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The Coordinator-General
C/- EIS Project Manager – Inland Rail –
Helidon to Calvert project
Office of the Coordinator-General
PO Box 15517
CITY EAST QLD 4002

27 June 2017

Dear Sir

Re: Draft Terms of Reference, Inland Rail – Helidon to Calvert project

Thank you for the opportunity to provide comment on the draft Terms of Reference for the Helidon to Calvert project.

The overarching Inland Rail Project has the potential to provide significant transport, economic and social benefits to many regions across Australia, including Ipswich.

Ipswich City Council is supportive of this significant national infrastructure project, noting that impacts to local residents along the proposed alignment must carry appropriate weight and consideration in any impact assessment undertaken.

Helidon to Calvert project

The Helidon to Calvert project directly impacts parts of the Ipswich Local Government Area (LGA), including the rural towns of Grandchester and Calvert.

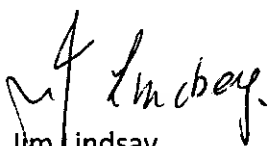
Council's main concern is for the residents of these rural towns, and that landowner views regarding (but not limited to) visual amenity, noise, localised flooding and land impacts are thoroughly explored. Council will be looking for innovative mitigation strategies, including any alternative alignment possibilities where proximity to local townships is a significant issue.

Attached is a table outlining Council's remaining comments relating to the draft Terms of Reference for this project.

While Council appreciates the opportunity to provide comment on the draft Terms of Reference, we would like to see a longer consultation period applied for the consideration of the draft EIS. This is to ensure that local government governance timings and requirements can be sufficiently accommodated.

We look forward to seeing the results of your studies and to making comment on the draft EIS in due course.

Yours sincerely,



Jim Lindsay

CHIEF EXECUTIVE OFFICER

Name of Project: Inland Rail- Helidon to Calvert project

Comments provided by: Ipswich City Council

Section / Paragraph No.	Topic	Suggested change(s) to draft TOR, including reasons for the change(s).
6.7	<p>Mandatory Requirements of an EIS</p> <p><i>Present feasible alternatives of the project's configuration (including individual elements) that may improve environmental outcomes. Discuss the consequences of not proceeding with the project."</i></p>	<p>Include a social consideration of this also, e.g.</p> <p>Present feasible alternatives of the project's configuration (including individual elements) that may improve environmental and/or social outcomes. Discuss the consequences of not proceeding with the project."</p>
10.1	Workforce Numbers	Please specify the percentage of workforce that will be targeted for local hiring.
10.3	<p>Site description</p> <p><i>Describe and map at suitable scales key transport infrastructure including state controlled roads, local roads, rail (including tunnels), air, and other infrastructure or services (including gas and water pipelines, and electricity transmission and distribution powerlines) existing, under construction or proposed in the region and to the site.</i></p>	Rather than referring 'to the site' it is considered that the sentence should be the same as section 10.3 in the Gowrie to Helidon project draft TOR, with the section finished with the words 'to the preferred alignment'.
10.9	<p>Site description</p> <p><i>Describe the ability and capacity of the proposed rail corridor to support future passenger rail services between Brisbane and Toowoomba.</i></p>	It appears that the documents are referring to the 'Westlander Service' however, this should be clarified. Also, is the document to address augmenting commuter passenger rail services between Brisbane, Ipswich and Toowoomba?

Section / Paragraph No.	Topic	Suggested change(s) to draft TOR, including reasons for the change(s):
10.11	(b) Describe existing infrastructure and easements on the preferred alignment.	<p>Please include “weather, flood monitoring and emergency management infrastructure” as this may be impacted.</p> <p>Please include haulage information during construction as this may have significant impact on the local road network and infrastructure.</p>
11.24	<p>Information Requirements</p> <p><i>The EIS must also provide details on the current state of groundwater and surface water in the region as well as any use of these resources.</i></p>	<p>It is considered that this section should also include a statement on any potential impacts on groundwater and surface water resources and the long term consequences of these impacts.</p>
11.29	<p>Threatened Species</p>	<p>There are inconsistencies in the list of potential listed threatened species and their status and the list of potential listed threatened communities between this draft TOR and the draft TOR for the Gowrie to Heildon projects .</p> <p>This may be a justified through changes in geomorphology and habitat between the two projects. However, a number of these species have distribution areas that may overlap. It is considered that the potential species lists be reviewed.</p>
11.2 (11.52)	<p>Water</p> <p><i>Impact Assessment...For these locations a flood study must be included in the EIS that includes:</i></p> <p><i>Quantification of flood impacts on properties surrounding and external to the preferred alignment from redirection or concentration of flows.</i></p>	<p>Key for Council is that local knowledge is harnessed, particularly in relation to overland flow path and potential flooding issues.</p> <p>In this regard, any desktop water study should be cross-referenced with data gathered by the community engagement and social impact assessment teams regarding feedback from local landowners.</p>
11.3	<p>Land – Landscape and Visual Amenity</p> <p><i>Describe and illustrate the visual impact of the construction and operation of the project. Include major views, view sheds, outlooks, and features contributing to the amenity of the area.</i></p>	<p>This requirement is supported.</p> <p>Consideration should also be given to potential for the sterilisation of land due to the proposed rail alignment and activities.</p>

Section / Paragraph No.	Topic	Suggested change(s) to draft TOR, including reasons for the change(s).
11.4	Flora and Fauna <i>Impacts from the construction and operation of the project should address matters of state environmental significance.</i>	It is considered that matters of local environmental significance, where relevant, should also be addressed.
11.5	Transport	There should be explicit reference to the impacts on active transport (pedestrian and cycle) especially for (but not confined to) school age children.
11.8	Social 11.112 Community Engagement	Community Engagement activities need to be undertaken within directly affected townships, i.e. Grandchester and Rosewood.
11.8	Social Potential Impacts and Mitigation	<p>Ipswich City Council would like to understand what compensation/mitigation measures have been exhausted as part of the Social Impact Assessment and wider EIS process.</p> <p>Any noise study needs to take note of the cumulative effect of several trains on multiple lanes passing a section at the same time – as well as the number of times in a day that train noise will be experienced. This needs to include all train traffic – not just Inland Rail trains.</p> <p>If the alignment takes the track some meters off the ground, please advise the additional noise implications.</p>
11.9	Economic (Objectives)	It is suggested that sub section (c) be rewritten to read, '(c) create a net economic benefit to the local, regional and State economies'.
11.12	Cultural Heritage	When referring to non-Indigenous historical heritage, it would be beneficial to have a statement that the assessment must include local character heritage places / listings.
General	Transport, Land Use, Social, Economic	Across all studies, Council would like to understand how the identified project benefits can be maximised for the Ipswich community, and that the project benefits will not simply "bypass" Ipswich.