, and that most of workers' healthcare needs would be taken care of by their local doctors or allied health service providers. Personnel requiring emergency treatment would be sent to the Toowoomba or Gatton Hospital ▸▸ Consultation is required before the construction phase to ensure Queensland health services are aware of the construction program and workforce ramp-up, to enable planning for any minor upgrades to services that may be required. Employment of paramedic staff at major work sites (such as laydown areas and bridge construction sites) will also reduce minor demands on local services. ▸ Measures to reduce the impacts of Project construction on emergency services include: ▸▸ Early advice to providers about pre-construction works, the construction schedule, the number and nature of vehicles and plant to be used, construction hours and construction personnel numbers ▸▸ A forward schedule for Project activities requiring oversized-vehicle escorts to police in all emergency services bases ▸▸ Early engagement with police and emergency services to develop co-operative mechanisms and protocols for emergency responses. ▸ Regular co-operation with police and emergency services providers to plan for the operational phase.

Topic	EIS response
Assessment of impacts and opportunities for local industry to participate in potential procurement and supply opportunities	▸ Impacts and opportunities for local industry to participate in procurement and supply are considered in EIS Chapter 16: Social and Appendix Q: Social Impact Assessment. 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.
Opportunities for Project construction employment for residents in the local region	▸ Opportunities for employment during construction for residents in the local region is assessed in EIS Chapter 16: Social, Chapter 17: Economics, Appendix Q: Social Impact Assessment and Appendix R: Economic Impact Assessment. ▸ 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 Government to provide long-term outcomes through training, mentoring and other support programs.
Air quality	
Coal residue in water tanks and local air quality (areas outside townships) Toowoomba Range Tunnel ventilation portals	▸ Toowoomba Range Tunnel portals were considered as sensitive receptors for the air quality impact assessment. ▸ 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. ▸ Refer to EIS Chapter 12: Air Quality.

Topic	EIS response
Tunnel ventilation	▸ The proposed details of the Toowoomba Range Tunnel ventilation requirements are in EIS Chapter 6: Project Description with the air quality assessment in EIS Chapter 12: Air Quality. ▸ The intermediate ventilation shaft is required to draw in air as part of the tunnel ventilation system. ▸ 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 at all sensitive receptors (with veneering applied to coal trains—consistent with current practices along the QR West Morton System rail corridor).
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. ▸ Groundwater modelling is being undertaken in consultation with DRDMW to predict impacts for the construction and operation of the tunnel on the underlying aquifers, bore owners and groundwater-dependent ecosystems. ▸ ARTC will seek approval under the *Water Act 2000* to interfere with groundwater and surface water resources during construction and operations. ▸ 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 and where applicable relevant water authorisations. ▸ Refer to EIS Chapter 14: Groundwater.

Topic	EIS response
Surface water and hydrology	

Changes to flooding patterns and debris from flood events impacting the alignment and/or properties	▸ The Project seeks to avoid impacts by incorporating the following into design:
	  ▸ The Project has been designed to achieve the hydraulic design criteria including:
	  ▸ 50-year design life for formation and embankment performance
	  ▸ 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
	  ▸ The tunnel portals have a 1:10,000 AEP flood immunity, which is part of the reason the alignment moves outside of the Gowrie to Grandchester future state transport corridor east of the eastern tunnel portal (i.e. the original western tunnel portal location did not meet this requirement and was redesigned to meet the basis of design)
	  ▸ Where possible, the Project uses existing rail corridors to avoid introducing a new linear infrastructure corridor across floodplains. For the Project, this is limited to the section near Gowrie Junction, with the remainder of the alignment in greenfield areas.
	▸ 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.
	▸ 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.
	▸ Scour and erosion protection measures have been incorporated into the design in areas determined to be at risk, such as around culvert headwalls, drainage discharge pathways and bridge abutments.
	▸ A climate change assessment has been incorporated into the design of cross-drainage structures for the Project in accordance with the Australian Rainfall and Runoff Guidelines for the 1% AEP design event, to determine the sensitivity of the design, and associated impacts, to the potential increase in rainfall intensity.
	▸ Identification of flood-sensitive receptors and engagement with stakeholders to determine acceptable design outcomes.
	▸ Consultation with stakeholders, including landholders, 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.
	▸ Refer to EIS Chapter: 13: Surface Water and Hydrology.

Changes to flooding patterns and debris from flood events impacting the alignment and/or properties	▸ In addition to the comprehensive consultation, the community has been provided with detailed information and certainty around the flood modelling and the Project design. In future stages, ARTC will:
	  ▸ Continue to work with landholders concerned with hydrology and flooding throughout the detailed design, construction and operational phases of the Project
	  ▸ Continue to work with directly impacted landholders affected by the alignment throughout the detailed design, construction and operational phases of the Project
	  ▸ Continue to work with local Councils and state government departments throughout the detailed design, construction and operational phases of the Project.
	▸ Refer to EIS Chapter: 13: Surface Water and Hydrology.

Topic	EIS response
Traffic, transport and access	
Maintaining access for emergency services and to properties is a concern to the community. The community is sharing information about how they currently use the existing road network and where they currently experience safety concerns	▸ An extensive information gathering campaign was undertaken to for the proposed grade separation and removal of the level crossing In Gowrie Junction. ▸ The local roads design took into account feedback from the local community and users of the wider road network where topography, legislation, safety and costings permitted. ▸ Refer to EIS Chapter 19: 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. ▸ EIS 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.
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 EIS 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, landholders, 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.
Impacts to existing QR operations (current traffic for freight, coal and passengers) and access for maintenance and operation of QR infrastructure	▸ ARTC has minimised impacts to existing operations as much as practicable and has maintained access, where required. ▸ Refer to EIS Chapter 19: 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 EIS 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 EIS 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 volume. – Certain sections will generate construction-related traffic volumes that may potentially impact the levels. 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.

Topic	EIS response
Road realignment, potential closures: Airforce Road, Helidon Wallens Rd proposed closure and realignment Closure of Morris Rd and proposed grade separation in Gowrie Junction Proposed removal of Gowrie Junction level crossing	▸ 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 EIS Chapter 6: Project Description and EIS Chapter 19: Traffic, Transport and Access.
Road rail intersections	▸ All State-controlled roads to be grade separated. ▸ Majority of the local road rail interfaces involve grade separation. ▸ Road closures are required for some unformed gazetted roads. ▸ A number of changes to the local road network are required to facilitate the Project. The changes are generally within the existing road reserves, though some private land will need to be acquired. ▸ Temporary impacts to roads during constriction, including use of local roads as haulage routes. ▸ Details are provided in EIS Chapter 6: Project Description and Appendix U: Traffic Impact Assessment.
Impacts to Morris Road	▸ The Project is within the Gowrie to Grandchester future state transport corridor where it intersects Morris Road, resulting in an 800 m section of the road being closed. No level crossings are proposed due to the presence of a crossing loop at this location. ▸ ARTC have facilitated this road closure in design through a number of local road network changes, with these changes presented and discussed with TRC, local residents and the wider community. Refer EIS Chapter 6: Project Description, EIS Chapter 19: Traffic, Transport and Access and Appendix U: Traffic Impact Assessment. ▸ Construction works on roads with road–rail interfaces will comply with the asset owner's approved safety requirements and temporary works procedures. The highest standard complied with will be DTMR's Manual of Uniform Traffic Control Devices (DTMR, 2019). ▸ Further consultation with TRC and the local community will continue into detailed design on this matter, including the timing of the works and measures to maintain connectivity now and into the future.
Impacts to Airforce Road and Cattos Road	▸ Cattos Road and Airforce Road intersection will be closed as a result of the Project, with an alternative access point provided to the north linking back to the existing occupational crossing on QR's Main Line. ▸ The Project is not expected to alter the Airforce Road. ▸ Changes to the road network has been considered in the assessments contained in EIS Chapter 8: Land Use and Tenure, EIS Chapter 19: Traffic, Transport and Access and EIS Appendix U: Traffic Impact Assessment. ▸ Further consultation is required with LVRC, business using the Helidon Hills area (e.g. quarries and Queensland Magazine Reserve) and the local landholder.

Topic	EIS response
General access	▸ Access across the transport network has been considered in the assessments contained in EIS Chapter 8: Land Use and Tenure, EIS Chapter 19: Traffic, Transport and Access and Appendix U: Traffic Impact Assessment. ▸ ARTC has been able to identify suitable road access for all formed roads (impacted during construction and operation) in consultation with emergency services, landholders, local governments and DTMR. ▸ A Rail Maintenance Access Road strategy has been developed as a part of the design for emergency service vehicles access to the rail corridor during construction and operation. ▸ Where legal access to a property is permanently affected and a property has no other legal means of access, alternative access to and from a public road will be provided to an equivalent standard, where feasible and practicable. This is especially relevant to residents along Gowrie Junction Road and Cattos Road. ▸ Where an alternative access is not feasible or practicable, and a property is left without access to a public road, negotiations will be undertaken with the landholder to acquire the property in accordance with the land acquisition legislation and regulatory requirement. ▸ 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.
Preference for level crossing locations and treatments—preference for no level crossings	▸ No level-crossing treatments are proposed for the Project with all road rail treatments involving grade separations or road closures and realignments. This is in line with the *Queensland Level Crossing Strategy* (DTMR, 2012) and the Office of the National Rail Safety Regulator (2019) *ONRSR Policy Level Crossings*. ▸ Changes to the road network are discussed and considered in EIS Chapter 6: Project Description, EIS Chapter 19: Traffic, Transport and Access and Appendix U: Traffic Impact Assessment. The changes to the road network have been discussed with DTMR, TRC and LVRC, though resolution of the proposed changes is not likely to occur until detailed design. ▸ For public road–rail crossings, ARTC will continue to consult with DTMR, TRC and LVRC about preferred road–rail interface treatments, working with road managers to understand the local environment and gather information on future development plans, to inform the design. ▸ The Project also proposes to eliminate an existing level crossing on the West Moreton System at Gowrie, with preference for a road over rail grade separation. This is in with the level crossing strategies at a national, state and local government level. Further consultation is required with QR the rail manager, TRC and the wider community. ▸ The appropriate road–rail interface treatment has been assessed on a case-by-case basis for design purposes, with consideration given to current and future usage of the existing asset, its location relative to other crossings of the rail corridor and the road and rail geometry at the crossing location. ▸ In the development of the proposed treatments, ARTC has also taken into consideration State and national guidelines and strategies. Both the Office of the National Railway Safety Regulator and DTMR have policies that focus on avoiding building any new level crossings or minimising any proposal to construct a public level crossing on a new rail line. ▸ Further consultation with DTMR, QR, local governments and the local community will inform the location and preferred treatment for each road–rail interface, along with the elimination of the existing level crossing.

Topic	EIS response
Spoil and waste management	
Spoil management	▸ ARTC is proposing to manage excess material from the Project in the rail corridor, including a permanent stockpile at the western tunnel portal (refer EIS Chapter 6: Project Description). ▸ ARTC has consulted with TRC about the potential for the material to be used at the Toowoomba Waste Management Centre and the proposed Charlton Athletic Precinct, noting that the landfills do not have capacity to accept the material as spoil. ▸ ARTC will further investigate opportunities for the reuse of the material by the Project (e.g. basalt from the tunnel may be reused as capping material) or on the adjacent Inland Rail projects. ▸ EIS Appendix T: Spoil Management Strategy outlines measures to manage spoil as a result of the Project, including specifications for the materials reuse and what material may need to be disposed of and how.

7. Future consultation with stakeholders

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 EIS is available
- Providing information about the public submission period and submission requirements on ARTC's website
- Producing and distributing a letter to impacted landholders and key stakeholders 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 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 EIS collateral with Office of Coordinator-General
- Print and distribute the Office of Coordinator-General's 'Have your say' fact sheets for public consultation.

7.1 Following 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 updates about the progress and status of the Project, including the progress of ARTC's response to stakeholder and community feedback through the Project website and other relevant collateral material through the Project website.

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

- The community and stakeholders have a high level of awareness of all processes and advanced notice of activities associated with the construction phase
- The land acquisition process is clearly defined, including the relevant steps of the process
- Proposed mitigation and management measures identified in the EIS requiring engagement with landholders or other stakeholders are confirmed, agreed to and are implemented appropriately
- Accurate and accessible information is made available
- A 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.

ARTC is committed to communicating with stakeholders throughout the life of the Project and a range of communication tools and techniques will be considered to establish and maintain stakeholder relationships and continue meaningful engagement.

The 1800 phone number and email address will continue during construction, 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, replacing 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.

7.2 Ongoing complaints management

A complaints management procedure will be implemented during construction and defined in the CEMP.

The complaints management procedure will 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 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
  - Time limits 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 landholders, residents, community groups, Traditional Owners, State and local government agencies, and non-government organisations, local businesses, asset owners, resource tenure holders, and traditionally underrepresented stakeholders.

Over the course of developing the EIS, consultation activities have involved the use of a variety of tools and communication methods including face-to-face meetings, community information sessions, CCC meetings and presentations, government briefings, technical advisory groups, social media, interactive mapping and visualisations.

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.

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APPENDIX

D

INLAND RAIL

Community Consultation

Appendix A Example pages draft Terms of Reference presentation

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

ARTC


Australian Government
BUILDING OUR FUTURE
ARTC
DRAFT TERMS OF REFERENCE - COMMUNITY PRESENTATION
GOWRIE TO HELIDON - MAY 2017
InlandRail

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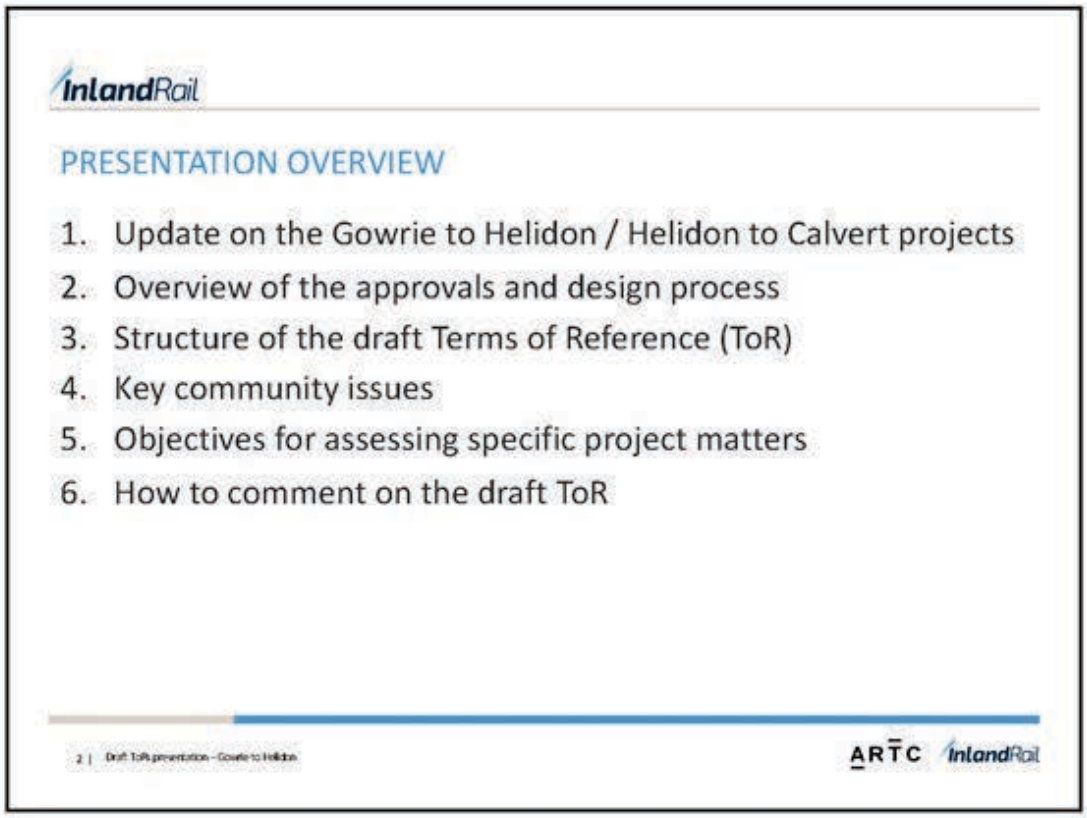
InlandRail
PRESENTATION OVERVIEW
1. Update on the Gowrie to Helidon / Helidon to Calvert projects
2. Overview of the approvals and design process
3. Structure of the draft Terms of Reference (ToR)
4. Key community issues
5. Objectives for assessing specific project matters
6. How to comment on the draft ToR
2 | Draft ToRs presentation - Gowrie to Helidon
ARTC InlandRail

2

InlandRail

GOWRIE TO CALVERT UPDATE

- Divided into two projects because each project has unique engineering challenges:
  - Gowrie to Helidon
  - Helidon to Calvert
- Both projects have been declared 'coordinated projects' by the Office of the Coordinator-General (Queensland)
- Over the next 18 months, ARTC will prepare an Environmental Impact Statement for each project
- Requests for Tender are being evaluated for the Technical and Approval Consultancy Services for the EIS and feasibility design of each project
- In the Federal budget, released 9 May 2017, the Government committed to finance Inland Rail by a combination of an additional $8.4 billion equity investment in ARTC and a public private partnership for the most complex elements of the project.
- This announcement will not impact the approvals process for these projects.

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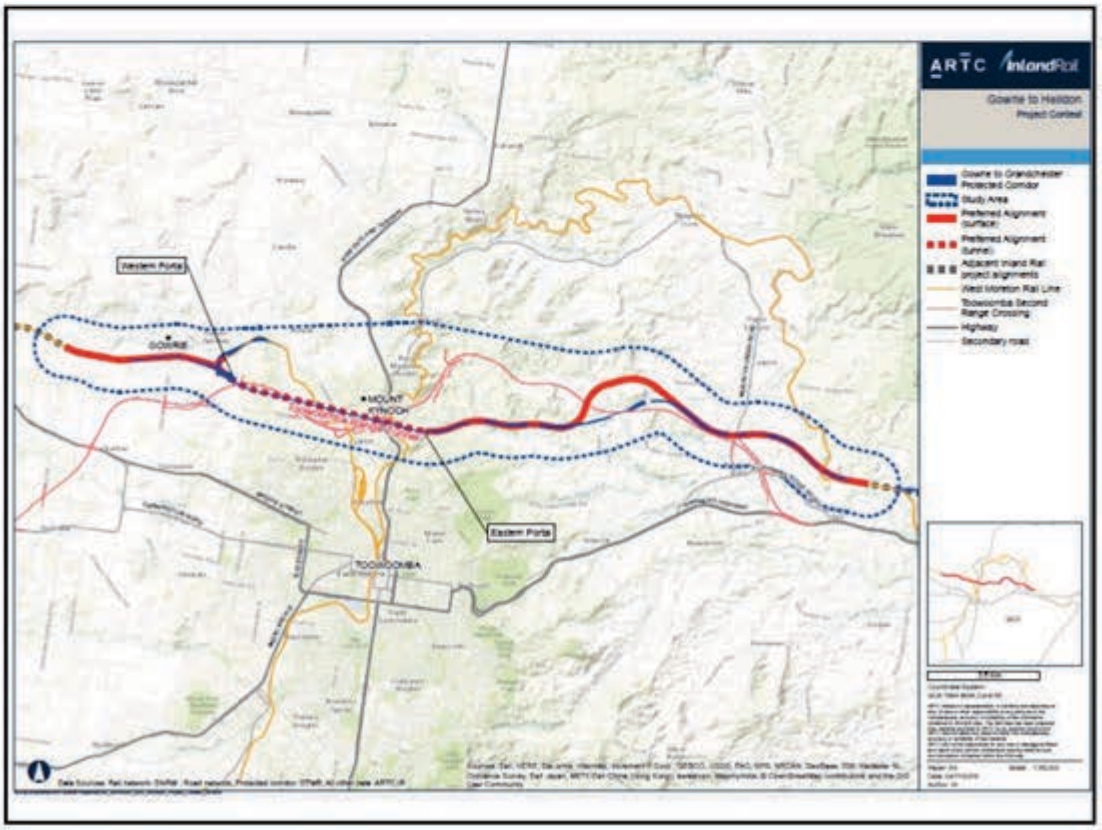

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THE APPROVALS AND DESIGN PROCESS
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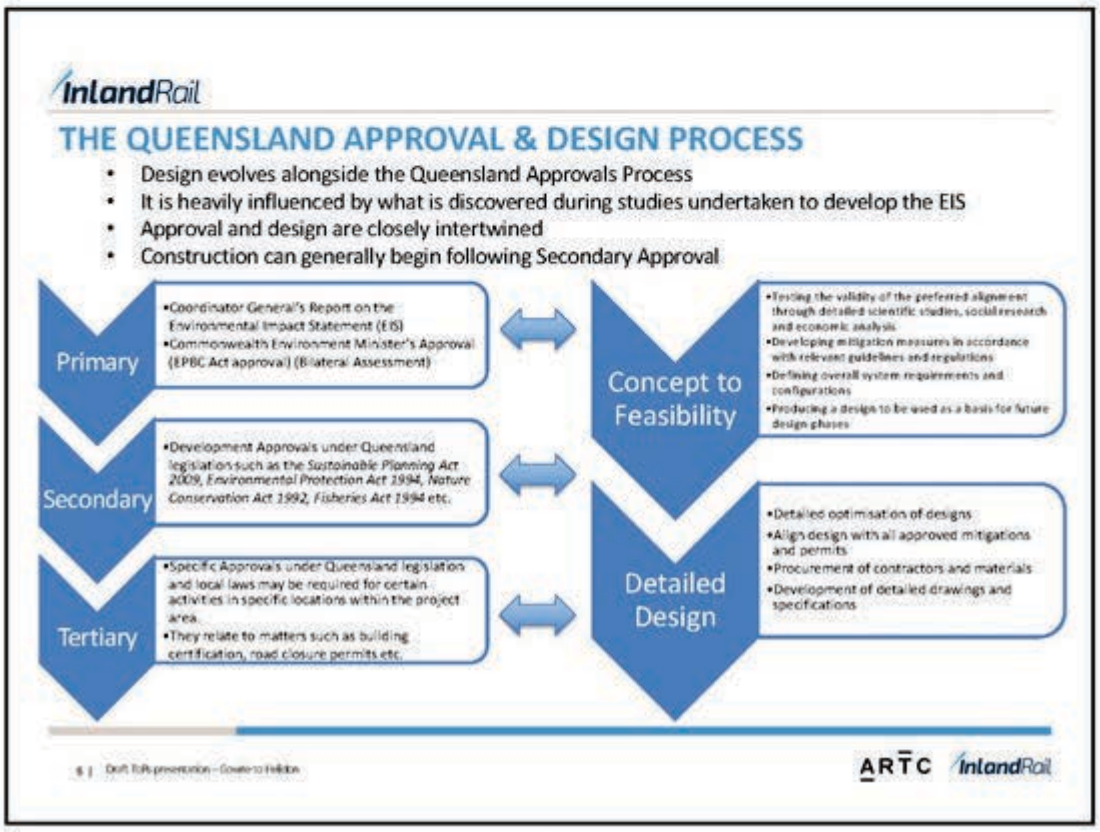
InlandRail
THE QUEENSLAND APPROVAL & DESIGN PROCESS
Design evolves alongside the Queensland Approvals Process
It is heavily influenced by what is discovered during studies undertaken to develop the EIS
Approval and design are closely intertwined
Construction can generally begin following Secondary Approval
Primary
Coordinator General's Report on the Environmental Impact Statement (EIS)
Commonwealth Environment Minister's Approval (EPBC Act approval) (Bilateral Assessment)
Secondary
Development Approvals under Queensland legislation such as the Sustainable Planning Act 2009, Environmental Protection Act 1994, Nature Conservation Act 1992, Fisheries Act 1994 etc.
Tertiary
Specific Approvals under Queensland legislation and local laws may be required for certain activities in specific locations within the project area.
They relate to matters such as building certification, road closure permits etc.
Concept to Feasibility
Testing the validity of the preferred alignment through detailed scientific studies, social research and economic analysis
Developing mitigation measures in accordance with relevant guidelines and regulations
Defining overall system requirements and configurations
Producing a design to be used as a basis for future design phases
Detailed Design
Detailed optimisation of designs
Align design with all approved mitigations and permits
Procurement of contractors and materials
Development of detailed drawings and specifications
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6

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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
- The Queensland Coordinator-General manages the EIS process

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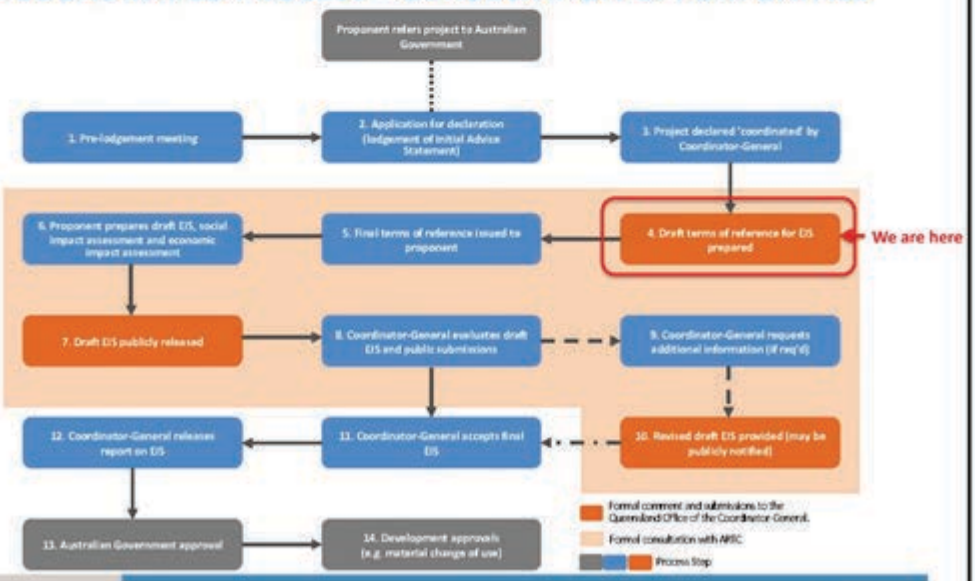
THE COORDINATED PROCESS – CONSULTATION OPPORTUNITIES



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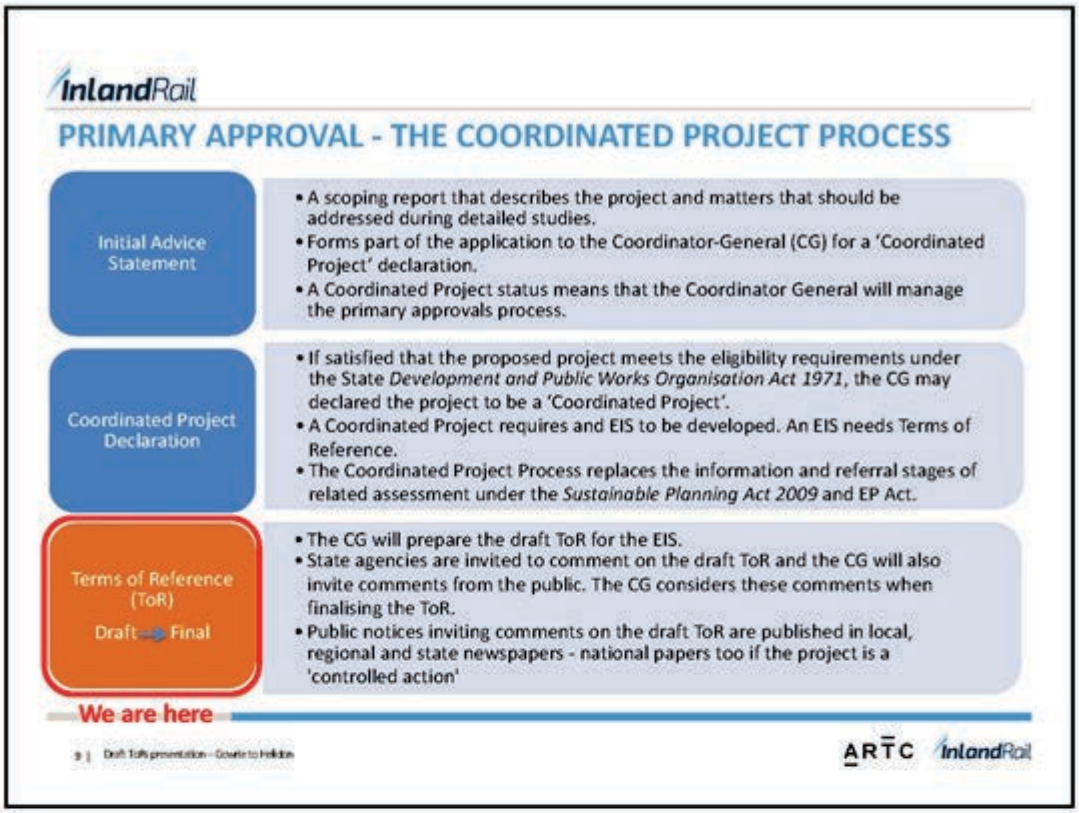
InlandRail
PRIMARY APPROVAL - THE COORDINATED PROJECT PROCESS
Initial Advice Statement
• A scoping report that describes the project and matters that should be addressed during detailed studies.
• Forms part of the application to the Coordinator-General (CG) for a 'Coordinated Project' declaration.
• A Coordinated Project status means that the Coordinator General will manage the primary approvals process.
Coordinated Project Declaration
• If satisfied that the proposed project meets the eligibility requirements under the State Development and Public Works Organisation Act 1971, the CG may declared the project to be a 'Coordinated Project'.
• A Coordinated Project requires and EIS to be developed. An EIS needs Terms of Reference.
• The Coordinated Project Process replaces the information and referral stages of related assessment under the Sustainable Planning Act 2009 and EP Act.
Terms of Reference (ToR)
Draft Final
• The CG will prepare the draft ToR for the EIS.
• State agencies are invited to comment on the draft ToR and the CG will also invite comments from the public. The CG considers these comments when finalising the ToR.
• Public notices inviting comments on the draft ToR are published in local, regional and state newspapers - national papers too if the project is a 'controlled action'
We are here
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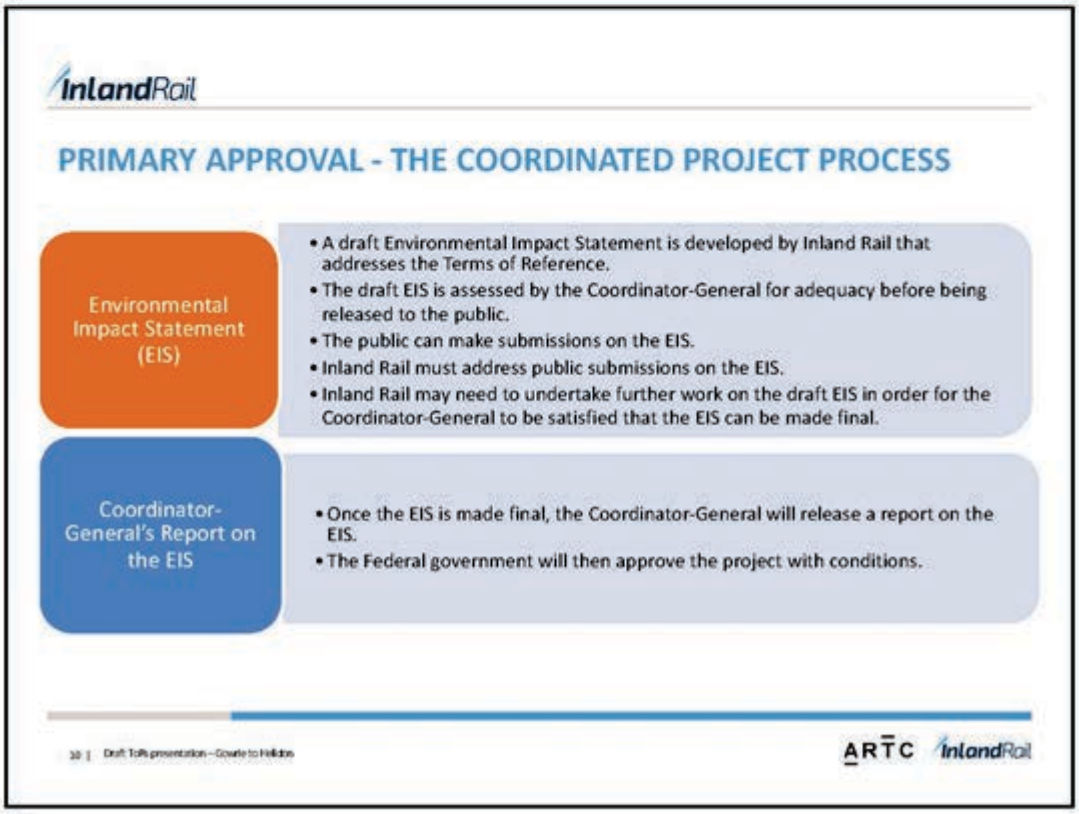
InlandRail
PRIMARY APPROVAL - THE COORDINATED PROJECT PROCESS
Environmental Impact Statement (EIS)
• A draft Environmental Impact Statement is developed by Inland Rail that addresses the Terms of Reference.
• The draft EIS is assessed by the Coordinator-General for adequacy before being released to the public.
• The public can make submissions on the EIS.
• Inland Rail must address public submissions on the EIS.
• Inland Rail may need to undertake further work on the draft EIS in order for the Coordinator-General to be satisfied that the EIS can be made final.
Coordinator-General's Report on the EIS
• Once the EIS is made final, the Coordinator-General will release a report on the EIS.
• The Federal government will then approve the project with conditions.
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Roles and responsibilities	ARTC	Coordinator-General	Public	Government Agencies (Local, State and Federal)
IAS / Declaration	» Submit IAS	» Assess & respond » Declare coordinated project	» Notified via Qld Gazette	» Advisory agencies input to draft TOR (State and Federal)
TOR	» Advertise » Landowner contact / letters » Community information sessions » Newsletter	» Advertise public comment period » Preparation of TOR » Assess and final TOR for EIS	» Respond in TOR format (comment)	» Respond to TOR
EIS STUDIES	» Community Liaison Group (optional) » Field studies » Landowner engagement » Specific consultation (options, flooding) » LGA, peak body and elected representatives briefings » Community information sessions » SIA/EIA research » Produce draft EIS including Stakeholder Consultation Report	» Provide periodic updates. » Available to field any questions from interested parties.	» Informal feedback via 1800 number and email » Input during ARTC consultation sessions / landowner meetings » Brisbane and Toowoomba offices » Local MP / Councillor	» Technical design interaction
DRAFT SUBMISSION & PUBLIC COMMENT	» Public displays » Letter to landowners » Newsletter » Consultation » Respond to submissions » Submit amended draft EIS to CG	» Adequacy review and public comment release and state agencies » Advertise » Collate submissions and deliver to ARTC	» Submissions in EIS format » CG's decision to respond to comments (clarifications sought)	» Submissions
FINAL SUBMISSION		» 60 days to review and approve » Can re-release to public comment at their discretion	» Can view final EIS published on internet	

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STRUCTURE OF THE DRAFT TERMS OF REFERENCE

12 | Draft EIS presentation – Gowrie to Helidon

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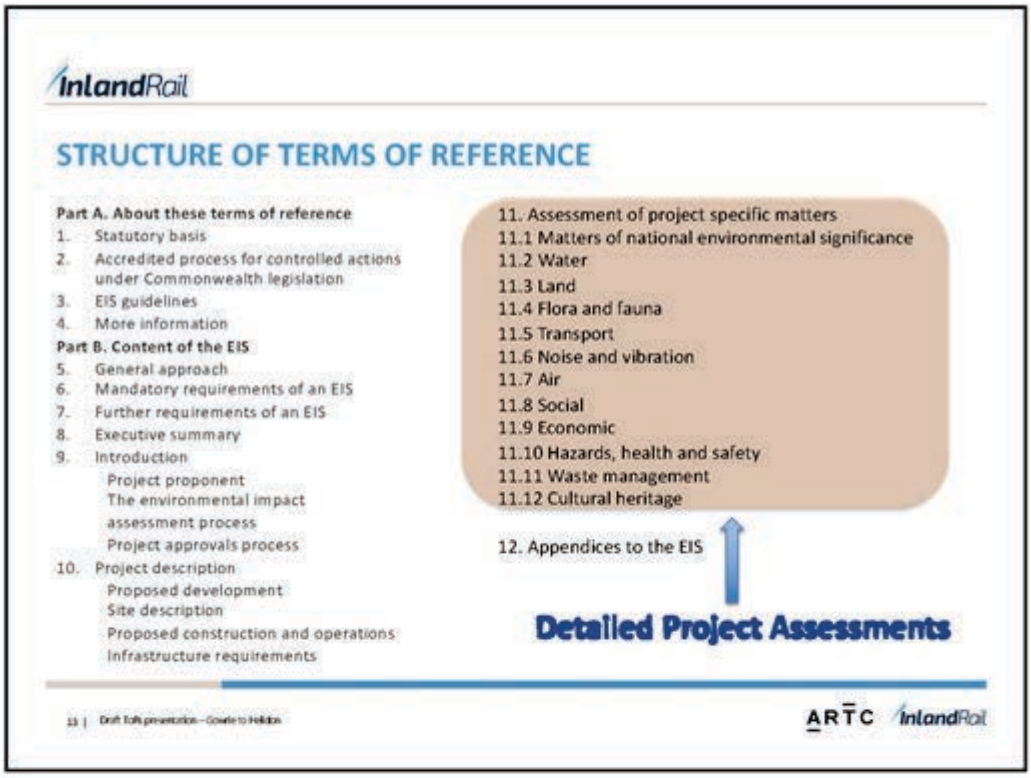
InlandRail
STRUCTURE OF TERMS OF REFERENCE
Part A. About these terms of reference
1. Statutory basis
2. Accredited process for controlled actions under Commonwealth legislation
3. EIS guidelines
4. More information
Part B. Content of the EIS
5. General approach
6. Mandatory requirements of an EIS
7. 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
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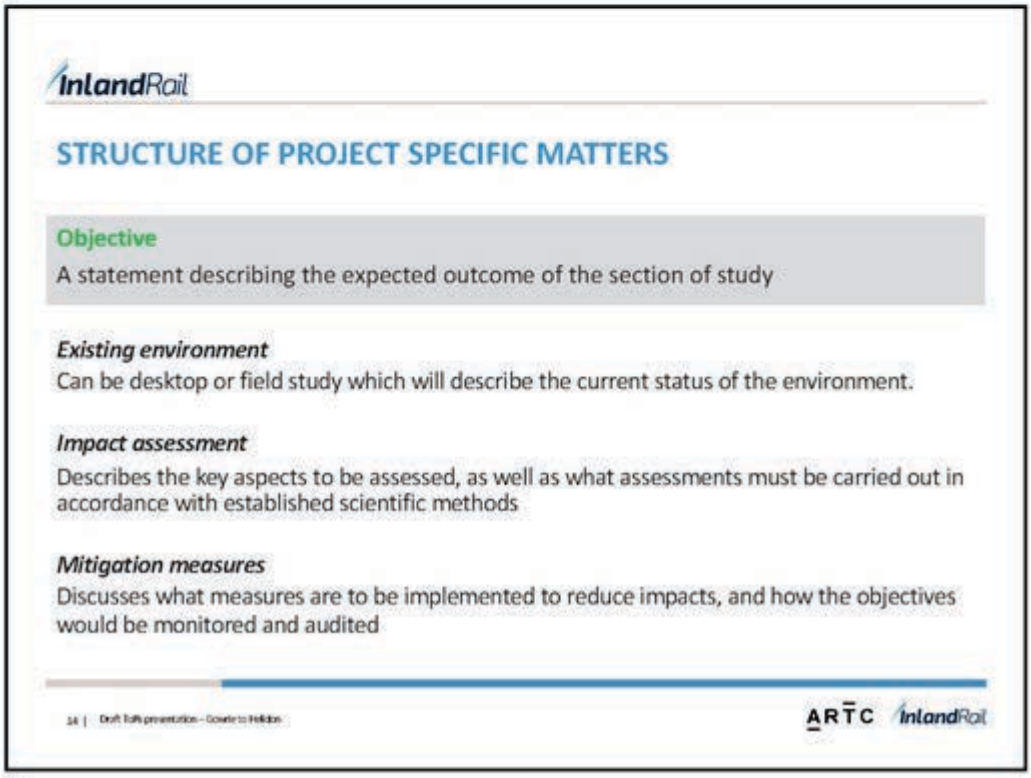
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STRUCTURE OF PROJECT SPECIFIC MATTERS
Objective
A statement describing the expected outcome of the section of study
Existing environment
Can be desktop or field study which will describe the current status of the environment.
Impact assessment
Describes 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
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EXAMPLE OF STRUCTURE

11.5 TRANSPORT

Objective

The construction and operation of the project should aim to:

a) maintain the safety and efficiency of all affected transport modes for the project workforce and other transport system users

b) avoid or mitigate impacts on the condition of transport infrastructure

c) ensure any required works are compatible with existing infrastructure and future transport corridors.

Existing environment

11.75. Describe and map the existing transport infrastructure and corridors. Provide data on existing road and rail traffic in the project area.

11.76. Describe where the project's preferred alignment differs from the State's strategic rail corridor and the reasons for any such deviation.

11.77. Describe how the project complies with the Queensland Level Crossing Safety Strategy 2012-2021 on new road/rail interfaces and the impacts on existing road/rail interfaces.

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EXAMPLE OF STRUCTURE

Impact assessment

11.78. The EIS should include a clear summary of the total transport task for the project, including workforce, inputs and outputs during the construction and operational phases.

11.79. Present the transport assessment in separate sections for each project-affected mode (road and rail) as appropriate for each phase of the project.

11.80. Provide sufficient information to allow an independent assessment of how existing and proposed transport infrastructure will be affected by project transport at the local and regional level (for example, local roads and state controlled roads).

11.81. Include details of the adopted assessment methodology for impacts on roads within the road impact assessment report in accordance with the *Guidelines for Assessment of Road Impacts of Development*.

Mitigation measures

11.82. 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).

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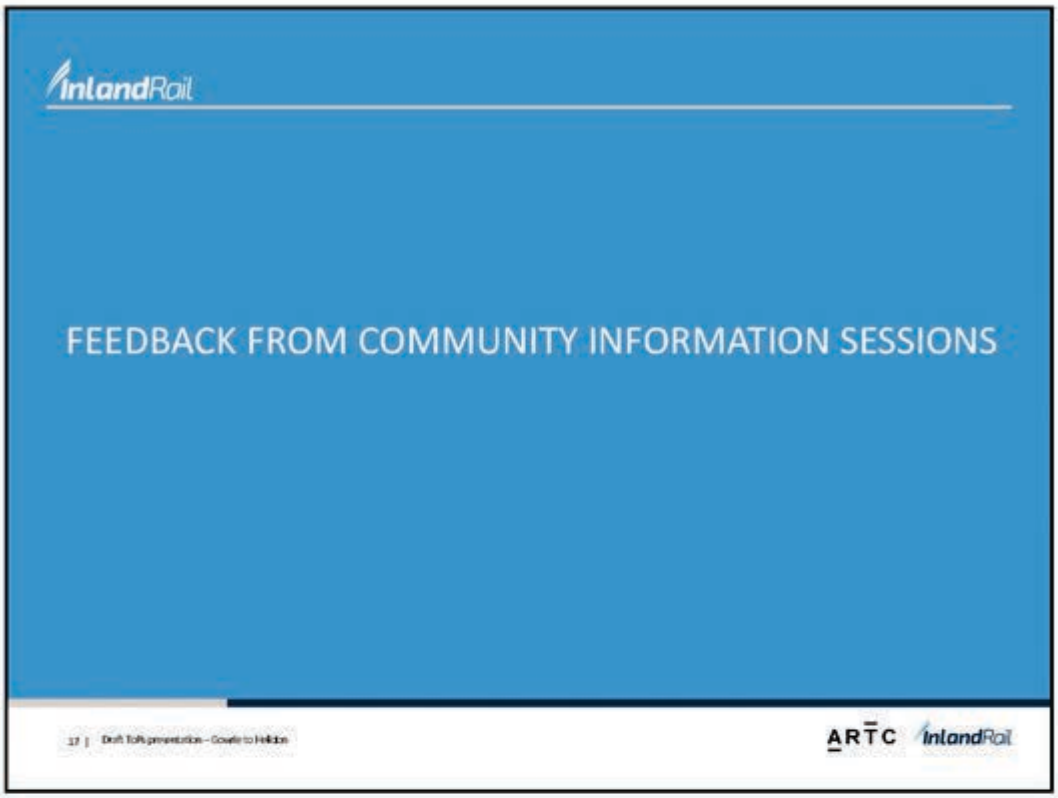
InlandRail
FEEDBACK FROM COMMUNITY INFORMATION SESSIONS
17 | Draft ToRs presentation - Gowrie to Helidon
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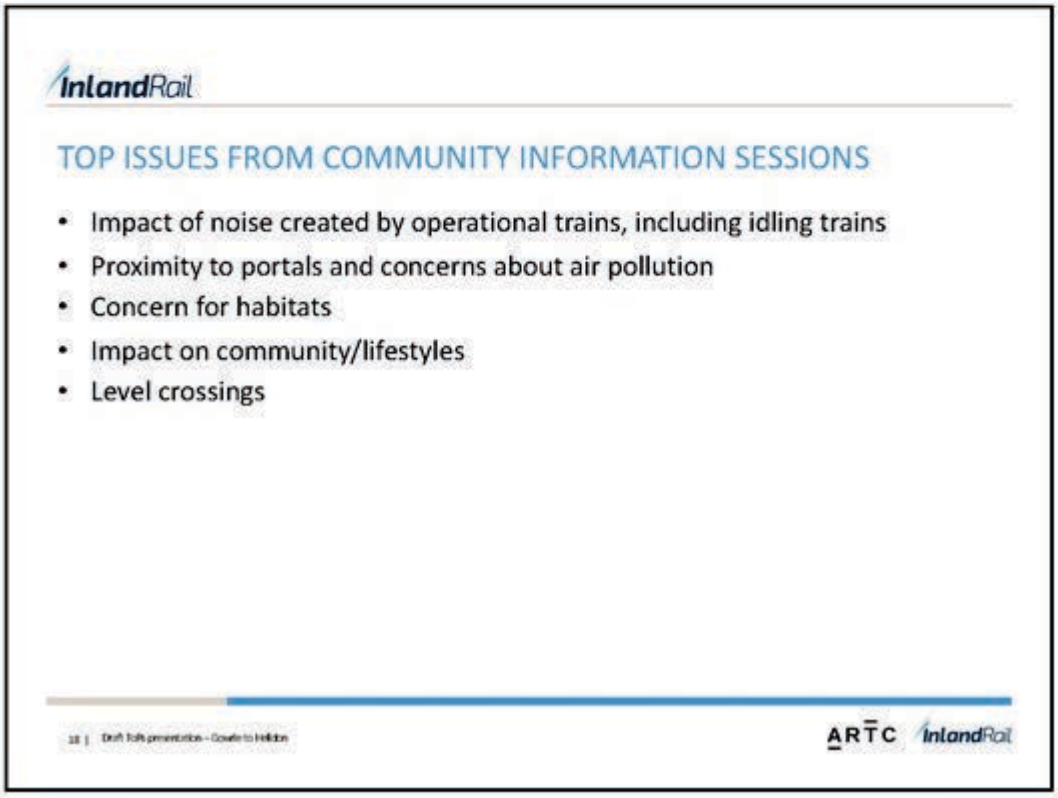
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TOP ISSUES FROM COMMUNITY INFORMATION SESSIONS
• Impact of noise created by operational trains, including idling trains
• Proximity to portals and concerns about air pollution
• Concern for habitats
• Impact on community/lifestyles
• Level crossings
18 | Draft ToRs presentation - Gowrie to Helidon
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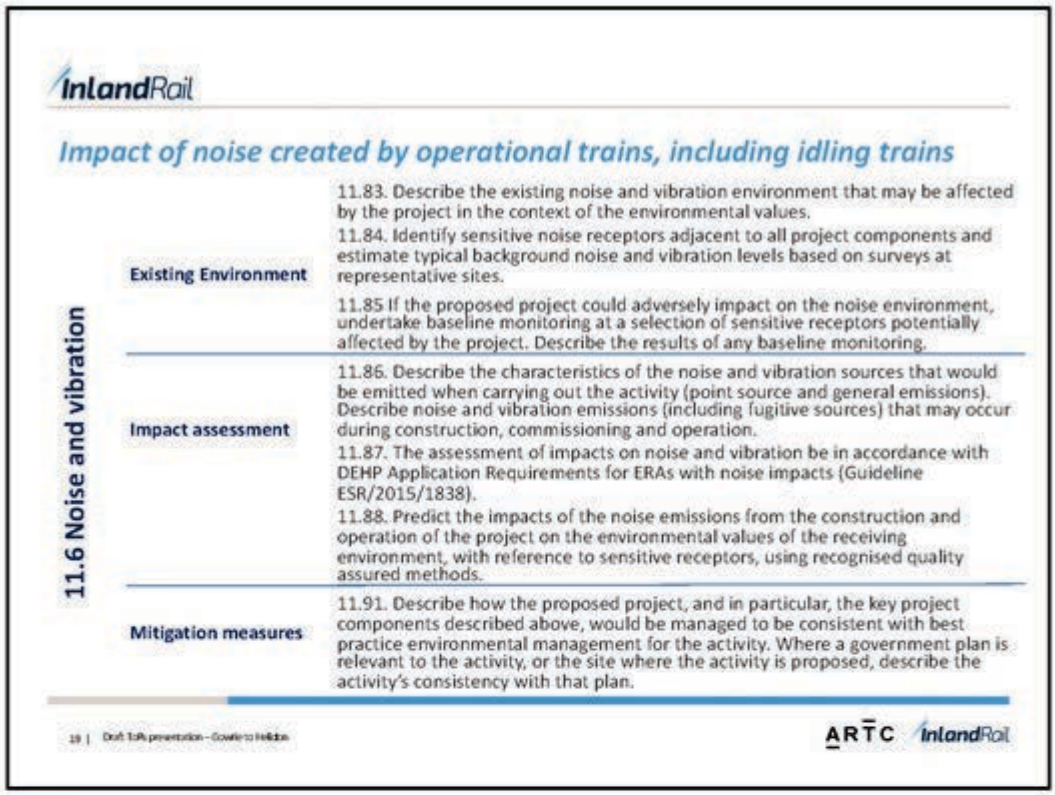
InlandRail
Impact of noise created by operational trains, including idling trains
11.6 Noise and vibration
Existing Environment
11.83. Describe the existing noise and vibration environment that may be affected by the project in the context of the environmental values.
11.84. Identify sensitive noise receptors adjacent to all project components and estimate typical background noise and vibration levels based on surveys at representative sites.
11.85 If the proposed project could adversely impact on the noise environment, undertake baseline monitoring at a selection of sensitive receptors potentially affected by the project. Describe the results of any baseline monitoring.
Impact assessment
11.86. Describe the characteristics of the noise and vibration sources that would be emitted when carrying out the activity (point source and general emissions). Describe noise and vibration emissions (including fugitive sources) that may occur during construction, commissioning and operation.
11.87. The assessment of impacts on noise and vibration be in accordance with DEHP Application Requirements for ERAs with noise impacts (Guideline ESR/2015/1838).
11.88. Predict the impacts of the noise emissions from the construction and operation of the project on the environmental values of the receiving environment, with reference to sensitive receptors, using recognised quality assured methods.
Mitigation measures
11.91. Describe how the proposed project, and in particular, the key project components described above, would be managed to be consistent with best practice environmental management for the activity. Where a government plan is relevant to the activity, or the site where the activity is proposed, describe the activity's consistency with that plan.
19 | Draft ToR presentation – Cowra to Hebden
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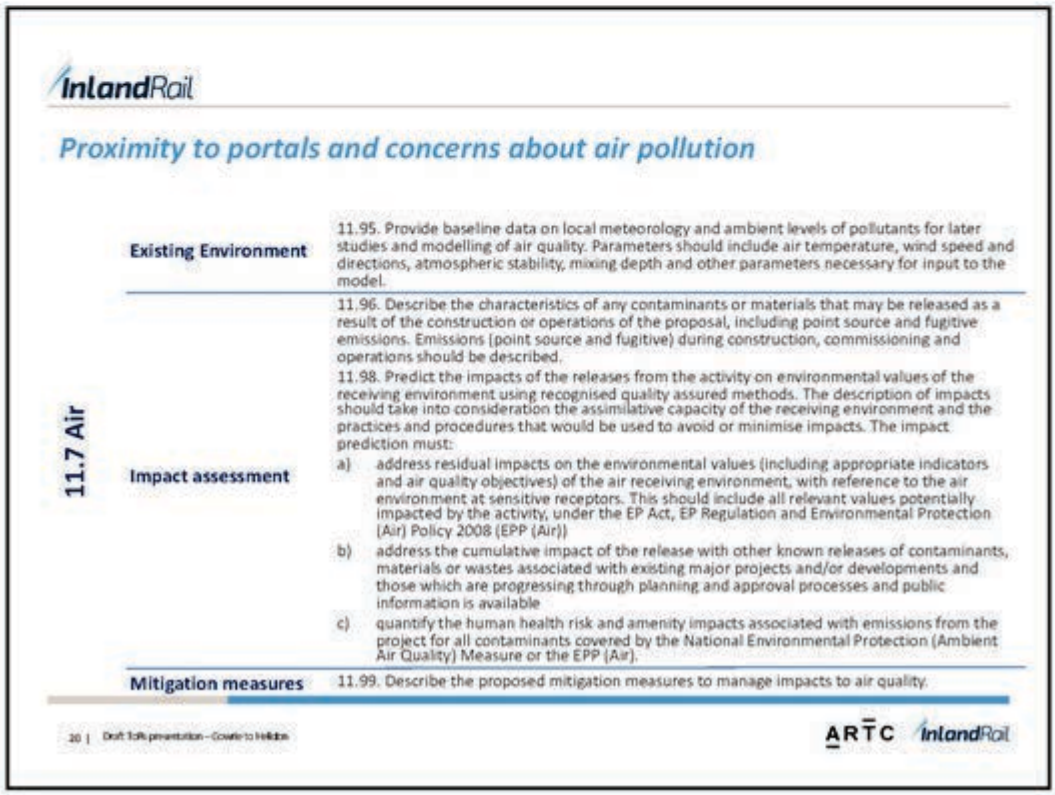
InlandRail
Proximity to portals and concerns about air pollution
11.7 Air
Existing Environment
11.95. Provide baseline data on local meteorology and ambient levels of pollutants for later studies and modelling of air quality. Parameters should include air temperature, wind speed and directions, atmospheric stability, mixing depth and other parameters necessary for input to the model.
Impact assessment
11.96. Describe the characteristics of any contaminants or materials that may be released as a result of the construction or operations of the proposal, including point source and fugitive emissions. Emissions (point source and fugitive) during construction, commissioning and operations should be described.
11.98. Predict the impacts of the releases from the activity on environmental values of the receiving environment using recognised quality assured methods. The description of impacts should take into consideration the assimilative capacity of the receiving environment and the practices and procedures that would be used to avoid or minimise impacts. The impact prediction must:
a) address residual impacts on the environmental values (including appropriate indicators and air quality objectives) of the air receiving environment, with reference to the air environment at sensitive receptors. This should include all relevant values potentially impacted by the activity, under the EP Act, EP Regulation and Environmental Protection (Air) Policy 2008 (EPP (Air))
b) address the cumulative impact of the release with other known releases of contaminants, materials or wastes associated with existing major projects and/or developments and those which are progressing through planning and approval processes and public information is available
c) quantify the human health risk and amenity impacts associated with emissions from the project for all contaminants covered by the National Environmental Protection (Ambient Air Quality) Measure or the EPP (Air).
Mitigation measures
11.99. Describe the proposed mitigation measures to manage impacts to air quality.
20 | Draft ToR presentation – Cowra to Hebden
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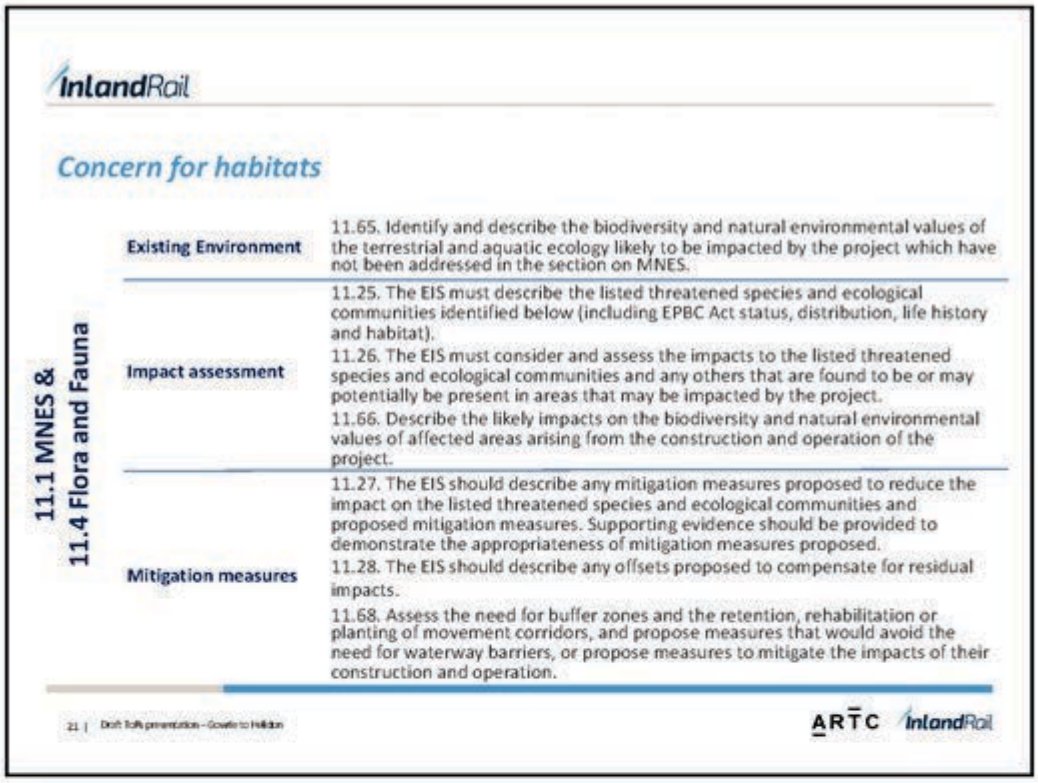
InlandRail
Concern for habitats
11.1 MNES & 11.4 Flora and Fauna
Existing Environment
11.65. Identify and describe the biodiversity and natural environmental values of the terrestrial and aquatic ecology likely to be impacted by the project which have not been addressed in the section on MNES.
Impact assessment
11.25. The EIS must describe the listed threatened species and ecological communities identified below (including EPBC Act status, distribution, life history and habitat).
11.26. The EIS must consider and assess the impacts to the listed threatened species and ecological communities and any others that are found to be or may potentially be present in areas that may be impacted by the project.
11.66. Describe the likely impacts on the biodiversity and natural environmental values of affected areas arising from the construction and operation of the project.
Mitigation measures
11.27. The EIS should describe any mitigation measures proposed to reduce the impact on the listed threatened species and ecological communities and proposed mitigation measures. Supporting evidence should be provided to demonstrate the appropriateness of mitigation measures proposed.
11.28. The EIS should describe any offsets proposed to compensate for residual impacts.
11.68. Assess the need for buffer zones and the retention, rehabilitation or planting of movement corridors, and propose measures that would avoid the need for waterway barriers, or propose measures to mitigate the impacts of their construction and operation.
21 | Draft ToR presentation - Gowrie to Helidon
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Concern for habitats...
(a) Regent Honeyeater (Anthochaera phrygia) – critically endangered;
(b) Australasian Bittern (Botaurus poiciloptilus) – endangered;
(c) Curlew Sandpiper (Calidris ferruginea) – critically endangered;
(d) Coxen's Fig-Parrot (Cyclopsitta diophthalma coxeni) – endangered;
(e) Eastern Bristlebird (Dasyornis brachypterus) – endangered;
(f) Red Goshawk (Erythrotriorchis radiatus) – vulnerable;
(g) Squatter Pigeon (southern subspecies) (Geophaps scripta scripta) – vulnerable;
(h) Painted Honeyeater (Grantiella picta) – vulnerable;
(i) Swift Parrot (Lathamus discolor) – critically endangered, marine;
(j) Eastern curlew (Numenius madagascariensis) – critically endangered, marine, migratory;
(k) Black-throated Finch (southern) (Poephila cincta cincta) – endangered;
(l) Australian Painted Snipe (Rostratula australis) – endangered, marine;
(m) Black-breasted Button-quail (Turnix melanogaster) – vulnerable;
(n) Large-eared Pied Bat (Chalinolobus dwyeri) – vulnerable;
(o) Corben's Long-eared Bat, South eastern Long-eared Bat (Nyctophilus corbeni) – vulnerable;
(p) Northern Quoll (Dasyurus hallucatus) – endangered;
(q) Spot-tailed Quoll (SE mainland population) (Dasyurus maculatus maculatus) – endangered;
(r) Greater Glider (Petauroides volans) – vulnerable;
(s) Brush-tailed Rock-wallaby (Petrogale penicillata) – vulnerable;
(t) Koala (Phascolarctos cinereus) (combined populations of Queensland, New South Wales and the Australian Capital Territory) – vulnerable;
(u) Long-nosed Potoroo (SE mainland) (Potorous tridactylus tridactylus) – vulnerable;
(v) New Holland Mouse (Pseudomys novaehollandiae) – vulnerable;
(w) Grey-headed Flying-fox (Pteropus poliocephalus) – vulnerable;
(x) Collared Delma (Delma torquata) – vulnerable;
(y) Yakka Skink (Egernia rugosa) – vulnerable;
(z) Dunmall's Snake (Furina dunmalli) – vulnerable;
(aa) Condamine Earless Dragon (Tympanocryptis condaminensis) – endangered;
(bb) Five-clawed Worm-skink (Anomalopus mackayi) – vulnerable;
(cc) Murray Cod (Maccullochella peelii) – vulnerable;
(dd) Hairy-joint Grass (Arthraxon hispidus) – vulnerable;
(ee) Satin-top Grass (Bothriochloa bunyensis) – vulnerable;
(ff) Miniature Moss-orchid, Hoop Pine Orchid (Bulbophyllum globuliforme) – vulnerable;
(gg) Stream Clematis (Clematis fawcettii) – vulnerable;
(hh) King Blue-grass (Dichanthium queenslandicum) – endangered;
(ii) Bluegrass (Dichanthium setosum) – vulnerable;
(jj) Grevillea quadricauda – vulnerable;
(kk) Tall Velvet Sea Berry (Haloragis exalata subsp. velutina) – vulnerable;
(ll) Leionema obtusifolium – vulnerable;
(mm) Wandering Pepper-cress (Lepidium peregrinum) – endangered;
(nn) Macadamia nut (Macadamia integrifolia) – vulnerable;
(oo) a grass (Paspalidium grandispiculatum) – vulnerable;
(pp) Mt Berry-ash Phebalium (Phebalium distans) – critically endangered;
(qq) Hooked (Picris evae) – vulnerable;
(rr) Austral Cornflower, Native Thistle (Rhaponticum australe) – vulnerable;
(ss) Queensland (Samadera bidwillii) – vulnerable
(tt) Waxy Sarcochilus, Blue Knob Orchid (Sarcochilus hartmannii) – vulnerable;
(uu) Blotched Sarcochilus, Weinthal's Sarcanth (Sarcochilus weinthalii) – vulnerable;
(vv) Sophora tressii – vulnerable, and
(ww) Austral Toadflax, Toadflax (Thesium australe) – vulnerable
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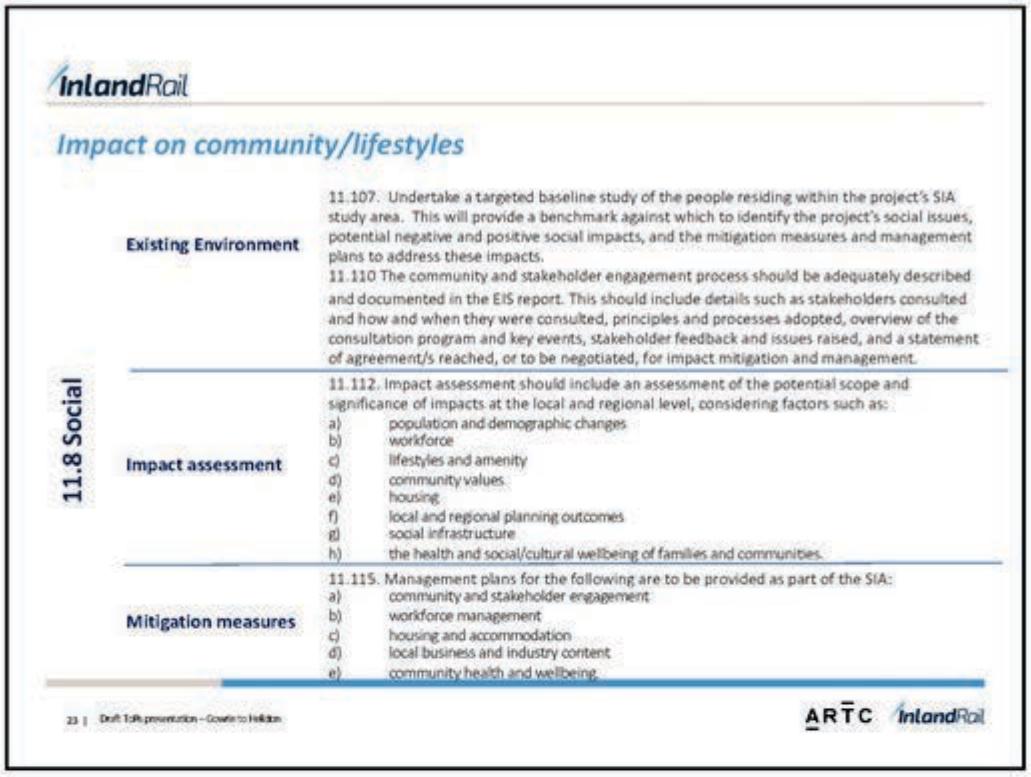
InlandRail
Impact on community/lifestyles
11.8 Social
Existing Environment
11.107. Undertake a targeted baseline study of the people residing within the project's SIA study area. This will provide a benchmark against which to identify the project's social issues, potential negative and positive social impacts, and the mitigation measures and management plans to address these impacts.
11.110 The community and stakeholder engagement process should be adequately described and documented in the EIS report. 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, and a statement of agreement/s reached, or to be negotiated, for impact mitigation and management.
Impact assessment
11.112. Impact assessment should include an assessment of the potential scope and significance of impacts at the local and regional level, considering factors such as:
a) population and demographic changes
b) workforce
c) lifestyles and amenity
d) community values
e) housing
f) local and regional planning outcomes
g) social infrastructure
h) the health and social/cultural wellbeing of families and communities.
Mitigation measures
11.115. Management plans for the following are to be provided as part of the SIA:
a) community and stakeholder engagement
b) workforce management
c) housing and accommodation
d) local business and industry content
e) community health and wellbeing.
23 | Draft Talk presentation – Cowie to Helidon
ARTC InlandRail

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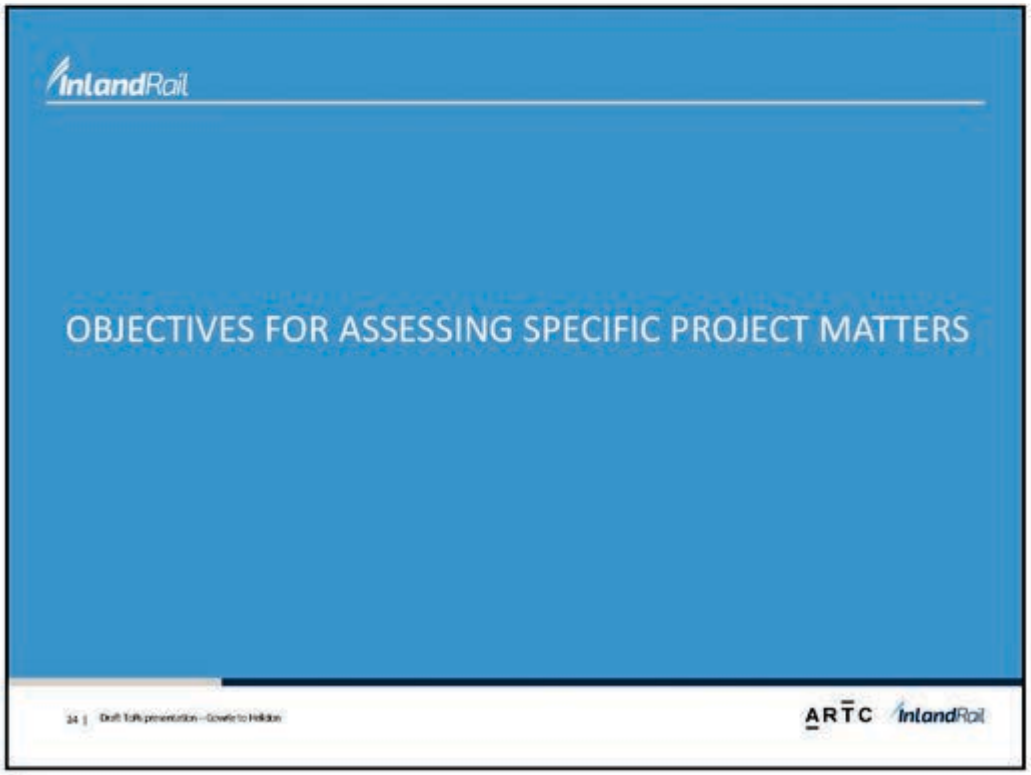
InlandRail
OBJECTIVES FOR ASSESSING SPECIFIC PROJECT MATTERS
24 | Draft Talk presentation – Cowie to Helidon
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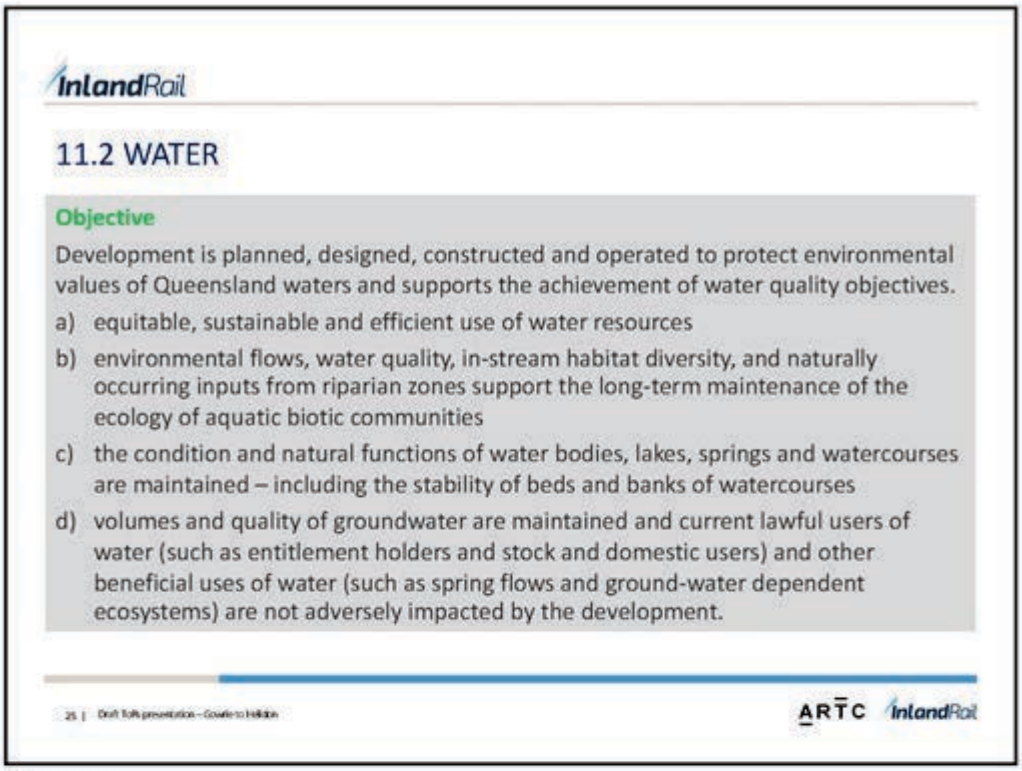
InlandRail
11.2 WATER
Objective
Development is planned, designed, constructed and operated to protect environmental values of Queensland waters and supports the achievement of water quality objectives.
a) equitable, sustainable and efficient use of water resources
b) environmental flows, water quality, in-stream habitat diversity, and naturally occurring inputs from riparian zones support the long-term maintenance of the ecology of aquatic biotic communities
c) the condition and natural functions of water bodies, lakes, springs and watercourses are maintained – including the stability of beds and banks of watercourses
d) volumes and quality of groundwater are maintained and current lawful users of water (such as entitlement holders and stock and domestic users) and other beneficial uses of water (such as spring flows and ground-water dependent ecosystems) are not adversely impacted by the development.
25 |
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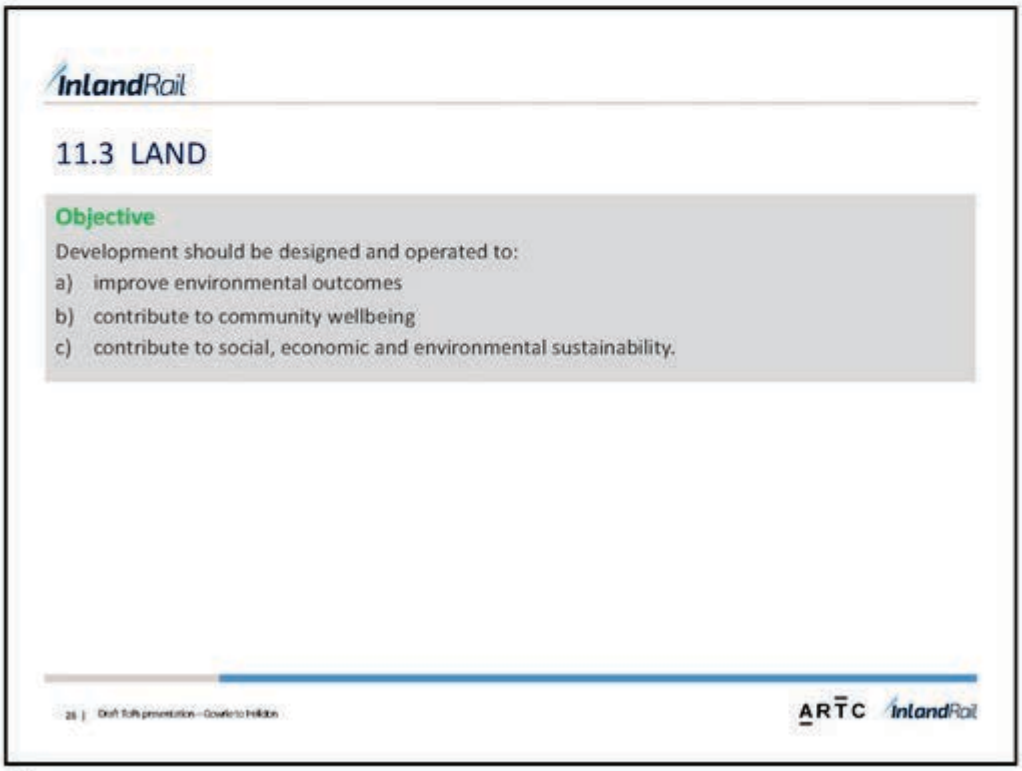
InlandRail
11.3 LAND
Objective
Development should be designed and operated to:
a) improve environmental outcomes
b) contribute to community wellbeing
c) contribute to social, economic and environmental sustainability.
26 |
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11.4 FLORA AND FAUNA

Objective

Matters of environmental significance are valued and appropriately safeguarded to support healthy and resilient ecosystems and ensure the sustainable, long-term conservation of biodiversity and the social, economic, cultural and environmental benefits it provides.

Biosecurity: objective

The construction and operation of the project should aim to ensure:

a) the spread of weeds and pest animals is minimised
b) existing weeds and pests are controlled.

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11.5 TRANSPORT

Objective

The construction and operation of the project should aim to:

a) maintain the safety and efficiency of all affected transport modes for the project workforce and other transport system users
b) avoid or mitigate impacts on the condition of transport infrastructure
c) ensure any required works are compatible with existing infrastructure and future transport corridors.

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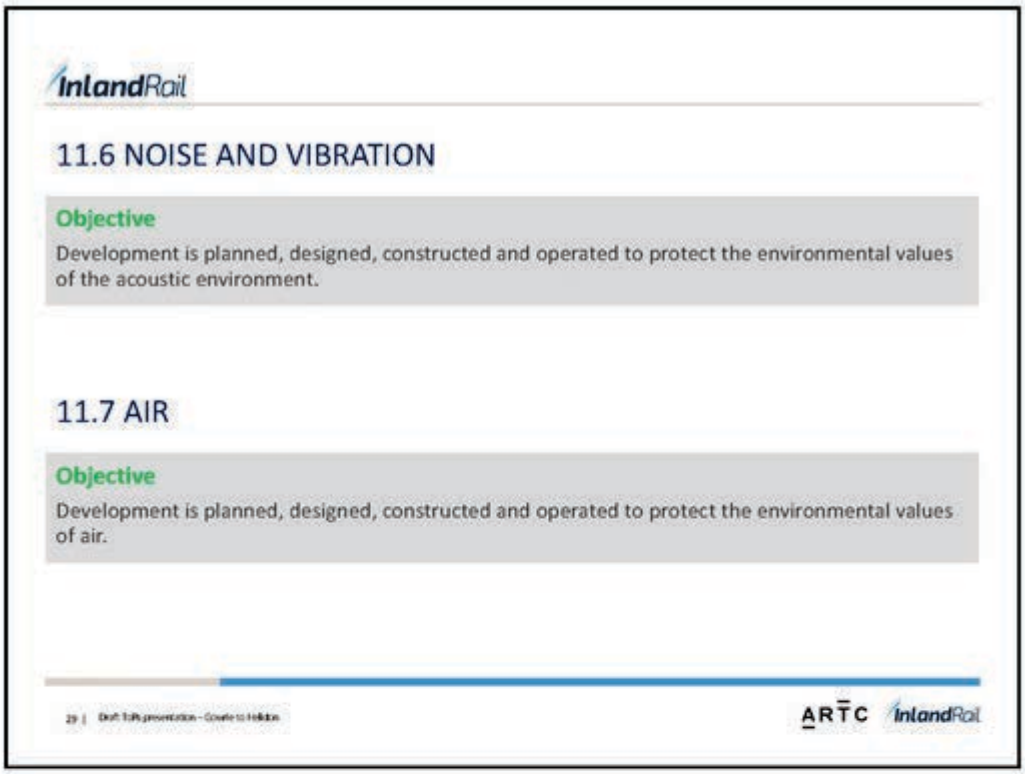
InlandRail
11.6 NOISE AND VIBRATION
Objective
Development is planned, designed, constructed and operated to protect the environmental values of the acoustic environment.
11.7 AIR
Objective
Development is planned, designed, constructed and operated to protect the environmental values of air.
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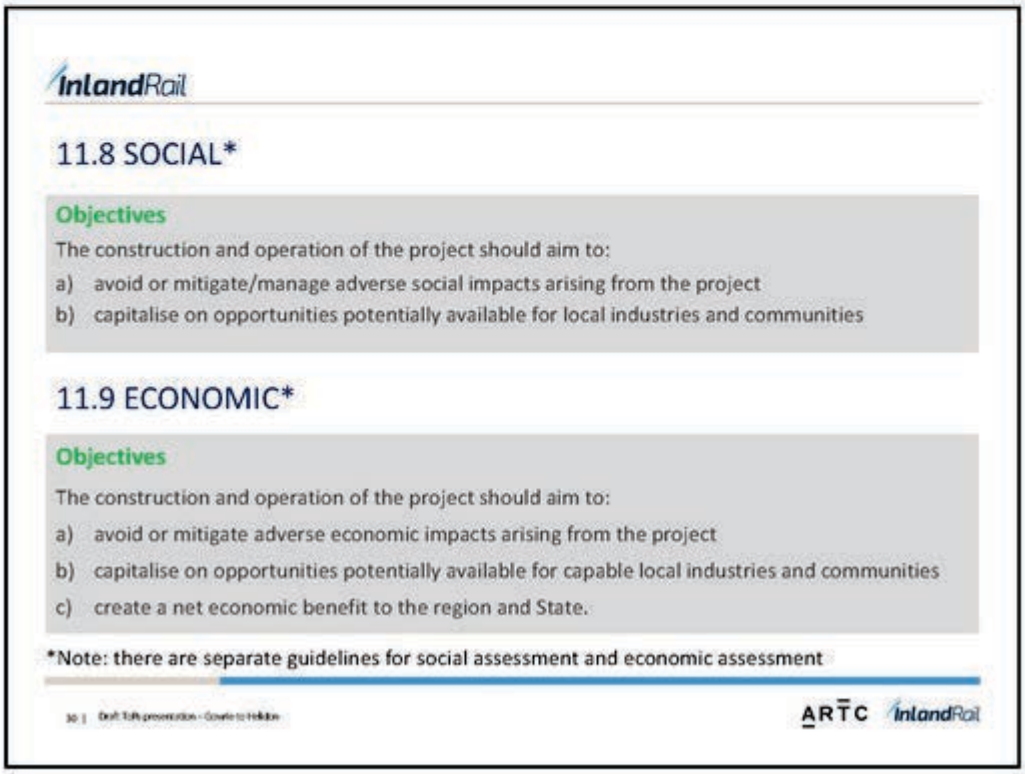
InlandRail
11.8 SOCIAL*
Objectives
The construction and operation of the project should aim to:
a) avoid or mitigate/manage adverse social impacts arising from the project
b) capitalise on opportunities potentially available for local industries and communities
11.9 ECONOMIC*
Objectives
The construction and operation of the project should aim to:
a) avoid or mitigate adverse economic impacts arising from the project
b) capitalise on opportunities potentially available for capable local industries and communities
c) create a net economic benefit to the region and State.
*Note: there are separate guidelines for social assessment and economic assessment
ARTC
InlandRail

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InlandRail

11.10 HAZARDS, HEALTH AND SAFETY

Objectives

a) The risk of, and the adverse impacts from, natural hazards are avoided, minimised or mitigated to protect people and property and enhance the community's resilience to natural hazards.

b) Developments are to be appropriately located, designed and constructed to minimise health and safety risks to communities and individuals and adverse effects on the environment.

11.11 WASTE MANAGEMENT

Objective

Any waste transported, generated, or received as part of carrying out the activity is managed in a way that protects all environmental values.

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InlandRail

11.12 CULTURAL HERITAGE

Objective

The construction and operation of the project should aim to ensure that the nature and scale of the project does not compromise the cultural heritage significance of a heritage place or heritage area.

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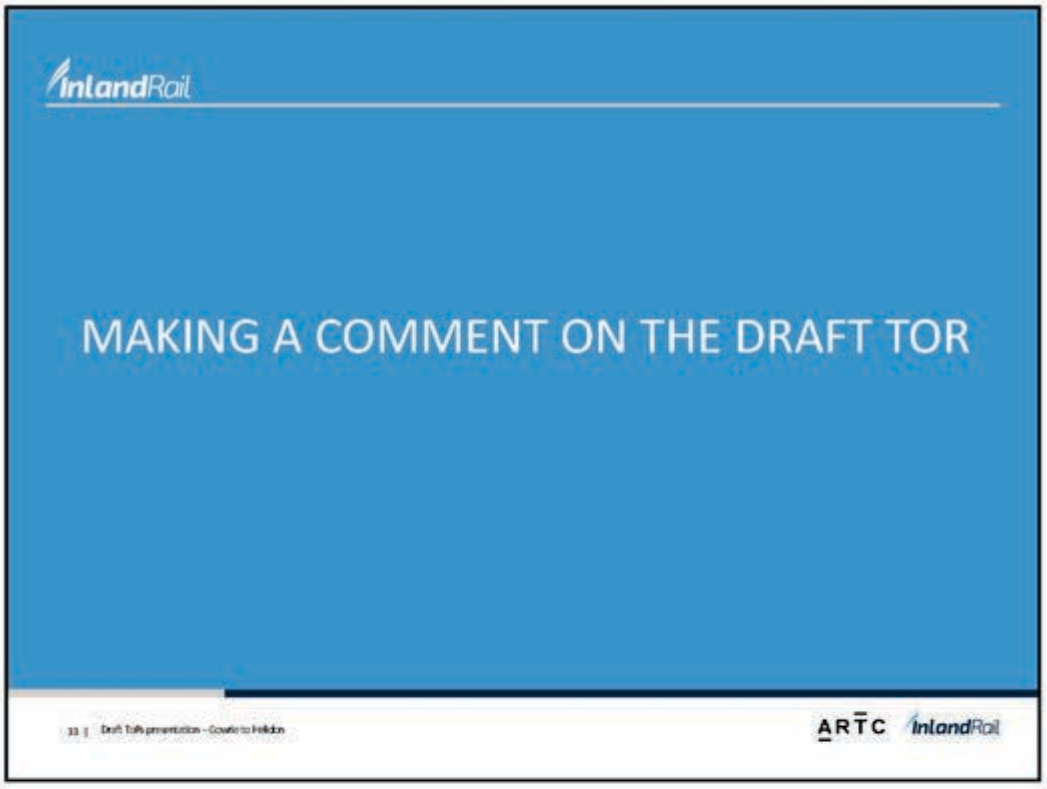
InlandRail
MAKING A COMMENT ON THE DRAFT TOR
ARTC InlandRail

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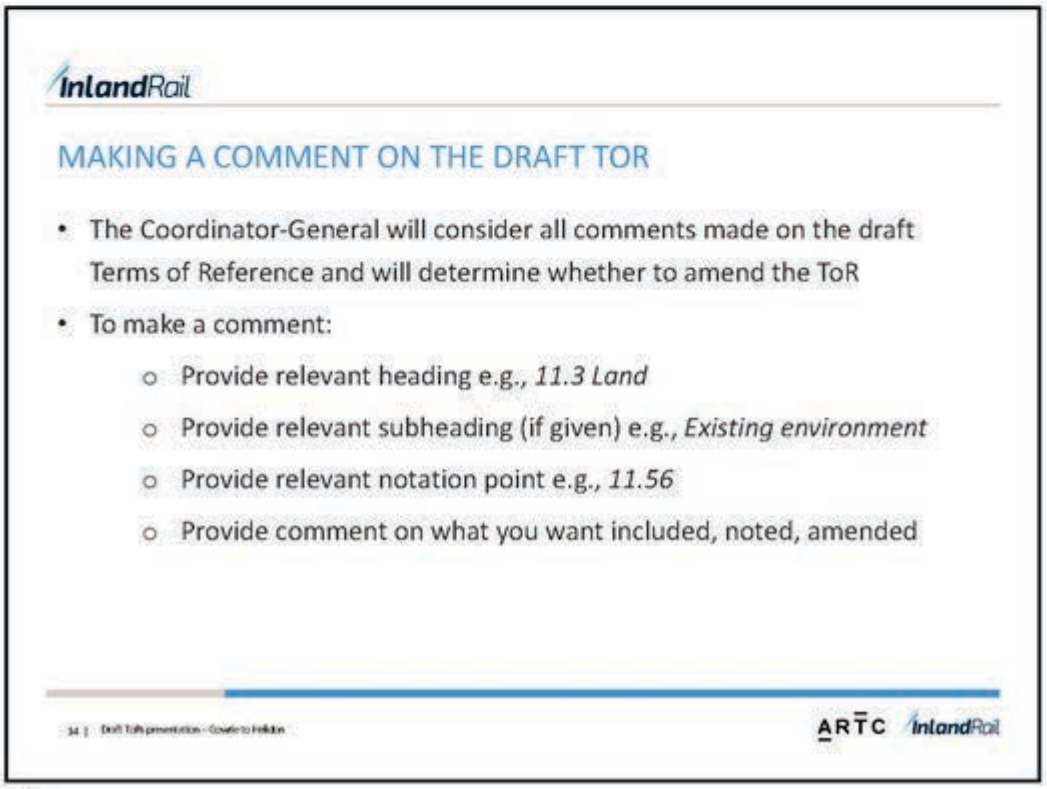
InlandRail
MAKING A COMMENT ON THE DRAFT TOR
• The Coordinator-General will consider all comments made on the draft Terms of Reference and will determine whether to amend the ToR
• To make a comment:
o Provide relevant heading e.g., *11.3 Land*
o Provide relevant subheading (if given) e.g., *Existing environment*
o Provide relevant notation point e.g., *11.56*
o Provide comment on what you want included, noted, amended
ARTC InlandRail

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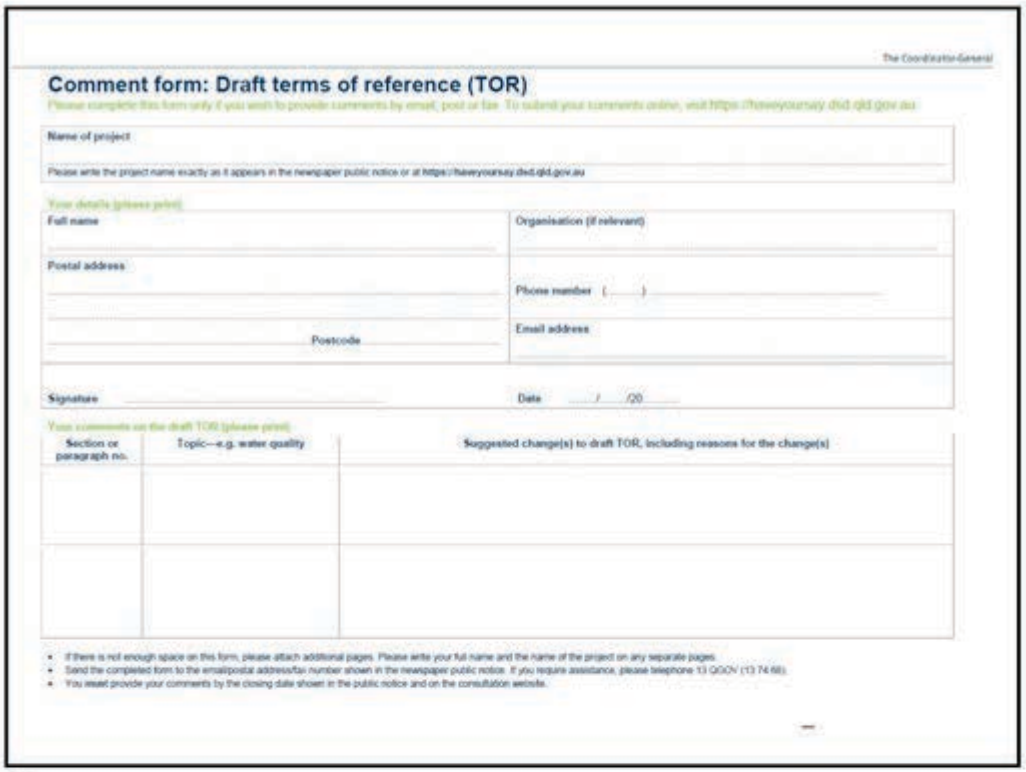

The Coordinator-General

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

Send your comments using one of the following methods:

Online: https://haveyoursay.dsd.qld.gov.au/coordinatorgeneral/inlandrailg2h

Email: inlandrailg2h@coordinatorgeneral.qld.gov.au

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

Fax: +61 7 3220 6502

COMMENTS CLOSE AT 5 PM ON 5 JUNE 2017

36 | Draft ToR presentation - Gowrie to Helidon

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InlandRail
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
• 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
ARTC InlandRail

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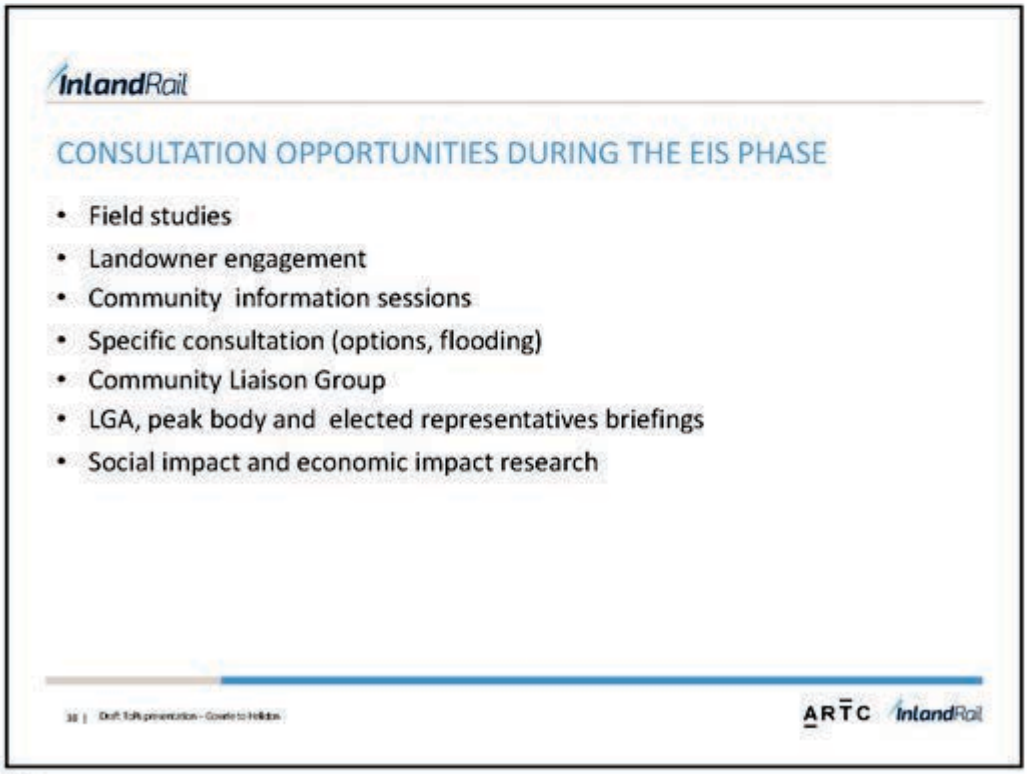
InlandRail
CONSULTATION OPPORTUNITIES DURING THE EIS PHASE
• Field studies
• Landowner engagement
• Community information sessions
• Specific consultation (options, flooding)
• Community Liaison Group
• LGA, peak body and elected representatives briefings
• Social impact and economic impact research
ARTC InlandRail

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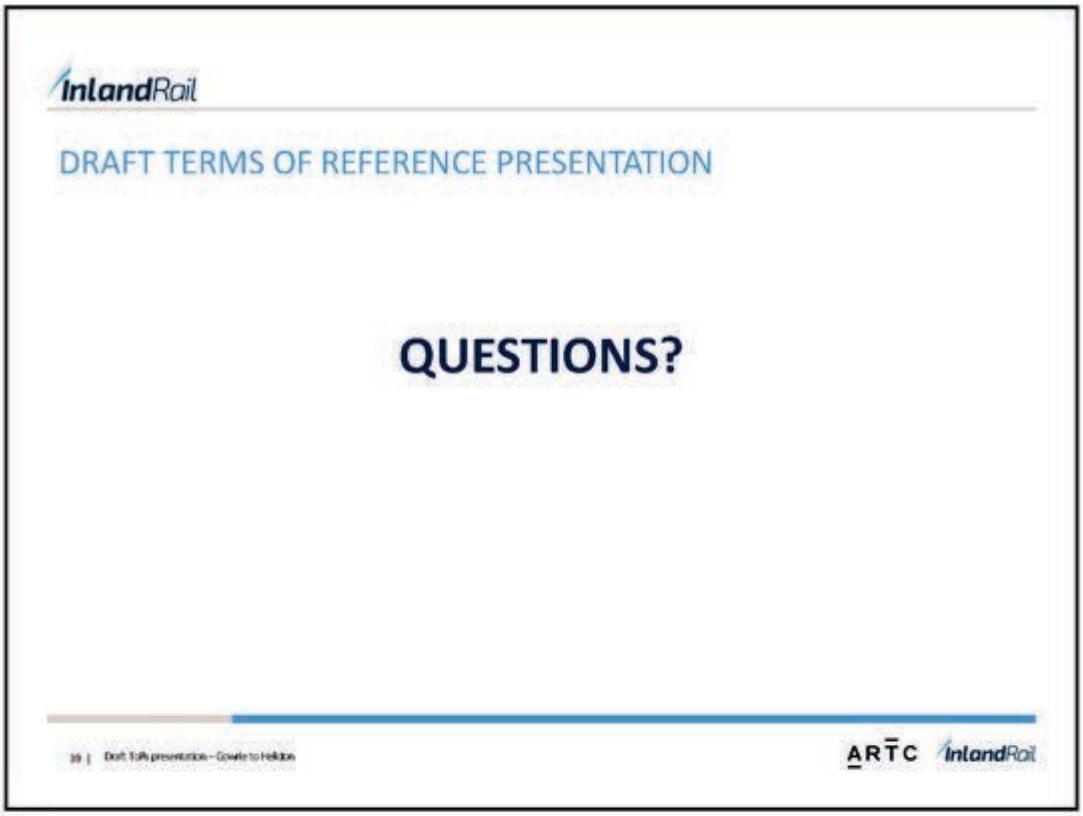
InlandRail
DRAFT TERMS OF REFERENCE PRESENTATION
QUESTIONS?
ARTC
InlandRail

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APPENDIX

D

INLAND RAIL

Community Consultation

Appendix B Example Project display poster

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

ARTC

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

INLAND RAIL ARTC

Flooding

WE KNOW MANAGING FLOODING IS IMPORTANT TO YOU

HYDROLOGY AND DRAINAGE

Our process and opportunities for input on preliminary design and flood management for the rail line on floodplains includes the steps shown on the right.

STEP 1

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

✓ Completed

STEP 2

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

✓ Completed

STEP 3

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

✓ Completed

STEP 4

- Present preliminary design incorporating stakeholder feedback
- Flood risk and mitigation assessment.

Underway

STEP 5

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

To be completed

STAKEHOLDER CONCERNS ARE OUR #1 PRIORITY

- Community input on flood impacts are being incorporated into the design of Inland Rail, ensuring impacts are managed appropriately
- Community feedback helps refine our approach 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 risk
- Provide measures to avoid and minimise potential issues during flood events.

FLOOD MODELLING

- Flood modelling is being undertaken in accordance with the updated Australian Rainfall & Runoff (ARR 2016)
- Consider potential climate change impacts
- Incorporate structures (bridges and culverts) and rail treatment (alignment) into the feasibility design.

APPENDIX

D

INLAND RAIL

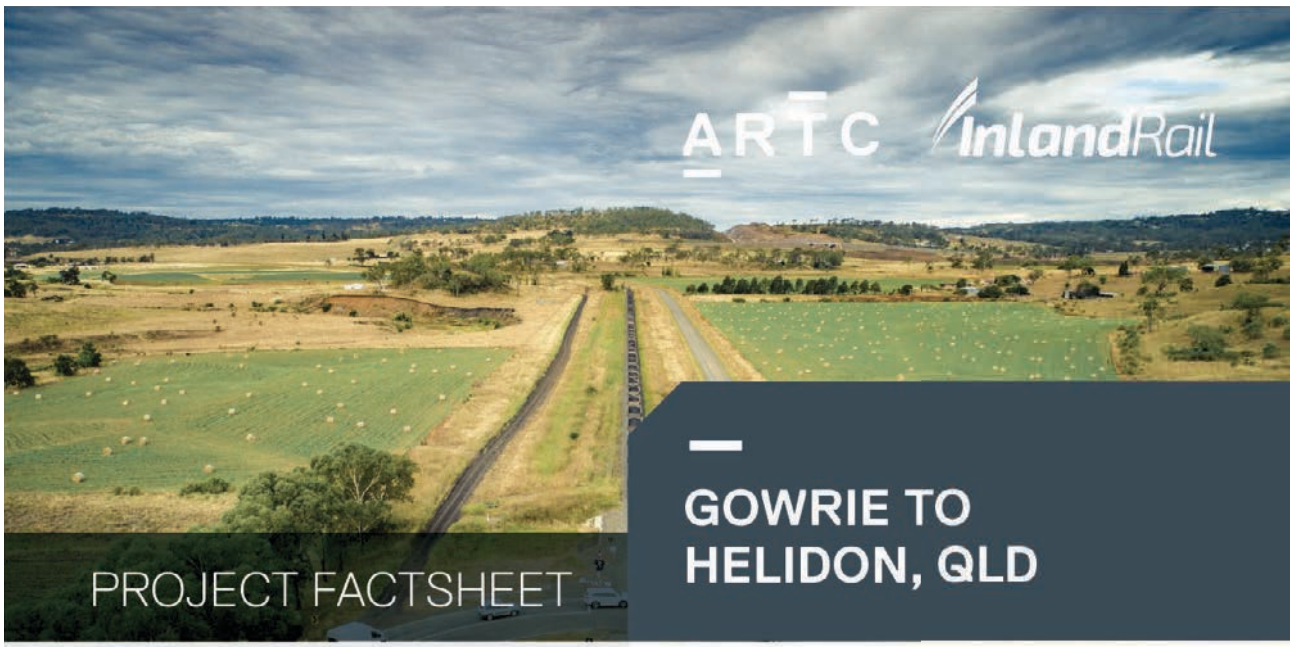
Community Consultation

Appendix C Example Project fact sheets

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

ARTC



GOWRIE TO HELIDON, 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.

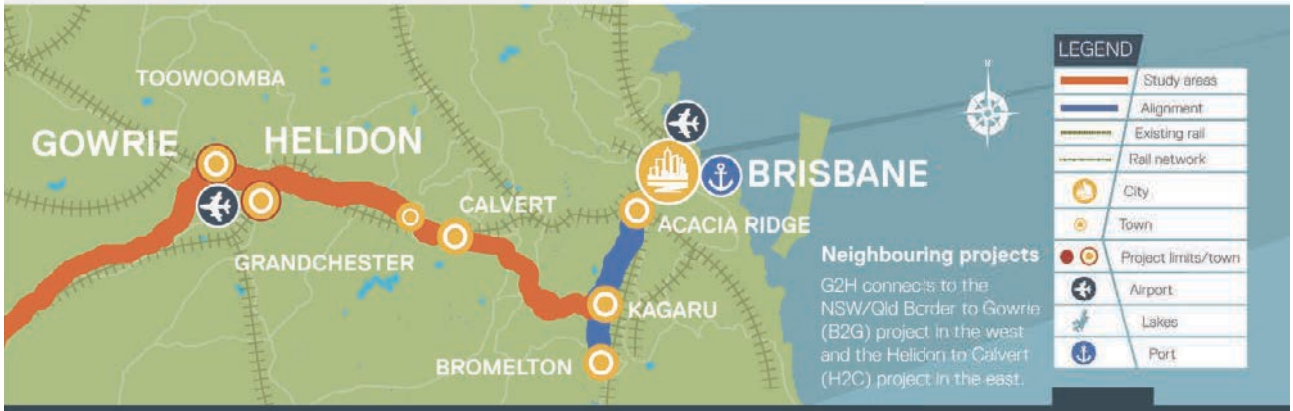
About Gowrie to Helidon project

The Gowrie to Helidon (G2H) section of Inland Rail comprises 26 kilometres of new dual gauge track between Gowrie, north-west of Toowoomba and Helidon, east of Toowoomba. It will include a new 6.4 kilometre tunnel to create an efficient route through the steep terrain of the Toowoomba 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.

Inland Rail projects

Inland Rail has been divided into 13 projects to deliver the 1,700 kilometre rail line by 2024/25 and is one of five projects in Queensland. G2H is one of three projects (along with Helidon to Calvert 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.



inlandrail.com.au SEPTEMBER 2018 1800 732 761

GOWRIE TO HELIDON, QLD

What has been happening?

The Coordinator-General declared G2H 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 G2H 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?

Inland Rail is committed to working with communities and stakeholders as a vital part of our planning and design process, and we value your input. If you have any questions or comments about the G2H project 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

IR_441

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

Topic	Timing	EIS focus	Factsheet 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	G2H and H2C project commencement Release of Draft ToR	G2H H2C 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) G2H project website G2H e-news Community information sessions and agency briefings
The Approval Process	June 2017	G2H and H2C 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	G2H H2C Project commencement Ongoing Communication and Engagement	Explanation of why IR needs access; what is a land access agreement; activities; and conditions of the agreement	Inland Rail website—landholder webpage Information sessions Information displays Workshops Stakeholder and Landholder briefings/meetings
Land Access Guidelines	2017	G2H H2C Project commencement Ongoing Communication and Engagement	Explanation of how we will work with landholders to access their land	Inland Rail website—landholder webpage Information sessions Information displays Workshops Stakeholder and Landholder briefings/meetings
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 IR approach to flood studies; what studies are being undertaken; engagement framework	Information sessions Information displays workshops
Noise and Vibration	March 2018	Commencement of field studies Ongoing Communication and Engagement	Explanation of noise and vibration, assessment and management approach	Information sessions Information displays workshops

Topic	Timing	EIS focus	Factsheet focus	Distribution
G2H Project Fact sheet (Update)	September 2018	Ongoing Communication and Engagement	EIS next steps—Geotech surveys, Hydrological studies, Ecological studies, Noise, Air, vibration, land, utility identification, heritage surveys.	G2H Project Fact sheet (Update)
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.	H2C Project website Email to known stakeholders
Lloyds Olive	March 2019	Ongoing Communication and Engagement	Explanation of how IR 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 IR 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 IR 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 IR 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 IR will manage this conservation significant fauna species	Information sessions Information displays Workshops Stakeholder briefings/meetings
Qld Land Acquisition Fact Sheet	October 2019	Ongoing Communication and Engagement	Explanation of property process	Information sessions Information displays Workshops Stakeholder briefings/meetings
Public Private Partnership fact sheet	December 2019	Ongoing Communication and Engagement	Explanation about what a PPP is and why that model is being used	Online Information sessions Workshops Stakeholder briefings

Topic	Timing	EIS focus	Factsheet focus	Distribution
Environmental management fact sheet	January 2020	Ongoing Communication and Engagement	Explains our approach to environmental management	Online Information sessions Workshops Stakeholder briefings
Managing noise and vibration fact sheet	January 2020	Ongoing Communication and Engagement	Explains our approach to noise and vibration	Online Information sessions Workshops Stakeholder briefings
Preserving flora and fauna fact sheet	January 2020	Ongoing Communication and Engagement	Explains our approach to preserving flora and fauna	Online Information sessions Workshops Stakeholder briefings
Managing landscapes and visual amenity fact sheet	January 2020	Ongoing Communication and Engagement	Explains our approach to managing landscapes and visual amenity	Online Information sessions Workshops Stakeholder briefings
Preserving Aboriginal cultural heritage fact sheet	January 2020	Ongoing Communication and Engagement	Explains our approach to preserving Aboriginal cultural heritage	Online Information sessions Workshops Stakeholder briefings
Optimising our social performance fact sheet	February 2020	Ongoing Communication and Engagement	Describes how we maximise the benefits communities experience	Online Information sessions Workshops Stakeholder briefings
Managing land access fact sheet	May 2020	Ongoing Communication and Engagement	Explains why Inland Rail needs land access agreements and what's involved	Online Information sessions Workshops Stakeholder briefings
Level crossings fact sheet	May 2020	Ongoing Communication and Engagement	Explains our approach to level crossings	Online Information sessions Workshops Stakeholder briefings
Inland Rail fencing fact sheet	September 2020	Ongoing Communication and Engagement	Explains how we're managing rail corridor fencing	Online Information sessions Workshops Stakeholder briefings
Inland Rail Skills Academy fact sheet	November 2020	Ongoing Communication and Engagement	Explains how we're skilling locals in regions and local communities	Online Information sessions Workshops Stakeholder briefings
Inland Rail Gowrie to Helidon Fact sheet	April 2021	Project update	Explains timelines, project information regarding the reference design and contact details	Online Letterbox drop Stakeholder briefings

APPENDIX

D

INLAND RAIL

Community Consultation

Appendix D Example Project newsletter and e-newsletter

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

ARTC

PROJECT NEWSLETTER – AUGUST 2019 QLD

ABOUT THE GOWRIE TO HELIDON PROJECT

The Inland Rail Gowrie to Helidon (G2H) section of Inland Rail comprises approximately 28km of new dual gauge track between Gowrie (north-west of Toowoomba) and Helidon (east of Toowoomba). It crosses the two local government areas of Toowoomba and the Lockyer Valley.

G2H will include a 6km tunnel, as well as a number of significant viaducts and cuttings, to create an efficient route through the steep terrain of the Toowoomba Range.

This section uses both the existing rail corridor at Gowrie and the Department of Transport and Main Roads' Gowrie to Grandchester 2003 protected corridor.

E-NEWS

Please sign up for our Gowrie to Helidon online newsletter to remain up-to-date on the project.

Visit the link below to register:
inlandrail.com.au/register

PROJECT STATUS

The G2H project is nearing the end of the feasibility stage and we are in the process of finalising the draft Environmental Impact Statement (EIS) and a reference design for the project.

We will be holding a series of community consultation events to provide further information about how the project has progressed from an engineering perspective as well as gather data and your feedback.

The consultation sessions will focus on findings relating to the rail alignment and engineering design.

Concept visualisations of the design will be available, and technical specialists will also be in attendance to explain the details and answer your questions.

Subject-matter experts will be available to provide information about the engineering, property and environmental studies and talk with you about matters that are important to you.

We are 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 SESSIONS

DATE	LOCATION	TIME
Wednesday, 21 August 2019	Gowrie Junction Community Hall Old Homebush Road, Gowrie Junction	4pm–7pm
Thursday, 22 August 2019	Helidon and Districts Community Centre 5 Arthur Street, Helidon	4pm–7pm
Saturday, 24 August 2019	Withcott Sport Centre – 43 Parkridge Drive, Withcott	10am–2pm
Tuesday, 27 August 2019	Empire Theatre – 54–56 Neil Street, Toowoomba City	4pm–7pm

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TUNNEL INCLUDING VENTILATION BUILDINGS

The Toowoomba Range tunnel is approximately 6km long and 220m below the surface at the deepest point. The single-track tunnel will be designed for bi-directional freight operations. The proposed tunnel will have ventilation buildings at each tunnel entrance/exit portal and tunnel mid-point. The ventilation shaft will be 100m deep. There will be a power substation at each ventilation building location and two in-tunnel power substations.

PROPOSED TUNNEL EXAMPLE

CROSS SECTION

A fly-through video is available on the Inland Rail website

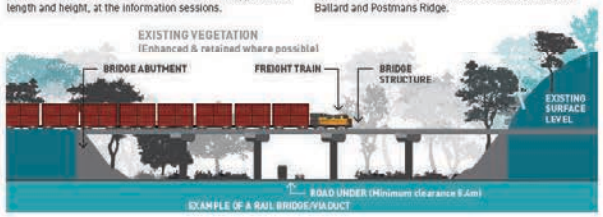
RAIL BRIDGES AND VIADUCTS

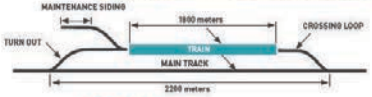
The G2H section has 13 bridge and viaduct structures proposed along the alignment totaling 6.7km in length.

These include:

- Two road over rail bridges
- Seven rail over waterway bridges
- Four rail over both waterway and road

The bridges are of various lengths and spans to suit the alignment and topography. Our team members will be able to provide details about the bridges, including their approximate length and height, at the information sessions.





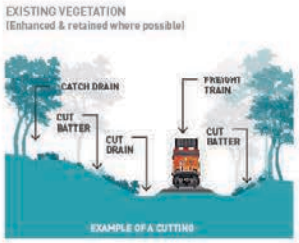
CROSSING LOOPS

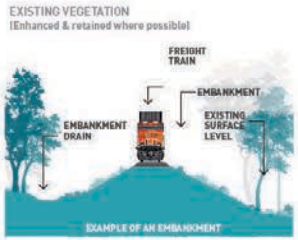
Three crossing loops are proposed for the G2H section. They will be parallel to the existing track and will accommodate double stacked freight trains up to 1.8km long. The crossing loops are located at Gowrie Junction, Ballard and Postmans Ridge.

EMBANKMENTS/CUTTINGS

The project alignment requires a significant amount of cuttings in order to allow a smooth gradual climb up the Toowoomba Range to meet freight train operational requirements.

The total length of embankments is 10km and the maximum height is 33.7m. The total length of cuts is 5.1km and the maximum cut depth is 45.7m.





LEVEL CROSSINGS

We are proposing to replace the existing level crossing at the Gowrie Junction Road with a new road over rail bridge. At this location, the G2H rail line is proposed to run parallel to the existing rail line and we require a crossing loop for trains to hold while waiting for tunnel clearance as the tunnel is single track only. It is ARTC policy that there cannot be level crossings at rail crossing loops for safety reasons and to ensure community connectivity. The proposed new road over rail bridge will be similar to the visualisation shown in the image below.

Example of e-newsletter

Gowrie to Helidon project drop-in sessions

If you missed our last round of G2H community information drop-in sessions, we have two more available this week.

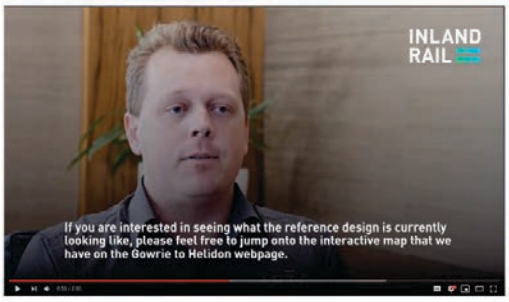
At these drop-in sessions, we will discuss initial findings from the Environmental Impact Statement investigations. Our technical specialists will be available to explain the details and answer your questions.

Community drop-in sessions

Helidon – Thursday 31 October 2019 Helidon and Districts Community Centre, 15 Arthur Street, Helidon from 4pm–7pm

Toowoomba – Saturday 2 November 2019 Empire Theatre – 54-56 Neil St, Toowoomba City from 10am–1pm

Watch the G2H October 2019 project update video



Interactive map

We have updated the G2H interactive map so you can to view and provide comment on the reference design.

Timing	EIS item	Focus	Distribution
Newsletter 1 (March 2017)	▸ Gowrie to Helidon Project commencement ▸ Information regarding the release of Draft ToR	▸ Introduction to the Project ▸ Introduction to the EIS process ▸ Be informed and get involved ▸ Project contact channels	▸ Mail out to postcode (approximately 150 stakeholders) ▸ Gowrie to Helidon Project website ▸ Email to known stakeholders
Newsletter 2 (May 2018)	▸ Gowrie to Helidon Project commencement ▸ Release of EIS investigations ▸ G2H EIS engagement program consultation	▸ Project consultation sessions	▸ Mail out to postcode (approximately 150 stakeholders) ▸ Gowrie to Helidon Project website ▸ Email to known stakeholders
Newsletter 3 (October 2018)	▸ Gowrie to Helidon Project update about alignment ▸ EIS update water, noise, vibration, transport, local crossings, air, hazards, health and safety, land use, social, economic, flora, fauna, cultural heritage Indigenous and non-Indigenous. ▸ Consultation sessions	▸ EIS topics and studies about to commence ▸ How feedback has been used to date ▸ Consultation sessions being held in November ▸ Project overview ▸ Map of the alignment	▸ Unaddressed mail to approximately 6,000 residents ▸ Distribution locations: Gowrie, Gowrie Junction, Ballard, Withcott, Postmans Ridge, Lockyer, Helidon
Newsletter 4 (June 2019)	▸ Gowrie to Helidon detailed alignment map including road consultation question ▸ Project update ▸ EIS investigations update	▸ EIS investigations have occurred in study area ▸ Project update ▸ Community grants information ▸ Mental health contact details ▸ Inland Rail contact details ▸ Map of the alignment ▸ Community feedback ▸ Explanation of tunnel and ventilation buildings including the central shaft	▸ Unaddressed mail to approximately 6,000 residents ▸ Distribution locations: Gowrie, Gowrie Junction, Ballard, Withcott, Postmans ridge, Lockyer, Helidon
Newsletter 5 (August 2019)	▸ Gowrie to Helidon detailed alignment map including the proposed rail and road grade separation in Gowrie Junction	▸ Project consultation sessions ▸ EIS footprint areas ▸ Launch of interactive map ▸ Detailed explanation of rail and road interface ▸ Technical graphics explaining tunnel and structures information	▸ Unaddressed mail to approximately 10,000 residents ▸ Distribution locations: Gowrie, Gowrie Junction, Ballard, Withcott, Postmans ridge, Lockyer, Helidon
Enews 1 22 September 2016	▸ Inland Rail Programme Update QLD September 2016	▸ Learning more about your community and your views on Inland Rail	▸ Gowrie to Helidon online database in Consultation Manager ▸ 276 opened
Enews 2 21 October 2016	▸ Stakeholder engagement	▸ Inland Rail Gowrie to Calvert project update	▸ Gowrie to Helidon online database in Consultation Manager ▸ 203 opened

Timing	EIS item	Focus	Distribution
Enews 3 29 March 2017	Stakeholder engagement, Project description	Inland Rail project update	Gowrie to Helidon online database in Consultation Manager 247 opened
Enews 4 10 May 2017	Stakeholder engagement	Upcoming information sessions and survey work Government announces an additional $8.4 billion funding commitment to deliver Inland Rail	Gowrie to Helidon online database in Consultation Manager 1184 opened
Enews 5 2 August 2017	Stakeholder engagement	Meet our engagement team in Gatton	Gowrie to Helidon online database in Consultation Manager 1315 opened
Enews 6 31 October 2017	Stakeholder engagement, Project description	Inviting nominations for Inland Rail Community Consultative Committees	Gowrie to Helidon online database in Consultation Manager 4188 opened
Enews 7 17 November 2017	Stakeholder engagement, Project description, EIS overview	Community Consultative Committees nominations reminder	Gowrie to Helidon online database in Consultation Manager 2023 opened
ENews 8 9 March 2018	Stakeholder engagement CCC	Lockyer Valley Community Consultative Committee meeting notice	Gowrie to Helidon online database in Consultation Manager 1368 opened
Enews 9 4 April 2018	Stakeholder engagement	Start of Environmental Impact Statement field investigations (Gowrie to Helidon)	Gowrie to Helidon online database in Consultation Manager 445 opened
ENews 10 3 May 2018	Stakeholder engagement	Gowrie to Helidon project consultation sessions	Gowrie to Helidon online database in Consultation Manager 1068 opened
ENews 11 6 June 2018	Stakeholder engagement	Lockyer Valley Community Consultative Committee meeting notice	Gowrie to Helidon online database in Consultation Manager 1608 opened
ENews 12 3 July 2018	Stakeholder engagement	ARTC – Gowrie to Helidon – Consultation update	Gowrie to Helidon online database in Consultation Manager 817 opened
ENews 13 26 July 2018	Stakeholder engagement	Reminder – ARTC Gowrie to Kagaru – Round one consultation closing soon	Gowrie to Helidon online database in Consultation Manager 9949 opened
ENews 14 2 November 2018	Stakeholder engagement	Inland Rail Gowrie to Helidon – November 2018 project update	Gowrie to Helidon online database in Consultation Manager 476 opened
ENews 15 13 November 2018	Stakeholder engagement	We've updated our Privacy Policy	Gowrie to Helidon online database in Consultation Manager 1661 opened
Enews 16 27 November 2018	Stakeholder engagement, Project description	Inland Rail community roadshow	Gowrie to Helidon online database in Consultation Manager 2809 opened

Timing	EIS item	Focus	Distribution
Enews 17 5 December 2018	Stakeholder engagement, Project description	Reminder: Inland Rail community roadshow	Gowrie to Helidon online database in Consultation Manager 1519 opened
Enews 18 19 December 2018	Stakeholder engagement,	Season's greetings from your Inland Rail team	Gowrie to Helidon online database in Consultation Manager 583 opened
Enews 19 4 February 2019	Stakeholder engagement, Project description	Lockyer Valley CCC meeting update	Gowrie to Helidon online database in Consultation Manager 1705 opened
Enews 20 1 March 2019	Stakeholder engagement, Project description	Lockyer Valley CCC meeting notice	Gowrie to Helidon online database in Consultation Manager 1112 opened
Enews 21 6 March 2019	Stakeholder engagement	Reminder: Lockyer Valley CCC meeting	Gowrie to Helidon online database in Consultation Manager 538 opened
Enews 22 29 March 2019	Stakeholder engagement	Inland Rail Gowrie to Kagaru Public Private Partnership EOI released	Gowrie to Helidon online database in Consultation Manager 1325 opened
Enews 23 4 June 2019	Stakeholder engagement,	Lockyer Valley CCC meeting & community drop-in session	Gowrie to Helidon online database in Consultation Manager 893 opened
Enews 24 4 July 2019	Stakeholder engagement	Inland Rail Gowrie to Helidon project e-news	Gowrie to Helidon online database in Consultation Manager 432 opened
Enews 25 7 August 2019	Stakeholder engagement,	Drop-in session & Lockyer Valley CCC meeting	Gowrie to Helidon online database in Consultation Manager 879 opened
Enews 26 16 August 2019	Stakeholder engagement, Project description	Inland Rail Gowrie to Helidon project update	Gowrie to Helidon online database in Consultation Manager 481 opened
Enews 27 27 September 2019	Stakeholder engagement	Inland Rail Industry Briefings October 2019	Gowrie to Helidon online database in Consultation Manager 5653 opened
Enews 28 4 October 2019	Stakeholder engagement,	Inland Rail Industry Briefings October 2019	Gowrie to Helidon online database in Consultation Manager 3872 opened
Enews 29 21 October2019	Stakeholder engagement	Inland Rail Gowrie to Helidon project update October 2019	Gowrie to Helidon online database in Consultation Manager 423 opened
Enews 30 31 October 2019	Stakeholder engagement, Project description	Gowrie to Helidon community drop-in sessions – reminder	Gowrie to Helidon online database in Consultation Manager 608 opened
Enews 31 20 December 2019	Stakeholder engagement	Inland Rail Gowrie to Kagaru project update	Gowrie to Helidon online database via Vision6 686 opened
Enews 32 18 March 2020	Stakeholder engagement	Our response to coronavirus update	Gowrie to Helidon online database via Vision6 539 opened
Enews 33 30 March 2020	Stakeholder engagement	Inland Rail Gowrie to Kagaru project update	Gowrie to Helidon online database via Vision6 711 opened

Timing	EIS item	Focus	Distribution
Enews 34 7 July 2020	▸ Stakeholder engagement	▸ Inland Rail Gowrie to Kagaru project update	▸ Gowrie to Helidon online database via Vision6 ▸ 690 opened
Enews 35 19 October 2020	▸ Stakeholder engagement	▸ Inland Rail Gowrie to Kagaru project update	▸ Gowrie to Helidon online database via Vision6 ▸ 820 opened
Enews 36 12 November 2020	▸ Stakeholder engagement	▸ Opportunities for local businesses	▸ Gowrie to Helidon online database via Consultation Manager ▸ 797 opened
Enews 37 **18 December 2020**	Stakeholder engagement	Inland Rail Gowrie to Kagaru project update	Gowrie to Helidon online database via Vision6 44.73% open rate
Enews 38 **22 February 2021**	Stakeholder engagement	PPP meet the proponents event Gatton	Gowrie to Helidon online database via Consultation Manager 1429 opened
Enews 39 **31 March 2021**	Stakeholder engagement	Inland Rail Gowrie to Kagaru project update	Gowrie to Helidon online database via Vision6 41.28% open rate

APPENDIX

D

INLAND RAIL

Community Consultation

Appendix E Example of paid advertisements and outlets

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

ARTC


INLAND RAIL
GOWRIE TO HELIDON
COMMUNITY INFORMATION DROP-IN SESSIONS
The Inland Rail Gowrie to Helidon (G2H) project team will be holding community information drop-in sessions to discuss initial findings from the Environmental Impact Statement (EIS) investigations. Our technical specialists will be available to explain the details and answer your questions.
Please drop in at any time during any of the sessions.
Date: 28 October 2019
Time: 4.00–7.00pm
Venue: Withcott Sport Centre
43 Parkridge Drive
Withcott
Date: 31 October 2019
Venue: 4.00–7.00pm
Time: Helidon and Districts
Community Centre
15 Arthur Street
Helidon
Date: 2 November 2019
Time: 10.00am–1.00pm
Venue: Empire Theatre
54–56 Neil Street
Toowoomba City
To learn more about the G2H section of the project, please visit
inlandrail.com.au/G2H
CONTACT US
1800 732 761
inlandrailqld@artc.com.au
Inland Rail, 47 North Street, Gatton Qld 4343
ARTC
The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.
IR_1404

Purpose	Dates
June 2017 information sessions	
Queensland Times	24 June 2017
Queensland Times	1 July 2017
Ipswich Advertiser	28 June 2017
August 2017 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 November2017
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 Chairs 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

Purpose	Dates
April 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
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	05 July 2018
Gatton Star	04 July 2018
Laidley Plainland Leader	13 July 2018
Withcott Times	10 July 2018
Moreton Border News	06 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

Purpose	Dates
PPP Registrations of Expressions of Interest	
The Australian	29 September 2018
Australian Financial Review	29 September 2018
High Country Herald	2 October 2018
Gatton Star	3 October 2018
Valley Weekender	3 October 2018
Queensland Times	29 September 2018
CCC Oct 2018 Chairs summary	
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
High Country Herald	5 December 2018
Fassifern Guardian	5 December 2018
CCC Mar 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 Mar 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
Australian Financial Review	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

Purpose	Dates
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
August 2019 drop in session and CCC	
High Country Herald	30 July & 6 August 2019
Ipswich Qld Times	3 August & 10 August 2019
Gatton Star	31 July & 7 August 2019
August 2019 info sessions	
Toowoomba Chronicle	10 & 17 August 2019
Gatton Star	7 & 14 August 2019
High Country Herald	6 & 13 August 2019
Withcott Times	15 August 2019
CCC August 2019 Chairs summary	
High Country Herald	24 September 2019
Ipswich Queensland Times	26 September 2019
Gatton Star	25 September 2019
CCC October 2019 meeting notice	
High Country Herald	08 October 2019
Ipswich Queensland Times	12 October 2019
Gatton Star	9 October 2019
October/November 2019 info sessions	
Toowoomba Chronicle	19 & 23 October 2019
Gatton Star	23 October 2019
High Country Herald	16 October 2019
Withcott Times	16 October 2019
CCC December 2019 meeting notice	
Gatton Star	4 December 2019
High Country Herald	3 December 2019
Queensland Times	3 December 2019
CCC December 2019 Chairs summary	
High Country Herald	28 January 2020
Ipswich Queensland Times	1 February 2020
Gatton Star	29 January 2020
CCC July 2020 meeting notice	
Toowoomba Chronicle	7 & 14 July 2020
High Country Herald	7 & 14 July 2020
Withcott Times	15 July 2020

Purpose	Dates
CCC July 2020 Chairs summary	
High Country Herald	Tuesday 11/08
Toowoomba Chronicle	Tuesday 11/08
Withcott Times	Saturday 15/08
The Lockyer	Wednesday 12/08
CCC October 2020 meeting notice	
High Country Herald	Tuesday 06/10 & 13/10
Toowoomba Chronicle	Tuesday 06/10 & 13/10
Withcott Times	October Edition
The Lockyer	Thursday 08/10 & 15/10
CCC October 2020 Chair's summary	
High Country Herald	Tuesday 03/11
Toowoomba Chronicle	Tuesday 03/11
Withcott Times	November Edition
The Lockyer	Thursday 05/11
PPP meet the proponents event 2021	
Brisbane Courier Mail	Saturday 20/02, 27/02 & 06/03
Toowoomba Chronicle	Saturday 20/02, 27/02 & 06/03
Moreton Border News	Thursday 18/02
Fassifern Guardian	Wednesday 17/02, 24/02 & 03/03
High Country Herald	Tuesday 16/02, 23/02 & 02/03
Beaudesert Times	Wednesday 17/02, 24/02 & 03/03
Koori Mail	Wednesday 24/02
CCC April 2021 meeting notice	
High Country Herald	Tuesday 13/04
Toowoomba Chronicle	Wednesday 14/04
The Independent	Wednesday 07/04 & 14/04
The Lockyer	Thursday 15/04
CCC April 2021 Chairs summary	
High Country Herald	Tuesday 25/05
Toowoomba Chronicle	Thursday 27/05
The Independent	Wednesday 26/05
The Lockyer	Thursday 27/05

APPENDIX

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INLAND RAIL

Community Consultation

Appendix F Project web pages, interactive map and alignment fly-through

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.

IR_1536

Gowrie to Helidon project webpage

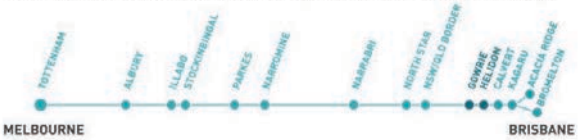
inlandrail.artc.com.au/g2h

Home » Gowrie to Helidon (Qld)

Gowrie to Helidon (Qld)

The Gowrie to Helidon (G2H) section is one of 13 projects that complete Inland Rail. This project comprises 28km of new dual gauge track between Gowrie (north-west of Toowoomba) and Helidon (east of Toowoomba). It crosses the two Local Government Areas of Toowoomba and Lockyer Valley.

G2H will be delivered under the Gowrie to Kagaru Public Private Partnership and will include a new approximately 6km tunnel, as well as a number of significant viaducts and cuttings, to create an efficient route through the steep terrain of the Toowoomba 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:

- 28km of new dual gauge track
- 1 tunnel – approximately 6km long
- 13 bridge and viaduct structures (6.7km in total length)
- 3 crossing loops

Current status

In September 2019, we submitted the preliminary draft Environmental Impact Statement (EIS) to the Queensland Office of the Coordinator-General (OCG) for assessment.

The project team is currently working with OCG to address its feedback and comments on the preliminary draft EIS. Subject to feedback from the OCG, we expect to make the draft EIS available for public comment and submission in mid-2020.

The Coordinator-General's website has more information about coordinated projects and how projects requiring an EIS are assessed. You will also find there information specific to the Gowr e to Helidon project.

We will also provide notification prior to the draft EIS public release and submission period.

Works in your area

From early April 2018, the project team carried out a range of investigations throughout the project study area, including geotechnical, flooding and hydrology, ecological, noise, air quality, and vibration, land, utility identification and heritage studies. These investigations continued u ntil the end of 2019.

To find out more about the different types of studies and how they are carried out, please view the:

- environmental field studies factsheet
- geotechnical investigations factsheet

Community consultation

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

We held community information sessions in August and October/November 2019 to discuss findings relating to the rail alignment, feasibility design, engineering and environmental impacts including noise, vibration, air quality, visual amenity as well as information about the property acquisition process. Concept visualisations of the design were available, as well as various technical specialists to explain the details and answer questions.

The latest G2H project update video, flythrough video and interactive map are also available for you to view and comment.

Since January 2019, our team has been speaking to hundreds of people through various communication channels and events. We have been collecting information through one-on-one discussions, briefings, meetings, workshops, surveys, research and comments on the interactive map on our website.

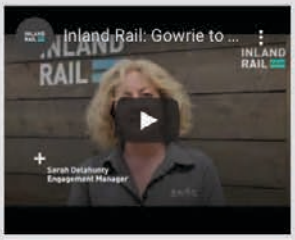
In November 2018, we held staffed information displays in Gatton, Yamanto and Toowoomba to speak to the community about the preliminary horizontal alignment.

Interactive project map

Visualisation images

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

Videos



more..

Project timeline

Concept assessment
2015–2016

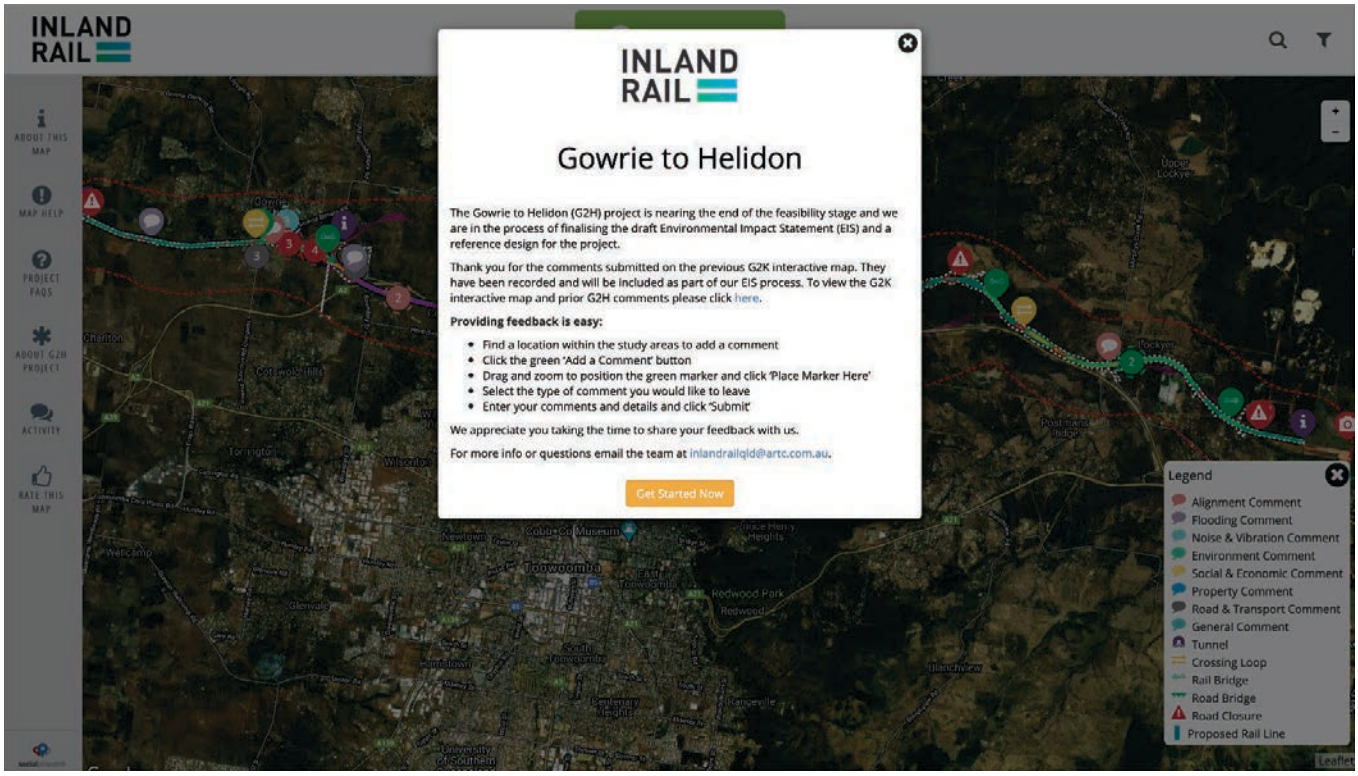
ARTC undertook a Concept Assessment of the preferred alignment.

Project feasibility
2017–mid 2020

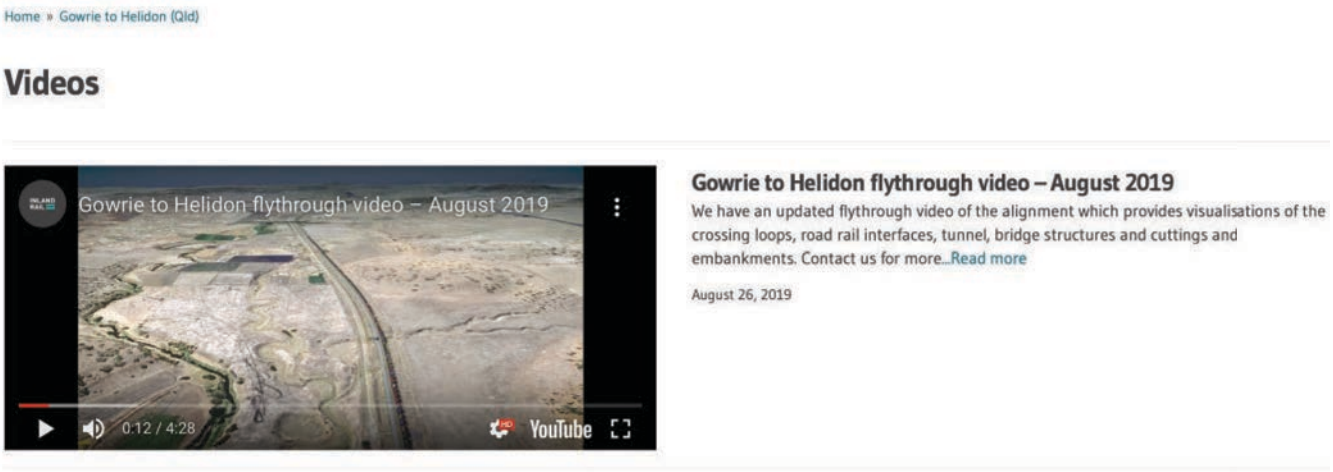
16 March 2017 – declared 'coordinated project', requiring an environmental impact statement (EIS)

17 March 2017 – requires approval under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth) (EPBC Act)

Gowrie to Helidon project interactive map



Gowrie to Helidon project fly through video



Gowrie to Helidon visualisations

To get a sense of what the community will look like after the project has been completed, visualisations of the proposed design have been created. Visualisations are for illustrative purposes and not to scale. The visualisations are available at: **inlandrail.artc.com.au/where-we-go/projects/gowrie-to-helidon/works-and-planning/**.

Visualisations

To get a sense of what your community will look like after the project has been completed, check out our visualisations of the proposed design.

Visualisations are for illustrative purposes and not to scale.

Toowoomba Range tunnel

This visualisation provides a three-dimensional view of the Inland Rail Gowrie to Helidon project's indicative Toowoomba tunnel reference design. The visualisation demonstrates the approach to tunnel safety and ventilation, including the safety provisions within the tunnel, water tanks, pump buildings, backup generator, transformer yard, access roads, tunnel portal, ventilation shaft and ventilation buildings.

This 3D visualisation is for illustration and discussion purposes only. The final design of the tunnel will be prepared at the detailed design stage.

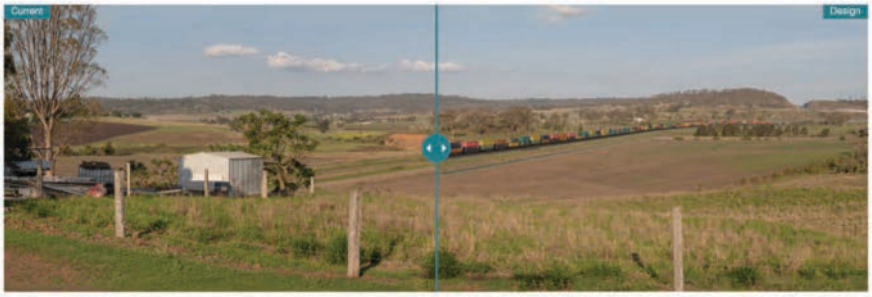
Six Mile Creek viaduct

This visualisation provides a three-dimensional view of the project's Six Mile Creek viaduct reference design. This viaduct is the highest of the 13 bridge and viaduct structures that we expect to build for the project. It stands approximately 50 metres tall at its highest point at Six Mile Creek—about the same height by which the Sydney Harbour Bridge clears the water.

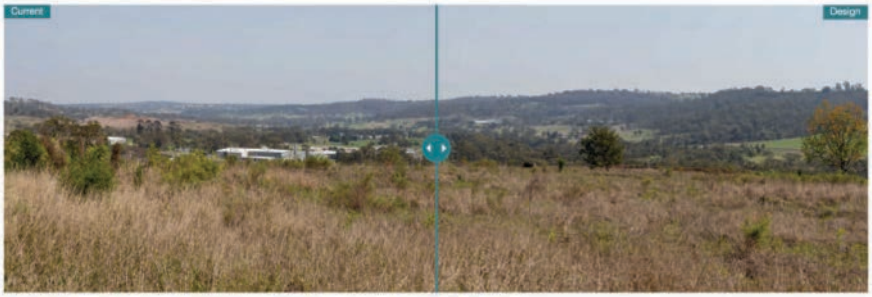
The Six Mile Creek viaduct is also the second longest viaduct on the project, spanning 966 metres as it passes over the Toowoomba Bypass, Six Mile Creek, Gittens Road and generally mountainous terrain. The structure accommodates a single line running, at 80km/h.

This 3D visualisation is for illustration and discussion purposes only. The final design of the structure will be prepared at the detailed design stage.

Junction Street, Gowrie Junction



Burnview Avenue, Cranley



Katoomba Point Lookout, Prince Henry Heights

Murphys Creek Road, Postmans Ridge

APPENDIX

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INLAND RAIL

Community Consultation

Appendix G G2H community feedback form

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

ARTC

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

Feedback form

Please provide your details below (optional):

Name	
Address	
Phone	
Email	

Please tick the most appropriate response:

Support Inland Rail	
Neutral	
Do not support inland rail	

Please note your key areas of interest:

Area of interest	Please tick	Area of interest	Please tick
Environmental impact and management		Road crossings	
Flooding and hydrology management		Private crossings	
Agricultural land impact		Other (please state) _____	
Operational impacts (noise, visual, service frequency etc.)			

Please provide your comments:

APPENDIX

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INLAND RAIL

Community Consultation

Appendix H Examples of social media posts

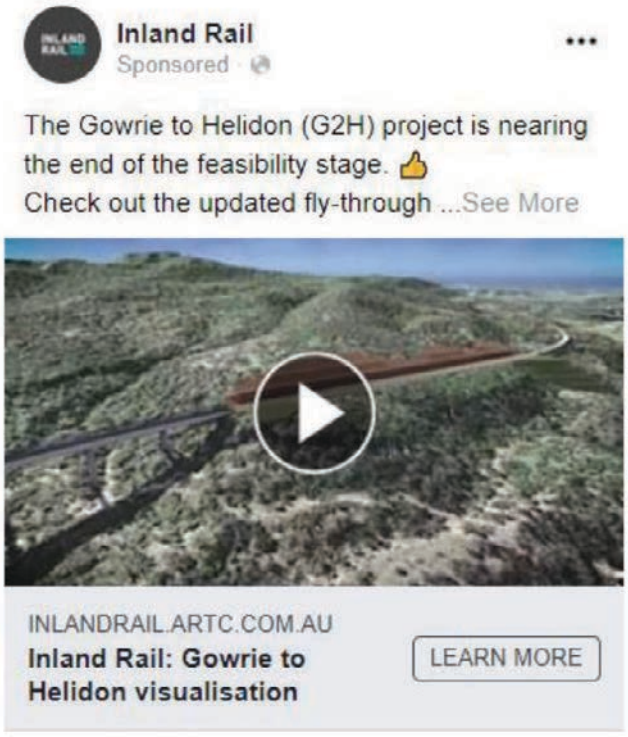
GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

ARTC

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


Inland Rail
Sponsored
We've recently completed our Environmental Impact Statement investigations for Gowrie to Helidon (G2H).
...see more
INLAND RAIL
Community drop-in session: Gowrie Junction.
INLANDRAIL.ARTC.COM.AU
Community drop-in session: Gowrie Junction
LEARN MORE


Inland Rail
Sponsored
The Gowrie to Helidon (G2H) project is nearing the end of the feasibility stage.
Check out the updated fly-through ...See More
INLANDRAIL.ARTC.COM.AU
Inland Rail: Gowrie to Helidon visualisation
LEARN MORE

APPENDIX

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INLAND RAIL

Community Consultation

Appendix I State Government briefing meeting details

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

ARTC

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

Agency	Purpose	Location	Date / time	Attendance
Office of the Coordinator-General	Meeting to discuss flora and fauna impact assessment methodology	Brisbane	12.30pm–2.00pm 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	1.30pm–3.00pm 8 June 2018	Office of Coordinator-General ARTC
Office of the Coordinator-General	Meeting to discuss economic impact assessment methodology	Brisbane	12.30pm–1.30pm 30 October 2018	Office of Coordinator-General DSDMIP 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—Air	Brisbane	10.00am–11.30am 24 May 2019	Office of Coordinator-General DES DTMR ARTC
Office of the Coordinator-General	Technical Advisory Group—Noise	Brisbane	9.30am–11.00am 27 May 2019	Office of Coordinator-General DES DTMR ARTC
Office of the Coordinator-General	Bromelton State Development Area (SDA)	Brisbane	11.00am–12.00pm 21 June 2019	Office of Coordinator-General (Project Delivery) Office of Coordinator-General
Office of the Coordinator-General	Technical Advisory Group—Ecology	Brisbane	12.30pm–2.00 pm 21 June 2019	DES DSDMIP, Office of Coordinator-General
Office of the Coordinator-General	Technical Advisory Group—Social	Brisbane	1.00pm–4.00pm 2 July 2019	QFES, DESBT, OCG, DSDIMP, Ambulance DHPW, DTMR, Health LVRC, ICC, SRRC QPS, DATSIP
Office of the Coordinator-General	Technical Advisory Group—Social (Local Government Focus)	Brisbane	10.00am–11.30am 18 July 2019	OCG, ICC, LVRC, SRRC, DSDMIP
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 Queensland councils	Brisbane	10.30am–12.00pm 14 January 2020	ARTC, OCG 11 invitees

Agency	Purpose	Location	Date / time	Attendance
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
Office of the Coordinator-General	Meeting with OCG to discuss communications and schedule.	Brisbane	2.00pm–3.00pm 4 April 2021	ARTC, OCG 9 invitees
Office of the Coordinator-General	Meeting with OCG to discuss communications and schedule.	Brisbane	2.00pm–3.00pm 18 March April 2021	ARTC, OCG 9 invitees
Office of the Coordinator-General	Meeting with OCG to discuss communications and schedule.	Brisbane	2.00pm–3.00pm 1 April 2021	ARTC, OCG 9 invitees
Office of the Coordinator-General	Meeting with OCG to discuss communications and schedule.	Brisbane	2.00pm–3.00pm 15 April 2021	ARTC, OCG 9 invitees
Office of the Coordinator-General	Meeting with OCG to discuss communications and schedule.	Brisbane	2.00pm–3.00pm 29 April 2021	ARTC, OCG 9 invitees
Office of the Coordinator-General	Meeting with OCG to discuss communications and schedule.	Brisbane	2.00pm–3.00pm 13 May 2021	ARTC, OCG 8 invitees
Office of the Coordinator-General	Meeting with OCG to discuss communications and schedule.	Brisbane	2.00pm–3.00pm 27 May 2021	ARTC, OCG 8 invitees
Office of the Coordinator-General	Ongoing fortnightly meetings to discuss G2H and other Inland Rail EIS documents		Ongoing	ARTC, OCG
Office of the Coordinator-General, DES and DNRME (now DRDMWE)	Meeting to discuss the comments relating to groundwater resources and the groundwater modelling approach for the tunnel	Teams	9.30am–10.30am 20 November 2020	ARTC, OCG, DNRME, DES FFJV 17 invitees
Office of the Coordinator-General and DRDMW	Discuss groundwater tech memo and approach to groundwater matters relevant to the Project	Teams	2.00pm–2.30pm 24 May 2021	ARTC, OCG, DRDMW, FFJV 18 invitees
Office of the Coordinator-General and DRDMW	Meeting with the groundwater modelling approach	Brisbane	1.00pm–2.00pm 27 May 2021	ARTC, OCG, DRDMW, FFJV 13 invitees
DNRME (now DRDMW)	Requirements for the extraction of water during constriction	Teams	11.00am–12.00pm 10 February 2021	ARTC, OCG, DRDMW, FFJV 7 invitees
Economic Development Queensland	Willowbank Industrial Estate. Discuss proposed rail connection and proposed Cunningham Highway crossing	Brisbane	11.00am–12.30pm 13 August 2018	EDQ ARTC 14 attendees
Department of State Development, Manufacturing, Infrastructure and Planning	Operational works drawings, KMZ of the development area, offset strategy	Brisbane	1.30pm–2.30pm 22 October 2018	DSDMIP ARTC 5 attendees

Agency	Purpose	Location	Date / time	Attendance
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 Technical Working Group QLD to discuss technical information requests, access to rail corridor and DTMR owned property and an update of the Project	Brisbane	2.00–3.00pm 6 February 2018	ARTC DTMR QR 7 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR owned properties, tunnel alignment and EIS	Brisbane	2.00pm–3.00pm 6 March 2018	ARTC DTMR QR 9 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group QLD to discuss access to rail corridor and DTMR owned property, site investigations, EIS and Project design	Brisbane	2.00pm–3.00pm 3 April 2018	ARTC DTMR QR 6 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR owned property, site investigations on hold, EIS engagement sessions and alignment of tunnel	Brisbane	2.00pm–3.00pm 17 April 2018	ARTC DTMR QR 7 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR owned property, site investigations on hold, EIS engagement sessions and planned data collection sessions.	Brisbane	2.00pm–3.00pm 1 May 2018	ARTC DTMR QR 8 Attendees
Queensland Rail and DTMR	Meeting with Technical Corridor Working Group Queensland to discuss access to rail corridor and DTMR owned property, community consultation sessions and ownership of road structures post construction.	Brisbane	2.00pm–3.00pm 15 May 2018	ARTC DTMR QR 5 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR owned property, status of alignment.	Brisbane	2.00pm–3.00pm 29 May 2018	ARTC DTMR ARTC 9 Attendees

Agency	Purpose	Location	Date / time	Attendance
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR owned property and project update.	Brisbane	2.00pm–3.00pm 26 June 2018	ARTC DTMR QR 8 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR owned property, design, EIS, geotechnical site investigations and impacted landholders.	Brisbane	2.00pm–3.00pm 7 August 2018	ARTC DTMR QR 9 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland 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	2.00pm–3.00pm 21 August 2018	ARTC DTMR QR 10 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR owned property, status of design, EIS, status of interactive mapping tool on IR website, CCC and update of discussions with geotechnical investigation property owners.	Brisbane	2.00pm–3.00pm 30 October 2018	ARTC DTMR QR 10 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR owned property, status of design, EIS and geotechnical site investigations.	Brisbane	2.00m–3.00pm 13 November 2018	ARTC DTMR QR 9 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR- owned property, road–rail interfaces consultation with councils, commencing of utility investigations, status of design, MCA workshop on alignment options and geotechnical site investigations	Brisbane	2.00pm–3.00pm 27 November 2018	ARTC DTMR QR 13 Attendees
Queensland Rail and DTMR	Meeting with DTMR and QR to present and discuss the reference design hydrology and interface impacts with the QR corridor.	Brisbane	12.30pm–2.00pm 19 February 2019	ARTC, DTMR, QR, FFJV

Agency	Purpose	Location	Date / time	Attendance
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 Technical Working Group Queensland to discuss access to rail corridor and DTMR- owned property, update of design, land acquisition strategy and update of EIS.	Brisbane	2.00pm–3.00pm 2 April 2019	ARTC DTMR QR 9 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR-owned property, status of design, status update of geotechnical investigations and an update of EIS	Brisbane	2.00pm–3.00pm 25 June 2019	ARTC DTMR QR 11 Attendees
Queensland Rail and DTMR	Meeting with Technical Working Group Queensland to discuss access to rail corridor and DTMR- owned property, status update of EIS, ongoing consultation with CCC, road design items with councils and update of geotechnical investigations.	Brisbane	2.00pm–3.00pm 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
DTMR	Meeting with Technical Working Group Queensland to discuss ARTC road rail crossing strategy and EIS approach	Brisbane	2.00pm–3.00pm 24 November 2016	ARTC DTMR 6 Attendees
DTMR	Meeting with Technical Working Group Queensland to discuss funding approval of IR Project by Australian Government Commonwealth Government, road rail interfaces and schedule for 2017.	Brisbane	2.00pm–3.00pm 11 January 2017	ARTC DTMR 8 Attendees

Agency	Purpose	Location	Date / time	Attendance
DTMR	Meeting with Technical Working Group Queensland to provide an update on community engagement, primary approvals and the Project status	Brisbane	2.00pm–3.00pm 5 April 2017	ARTC DTMR 5 Attendees
DTMR	Meeting with Technical Working Group Queensland to provide an update on community engagement, primary approvals, cultural heritage agreements and the Project status.	Brisbane	2.00pm–3.00pm 19 April 2017	ARTC DTMR 6 Attendees
DTMR	Meeting with Technical Working Group Queensland to provide an update on community engagement, primary approvals, land access agreements and the Project status.	Brisbane	2.00pm–3.00pm 5 May 2017	ARTC DTMR 6 Attendees
DTMR	Meeting with Technical Working Group Queensland to provide an update on community engagement, primary approvals and the Project status.	Brisbane	2.00pm–3.00pm 17 May 2017	ARTC DTMR 8 Attendees
DTMR	Meeting with Technical Working Group Queensland to provide an update on community engagement, primary approvals, Program update, property acquisition and the Project status.	Brisbane	2.00pm–3.00pm 31 May 2017	ARTC DTMR 6 Attendees
DTMR	Meeting with Technical Working Group Queensland to provide an update on community engagement, primary approvals, early property acquisition and the Project status.	Brisbane	2.00pm–3.00pm 28 June 2017	ARTC DTMR 6 Attendees
DTMR	Meeting with Technical Working Group Queensland to provide an update on community engagement, primary approvals, procurement strategy and the Project status.	Brisbane	2.00pm–3.00pm 12 July 2017	ARTC DTMR 8 Attendees
DTMR	Meeting with Technical Working Group Queensland to provide an update on community engagement activities, primary approvals, early property acquisition, geotechnical investigations, and the Project status.	Brisbane	2.00pm–3.00pm 9 August 2017	ARTC DTMR 9 Attendees

Agency	Purpose	Location	Date / time	Attendance
DTMR	Meeting with Technical Working Group Queensland to community engagement plan, draft Terms of Reference and a Program update	Brisbane	2.00pm–3.00pm 30 August 2017	ARTC DTMR 10 Attendees
DTMR	Meeting with Technical Working Group Queensland to discuss draft Terms of Reference release, land access agreements, Program update and commencement of environmental studies for the Project.	Brisbane	2.00pm–3.00pm 11 September 2017	ARTC DTMR 8 Attendees
DTMR	Meeting with Technical Working Group Queensland to discuss community engagement activities, approvals and Program update.	Brisbane	2.00pm–3.00pm 27 September 2017	ARTC DTMR 7 Attendees
DTMR	Meeting with Technical Working Group Queensland to provide an update on the ToR, community engagement activities, approvals and the status of the Program	Brisbane	2.00pm–3.00pm 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	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

Agency	Purpose	Location	Date / time	Attendance
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
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 DNRME	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

Agency	Purpose	Location	Date / time	Attendance
DTMR	Meeting with DTMR to discuss Minimum Technical Requirements	Brisbane	09.00am–10.00am 4 September 2020	ARTC, DTMR
DTMR	Ongoing Meetings to cover PSTR (up to 10 November 2021), technical requirements, property, project updates, draft G2H EIS timelines, schedule and other project planning requirements.		Meetings are held fortnightly and are ongoing From 11 August 2020 until last held meeting 18 May 2021 (for the purpose of this Report)	ARTC, DTMR Various number attendance
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
Queensland Rail	Ongoing Meetings to cover enabling works (up to 26 May 2021), integration, signalling, third party access and other project requirements		Meetings are held weekly for enabling works and on a regular basis for other project requirements	ARTC, QR Various number attendance

APPENDIX

D

INLAND RAIL

Community Consultation

Appendix J Council briefing meeting details

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

ARTC

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

Council	Purpose	Location	Date	Attendance
Toowoomba Regional Council & ARTC Technical Working Group	Draft G2H EIS update	ARTC IR office and Via Microsoft Teams	6 May 2021	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	Draft G2H EIS update	ARTC IR office and Via Microsoft Teams	4 March 2021	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	Draft G2H EIS update	ARTC IR office and Via Microsoft Teams	4 February 2021	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ G2H EIS TRC Assumptions		28 October 2020	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ EIS key findings presentation and consultation	TRC—Council office, Toowoomba	9 October 2020	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Rail and road interface ▸ Assumptions		8 October 2020	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ RFP update ▸ EIS update ▸ Key enabling works ▸ Interlink	Via Skype and Toowoomba office	3 September 2020	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Land tenure impacts introductory meeting	Via Skype	20 July 2020	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Rail and road interface Gowrie Junction ▸ Lighting assessment ▸ Water and Waste Management	Via Skype	4 June 2020	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Design progress update ▸ EIS ▸ PSTR update ▸ RFP update	Via Skype	7 May 2020	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Design progress update ▸ Community consultation ▸ Documentation review including Traffic Impact Assessment Report	Via Skype	2 April 2020	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ TRC Councilors Information Session ▸ Detailed update on G2H Project	TRC—Council Chambers, Toowoomba	25 February 2020	TRC officer, TRC Councillors and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Design Progress Update ▸ PSTR ▸ TRC owned Utilities ▸ Flooding ▸ Community Consultation	Toowoomba	13 February 2020	TRC and ARTC

Council	Purpose	Location	Date	Attendance
Toowoomba Regional Council & ARTC Technical Working Group	▸ Look Ahead ▸ Design Progress Update ▸ Flooding ▸ TRC owned utilities ▸ Community consultation	Toowoomba	18 December 2019	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ EIS ▸ Design Progress Update ▸ Gowrie Junction Road Network Design	Toowoomba	20 November 2019	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ PSTR ▸ Design Progress Update ▸ Gowrie Junction Road Design ▸ TRC owned utilities ▸ Community Consultation ▸ TRC Review Process ▸ Flooding	Toowoomba	24 October 2019	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Design Progress Update ▸ Gowrie Junction Road Design ▸ TRC owned Utilities ▸ Community Consultation ▸ TRC Review Process ▸ Flooding ▸ TRC owned Utilities ▸ Community Consultation	Toowoomba	12 September 2019	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ PSTR ▸ Design Progress Update ▸ Gowrie Junction Road Design	Toowoomba	28 August 2019	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Design Progress Update ▸ Gowrie Junction Road Design ▸ Construction Footprint ▸ Water availability ▸ Flooding ▸ Environmental	Toowoomba	19 July 2019	TRC, FFJV and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ PSTR ▸ Design Progress Update ▸ Gowrie Junction Road Design ▸ Flooding ▸ TRC owned Utilities ▸ Environmental ▸ Community Consultation ▸ ARTC Toowoomba Office ▸ Property Requirements	Toowoomba	03 July 2019	TRC and ARTC

Council	Purpose	Location	Date	Attendance
Toowoomba Regional Council & ARTC Technical Working Group	▸ Closing out previous meeting minutes ▸ Design Progress Update ▸ Gowrie Junction Road Design ▸ Toowoomba Tunnel ▸ Flooding ▸ TRC owned Utilities ▸ Community Consultation	Toowoomba	19 June 2019	TRC and ARTC
Toowoomba Regional Council Briefing Mayor and Councillors	▸ EIS engineering design presentation	Toowoomba	11 June 2019	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Design Progress Update ▸ Gowrie Junction Road Design ▸ Toowoomba Tunnel ▸ Flooding ▸ TRC owned Utilities ▸ Environmental ▸ Community Consultation	Toowoomba	22 May 2019	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ PSTR Review ▸ Design Progress Update ▸ Gowrie Junction Road Design ▸ Traffic Impacts ▸ Western Portal Access- MCA Outcomes ▸ Flooding ▸ Utilities	Toowoomba	07 May 2019	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Design Progress Update ▸ Gowrie Junction Road Design ▸ Toowoomba Tunnel ▸ Flooding ▸ TRC owned Utilities ▸ Environmental ▸ Community Consultation	Toowoomba	10 April 2019	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Closing out previous meeting actions ▸ Gowrie Junction Road Design ▸ TRC owned Utilities ▸ Presentation to councilors and consultation	Toowoomba	27 March 2019	TRC, FFJV and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Closing out previous meeting actions ▸ Gowrie Junction Road Design ▸ TRC owned Utilities	Toowoomba	27 February 2019	TRC and ARTC
Toowoomba Regional Council & ARTC PSTR Overview	▸ PSTR Review Phase ▸ PSTR Overview Presentation ▸ Probity	Toowoomba	30 January 2019	TRC, SAJV and ARTC

Council	Purpose	Location	Date	Attendance
Toowoomba Regional Council & ARTC Technical Working Group	▸ Introductions and Expectations ▸ Design Discussion ▸ Community Engagement Update ▸ Understanding Probity and conflict of interest	Toowoomba	16 January 2019	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	6 December 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	1 November 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	10 October 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	19 September 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	6 September 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	25 July 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	11 July 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	27 June 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	10 May 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	8 March 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	8 February 2018	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update	Toowoomba	6 December 2017	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ Project update ▸ General discussion	Toowoomba	9 November 2017	TRC and ARTC
Toowoomba Regional Council & ARTC Technical Working Group	▸ Toowoomba working group meeting ▸ General meeting ▸ Introductions	Toowoomba	7 September 2017	TRC and ARTC

Council	Purpose	Location	Date	Attendance
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Presentation of Alignment ▸ Presentation of approvals process ▸ Presentation of consultation undertaken	LVRC office	14 December 2016	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Presentation on Inland Rail Community Engagement ▸ The activities undertaken ▸ The stakeholders involved ▸ Feedback from landholders ▸ Issues expressed during engagement.	LVRC office	1 February 2017	Mayor and Councillors Mayor Advisor LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Engagement with community	LVRC office	19 July 2017	Mayor and Councillors
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Presentation of Multi Criteria Analysis Process for Alignment Selection/Variations	LVRC office	3 October 2017	Mayor and Councillors LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	15 March 2018	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	15 June 2018	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Chief Executive Officer Presentation: ▸ Inland Rail Rationale, Project Update	LVRC office	2 July 2018	Mayor and Councillors LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	11 July 2018	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Lockyer Valley Local Disaster Management Group; Briefing and Project Update, presentation of alignment.	LVRC office	18 July 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	9 August 2018	LVRC and ARTC

Council	Purpose	Location	Date	Attendance
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Presentation of Vertical Alignment, Presentation of alignment	LVRC office	2 October 2018	Mayor and Councillors LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	11 October 2018	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Road Network Sub-group	LVRC office	16 October 2018	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Road Network Sub-group	LVRC office	30 October 2018	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	8 November 2018	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Road Network Sub-group	LVRC office	20 November 2018	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Road Network Sub-group	LVRC office	4 December 2018	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	13 December 2018	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Road Network Sub-group	LVRC office	15 January 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; 3rd Party Agreement Subgroup	LVRC office	29 January 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting (transition to Interface Meeting); Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	31 January 2019	Mayor LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; 3rd Party Agreement Subgroup	LVRC office	12 February 2019	LVRC and ARTC

Council	Purpose	Location	Date	Attendance
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Interface Meeting; Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	14 March 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Alignment and Council technical interface	LVRC office	10 April 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Road Network Sub-group	LVRC office	2 May 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Interface Meeting; ▸ Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	16 May 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Presentation of Proposed Road/Rail Interfaces ▸ EIS Update	LVRC office	30 May 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Design presentation ▸ Interface Meeting; ▸ Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	LVRC office	8 August 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Road Network Sub-group	LVRC office	12 September 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Road Network Sub-group	LVRC office	14 November 2019	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Technical Working Group Meeting; Road Network Sub-group	Via Skype	9 April 2020	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Interface meeting	Via Skype	7 September 2020	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ G2H EIS update	Via Skye	10 September 2020	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Via Skype	8 October 2020	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Via Skype	12 November 2020	LVRC and ARTC

Council	Purpose	Location	Date	Attendance
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships	Via Teams	11 March 2021	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships, G2H EIS updates	Via Teams	8 April 2021	LVRC and ARTC
Lockyer Valley Regional Council & ARTC Technical Working Group	▸ Delivery and program update, technical issues, strategic issues, construction impacts, approvals, community engagement, relationships, G2H EIS updates	Via Teams	13 May 2021	LVRC and ARTC

APPENDIX

D

INLAND RAIL

Community Consultation

Appendix K Stakeholder letters

GOWRIE TO HELIDON ENVIRONMENTAL IMPACT STATEMENT

IR_1536

ARTC

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

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
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 landholders	2098
EIS footprint impacted households August 2019	Addressed letters	▸ Notification of directly impacted property owner. ▸ Aerial imagery of property illustrating EIS Permanent and Temporary Disturbance ▸ Introduction and contact detail of Project team	118
EIS footprint impacted households October 2019	Addressed letters	▸ Notification of directly impacted property owner ▸ EIS topic update ▸ Updated aerial imagery of property illustrating EIS ▸ Permanent and Temporary Disturbance	105
Community organisations and associations January 2020	Addressed letters	▸ Notification of project engagement	88
Properties identified to have noise and vibration exceedances and changes in hydrology conditions February 2020	Addressed letters	▸ Noise and vibration exceedances ▸ Changes to hydrology conditions	65
EIS footprint March 2020	Addressed letters	▸ Hard to reach landholders—project update, requesting engagement and updated contact details	9
Identified new property owners in EIS impacted area. April 2020	Addressed letters	▸ Introduction to project, EIS update	2
Properties identified to have impacts by the Toowoomba Range Tunnel. October 2020	Addressed letters	▸ Notification of directly impacted property owner and invitation to tunnel impacts workshop	19
EIS directly impacted properties November 2020	Addressed letters	▸ Project and EIS update and invitation to connect with the project team	81

ARTC InlandRail

20 March 2017

«Current_Owners»
«Owner_Address1»
«Suburb» «State» «Postcode»

Dear Landowner,

RE: GOWRIE TO HELIDON INLAND RAIL PROJECT - DECLARATION OF COORDINATED PROJECT

I am writing to you on behalf of Inland Rail, as your property in «Property_suburb» is located within the Gowrie to Helidon project study area.

Inland Rail is a new 1700 kilometre freight rail line that will complete the spine of the national freight rail network, providing a service that will see freight delivered between Melbourne and Brisbane, in less than 24 hours with reliability, pricing and availability that is equal to or better than road.

The Gowrie to Helidon section of Inland Rail comprises approximately 26 kilometres of new dual gauge track between Gowrie, north-west of Toowoomba, and Helidon to the east of Toowoomba. It will include a new 6.4 kilometre tunnel to create an efficient route through the steep terrain of the Toowoomba Range.

The proposed alignment between Gowrie and Helidon primarily 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.

A map of the study area is enclosed and can also be viewed on the Inland Rail website (**www.inlandrail.com.au**).

The Queensland Coordinator-General has declared the Gowrie to Helidon project to be a 'Coordinated Project' under the *State Development and Public Works Act 1971*, requiring the preparation of an Environmental Impact Statement (EIS).

Draft Terms of Reference (ToR) for the EIS will be released for public consultation in coming weeks. The draft ToR for the EIS will be prepared by the Coordinator-General and set out the general and specific matters that must be addressed when preparing the EIS. We encourage you to provide your comments on the draft ToR to the Coordinator-General when they are available (**haveyoursay.dsd.qld.gov.au**).

ARTC has also referred the project to the Commonwealth Minister for the Environment for assessment under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Matters of national environmental significance will be assessed during the EIS process (**haveyoursay.dsd.qld.gov.au**).

When preparing the draft EIS, ARTC will consult with stakeholders, landowners and businesses that may be affected by the project and the wider community. You will have an opportunity to provide a formal submission to the Coordinator-General when the draft EIS is released for public comment. In addition, you can contact the project team for more information and to provide feedback at any time.

For more information about Inland Rail, please contact the project team by phone on **1800 732 761**, email **inlandrailqld@artc.com.au** or visit **www.inlandrail.com.au**.

Sincerely,

Simon Thomas
Programme Director Inland Rail

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ARTC InlandRail