

## MEETING MINUTES



<b>Meeting title</b>	<b>Scenic Rim Community Consultative Committee</b>
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<b>Attendees</b>
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Ms Katherine Bensted – Committee Chair (Chair)	<b>ARTC representatives</b>
Mr Simon Birrell – Committee Member	Mr Max Nichols – ARTC Project Manager (MN)
Mr John Brent – Committee Member	Ms Mercedes Staff – QLD Stakeholder Engagement Manager (MS)
Miss Rosemaree Thomasson – Committee Member	Ms Susan Lodge – ARTC Environment Advisor (SL)
Mr Robert Collett – Committee Member	Mr Gareth Rees – ARTC Environment Manager (GR)
Ms Jan McGregor- Committee Member	Ms Myf Jagger – FFJV (MJ)
Ms Robyn Keenan – Committee Member	Mr Chris Leslight – ARTC Media
	Ms Gail Harris – ARTC Community Engagement (GH)
	Mr Corey Doran – ARTC Community Engagement (CD)

<b>Apologies</b>
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Mr Danny Bukowski – Committee Member	Ms Narella Simpson – Committee Member
Ms Jennifer Sanders – Committee Member	Mr Phillip Bell – Committee Member
Ms Aretha Acton – Committee Member	Ms Angela Collyer – Committee Member
Ms Alison Duke-Gibb – Committee Member	

<b>Observers</b>
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Approximately 25 Observers

<b>Location</b>	Rosewood Uniting Church	<b>Minute taker</b>	Gail Harris
<b>Date</b>	6 September 2018	<b>Time</b>	6:00 – 8:00pm

<b>Agenda No.</b>	<b>Issue / Topic</b>	<b>Name</b>
1.	<b>Introductions, welcome and apologies from Chair</b> <ul style="list-style-type: none"> <li>Acknowledgement of Traditional Owners</li> <li>Committee members introduced themselves and the reason they are sitting on the committee.</li> <li>Observers welcomed and advised of the conditions of attending the meeting.</li> <li>Danny Bukowski has retired from the committee.</li> <li>Committee requests ARTC appoint another member.</li> </ul>	Chair  ALL  GH
2.	<b>Conflicts of interest</b> <ul style="list-style-type: none"> <li>No conflicts of interests noted apart from those identified by Committee Members previously.</li> </ul>	Chair

<p>3.</p>	<p><b>Outcomes of Actions</b></p> <ul style="list-style-type: none"> <li>• ARTC met with the Yuggera Ugarapul people several times and have a Cultural Heritage Management Plan in place.</li> <li>• ARTC are currently contacting local schools along the alignment including Peak Crossing school to provide project information into the school's newsletters.</li> <li>• ARTC advised that anyone unable to attend information sessions or just wishing to provide feedback anytime can do so utilising ARTC's website or 1800 hotline number.</li> <li>• ARTC will disseminate information to properties, businesses and post boxes along the alignment using Australia Post rather than relying solely on printed newspapers.</li> <li>• The Social Impact Assessment survey was emailed to committee members for distribution to networks and continued online as the deadline was extended for an additional thirty days.</li> <li>• ARTC advised that a corridor drive-through was investigated and the itinerary will be emailed to all committee members to decide on a date and interest.</li> </ul>	
<p>4.</p>	<p><b>Update on progress of project</b></p> <ul style="list-style-type: none"> <li>• The Future Freight Joint Venture (FFJV) continue undertaking refinements to the alignment utilising different modelling and data collected within the study area and are close to finalising the preliminary horizontal alignment.</li> <li>• ARTC have gone through a level of essential due-diligence on the Southern Freight Rail Corridor whereby a number of constraints and opportunities meant moving outside the gazetted corridor in three locations.</li> </ul> <p><b>Sandy Creek</b></p> <ul style="list-style-type: none"> <li>• On the east side, north east of Peak Crossing and the Teviot Range there is a slight deviation. We are currently looking at placing a passing loop turnout somewhere in the area of Sandy Creek.</li> <li>• For technical reasons, a passing loop turnout is better positioned on a straight rather than on a curve to improve crossing operations.</li> <li>• By placing the passing loop in this location, ARTC was able to minimise impact on protected vegetation within the riparian corridor.</li> </ul> <p><b>Washpool Road</b></p> <ul style="list-style-type: none"> <li>• To address potential flooding impacts, the alignment slightly shifted to the north to allow a better realignment of Washpool Road. This shift provided an improved level of access to the properties that are on the Eastern side of the gazetted corridor as well. Discussions with various landowners have taken place and they're quite happy with the proposed solution.</li> </ul> <p><b>Teviot Range</b></p> <p>To avoid cultural heritage interests, minimise impacts on habitat values and to limit constructability challenges the alignment was significantly shifted to the north.</p>	<p>MN</p>

**Next steps in the design process:**

- ARTC have an alignment where design development has proceeded to a stage that provides the most optimal path.
- ARTC will commence addressing the EIS studies such as noise, air quality land impacts and impacts that are found to be excessive may require adjustments to the alignment in the future.
- Continue operational modelling to determine the speed of trains moving up and down the terrain, around curves and determine the location of the passing loops for trains to pass each other. The line is planned for a single line with passing lanes for trains to move past each other.
- There are four passing loops currently planned near Mt Forbes Rd, Purga Creek, Washpool Rd and Wild Pig Rd however, the exact locations are still to be determined in the next few months.
- FFJV have just provided ARTC with the existing conditions for the flood model. This means, the flooding information, flood models from councils, information from the community and looking into meteorological events to calibrate the flood model.
  - If they know that a flood in 2011 or 2013 got to the Eastern Heights, they make sure that their model, based on those rainfalls that happened in various areas, makes the same flow that was witnessed during those events.
  - ARTC will convey this information to various community members in the not too distant future to essentially validate what the flood modelling shows for example: “In 1974 the creek banks reached a particular height. Is that correct? If the community members were from around that time, they’ll go, “Yes, that’s correct.” Or, “No, that’s wrong.” Then we can go back and provide this information into the model.
  - Once ARTC has a level of confidence of how much water moves through the area, ARTC will commence the drainage and bridge designs to make sure that the water can be conveyed through the Inland Rail rail line without causing impacts downstream or upstream.
- ARTC are currently in consultation with Ipswich City Council and Scenic Rim Regional Council discussing road standards and where the alignment is interacting with the council roads.
- ARTC are in discussions with DTMR regarding state-controlled roads working through appropriate treatments where road and rail infrastructure join or are adjacent.
- ARTC have commenced one-on-one consultation with landholders to understand how land is being used, to understand access requirements and to ensure there is the opportunity to cross the rail corridor to conduct their business activities.
- ARTC are moving into more technical studies particularly around constructability and the movement of dirt in and out of the corridor.

	<ul style="list-style-type: none"> <li>○ Detailed plans indicating potential routes for moving dirt in and out of the corridor with considerations to truck movements on local roads.</li> <li>○ These detailed plans will be worked through with councils and shared with communities once the potential impacts and routes are known.</li> <li>● Geotechnical investigations commenced. The purpose of these investigations is to understand ground and soil types throughout the area to form the EIS and inform the technical design.             <ul style="list-style-type: none"> <li>○ ARTC provide information to each landholder about the specific types of tests required on their land and provide examples of what to expect during the geotechnical activities. For example: boreholes can go down 20, 100 and 200 meters potentially particularly near tunnels and bridge abatements.</li> <li>○ ARTC explained other types of geotechnical testing activities for example: trench pit or test pit. This activity requires an area to be excavated using a small excavator to make a trench to obtain ground layers samples. The area is then backfilled and returned to as close as practicable.</li> <li>○ ARTC further explained seismic survey or ground vibration testing. The activity occurs when a metal plate is placed on the ground including sensor probes which are spiked into the ground over a number of meters. The technician strikes the metal plate with a sledgehammer and the vibration is recorded. Where there are different strata or types of rocks underground the sensors pick up different sounds.</li> </ul> </li> </ul> <p><b>Environment</b></p> <ul style="list-style-type: none"> <li>● ARTC are currently drafting the EIS in accordance with the Terms of Reference (ToR). The ToR is the rule book for drafting the EIS. It sets the content requirements.</li> <li>● ARTC are working with the technical specialist to ensure the community comments are addressed in the EIS documentation as appropriate and relevant. Submissions received by the Co-ordinator General during phase one community consultation earlier this year have also been included.</li> <li>● ARTC consultants are completing the baseline assessment studies. Once complete, field surveys will commence to include groundwater, soils assessment, landscaping/visual amenity, road surveys to support the traffic impact assessment and the placement of noise monitoring.</li> <li>● ARTC have planned site walkovers with cultural heritage groups at the end of this year.</li> <li>● ARTC will continue working on the EIS:             <ul style="list-style-type: none"> <li>○ advancing through the impact assessment stage.</li> <li>○ feeding the findings from our studies through to the design team and into the feasibility reporting with the focus on finding opportunities to avoid and minimize impact where possible.</li> <li>○ ARTC will continue our consultation process with the State and Commonwealth departments and agencies on technical studies.</li> </ul> </li> </ul>	<p>SL</p>
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<p>5.</p>	<p>Social Impact Assessment (SIA)</p> <ul style="list-style-type: none"> <li>• FFJV provided feedback on the SIA community survey undertaken from 31 May through to 31 July 2018.</li> <li>• 403 responses were received from communities regarding the Gowrie to Helidon, Helidon to Calvert, and Calvert to Kagaru sections of Inland Rail.</li> <li>• Of these, approximately 200 were received from residents of the Scenic Rim and the Ipswich Local Government Areas (LGA), including 79 responses from Ipswich LGA, 28 from Scenic Rim LGA, and 94 from a sample of communities' that border both LGAs. This composite sample of 94 included 86 responses from the Peak Crossing community.</li> <li>• As part of the survey, respondents were asked to describe the specific attributes they valued about their community, and to rate their community on an index that helps measure current levels of community wellbeing. These survey inputs will form part of each Project's social baseline and informs the assessment of social impacts and opportunities.</li> <li>• Responses to the wellbeing index showed highest levels of community agreement that their quality of life is currently good, and their enjoyment of a clean environment.</li> <li>• Respondents from the Scenic Rim LGA gave its lowest rating to the condition of the road network between towns, with specifics provided as comments.</li> <li>• When asked what impacts or opportunities communities anticipated from the Project, respondents commonly identified the potential for negative effects on: <ul style="list-style-type: none"> <li>○ Amenity of towns or farms</li> <li>○ Housing or property use</li> <li>○ Lifestyle</li> <li>○ Community values and wellbeing</li> <li>○ Community, health and emergency services</li> </ul> </li> <li>• Respondents also identified opportunities in relation to education and training options, local business, industry and economic development.</li> <li>• Comment was sought from CCC members about the survey's findings.</li> <li>• John Brent commented about the project's significant benefit to freight transport efficiency and community safety as trucks are taken off the road.</li> <li>• Jan McGregor identified that recent refinements in the alignment brings it closer to Ivory's Rock Convention and Exhibition Centre which has a number of social implications including impacts of noise and vibration and visitor amenity and enjoyment of facilities. Jan also noted that some community members would find it difficult to identify potential impacts and benefits without reference points (e.g. case studies) to help them contextualise the project.</li> </ul>	<p>MJ</p>
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	<ul style="list-style-type: none"> <li>• Simon Birrell / Robyn Keenen noted that input to the wellbeing index would change as the project progresses and asked how this would be monitored. Myf Jagger identified that the SIA survey was just one method of seeking community input to the SIA process, and while input to the wellbeing index wouldn't be conducted again during the SIA, it is a consideration for how ARTC monitors change during construction and operations phases.</li> <li>• Simon Birrell commented that ARTC needs to consider biosecurity risks on the freight network and how to stay aligned to national agendas for weed and pest management.</li> </ul>	
<p>6.</p>	<p><b>Project consultation activities:</b></p> <p>The first round of consultation had 146 comments.</p> <p>Highlighting some of the concerns raised:</p> <ul style="list-style-type: none"> <li>• General location of the alignment</li> <li>• Impacts to private properties</li> <li>• Use of the land and how access would continue</li> <li>• Noise and vibration and how will it impact quality of life?</li> <li>• Flooding, community do not want any worsening of what already exists.</li> <li>• Road-rail interface, how the treatments of this would occur. Level crossings. The potential impacts to travel time, delays, and then maintaining the access to properties.</li> <li>• Air quality associated with the transportation and the particulates entering their rainwater tanks, their drinking water. The social impact was that these are family heritage areas and they're concerned with the visual amenity, terms of tourism, the wildlife, mental health, anxiety.</li> <li>• ARTC attended the country shows, Laidley, Rosewood and Gatton where concerns raised were about the local water table as a lot of the farms rely on their underground water source. It was made clear that no one wanted any worsening of the existing conditions.</li> <li>• Flora and fauna, there was significant concerns about impacts to the koala population. Individuals advised of sightings of koalas and they wanted to make sure that these were taken care of, and that the impact wasn't any greater.</li> <li>• Cultural heritage wanted to ensure that discussions were held with the traditional landowners.</li> </ul>	<p>GH</p>

	<ul style="list-style-type: none"> <li>The people in Peak Crossing, were very much interested in coming to the sessions, having a say, looking at all the information and contributing at the information sessions.</li> </ul> <p><b>Stage 2 community engagement</b></p> <p>ARTC are currently meeting landowners to discuss the physical impacts of the preliminary alignment, provide an overview of the geotechnical investigations and undertake a questionnaire of how they utilise their land.</p> <ul style="list-style-type: none"> <li>All the information recorded from landowner meetings are provided to the technical teams. The technical teams like receiving the information because the information helps validate or disprove what they're modelling. It does help with the alignment.</li> <li>We're currently planning the next stage of the consultation program, which includes updating the website. We are working through a new interactive mapping system and anticipating having it ready and on the website in October. As the project develops, the information on our mapping system will develop.</li> <li>We are looking at different ways of getting information to you, by using Australia Post which targets properties, businesses and post boxes using postcodes. There are approximately 12,000 letterboxes and post boxes that will receive project information rather than relying on printed newspapers. Additionally, we have contacted local schools to place information in their school bulletins and will be speaking to local Real Estate Agents.</li> <li>Anyone seeking information regarding the projects, the ARTC website has all the project information and contact details.</li> </ul>	
7.	<p><b>General business</b></p> <ul style="list-style-type: none"> <li>Request for information regarding mitigating fire ants. Would like to understand ARTC's eradication strategy and provide a general overview on how to eradicate and prevent the spread of fire ants.</li> </ul> <p>ARTC will have to address Fire Ant Management as part of the EIS. ARTC are aware that there are two Fire Ant Management zones across this particular project area which restrict soil management during the construction stage. FFJV are aware of the Fire Ant Management requirements and as the earthwork designs continue ARTC will be able to better understand and plan spoil and disposal.</p> <p>ARTC to provide a Fire Ant Management update at next meeting.</p> <p>Request for a joint CCC with the new K2ARB committee.</p> <p>Once the new K2ARB committee has been established, ARTC can propose a joint meeting to see if their members would be agreeable. There are also provisions under the committee charters for the Chair and ARTC to invite individuals to</p>	<p>Simon</p> <p>GR</p> <p>SL</p> <p>Robyn</p> <p>GH</p>

	<p>attend (and participate in) committee meetings from time to time.</p> <p>Question relating to Inland Rail permitting coal wagons to utilise the network and whether they will be required to be covered loads.</p> <p>ARTC advised that the coal wagons operations will be required to comply with the relevant legislations, as they do currently.</p> <p>What the benefits are for the community if the community do not know what to expect with this rail infrastructure?</p> <p>Is it possible to have a presentation on “best case” management of noise mitigation - ie what has been done in Australia and/or internationally to minimise noise impact e.g. in urban areas, that might then also translate to key areas of this alignment that have significant impact on nearby residential or key non-residential facilities (eg IRCE).</p> <p>Can examples of engineering options/case studies be made available of best practice noise mitigation processes/options.</p> <p>Next Scenic Rim Community Consultative Committee meeting scheduled for Thursday 29 November 2018.</p> <p>Meeting to take place in Boonah, at the Boonah Cultural Centre on 3 High Street Boonah.</p> <p><b>2019 Meeting dates:</b></p> <p>21 February, 23 May, 22 August and 28 November.</p>	<p>Rosemaree</p> <p>GR</p> <p>Jan</p> <p>Jan</p>
<p>8.</p>	<p><b>Conclusion and confirmation of actions</b></p> <p>The following actions were noted by the Chair:</p> <ul style="list-style-type: none"> <li>• Commence backfilling for a new committee member.</li> <li>• Provide information regarding Bio Security – Fire Ants.</li> <li>• Disseminate tour details to members.</li> <li>• Present research case studies that will provide examples of best practice options to facilitate identifying opportunities and benefits from international countries, managing noise issues from rail freight transport through urban settings.</li> <li>• Provide examples of best practice noise mitigation options.</li> <li>• Provide information relating to how round two consultation will be implemented.</li> </ul>	