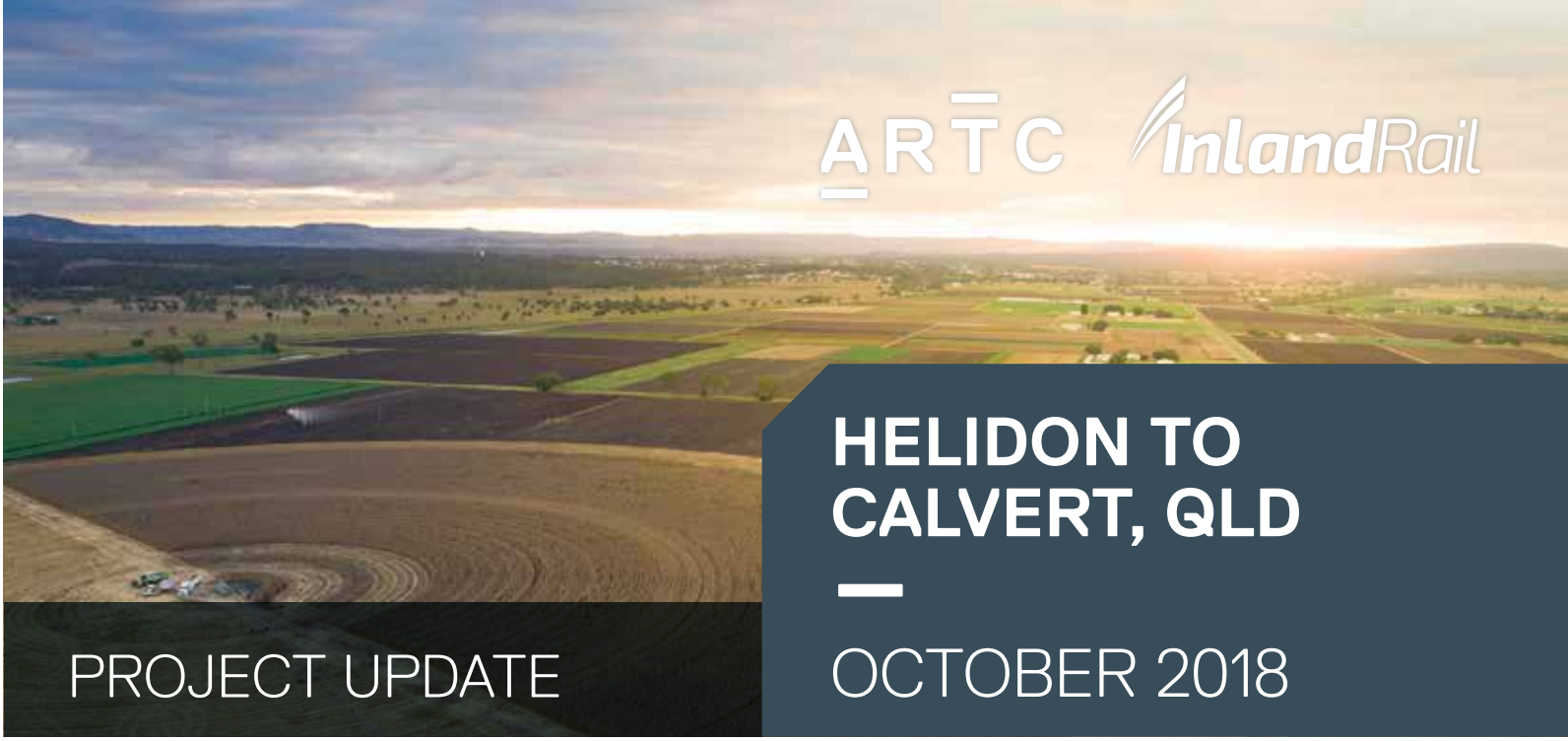

HELIDON TO CALVERT, QLD

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PROJECT UPDATE

OCTOBER 2018

Environmental Impact Statement Consultation

ARTC is progressing the feasibility design and technical studies for the Environmental Impact Statement (EIS) for the Helidon to Calvert (H2C) project in line with the engagement program, which was released to the community in May 2018 and is available on the Inland Rail website.

Project update

Topic	Status
Alignment	Following community consultation and technical review, ARTC has determined a preliminary horizontal alignment. The supporting infrastructure (bridges/viaducts, embankments, culverts, access roads) will be developed through further studies and design.
Water	The flood model has been developed for existing conditions, incorporating local knowledge supplied by community members. Water sampling for local and regional catchments has commenced.
Noise and vibration	Monitoring locations are being selected along the proposed alignment to capture representative background levels – the development of the noise model for both construction and operation is underway.
Transport/level crossings/ road impact	Consultation with councils and landholders has identified the need for access and type of crossing required at every road-rail interface.
Air	ARTC will use existing datasets from the Department of Environment and Science to inform air quality in the region.
Hazards, health and safety	Technical assessment of hazards is ongoing. Potential risks consider the location of population centres, densities and activities.
Land use/visual/soils	Geotechnical investigations and subsurface sampling have commenced. The visual aspect of the alignment is available in a fly-through video on the Inland Rail website.
Social and economic	The social impact survey has been completed – data will now be verified with the community and with key stakeholders. Economic impacts, including cost-benefit analysis, has commenced.
Flora and fauna	Desktop studies are complete and field studies are well underway. Guided study tours with environment and special interest groups are planned for the coming months.
Cultural heritage – non-Indigenous	Targeted surveys focusing on previously unsurveyed areas, and areas of potential high significance, have commenced.
Cultural heritage – Indigenous	Ongoing compliance with Cultural Heritage Management Plan – including continued engagement with Indigenous parties and investigation for any sites of interest.

How we have used your feedback

Our team has been engaging with the Lockyer Valley and Ipswich communities since 2016. During each and every engagement session, landholder meeting and stakeholder interaction, we gather information provided and feed it to the technical design and assessment teams. This information is then used to inform the feasibility design and subsequent EIS.

The formal comments submitted to the Office of the Coordinator-General (OCG) during the draft Terms of Reference consultation in 2017 were provided to ARTC by the OCG. These comments have been considered and referenced in the development of the feasibility design and ongoing EIS studies.

The comments provided during round one of EIS consultation in May and June this year were captured in an interactive mapping tool and provided to our technical design and assessment teams. As we progress with the feasibility design and EIS studies, we will continue to respond to feedback from the community.

About the Helidon to Calvert project

The H2C section of Inland Rail comprises a route of 47 kilometres of new dual gauge rail line (with an expected additional 9 kilometres of track length for proposed crossing loops) connecting Helidon and Calvert in Queensland, via Placid Hills, Gatton, Forest Hill, Laidley and Grandchester.

It will include building a new 0.85 kilometre tunnel to create an efficient route through the steep terrain of the Little Liverpool Range.

Approximately 24 kilometres of the H2C section is situated adjacent to the existing Queensland Rail West Moreton system.

About the preliminary alignment

In January 2018 ARTC engaged Future Freight Joint Venture (FFJV) as our technical and approvals consultancy service provider. FFJV is undertaking the feasibility design and producing a draft EIS for the H2C section of Inland Rail.

The alignment adopted at the start of the current technical and approvals consultancy services was from a previous study undertaken by the Queensland Government which protected future rail corridors, being the Gowrie to Grandchester Corridor, in 2003.

The design and assessment process identified some constraints, and opportunities, which have resulted in the proposed alignment moving outside of the protected corridor slightly in some locations, as outlined on the map.

During previous consultation, residents, community members and key stakeholders raised the possibility of alternative options. The ARTC Inland Rail team and our technical consultants considered these suggested route changes but found they were generally not feasible.

More information can be found in the Frequently Asked Questions on the Inland Rail website **inlandrail.artc.com.au**

The design and assessment process identified some constraints, and opportunities, which have resulted in the proposed alignment moving outside of the protected corridor slightly in some locations.

1. Gas Main – Air Force Road to Connors Road

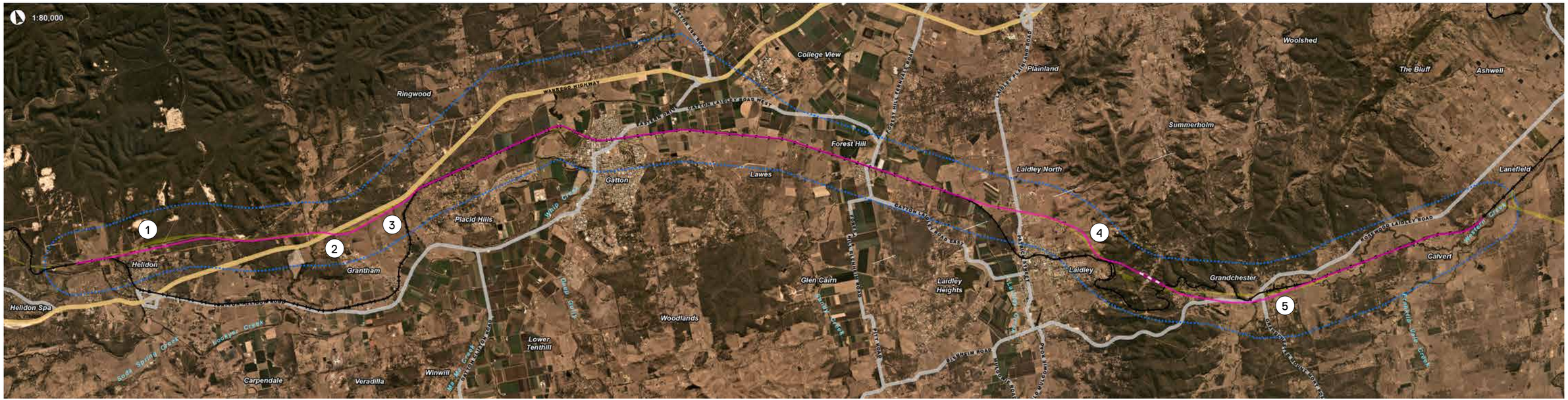
The alignment has been confirmed as staying to the south of the existing gas main to avoid what would have been two crossings of the main line. This change has been in maps distributed from April 2017.

2. Warrego Highway grade separated crossing

The alignment has altered slightly to allow for future expansion of the highway.

3. Brooks Road

To allow for access to private properties and the potential development of the Gatton West Industrial Zone, the alignment was moved slightly to the south. This promotes future developments within Lockyer Valley Regional Council and improves road user safety by removing the need for a level crossing at Brooks Road.



4. Tunnel Approaches

The horizontal alignment on the approach to the Little Liverpool Tunnel has been shifted to avoid impacting the existing Queensland Rail West Moreton line. This change has reduced earthworks volumes, resulting in fewer construction movements and better sustainability outcomes.

5. Grandchester

The alignment has been shifted to the south to reduce severence of high value agricultural grazing/cropping land, improve the flow of water (flooding impacts) and remove the need for a high embankment through the town.
A benefit of this closer-to-ground-level alignment through Grandchester is a reduction in potential noise, vibration, visual and air quality amenity impacts to residents.

Legend

- Proposed Rail Tunnel
- Proposed Rail Alignment
- Existing Rail Centreline
- TMR Protected Corridor
- Study Area
- Highway
- Secondary Road

* A fly-through video will be available on the Inland Rail website

Current consultation

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

In this second round of consultation, our focus is to:

- Engage landholders in regard to the preliminary alignment on their property
- Release the preliminary horizontal alignment to the community
- Undertake technical workshops for flooding and hydrology
- Engage technical working groups and landholders for transport matters, particularly level crossings
- Continue gathering data for the social impact assessment, including validation of initial findings from local business and community
- Undertake flora and fauna workshops with environment groups to discuss areas of significance and potential mitigation measures

We will be holding staffed information displays at the following times and locations so that you can view the preliminary horizontal alignment. Information will be presented on: large maps; an interactive mapping tool; and in a fly-through video.

Consultation sessions

Date	Time	Venue
Monday 5 November	10am – 5pm	Gatton Shopping Centre 114 Spencer Street, Gatton
Wednesday 7 November	10am – 5pm	
Saturday 10 November	9am – 3pm	
Monday 12 November	10am – 5pm	Yamanto Shopping Centre 512-514 Warwick Road, Yamanto
Wednesday 14 November	10am – 5pm	
Saturday 17 November	9am – 3pm	
Tuesday 20 November	10am – 5pm	ARTC Inland Rail Toowoomba office 65-67 Neil Street, Toowoomba
Thursday 22 November	9am – 3pm	

We encourage you to attend one of the staffed information displays and look forward to seeing you there.

These sessions are valuable and enable you to talk to our staff about relevant studies, initial findings and what this means for you, your property and your community.

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

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Want to know more?

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

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