

SUBMISSION FOR KAGARU TO ACACIA RIDGE K2ARB SECTION OF INLAND RAIL

To Dr Kerry Schott

Review into the management of the Inland Rail Project.

I wish to propose my submission as an ARTC CCC member of the K2ARB section, a resident, and a voice in my community for the Inland Rail Action Group who will be heavily impacted by this Inland Rail should it be permitted to go ahead.

Like many other residents we were aware of the NSW/Qld rail line prior to purchasing/building, including the fact there were only 2 trains an XPT passenger in the morning and one freight train around 2400 hours each night when we built. Many of us found it difficult to obtain relevant information regarding the future of this rail. At no time did Local Government advise us or place any restrictions on the building of new homes along the corridor. State and Local Council Regulations continue to allow new buildings along the corridor even with full knowledge of Inland Rail planned for this route. I don't believe that any time any resident would have contemplated that Inland Rail with all its obvious flaws, would have been considered through a corridor of high-density suburbs.

Material Change of use:

Due to the intent by ARTC to allow coal trains on the Inland Rail which have never been on this line before and the increase of number of freight trains and the type of freight ie double stacked...from 1.8 kms to up to 3.6 kms which will be longer, heavier and faster... This line is obviously now considered a "Material change of use".

Material Change of Use' is defined in the Sustainable Planning Act (SPA) 2009 as

ARTC are initially planning on reaching a peak of 45 trains per day 7 days per week 24 hours per day.

This is approximately one train every half hour.

Definition: Re-establishing a use that has previously been abandoned, and not continuously carried out; or.

- A material changes in the intensity of scale of an existing use on a property.

www.aegenvironmental.com.au/FAQRetrieve.aspx?ID=30812&Q=

Queensland State and Local Councils with full knowledge of the Inland Rail proposal have allowed new buildings along the corridor.

Queensland State and Council Government over the years and knowingly in recent years have been fully aware of future plans for this rail, have continued to strongly promote for new estates within the impact zones of this rail. ARTC, politicians and councils have not demonstrated any regard for the impact and health issues this will have on the many families settled into and or planning to settle in these communities.



EXAMPLE: of high-density residential suburbs already established along the NSW/QLD freight and passenger rail corridor between Hillcrest and Forestdale as shown.

a. Health Concerns - High Density suburbs in the proposed K2ARB section

The K2ARB section of this route is considered high density residential with currently 50 thousand plus residents living along the line with future plans to increase to 150 plus thousand within the impacted zones of the K2ARB by 2040. This existing and future residential population has been ignored or played down by ARTC.

The community have expressed concern for the impact of noise, vibration and other health and

environmental issues associated from the proposed initial 45 double stacked freight trains and uncovered coal trains through the corridor on the Qld/NSW eventually growing to 45 trains per day or a train approximately every 30 minutes.

Residents have focussed their concern on the reported health issues from transporting coal in open top wagons from the mines through our suburbs. It has been established that the veneering process is a failure since coal left in the wagons after dumping is free to pollute the environment on the return trip. Coal dust with particulate 2.5 micron over time has proven to create lung diseases.

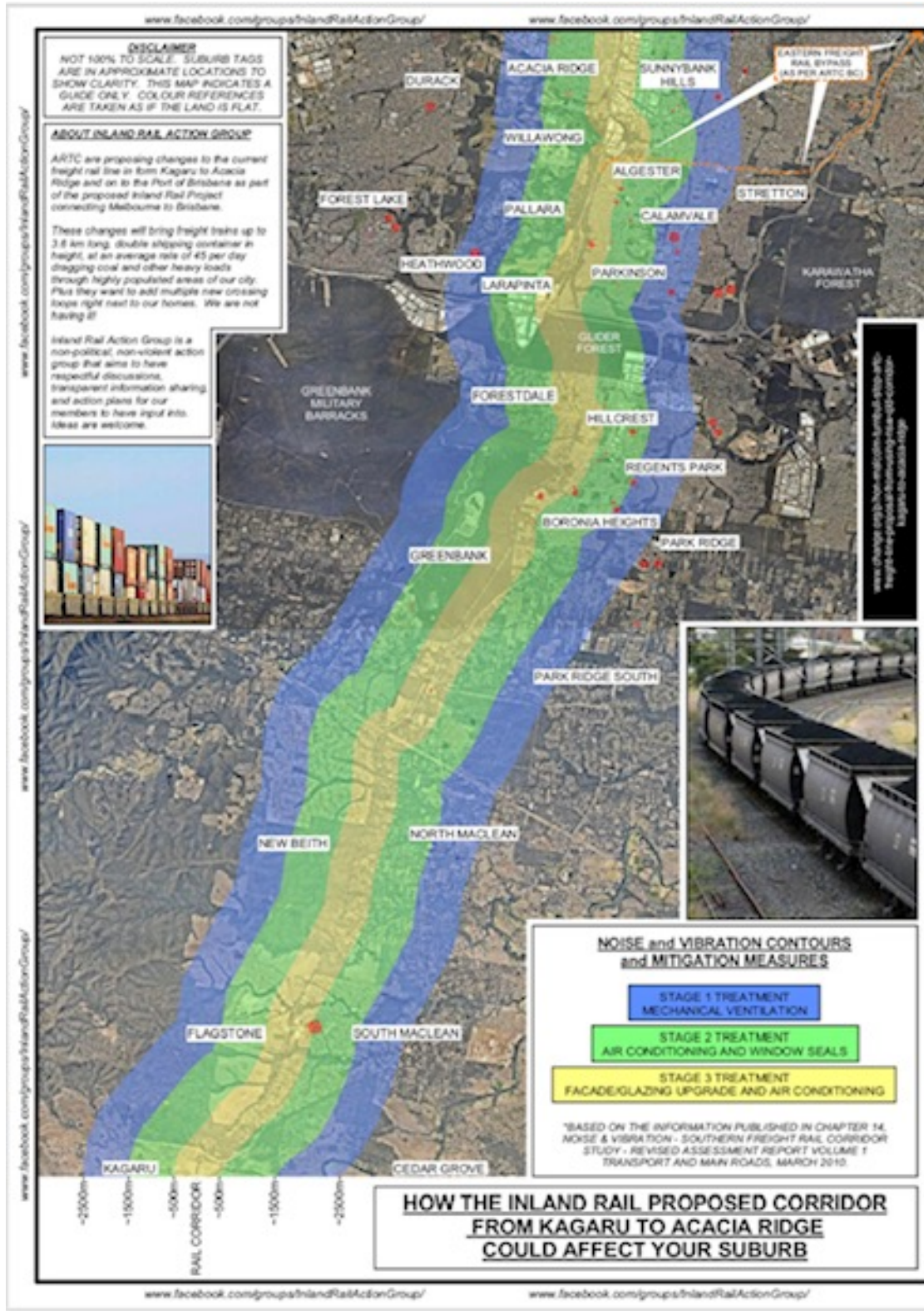
The impact of the health issues from sleep deprivation. The lack of concentration arising from the noise and vibration from a train approximately every 30 minutes can affect the residents with depression, mental issues, safety hazard on the roads, high blood pressure, stroke diabetes heart disease and many other health issues can arise from sleep deprivation.

ARTC have refused to listen to the resident's apprehension of the physical location of the passing loops in high residential suburbs between Hillcrest and Forestdale and Flagstone/Kagaru as a design flaw. ARTC have responded to concerns expressed by stating the locations shown on the maps is the optimum shown by their computer models. (ARTC have since agreed to remove the passing loop from their scope of work. However, I will leave in this submission to indicate their intent.)

The impact from the reduced quality of air with the dust lifting from the tracks, diesel fumes a known carcinogenic from a minimum of three diesel engines and coal dust from the uncovered coal wagons to and from the port, as each trains travel past our homes. Many residents within the K2ARB depend upon tank water, water contamination is considered a high health risk.

It would appear that ARTC have adopted the intent to build the rail first, run the trains second and only then commence measurement of the environmental impact and ignoring the health issues of these freight trains.

b. Health Concerns - High Density suburbs in the proposed K2ARB section



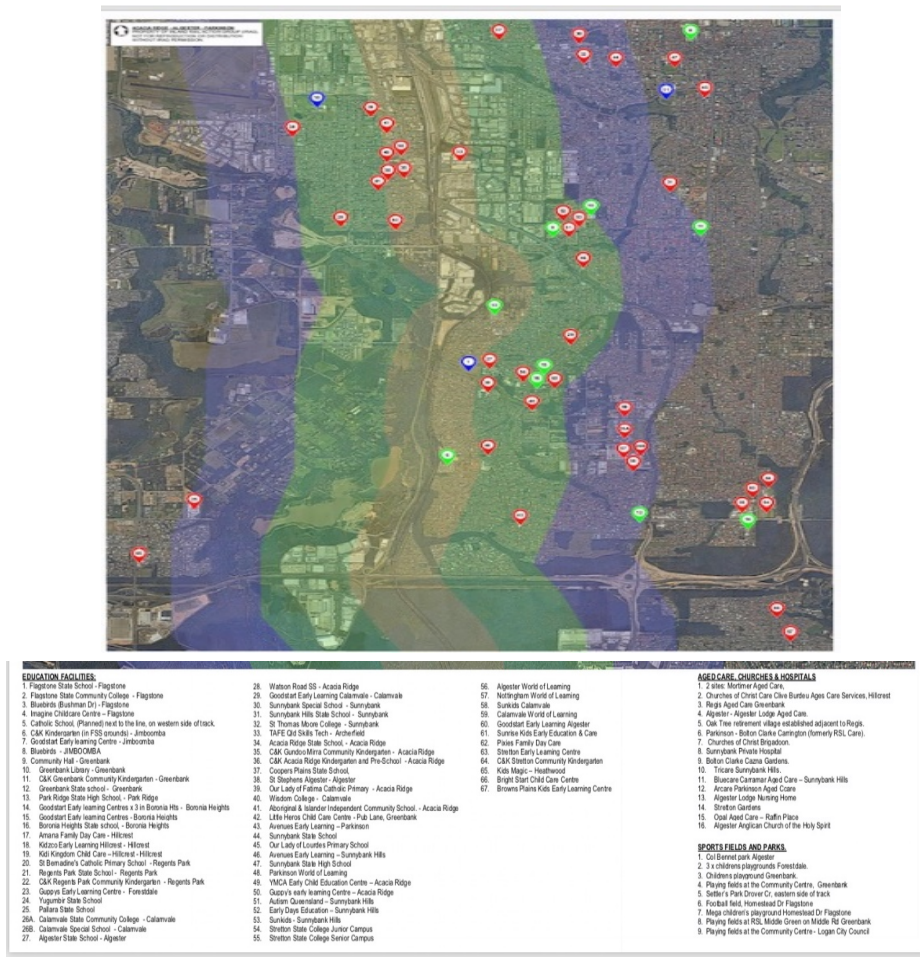
www.facebook.com/groups/inlandRailActionGroup/

- Typical impact zone map for the Kagaru to Acacia Ridge K2ARB Inland Rail section.

Impacts and building noise suppression requirements based on the Southern Rail Freight corridor study.

Established Public and Private schools, aged care facilities, park, ovals and places of worship along the rail corridor.

Regardless of the fact that ARTC have been advised of the numerous Public and Private schools, Aged Care Facilities, Sports Fields, Parks and places of worship along the rail and with future plans for additional buildings to accommodate future growth, ARTC have continued to disregard this information and have proceeded with the design and engineering to route their trains through this corridor.



NOTE: The above map was last updated 2018. New buildings have increased since.

Inadequate studies demonstrate Logistics and economics don't make sense.

We have established the trains do NOT go from port to port. Commencing at Tottenham in Melbourne and concluding at Acacia Ridge. The Inland Rail project is "City to City". Multiple handling of products is questionable. Without suitable engineering studies being carried out into the feasibility of using the Acacia Ridge marshalling yard based on the number of 45 trains approximately one every half hour, length of 1.8km when Acacia Ridge Maximum train length is

1.6km, will increase the truck congestion on already inadequate roads within Brisbane and surrounding suburbs with by potentially 5,000 trucks per day of major concern to Acacia Ridge residents is that ARTC have not carried out a traffic study to determine the impact of the potentially 5,000 short haul distribution trucks will have on road networks.

The existing rail link to the Port of Brisbane is not suitable for double stacked containers. ARTC claim that the existing rail link to the port will be sufficient until 2040.

The ARTC CCC Meetings – Community concerns being ignored.

The community's expectations of the ARTC CCC meetings have been nothing more than tick in the boxes, irrespective of the impact and concern upon the 50,000 plus residents living within this corridor/impact zone. The ARTC have not adequately addressed community concerns with unprofessional meetings that have been challenging for CCC members and including the residents' asking questions at these meetings.

Requests for ARTC to consider alternative proposals have been refused.

ARTC have a history of lack of consulting with the CCC members with relevant necessary information to pass onto the residents.

ARTC applied for an EIS to the Coordinator General, without knowledge or input from the CCC members, and have refused to provide CCC members with a copy of the documentation.

ARTC cancelled the scheduled meeting in November without consultation with CCC members.

ARTC have planned and discussed with residents regarding noise meters without CCC members knowledge. This has been difficult in keeping residents informed of arrangements.

The minutes kept by ARTC of CCC meetings are poor and do not accurately represent occurrences.

To enable community concerns to be recorded and answered as representing the community of K2ARB it was necessary to formally present a list of typed questions at each of the meetings to ensure they were included in the minutes and responded to. (please find attached)

The ARTC responses to questions have in general been vague and comprise standard nonspecific answers. This reflects the lack of any preliminary engineering carried out and the poor management and approach to community concerns.

The ARTC have not represented the minutes as they occurred during the K2ARB CCC meetings as tabled, on their website. The minutes provided for the CCC meetings held to date consistently have many of the questions, answers and information having been excluded.

How independent is the Chairs position? It has been reported the independent chair will be remunerated by ARTC a sum of \$24,000 for his role of Chair at the ARTC CCC K2ARB meetings. This equates to \$6,000 per meeting.

Questions from K2ARB Community presented at ARTC CCC Meetings.

As a CCC member representing our community I provided a list of questions presented in writing at each of the CCC meetings to ARTC Project Leader to ensure they were covered in the minutes and responded to. We have a record of same if required.

During discussions with ARTC I have requested on behalf of the community in the K2ARB to consider investigating alternative routes. ARTC response was that they have been given this scope of work unable to investigate alternatives.

I would conclude by stating we welcome this review. It is obvious this project requires an investigation into alternate route for the K2ARB section, finding it not necessary to travel through high-density well-established suburbs creating health issues.

We support Inland Rail terminating at Dalby/Toowoomba and NOT coming to Brisbane. All coal transport diverted to Gladstone.

Suzanne M Corbett