

An overview of the Inland Rail and the impact on Ivory's Rock and surroundings

Where does the Inland Rail go?

The proposed Inland Rail follows existing railway lines and new routes from Melbourne to Brisbane via inland towns and rural areas.

In Queensland it is proposed to come down the Dividing Range from Toowoomba (west of Brisbane) to Calvert (near Rosewood) and then across via Peak Crossing and the Teviot Ranges to Kagaru (near Beaudesert) where it would join the existing Sydney-Brisbane line and head north to Acacia Ridge through heavily populated areas

Does the Inland Rail have broad support?

Yes, there is general support for the concept of the overall Inland Rail but there is significant opposition to the current proposed Queensland route from communities all along the alignment because of the serious impacts all along this route. Many landholders, businesses, Councils and experts have expressed their concerns and have proposed alternatives.

What is the Senate Enquiry into the Management of the Inland Rail?

A Federal Government Senate Enquiry into the Management of the Inland Rail is underway and a recommendation for a complete review of the current Queensland route is a possibility. The Senate report is due to be released in May 2021. IRF has made a submission and continues to engage with this enquiry and other landholders.

What is the Draft Environmental Statement?

Each section of the Inland Rail in Queensland must undergo review by the State Government. The Queensland State Government has recently released the Draft Environmental Impact Statement (EIS) for the Calvert to Kagaru section (C2K) for public comment with a closing date of 8 March 2021. Draft EIS's for other Queensland sections are also being released.

Ivory's Rock Foundation will be making a comprehensive submission.

How can people who have visited Ivory's Rock help?

Friends of Ivory's Rock including event and conference attendees, people who enjoy the Caravan and Camping Park, suppliers, contractors, local residents, staff and volunteers are all welcome to make a personal submission. It may help the State Government to understand the level of support for this unique facility that has taken nearly 30 years to develop into the beautiful place it is today and provides economic, social and environmental benefits to the region.

How would the Inland Rail impact Ivory's Rock?

The proposed alignment is 500 metres from the closest boundary; 1 km from the closest campground (known to some event attendees as “Swagman” campground); and nearly 2 km from the Pavilion and a bit more than 2 km from the Amphitheatre.

This can seem quite far away but because Ivory’s Rock is in a quiet rural area the normal background noise levels are very quiet and noise travels further in quiet rural areas. The trainline would also be elevated on 6-7m high embankments and travel over two bridges near Ivory’s Rock, one 10m high bridge over Mt Flinders Road and one over the adjacent Sandy Creek. This increases the noise impact.

The biggest noise impact would be at night when guests are trying to sleep as that is when it is usually the quietest. The noise would also be heard during the day and could impact the enjoyment of the natural environment, sitting outside a tent or caravan, activities in the Pavilion, Amphitheatre and other outdoor event areas. The noise impact at various locations on site will vary according to distance from the rail line and elevation.

How many trains would there be and how often?

About 33 trains starting in 2026 or 2027, rising steadily to about 47 by 2040. This is the total of trains both ways. The trains operate 24 hours a day with more trains at night, about one every 30 minutes at night. The loudest noise impact would last for 2-5 minutes with each train.

What type of trains are they?

Very loud diesel engine trains. Some would be fast express trains loaded with double-stacked containers of goods, others would carry agricultural and general products, and about 40% would be coal trains from inland areas of Queensland.

How loud would they be?

It is hard to describe noise. However, the noise would be loud enough to make it difficult for people to sleep at night in tents in nearly all of the current campgrounds.

As an example the maximum noise impact in the nearest campground to the alignment is estimated to be LAmax 70dBA.

What are the other impacts on Ivory’s Rock?

Visual Amenity

The bridge over Mt Flinders Road will be 7 metres high with 6 metre high embankments on either side of the road. This means the pleasant view of Ivory’s Rock and Mt Flinders when driving toward Ivory’s Rock would be spoilt by the bridge and trains.

Views in other nearby areas will also be impacted with another very large 10 metre high bridge over the Ipswich-Boonah Road just north of Mt Flinders Road.

Flora and Fauna

Ivory’s Rock is home to many Koala. It is in a Koala habitat protection area and adjoins a major Conservation Estate. Koala move freely across the land from the

Ivory's Rock area toward and right into Peak Crossing and beyond. Many areas along the entire C2K alignment are Koala habitat and movements areas. The rail will have significant impacts on Koala habitat and movement at a time when protecting Koala is of national importance.

Other flora and fauna are also impacted.

Economic and Social Impact

If the ability to accommodate guests onsite at Ivory's Rock is significantly impacted because of noise and if Ivory's Rock becomes less attractive as a destination for people to visit and as a place to hold events, then this will impact what Ivory's Rock is able to do in the future.

This will mean less revenue for Ivory's Rock and less flow-on benefits to the local township of Peak Crossing, the city of Ipswich and the Scenic Rim region.

Where can I go to find out more about the Inland Rail?

<https://inlandrail.artc.com.au/where-we-go/projects/calvert-to-kagaru/>