

Senate Standing Committees on Rural and Regional Affairs and
Transport

References Committee

30th January 2020

Witness Statement and supporting documents



Supplied By:

Anita Waihi

50-52 Bradman Street

NEW BEITH Q 4124

Ph: 0437 152 299

Email: awaihi@gmail.com

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ARTC Map of Alignment

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Suburb profile of New Beith (from Realestate.com.au)

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Copy of Everleigh Development Masterplan

Copy of Covella Development site boundary

Senate Committee – Notes for Submission

30th January 2020

Anita Waihi - Resident

Thank you for inviting me to speak to the Committee today. I appreciate the opportunity to be heard and for this statement to become public record.

I speak as a resident in the Greater Flagstone area, specifically New Beith. My property backs on to the rail line. We sit close by marker number 951. My submission relates to the following Terms of Reference:

- b) Route planning and Selection
- c) Connections with other freight infrastructure
- g) Other matters

I wrote letters in July 2018, to communicate my concerns relating to the impact this project would have on our local community, our lifestyle, the environment and our property values in the area. These letters were addressed to:

The Premier, The hon Anastasia Palaszczuk

The Minister for the Environment, The hon Leeanne Enoch

The Minister for State Development, The hon Cameron Dick

The Minister for Transport, The hon Mark Bailey

The Minister for Infrastructure and Transport, The hon Michael McCormack

I received replies from the office of the Premier, advising my letter had been forwarded to Mark Bailey; and from the office of Mark Bailey (5 months later) urging me to direct concerns to the CCC (consultative committee).

I have also submitted concerns to the CCC as well as contacting Scott Buchholz (the Federal Member for Wright) in April 2019. To date, no response has been received.

I have written to 11 Qld Senators expressing the same concerns and have had a single response from Sen Amanda Stoker, advising the project is already confirmed and my concerns will be forwarded to Michael McCormack to address the impact on residents.

The responses to date have been about onforwarding the concerns and not addressing the issues. The issues are:

1. The change of use of this rail line will significantly alter the existing lifestyle and environment currently enjoyed by myself, my family and my community.
 - a. This will result in almost continuous rail freight throughout the day and night. 40-50 trains per day of 2 – 3km long
 - b. The transportation of freight will not be controlled or managed by the ARTC and no guarantees will be provided on the nature of freight. For example; hazardous waste, uncovered coal trains, uncovered waste trains, double stacked containers
 - c. The impact of this increased freight through the area will result in degraded lifestyle for those living close to the rail line including local wildlife and future generations.
 - d. Land values will decline.
 - e. Health risks will increase due to exposure to prolonged noise, vibration and coal dust (as well as other contaminants).
2. The intended destination of this inland rail is to the Port of Brisbane. According to the Port of Brisbane Masterplan (2018 – 2048), rail access to the port requires upgrading and a dedicated segregated freight rail corridor to the port to enable the growth of the Port freight handling.
 - a. The ARTC is planning to send rail freight to Acacia Ridge, where it will be loaded onto trucks to be transported to the Port. This will increase truck movements between Acacia Ridge and the Port, creating additional problems for residents and businesses in this area.
 - b. The Port of Brisbane Pty Ltd operates a 99 year lease and includes foreign ownership, such as the Caisse de depot et placement du Quebec and an Abu Dhabi Consortium, meaning that profit sharing will go offshore.
 - c. The Port of Gladstone is wholly Government owned and includes the Wiggins Coal Terminal (currently undergoing an upgrade) and the RG Tanna Coal Terminal which is the World's 4th largest Coal terminal.
 - d. The routing of the Inland Rail through to Gladstone instead of Brisbane will impact fewer people, exposing less people to the

inherent issues mentioned.

3. In Australia, we enjoy outdoor living. With respect to this project, many thousands of people along the Kagaru to Acacia Ridge section will have their lives directly impacted by the change of use of this rail line. Forestdale, Algester, Parkinson, Acacia Ridge, Flagstone, Boronia Heights and Greenbank all have exposure to the rail line. The impact will include:
 - a. Decreased property values
 - b. Increased living costs due to needing to block out noise and dust
 - i. Air conditioning
 - ii. Power
 - iii. Health issues including stress and depression
 - c. Environmental factors such as threats to wildlife and local flora can not be overlooked.
 - d. The lack of support from our politicians (Local and State) is surprising. The hand off of responsibility to the very body which is tasked with delivering this project is concerning. We are literally being "railroaded" , excuse the pun, into accepting this as inevitable. This project in its current form is not for the greater good as long as the threat to the community is ignored and overlooked.

The need for infrastructure in the Transportation of goods around Australia is clear. I am not against improving the current freight transport. I travel the Gateway Motorway every day for work, over the bridge and to Eagle Farm. I frequently drive through Queensland and NSW for work and understand the large number of trucks on the roads during the day. The heavy toll of these trucks on the roads is huge, as well as on those driving the long distances. I believe the inland rail, is necessary, however, the routing and execution of this project requires serious consideration.

Impacting the lives and livelihood of so many through a major city and suburbs will have long lasting ramifications for generations to come.

Thank you.



Letter emailed to 11 Qld
Senators:

----- Forwarded message -----

From: Anita Waihi <awaihi@gmail.com>
Date: Wed, 22 Jan 2020 at 8:46 pm
Subject: INLAND RAIL CONCERNS
To: <senator.hanson@aph.gov.au>

Hon Matthew Canavan.
Hon Anthony Christolm
Hon Nita Green
Hon Pauline Hanson
Hon Susan McDonald
Hon James McGrath
Hon Gerard Rennick.
Hon Paul Scarr.
Hon Amanda Stoker.
Hon Larissa Waters
Hon Murray Watt.

22 January 2020

Dear Senator

INLAND RAIL KAGARU TO ACACIA RIDGE

In July 2018 I wrote the following letter to Hon Leeanne Enoch (Minister for Environment), Hon Cameron Dick (Minister for State Development), Hon Mark Bailey (Minister for transport) and Hon Annastacia Palaszczuk (State Premier, Qld). Each letter was written, printed and posted to their respective offices. Further to this, I have signed petitions, attended ARTC Community briefing sessions, forwarded my views and most recently have made submission to the Senate Inquiry regarding the Inland Rail Project. From 2018 to now, nothing has really changed, other than the steadfast determination of the ARTC to progress this project, despite the feedback and obvious impact to those directly associated to the physical location of this project.

I implore you now, as a Senator for Queensland, to give this your priority in consideration and action. The interests of the community are not just commercial. Recent environmental events notwithstanding, quality of life and protecting our way of life moving forward does mean a lot to the community.

The Letter:

My husband and I purchased our property in New Beith 8 years ago, building our home and looking forward to a semi-rural lifestyle. Our property backs on to the Sydney-Brisbane Rail Line and we knew when we moved in that it was a used train line. At times there are longer freight trains but generally the frequency does not worry us as they are intermittent and not continual. Our choice to live in this area was in response to a desire to move out of a suburban setting and give ourselves space and the ability to enjoy a cleaner and quieter environment. We have good neighbourhoods, children and young families and like most Australians, we enjoy the outdoors with BBQs and outdoor social gatherings.

Upon hearing of the plans in the past 24 months for the Inland Rail to be developed and that it would directly impact us, we were very surprised. It seems to have been a well-kept secret which has come to light only recently. The information we have gleaned from the ARTC and from various Government agencies (local, state and federal) is that it is a privately funded venture and not subject to the usual governmental approvals. This is very concerning to us for the following reasons:

1. The area is set within rural and bush areas which are already subject to residential development. The impact on the environment is very concerning in this regard. Our area is a natural habitat for the Spotted Quoll which is an endangered species. This will be threatened with the increased movement of rail traffic as proposed.
2. The additional freight movements are looking to be between 55-64 times per day.
 - a. The freight will include uncovered coal trains
 - b. The freight will include trains and wagons up to 4km long
 - c. There may be hazardous waste and dangerous chemicals carried along these routes
3. The proposed route from Kagaru to Acacia Ridge passes through high density populated suburban residential areas including some existing and some suburbs such as Forestdale, Hillcrest, Boronia Heights and Algeester. The greater Flagstone area is currently undergoing

residential development which will exceed 130,000 residents. ARTC have planned passing loops within the suburban corridor and no consideration of the impact of multi diesel engines idling for extended periods and the impact these will have on adjacent residents.

4. The additional pollution of vibration, noise and air will directly impact the living standards of those residents in the area.

- a. Already, we can not sleep with our windows open to enjoy fresh air and breezes due to the noise of trains during the night.
- b. In Summer, we would reasonably expect to be able to enjoy our yard, however, increased freight services will bring noise and dust which will make outdoor activities less enjoyable, effectively pushing us inside.
- c. The cost of living will increase with the need to use more air conditioning instead of utilising environmentally friendly means of cooling. Subsequently this will draw on more electricity which is already in high demand in the area.
- d. The public and private health sectors are already stretched without needing to see an increase in patients suffering from respirable dust related diseases and stress from living in this type of environment.

For the sake of our children and for the future communities being developed now in the Greater Flagstone area, I request:

1. ARTC and the Federal and State Governments reconsider the final route of the Inland Rail between Toowoomba and Brisbane and review the advantages of an alternate route from Gladstone to Toowoomba.
This decision was made by a previous State Premier and can be reversed.
2. ARTC do a full environmental impact study on the section of the line from Kagaru to Acacia Ridge. As this corridor is considered a material change in the intensity of scale of the use of the premises. I request being involved with providing Terms of Reference (TOR) for the EIS in addition to the formation of a community advisement group exactly as the other sections.
3. If against all considerations, the proposed route to Kagaru precedes the flawed political decision to divert Queensland coal trains onto the ARTC freight line, is to be revised and is not to proceed and the coal trains remain on the existing freight rail line to the Port of Brisbane.
4. If against all considerations the proposed route to Kagaru proceeds, the freight line is to be invisible to residents by using a cut and cover construction method to remove all health issues as outlined above from existing and future suburbs and residents.

I do not oppose development of infrastructure and services but do believe the means doesn't justify the ends. This project would be far better embraced if it was consultative in its nature and involved environmental and social impact statements which are meaningful and independently commissioned. There will be no direct benefit for the Greater Flagstone with the development of this inland rail and it would seem that your influence is needed to ensure the right thing is done here to ensure the environment and the community does not lose out to big business.

Please consider this request and I welcome your response.

Best Regards

Anita Waihi (Mrs)
Concerned Resident

Response to letter
22 Jan 2020



Anita Waihi <awaihi@gmail.com>

INLAND RAIL KAGARU TO ACACIA RIDGE

1 message

Stoker, Amanda (Senator) <Senator.Stoker@aph.gov.au>
To: "awaihi@gmail.com" <awaihi@gmail.com>

Tue, Jan 28, 2020 at 8:59 AM

Dear Anita

Thank you taking the time to contact me regarding the Inland Rail Kagaru to Acacia Ridge and Bromelton (K2ARB).

The Inland Rail project already has the go ahead but I can appreciate your concerns. I will provide your correspondence onto the rail authority as well as the Minister for Infrastructure, Transport and Regional Development, the Hon Michael McCormack MP, and ask what they'll be doing to minimise impact on residents as well as the environment. I would also suggest you contact the Community Consultative Committee, for which details can be found here <https://inlandrail.artc.com.au/k2arb-ccc>.

Kind regards

Amanda Stoker

ajs.am

Amanda Stoker | LNP Senator for Queensland

Suite 10, Level 36 Waterfront Place 1 Eagle Street Brisbane City QLD 4000 | T: 07 3001 8170

Suite SG.117, Parliament House Canberra ACT 2600 | T: 02 6277 3457

E: senator.stoker@aph.gov.au | W: amandastoker.com.au

Find Amanda on: [Facebook](#) | [Instagram](#) | [Youtube](#)



SENATE INQUIRY: INLAND RAIL

2 messages

Anita Waihi <awaihi@gmail.com>

Wed, Nov 27, 2019 at 10:03 PM

To: seniorclerk.committees.sen@aph.gov.au

I would like to make a submission to the inquiry regarding the Inland Rail proposed project affecting Kagaru to Acacia Ridge.

I am a landowner in New Beith, having purchased my property and built my home on Bradman Street in 2010. I understood there was a rail line at the bottom of my property boundary and understood that a rail line brings trains. When purchasing this property the trains were spread out throughout the day and night and not very frequent or very long. There was talk of a passenger line and possible train station at Greenbank in the future. There was never any mention of an inland rail line on this route. In fact, when researching future zoning and future projects in the region, the inland rail proposal was never found. It seemed to be a very carefully guarded secret by local, state and federal government.

Since building our home in 2010, we have enjoyed a semi rural lifestyle on our acre property. Our daughter has relocated to the area with her family and the outdoor living has been very comfortable. The neighbourhood is friendly, there are wildlife and fauna in the area we don't get in town and the lifestyle is exactly what we were looking for. Now, we understand there have been plans made which will challenge this lifestyle in a number of ways. I have written to many politicians and they have all sent very off handed responses or no responses at all. It seems that it is entirely appropriate for a Consultative Committee to be formed which is run by the ARTC and which seems to pay lip service to a process rather than really listening and engaging with the community.

An increase in rail traffic on this section of line will disturb many people, including myself and my family through increases in noise and vibration, disturbing peaceful living of residents and also disrupting the wildlife and fauna in the area. Land values will also be impacted as living on a noisy rail corridor has to be a deterrent to people looking to move into the area. My land value will be directly impacted. My lifestyle will be directly impacted. I will no longer be able to enjoy outdoor living. Entertaining and socializing will have to be carried out indoors and this will be costly as I will be forced to run my air conditioning as having windows open will also be too noisy. An increase in rail traffic of up to 40 trains a day, is disruptive - no one of sound mind can argue that point. If the trains are to be up to 2 km long each and travel frequently throughout the day and night, it will be almost unbearable to live in this area.

There is also discussion that some of these trains might be transporting coal. I have seen these coal trains in the Hunter Valley. They are noisy and long. Some of them are uncovered and considering the Black Lung disease and the Respirable Dust issues currently being discovered in our population, it is very concerning that we would be considering the transmission of these risks through our backyards, our schools, our playgrounds and our streets. We understand the risks to health and need to be responsible in mitigation.

I am disappointed that the politicians in this country (all of them) believe that it is OK to ignore the communications from residents on this issue. I feel that my letters have been ignored and that no matter what anyone says, this project will be executed. It is a long drawn out process, but at the end of the day, someone, somewhere has decided this will happen. People's lives matter. People who pay taxes and who support the economy of this country, deserve to have uninterrupted enjoyment of their lifestyle. This inland rail project will generate jobs during the construction phase, however, after construction, then what?

The propaganda floated around this project suggests that a significant number of trucks will be taken off the road with this rail network. I would suggest that this just isn't true. Not all transport goes to Port. If the trucks aren't engaged as a result of this network, they will just end up elsewhere on other roads. The truck drivers would effectively be out of work and this just wouldn't make sense.

The other part of this plan I really don't understand is why we are intending to send freight to a foreign owned Port in Brisbane, when the Gladstone Port is actually Australian owned. This also doesn't make sense.

I support the development of infrastructure to support our growth in Australia. I fully support the need to offer economical transport solutions to industry. I don't support the blatant disregard to people's health, standard of living and environment. Our children and the future of this country depends on responsible choices being made for everyone. In its current form, the plan to run inland rail through from Kagaru to Acacia Ridge just doesn't make sense on so many levels. The final route of the Inland Rail between Toowoomba and Brisbane needs to be reviewed and the alternative route from Gladstone to Toowoomba needs consideration.

A full environmental impact study needs to be made and reviewed and considered. This study needs to be carried out by an independent company engaged by the Government, not the ARTC to ensure full impartiality in the findings.

Consideration for native flora and fauna should be given to preserve that which is slowly being stripped from the area due to residential and commercial developments.

And finally, the people deserve a voice and a voice which is heard. There is no real indication that anyone is being heard, despite writing letters, lobbying politicians and attending meetings. The democracy in which we live requires more than lip service to be paid. The people who invest their time in trying to be heard, deserve more respect than they have been given.

Yours sincerely

Anita Waihi
Ph: 0437 152 298
Address: 50-52 Bradman St
New Bath Q 4124

RRAT, Committee (SEN) <RRAT.Sen@aph.gov.au>
To: "awaihi@gmail.com" <awaihi@gmail.com>

Thu, Nov 28, 2019 at 10:11 AM

Hi Anita,

Thank you for your submission. It will be considered by the committee and you will be notified upon publication.

Regards,

Michael Fisher | Administrative Officer

Senate Standing Committee on Rural & Regional Affairs & Transport

Joint Select Committee on Road Safety

Department of the Senate

T: 02 6277 3511 | F: 02 6277 5811 | E: Michael.Fisher@aph.gov.au

www.aph.gov.au/senate



From: Hardiman, Cheryl (SEN) **On Behalf Of** SeniorClerk, Committee (SEN)
Sent: Thursday, 28 November 2019 8:57 AM
To: RRAT, Committee (SEN)
Subject: FW: SENATE INQUIRY: INLAND RAIL

Quoted text hidden



PARLIAMENT OF AUSTRALIA

DEPARTMENT OF PARLIAMENTARY SERVICES

HANSARD WITNESS FORM

To ensure accuracy of the Hansard, please PRINT all information.

This form ensures your basic details (name, title and position) are recorded correctly in the Hansard transcript and allows secretariat staff to contact you for last minute changes to hearing times. Only your name will appear in the Hansard.

Title

☐ Mr ☐ Ms ☒ Mrs ☐ Dr ☐ None ☐ Other (please specify):

First name: ANITA

Last name: WAIHI

Mobile: 0437152299

Work number: 07 36232908

Email: awaihi@gmail.com

Skype ID (video conference only):

Teleconference number:

Do you have any accessibility requirements (eg. mobility or hearing needs):

NO

Are you appearing as a representative of an organisation/department?

☐ Yes

☒ No

Position:

Organisation:

For office use only

Job ID:

Name of committee:

☐ House of Representatives

☐ Joint

☐ Senate

☐ Legislation

☐ References

☐ Select

Inquiry name:

Date and location:



Anita Waihi <awaihi@gmail.com>

UPCOMING FEDERAL ELECTION

1 message

Anita Waihi <awaihi@gmail.com>

Wed, Apr 24, 2019 at 7:11 PM

To: scott.bucholz.mp@aph.gov.au

Dear Mr Bucholz

I thank you for your recent message relating to everything that your political party and you, as a representative have been doing.

I am a first time voter, having lived in Australia for over 23 years and only recently been granted Australian Citizenship. During this time, I have always worked and paid my taxes, been a law abiding citizen and have been frustrated at my inability to have a say in what happens to the tax money I have paid and also what politicians find important.

In reading both of your recent correspondence, I noted that there was absolutely no mention of the Inland Rail Project (specifically Kagaru to Acacia Ridge). Where exactly do you and your party stand on that?

I also note there was no mention of any effort to target violent offenders and criminals in our society. Recently a person was found guilty of murdering his wife and received less than 10 years for the crime committed. There have been 20 women and 6 children killed in Australia this year as a result of violent crime. Considering we are only at the end of April, this is a worrying statistic. Concentrating on foreign offenders and refugee arrivals seems to be more important than dealing with violent crime committed by Australians. Where does the Liberal National Party and you stand on that?

I look forward to hearing back from you on these questions.

Regards

Anita Waihi

Anita Waihi
50 Bradman St, New Beith
Queensland 4124
Email: awaihi@gmail.com

Letter sent (Postcard)
Hon Leeanne Enoch.
Hon Cameron Dick,
Hon Mark Bailey
Hon Anastacia Palaszczuk
Hon Michael McCormack.

3 July 2018

The Hon Anastacia Palaszczuk
Qld. State Premier
GPO Box 2644
BRISBANE QLD 4001

Dear Premier

INLAND RAIL – KAGARU TO ACACIA RIDGE

I am writing to you (as The State Premier) as a concerned citizen and resident of the Greenbank / New Beith area in relation to the proposed Inland Rail Project (Kagaru to Acacia Ridge Section).

My husband and I purchased our property in New Beith 8 years ago, building our home and looking forward to a semi-rural lifestyle. Our property backs on to the Sydney-Brisbane Rail Line and we knew when we moved in that it was a used train line. At times there are longer freight trains but generally the frequency does not worry us as they are intermittent and not continual. Our choice to live in this area was in response to a desire to move out of a suburban setting and give ourselves space and the ability to enjoy a cleaner and quieter environment. We have good neighbourhoods, children and young families and like most Australians, we enjoy the outdoors with BBQs and outdoor social gatherings.

Upon hearing of the plans in the past 24 months for the Inland Rail to be developed and that it would directly impact us, we were very surprised. It seems to have been a well-kept secret which has come to light only recently. The information we have gleaned from the ARTC and from various Government agencies (local, state and federal) is that it is a privately funded venture and not subject to the usual governmental approvals. This is very concerning to us for the following reasons:

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2. The additional freight movements are looking to be between 55-64 times per day.
 - a. The freight will include uncovered coal trains
 - b. The freight will include trains and wagons up to 4km long
 - c. There may be hazardous waste and dangerous chemicals carried along these routes
3. The proposed route from Kagaru to Acacia Ridge passes through high density populated suburban residential areas including some existing and some suburbs such as Forestdale, Hillcrest, Boronia Heights and Algester. The greater Flagstone area is currently undergoing residential development which will exceed 130,000 residents. ARTC have planned passing loops within the suburban corridor and no consideration of the impact of multi diesel engines idling for extended periods and the impact these will have on adjacent residents.
4. The additional pollution of vibration, noise and air will directly impact the living standards of those residents in the area.
 - a. Already, we can not sleep with our windows open to enjoy fresh air and breezes due to the noise of trains during the night.

Anita Waihi
50 Bradman St, New Beith
Queensland 4124
Email: awaihi@gmail.com

- b. In Summer, we would reasonably expect to be able to enjoy our yard, however, increased freight services will bring noise and dust which will make outdoor activities less enjoyable, effectively pushing us inside.
- c. The cost of living will increase with the need to use more air conditioning instead of utilising environmentally friendly means of cooling. Subsequently this will draw on more electricity which is already in high demand in the area.
- d. The public and private health sectors are already stretched without needing to see an increase in patients suffering from respirable dust related diseases and stress from living in this type of environment.

For the sake of our children and for the future communities being developed now in the Greater Flagstone area, I request:

1. ARTC and the Federal and State Governments reconsider the final route of the Inland Rail between Toowoomba and Brisbane and review the advantages of an alternate route from Gladstone to Toowoomba.
This decision was made by a previous State Premier and can be reversed.
2. ARTC do a full environmental impact study on the section of the line from Kagaru to Acacia Ridge. As this corridor is considered a material change in the intensity of scale of the use of the premises. I request being involved with providing Terms of Reference (TOR) for the EIS in addition to the formation of a community advisement group exactly as the other sections.
3. If against all considerations, the proposed route to Kagaru precedes the flawed political decision to divert Queensland coal trains onto the ARTC freight line, is to be revised and is not to proceed and the coal trains remain on the existing freight rail line to the Port of Brisbane.
4. If against all considerations the proposed route to Kagaru proceeds, the freight line is to be invisible to residents by using a cut and cover construction method to remove all health issues as outlined above from existing and future suburbs and residents.

I do not oppose development of infrastructure and services but do believe the means doesn't justify the ends. This project would be far better embraced if it was consultative in it's nature and involved environmental and social impact statements which are meaningful and independently commissioned. There will be no direct benefit for the Greater Flagstone with the development of this inland rail and it would seem that your influence is needed to ensure the right thing is done here to ensure the environment and the community does not lose out to big business.

Please consider this request and I welcome your response.

Best Regards

Anita Waihi (Mrs)
Concerned Resident

Response to letter sent
July 2018.



Office of the
Premier of Queensland
Minister for Trade

For reply please quote: ECU/CN - TF/18/8677 - DOC/18/114176

23 JUL 2018

Ms Anita Waihi
awaihi@gmail.com

1 William Street Brisbane
PO Box 15185 City East
Queensland 4002 Australia
Telephone +61 7 3719 7000
Email ThePremier@premiers.qld.gov.au
Website www.thepremier.qld.gov.au

Dear Ms Waihi

Thank you for your letter of 3 July 2018 regarding the Inland Rail Project - Kagaru to Acacia Ridge. I have been requested to reply to you on behalf of the Premier and Minister for Trade.

As the issue you have raised falls within the responsibility of the Honourable Mark Bailey MP, Minister for Transport and Main Roads, I have taken the liberty of forwarding your letter to his office for consideration.

Again, thank you for taking the time to write to the Premier.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'P. Nibbs', written in a cursive style.

A handwritten signature in dark ink, appearing to read 'P. Nibbs', written in a cursive style.

PETER NIBBS
DIRECTOR OF POLICY

Response to letter sent
July 2018.



Minister for Transport and Main Roads

Our ref: MC103202

13 DEC 2018

Mrs Anita Waihi
50 Bradman Street
NEW BEITH QLD 4124

1 William Street Brisbane 4000
GPO Box 2644 Brisbane
Queensland 4001 Australia
Telephone +61 7 3719 7300
Email transportandmainroads@ministerial.qld.gov.au
Website www.tmr.qld.gov.au

Dear Mrs Waihi

Thank you for your letter to the Honourable Mark Bailey MP, Minister for Transport and Main Roads, about the Kagaru to Acacia Ridge and Bromelton (K2AB) section for the Inland Rail Project. The Minister has asked that I respond on his behalf. I apologise for the delay of my response.

Inland Rail is an initiative of the Australian Government and the Australian Rail Track Corporation (ARTC) is responsible for the planning and delivery of the project.

In relation to the proposed works and increased future operations on the existing interstate line from K2AB, the Palaszczuk Government is committed to ensuring ARTC complies with all legislative and policy requirements, especially those in relation to community and environmental impact issues. This is an important aspect of the Palaszczuk Government's consideration of the project.

ARTC has established a Community Consultative Committee (CCC) for the K2AB section of the Inland Rail alignment, with the first meeting scheduled for 12 November 2018. It is CCC's role to serve as a conduit between the community and ARTC. I urge you to also raise your concerns to CCC.

In relation to the potential Inland Rail route from Toowoomba to the Port of Gladstone, the Australian Government committed to undertake a study assessing the feasibility of using the Port of Gladstone as an additional route for Inland Rail. I recommend you direct your enquiries to the office of the Honourable Michael McCormack MP, Deputy Prime Minister and Minister for Infrastructure and Transport, in this regard.

The Palaszczuk Government will ensure the interests of all Queenslanders are considered before agreeing to this Australian Government project proceeding.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read "TAM VAN ALPHEN".

TAM VAN ALPHEN
CHIEF OF STAFF

Supporting Documentation

The lifestyles and people of New Beith

The lifestyle of a suburb is often influenced by who lives there.

Top 3

Details

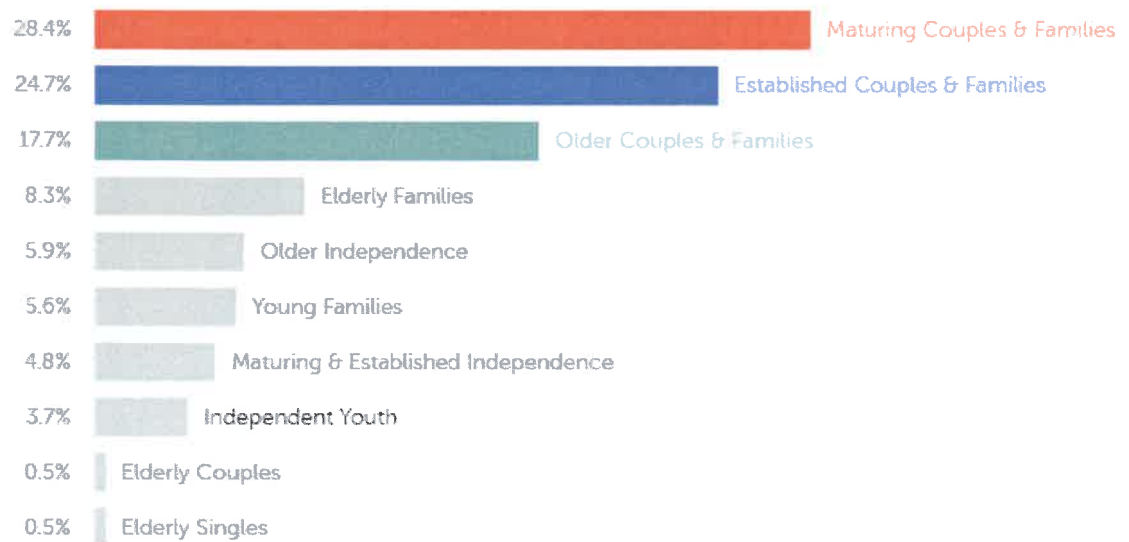
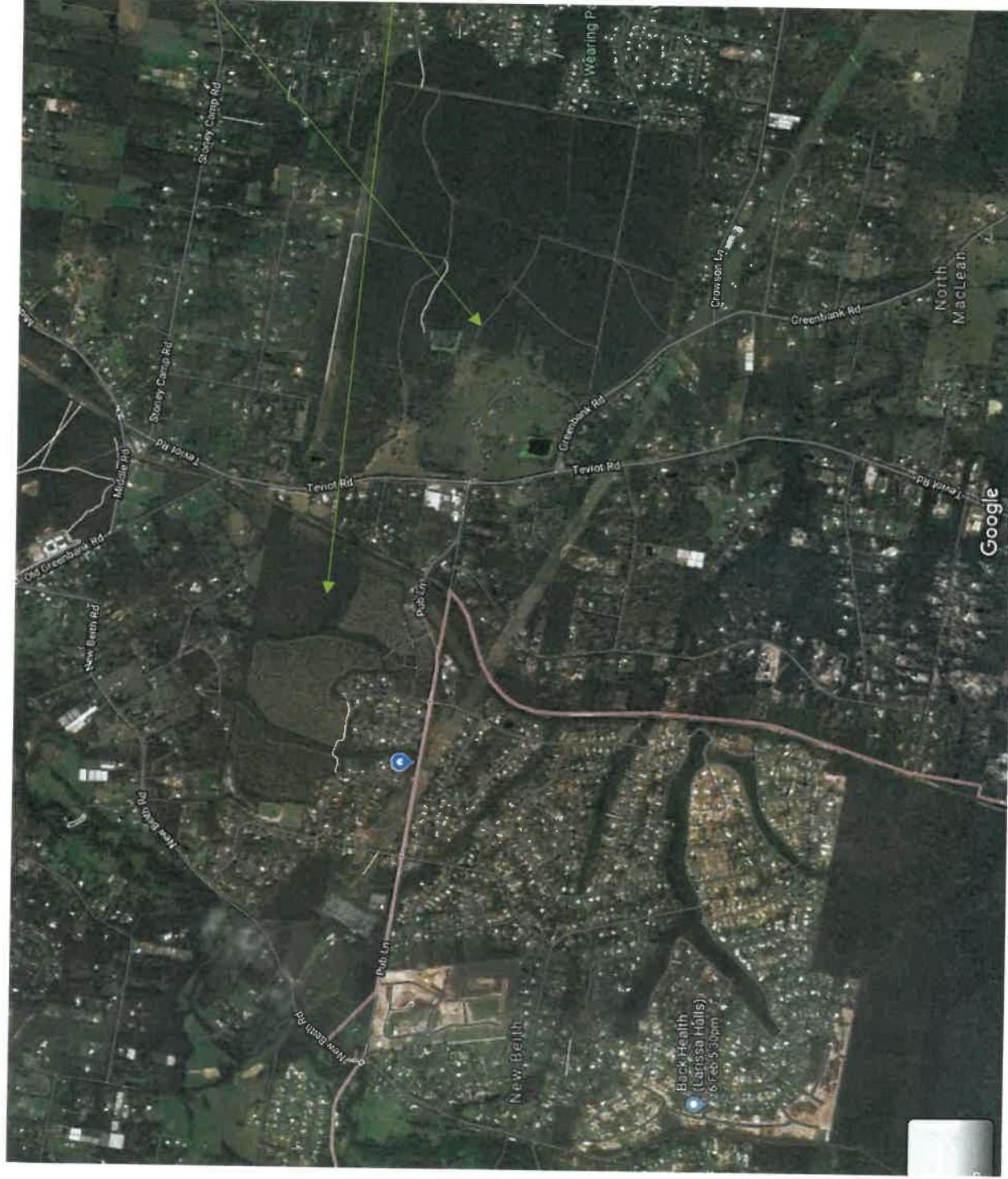


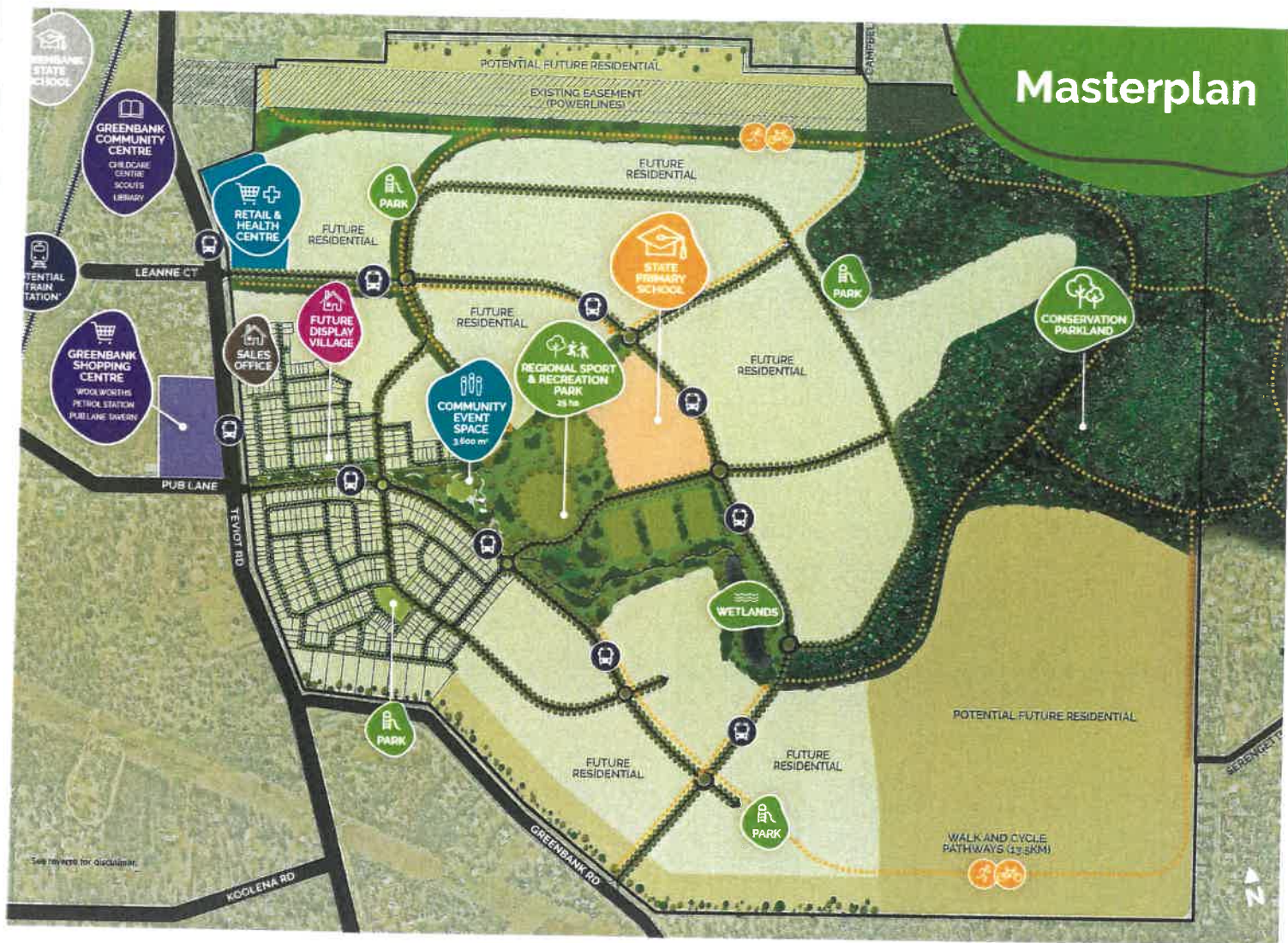
Figure 1 Taken from Realestate.com.au

Google Maps Satellite image showing residential density in the New Beith/Nth Maclean Area



Everleigh Development
by Mirvac currently
being developed with
3,300 residential
housing sites

Covella Development by
Villaworld currently
being developed with
1,500 residential
housing sites



Everleigh Development

Everleigh

Development Fact Sheet



- Mirvac's new Everleigh community is being developed on a 481-hectare site located within the Greater Flagstone Priority Development Area (PDA). The site is located 30km south-west of the Brisbane CBD, to the north east of the Teviot Road/Greenbank Road intersection in Greenbank.
- Mirvac plans to develop about 3,300 homesites at Everleigh which will be delivered in stages over a period of about 15 years. Taking a long term view, Mirvac is looking forward to grow with and become part of the local community in coming years.
- The masterplan for Everleigh has been designed with the neighbouring community in mind. This means larger home sites (approximately 4,000sqm - 2ha) will be situated along the site boundaries to provide a suitable transition from existing properties surrounding the site to the smaller residential lots within the estate.
- Within the development, Mirvac is required to achieve a minimum density of 15 dwellings per hectare as per State Government requirements. A density of 15dw/ha equates to an average lot size of about 430-450sqm. The mix of housing will help deliver more affordable and low maintenance properties to the region, providing new options for first home buyers, young families, retirees and empty nesters.
- The masterplan has been designed to preserve areas of significant ecological value, which have been identified and confirmed through extensive ecological surveys. More than 37% of the 481-hectare site will be in the form of green open space, including conservation parkland, regional sports and recreation parks, and a series of neighbourhood and linear parks.
- The approximately 85-hectare conservation parkland has been located to ensure that the highest value ecological features on the site are retained and protected. It is intended that the conservation parkland will be transferred to Logan City Council to expand Council's existing Wearing Park conservation area and that existing walking trails in the Council land will be extended into the site to promote community access to, and enjoyment of, the natural assets.
- Mirvac will also deliver at least 25 hectares of regional sport and recreation parks, located centrally within the project and linked to the broader community via a network of pathways, cycle ways and roads. The regional parks will be complemented by a new wetland area, which will provide additional habitat for native wildlife, aesthetic amenity, passive recreation and educational opportunities while also serving a stormwater management function.
- A State primary school with capacity for about 800 - 1,000 students is proposed for the site. This school will be co-located with the regional sports and recreation parks, providing potential for the school to make use of the surrounding parklands. The centralised location of the school also provides a high level of accessibility with much of the proposed development being within a comfortable walking / cycling distance.
- Additional community facilities proposed for the site include a neighbourhood retail centre with a gross floor area of approximately 6,800sqm, and a community health centre.
- A dedicated Community Facilitator will develop and implement a community program that brings residents together to enjoy a range of events, social groups and neighbourhood gatherings throughout the year.

- The first stage of development which includes 105 residential lots and 2.3ha of open space including a 3,600sqm community events lawn and junior playground was completed in January 2019. The balance of the development will be completed in stages over an anticipated 15 year period. Mirvac intends to deliver community infrastructure such as the school, neighbourhood centre, community health centre and regional parks early in the delivery program, although the timing for delivery of some of these items will require further discussions with the relevant stakeholders.
- The Everleigh development will generate a significant number of jobs during the construction phase which is anticipated to span a period of 15 years. The project will also provide direct ongoing employment opportunities in the neighbourhood centre, community health centre and primary school, and indirect ongoing employment opportunities for businesses such as retailers, trades and services.
- The development will require clearing of some regrowth and lower order remnant vegetation, and Mirvac will provide offsets for such clearing in accordance with legislative requirements. 'Offsets' allow for vegetation to be cleared on a site that is designated for development, subject to improvements to areas that are designated for conservation.

Offset principles are generally based on the premise that it is a better long term outcome to create and/or improve designated, robust and consolidated conservation areas in suitable locations, rather than retain fragmented patches of vegetation in a developed landscape such as the landscape surrounding the Mirvac site.

- The State Government has prepared a comprehensive suite of infrastructure plans which will ensure that infrastructure is sufficient to service the Greater Flagstone Priority Development Area (including the Mirvac site). With regard to roads, the State Government has prepared traffic models that consider future growth and upgrade requirements. The transport network for the new Everleigh has been determined using these models and designed with the neighbouring community in mind, with the majority of traffic generated by the development gaining access from arterial roads, Teviot Road and Greenbank Road.
- The proposed development has been prepared in accordance with development controls that were established by the State Government in 2011 after a State Government-led community consultation process.

Mirvac encourages residents to contact its dedicated Everleigh community information line on 1300 659 694 or email community.information@mirvac.com with any questions. Residents can also subscribe to Everleigh updates by visiting www.everleigh.mirvac.com



Mirvac is a leading Australian property group, listed on the Australian Securities Exchange ("ASX"). Mirvac's investment portfolio has interests in office, retail and industrial assets, while its development business has exposure to both residential and commercial projects. With over 40 years of experience, Mirvac has an unmatched reputation for delivering quality products and services across all of the sectors in which it operates. Mirvac is responsible for some of Australia's leading residential projects in Queensland, including the Waterfront precinct, Newstead, near the Brisbane CBD, Mossvale on Manly and Cutter's Landing.

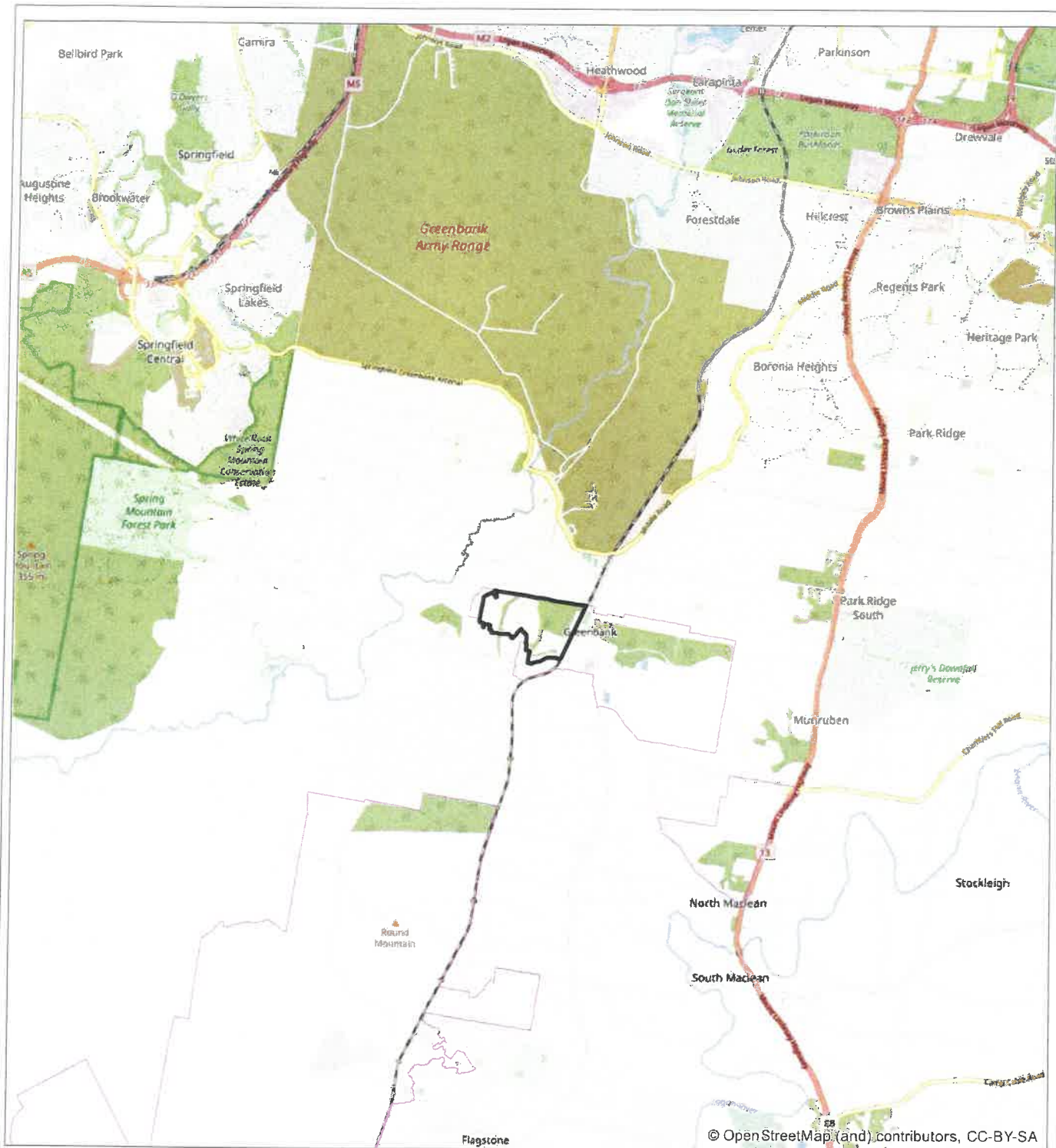
Community Information Line

1300 659 694

Sales Centre Open Daily 10am - 5pm



Visit us at 146 Teviot Road, Greenbank

Visit Everleigh.mirvac.com to find out more.



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Legend

-  Site boundary
-  Greater Flagstone Priority Development Area

Covella Development

Figure 1

Site Context

File ref. 8540 E Figure 1 Site Context 2018 A
Date 27/11/2018
Project Pub Lane, Greenbank

0 500 1,000 2,000 3,000 m

Scale (A4): 1:100,000 [GDA 1994 MGA Z56]



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