HELIDON TO CALVERT

INLAND RAIL

PROJECT NEWSLETTER – JULY 2019 QLD

THE HELIDON TO CALVERT PROJECT

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

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

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

ABOUT INLAND RAIL

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

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

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

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

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

WHAT'S BEEN HAPPENING?

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

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

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

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

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

COMMUNITY INFORMATION SESSIONS

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

We invite you to come along to the community information sessions, details of which are below.

VENUE	DATE	TIME
Helidon and District Community Hall, Arthur Street, Helidon	15 July	4 pm – 7 pm
Laidley Cultural Centre, Laidley-Plainlands Road, Laidley	16 July	4 pm – 7 pm
Grandchester Hall, School Road, Grandchester	17 July	4 pm – 7 pm
Forest Hill School of Arts Hall, Railway Street, Forest Hill	18 July	4 pm – 7 pm
Gatton Show, Gatton Showgrounds, Gatton	19 & 20 July	9 am – 6 pm
Gatton Shire Hall, North Street, Gatton	23 July	4 pm – 7 pm

NOISE AND VIBRATION

Noise and vibration impacts are being assessed in accordance with the Terms of Reference set by the Office of the Coordinator-General. To achieve better-for-community outcomes, we are also considering industry best-practice guidance. For operational rail noise, our proposed trigger levels are more stringent than typical environmental goals.

Following the reference design, we are undertaking studies to predict potential impacts on residents and businesses up to two kilometres from the proposed alignment. Where required, abatement measures are recommended. These may include items such as at-source treatments, noise walls, and/or property treatments.

We will share results available to us as part of the upcoming community engagement sessions.

PROJECT HIGHLIGHTS/ STAKEHOLDER FEEDBACK OUTCOMES

Airforce Road grade separation

You told us your concerns about increasing heavy traffic through the centre of town – we have reassessed the options and propose a grade separated crossing at Airforce Road, and diverting Seventeen Mile Road to Airforce Road. This will direct all heavy traffic via the existing heavy haulage route along William Street and Airforce Road.

Gaul Street level crossing

You told us your concerns about connectivity of northern Gatton – we have reassessed the options and considering safety and traffic congestion we propose closing Gaul Street level crossing for vehicles, while maintaining pedestrian/bicycle/mobility scooter crossing. We will also improve the existing grade separated crossings at either end of Crescent Street, Old College Road underpass and Eastern Drive. We will also future-proof for a new road/vehicle bridge across Lockyer Creek, connecting Smithfield Road and Old College Road, for the future development of the Gatton West Industrial Zone.

Forest Hill level crossing

You are concerned about connectivity and loss of thoroughfare through your town – we investigated multiple options including a re-designed, safe level crossing at the end of Glenore Grove Road, and two road bridge over the rail line options – one to the east, and the other to the west, of town. Based on your feedback on the three options, it is your preference for the existing traffic to continue to use Victoria Street as a main thoroughfare and not bypass the town and existing business district. We propose to close the existing level crossing and re-design a safe level crossing at the end of Glenore Grove Road.

1

WARREGO HIGHWAY

The Inland Rail corridor crosses over the Warrego Highway. During the feasibility stage the angle of the alignment was tightened to reduce the bridge span without compromising future upgrade of the Warrego Highway to six lanes. The rail bridge is 182 m long, with 46 m long bridge spans above the road providing a clearance of 7.1 m.

2

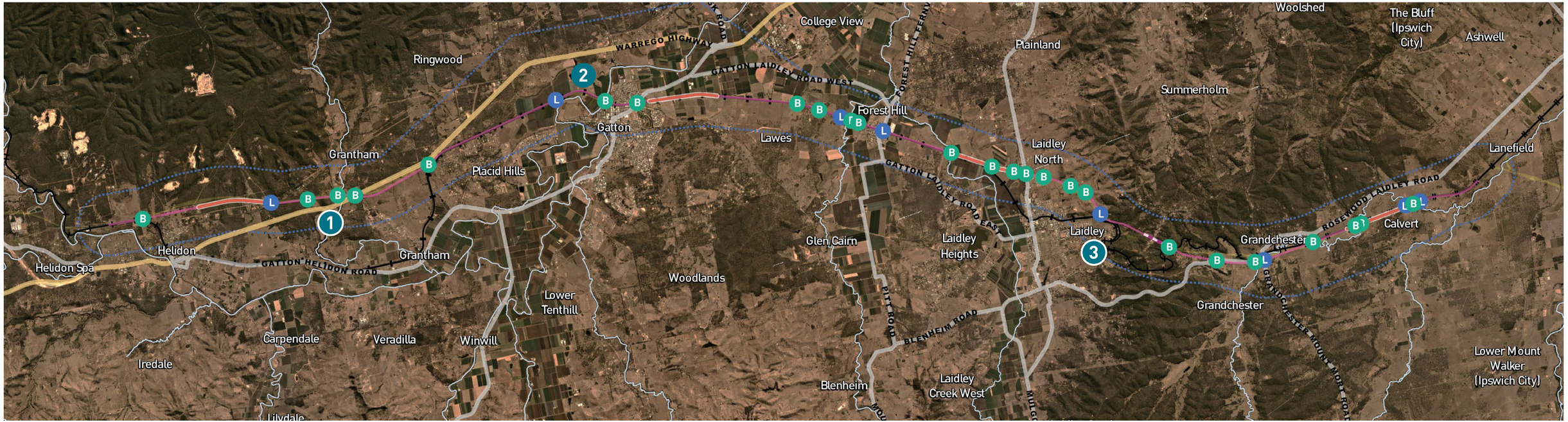
OFF BEAVAN STREET, GATTON

The proposed Inland Rail alignment crosses perpendicular to Old College Road and off Beaven Street. The proposed rail alignment will span across the two roads on a rail over road bridge structure. The 120 m long rail bridge will cross the Lockyer Creek, alongside existing QR bridge. Old College Road underpass is to be upgraded for improved clearance and intersection safety.

3

DOUGLAS MCINNES DRIVE, LAIDLEY

Significant impacts to landscape character and viewpoints. Mitigation measures include minimising the extent of clearing, locating laydowns, stockpiles, plant and equipment away from view and preparing a reinstatement and rehabilitation plan.



CROSSING LOOPS

Four crossing loops are proposed at Heldion, Gatton, Laidley, and Calvert. They will accommodate double stack freight trains up to 1.8 km long.

EMBANKMENTS/CUTTINGS

The project alignment proposes embankments and cuttings to allow the rail alignment to meet operational requirements.

Embankments: total length of 33.7 km (excluding structures such as bridges) with a maximum height of 23 m.

Cuttings: total length of cut in the range of 7.6 km with a maximum cut depth of 38.8 m.

RAIL AND ROAD BRIDGES

The bridges are of various lengths and spans to suit the alignment and topography.

Rail over road bridges are proposed to cross over Sandy Creek Road, Warrego Highway, Philips Road, Old College Road, Old Laidley Forest Hill Road, Laidley-Plainlands Road, Francis Street, Luck Road, Paroz Road and Rosewood-Laidley Road.

Road over rail bridges are proposed at Airforce Road and Eastern Drive, and rail over rail bridge crossing for the existing West Moreton System near Little Liverpool Range.

WATERWAY CROSSING

The proposed alignment crosses a number of major and mapped watercourses. Watercourses provide fauna and habitat linkages, passage for fish, and are prone to flooding in the wet season.

Rail bridges have been designed to cross over waterways including Lockyer Creek, Sandy Creek, Laidley Creek and Western Creek (tributary of the Bremer River). In some cases, some of these bridges also run over roads.

A total of 67 waterway crossings are proposed, including 13 bridges and 54 drainage structures.

Legend

- Crossing loop
- Bridge
- Level crossing
- Existing rail alignment
- Protected corridor
- Highway
- Proposed rail tunnel
- Proposed rail alignment
- Study area
- Secondary road

Watch the flythrough and comment on interactive map **maps.inlandrail.com.au/g2k**

PROJECT STATUS UPDATE

EIS TOPIC	STATUS
Alignment	▸ A number of design options based on asset owner requirements have been considered. ▸ Matters relating to shared rail infrastructure are being worked through.
Water	▸ Design case flood modelling (1% Annual Exceedance Probability (AEP) events) completed - structure and drainage requirements incorporated into reference design. ▸ Flood risk and hazard analysis assessment works commenced.
Noise and vibration	▸ Draft noise and vibration prediction modelling undertaken for construction, fixed plant, road traffic and operational noise. ▸ Approach to mitigating, managing and minimising potential impacts being finalised.
Transport level crossings/ road impact	▸ Following community consultation, and an options assessment process, road-rail interface options have been decided. ▸ Treatments for existing road/rail crossings have been confirmed for the reference design and identified in the updated map. ▸ Assessment of emergency service requirements (routed, ingress, egress, crossing) with local emergency responders being discussed.
Air	▸ Release from diesel train exhaust and coal dust reported. ▸ Fugitive particulate matter emissions (dust during construction) considered. ▸ Emissions from tunnel portals calculated.
Hazards, health and safety	▸ Ongoing assessment of natural events (bushfire, flood, wildlife and rail related) being undertaken. ▸ Security, dangerous goods and other contributing factors considered. ▸ Pedestrian and vehicle level crossing assessments completed.
Land use/ visual/ soils	▸ Geotechnical investigations and subsurface sampling works are ongoing. ▸ Visual amenity issues being collaboratively workshopped. ▸ Fly-through video and viewpoints visualisations of reference design alignment are being prepared.
Social and economic	▸ Detailing of benefits as part of Environmental Impact Statement. ▸ Communications with directly and indirectly impacted communities. ▸ Planning for potential key sensitive locations and/or communities. ▸ Implementation of a mental health partnership.
Flora and fauna	▸ Flora and fauna mitigation workshops (including WildNet training) completed with Local Environmental Groups. ▸ Opportunities for partnership beyond current studies and projects being defined.
Cultural heritage – Indigenous and European	▸ Alignment walkover with traditional owners and custodians including key sites of interest are being planned. ▸ Continued compliance with the previously developed and approved Cultural Heritage Management Plan (CHMP). ▸ For non-Indigenous historical heritage known and potential historical cultural and landscape heritage values for the H2C Study area have been defined.

COMMUNITY FUNDING GRANTS

An Inland Rail Community Sponsorships and Donations Program has been established with distributions provided to eligible organisations and groups. For terms and conditions and to access an application form, please email **IRCommunitySponsorships@ARTC.com.au**

MENTAL HEALTH SUPPORT

ARTC acknowledges the uncertainty for landowners and communities while we plan the project can be stressful.

If you are experiencing stress, depression and/or anxiety, please call 1300 971 309 to speak to a local independent service and access support either face to face or on the telephone.

COMMUNITY CONSULTATIVE COMMITTEE MEETINGS

The Lockyer Valley Community Consultative Committee (CCC) provides input and feedback to the Helidon to Calvert project team and meet on quarterly basis. Observers are welcome at Committee meetings.

Upcoming Lockyer Valley CCC meetings include:

- **Tuesday 13 August 2019**, from 6 pm – 8 pm at the Old Grantham Butter Factory, Victor Street, Grantham
- **Tuesday 15 October 2019**, from 6 pm – 8 pm at the Postmans Ridge Hall, Murphys Creek Road, Postmans Ridge
- **Tuesday 10 December 2019**, from 6 pm – 9pm at the Lockyer Valley Cultural Centre, Lake Apex Drive, Gatton.

WANT TO KNOW MORE?

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

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ARTC

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

CURRENT AS AT JULY 2019

IR_1077