

MEETING MINUTES

Scenic Rim Community Consultative Committee

DATE / TIME

21 February 2019
6:00pm – 8:00pm

LOCATION

The Centre, Beaudesert

FACILITATOR

NIL

MINUTE TAKER

Amanda Quayle

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

Kathy Baburin - Chair	▶ SRCCC
Mr Phillip Bell	▶ SRCCC
Mr Robert Collett	▶ SRCCC
Ms Robyn Keenan	▶ SRCCC
Ms Jan McGregor	▶ SRCCC
Ms Jennifer Sanders	▶ SRCCC
Ms Julie de Visser	▶ SRCCC
Mr Shane Harris	▶ ARTC Inland Rail
Mr Chris Matthews	▶ ARTC Inland Rail
Ms Rebecca Pickering	▶ ARTC Inland Rail
Ms Amanda Quayle	▶ ARTC Inland Rail
Ms Mercedes Staff	▶ ARTC Inland Rail
Mr Nick Stavropoulos	▶ ARTC Inland Rail
Mr Long Vo	▶ ARTC Inland Rail
Ms Helen Williams	▶ ARTC Inland Rail

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

▶ Ms Rosemaree Thomasson	▶ SRCCC
▶ Mr Simon Birrell	▶ SRCCC
▶ Mr Adrian Stephan	▶ SRCCC
▶ Ms Narrella Simpson	▶ SRCCC
▶ Ms Alison Duke-Gibb	▶ SRCCC
▶ Ms Angela Collyer	▶ SRCCC
▶ Ms Gail Harris	▶ ARTC Inland Rail
▶ Mr Gareth Rees	▶ ARTC Inland Rail
▶ Ms Susan Lodge	▶ ARTC Inland Rail

Discussions

NO.	DISCUSSIONS
1	<p>Introduction and welcome from Chair.</p> <ul style="list-style-type: none"> • Acknowledgement of Traditional Owners • Committee members introduced themselves and the reason they are sitting on the committee. • Observers welcomed and advised of the conditions of attending the meeting.

NO.	DISCUSSIONS
2	<p>Update on actions raised from last meeting.</p> <ul style="list-style-type: none"> • ARTC Inland Rail to meet with Jan McGregor and Alison Duke Gibb regarding the Washpool Road passing loop. Action carried forward. • ARTC Inland Rail to provide a schedule of Business Chamber meetings to the CCC. Action carried forward. • ARTC Inland Rail to send CCC summary on flood modelling workshops. Action carried forward.
3	<p>Design</p> <ul style="list-style-type: none"> • LV said ARTC is undertaking feasibility design to determine a feasible alignment to inform the Environmental impact statement (EIS) . • ARTC are working on determining the proposed vertical and horizontal alignments. • Proposed feasibility designs have been shared with Ipswich, Scenic Rim and Logan City Council to validate and provide comments on any Council requirements. • ARTC has adopted a phased approach to develop the feasibility of the rail alignment design. • Phases are 30%, 70% and 100% milestones. 70% milestones currently being reviewed. • Transport and Main Roads (TMR) and other government agencies have been consulted on the feasibility design and providing comments on requirements. • ARTC are meeting with landowner's face to face about 70% feasibility design. • Next steps - update the online interactive map on the Inland Rail website. <p>Crossing loops</p> <ul style="list-style-type: none"> • LV advised there are four crossing loops from Calvert to Kagaru. • The Ebenezer loop has moved approximately 3.3 kilometres to the east; • The Purga Creek loop has moved approximately 3 kilometres to the east; • Washpool loop is 400 metres to the west • No change proposed to the Undullah loop. • Inland rail does not preclude connection for an Intermodal hub at Willowbank. • Landowners are being met with to discuss any impacts. • Impact assessments are being conducted at these crossing loop locations. <p>Hydrology</p> <ul style="list-style-type: none"> • LV said the team has used a base case for flooding which was shared with the community to validate. • Photos, maps, and personal records shared to validate the model. • This information was inserted onto the proposed rail alignment to understand impacts, if any, along the alignment. Mitigation measures such as culvert sizes, are being devised. • KB asked if flood modelling workshops were useful. • LV advised they were good in confirming that the model was accurate compared to what was proposed as base case and what was actually experienced in the flood events. • Our flood modelling covers all rainfall events. One in 5 years, 10 years, 20 years, 50 years, 100 years; one in 2,000 years. • The '74' floods were 0.05% Annual Exceedance Probability (AEP) event. • Our flood modelling is based on 1% AEP.

NO.	DISCUSSIONS
	<p data-bbox="236 342 456 376">Level Crossings</p> <ul data-bbox="284 394 1406 656" style="list-style-type: none">• LV outlined there are 10 level crossings proposed in the design. Eight public level crossings and 2 private level crossings.• An "active level crossing" is controlled by a boom gate and has lights.• A "passive" crossing is where it wouldn't have warning systems but signage to identify the crossing. It would have visibility there for drivers to understand if there is a train approaching that they safely stop whilst the train passes through.• The feasibility design is working through to confirm which level crossings will be active and passive. <p data-bbox="236 674 325 707">Roads</p> <ul data-bbox="284 725 1406 920" style="list-style-type: none">• LV said ARTC have reviewed roads and routes to determine feasibility to construct the project including plant/machinery and potential lay-down areas.• ARTC consulting with infrastructure owners, TMR, local councils, for comment to confirm designs and assumptions are true and accurate.• Identify limitations or restrictions, future planning etc. before we go to the community and consult on what they may be. <p data-bbox="236 938 411 972">Environment</p> <ul data-bbox="284 990 1422 1518" style="list-style-type: none">• SH said ARTC is aiming for mid-year submission of the draft EIS.• Next week three Flora and Fauna workshops to explain approach and methodology will be held with environmental groups at Peak Crossing, Toowoomba and Gatton.• In the coming months ARTC will brief government agencies and the Coordinator Generals office to ensure our approach is consistent and there are no gaps.• Councils received the list of groups so they could contribute additional invites if they saw it as necessary,• Noise and vibration findings will be with us in the next two weeks.• Hydrology results moving towards completeness, results will be shared in the coming months.• Air quality will be one of the later chapters we receive information about. Relying on train plan information to complete this work.• Reviewing hazards which tie into risks and mitigation.• Social impact will be addressed by HW and include economic impacts.• The project team will give visibility to the community on all of these findings and mitigation measures before we submit to the Office of the Coordinator General. <p data-bbox="236 1565 501 1599">Social Performance</p> <ul data-bbox="284 1617 1430 2033" style="list-style-type: none">• HW said Social performance is looking at how we manage social impacts on community, organisations or services. It is also about how we enhance benefits for communities.• An independent mental health partnership has been established with Primary Health Network. This is not run by ARTC. Offered to community members feeling stressed or uncertain.• The service is anonymous, but high-level statistics will be tracked.• If one community has a lot of phone calls then ARTC can respond and look at how we can assist getting more services to that area.• Targeted interviews with Emergency Services and other community organisations are complete.• Collating data and identifying impacts and mitigation to form Social Impact Management Plan.

NO.	DISCUSSIONS
	<p>Community Engagement</p> <ul style="list-style-type: none"> • AQ said ARTC meeting with our landowners one-on-one, advising them of the proposed rail alignment and any geotechnical investigations. • Working with landowners on property investigations and access. • Voluntary Land Access agreements in place to do a range of investigations such as soil samples, water sampling. • Communications to adjacent landholders to commence shortly. • Community can contact us via ARTC website; phone number; our interactive map online. • Proactively trying to source feedback and encourage people to make comments, to ensure a robust EIS. • JS asked about community members enquiring about land access. AQ asked CCC members to provide her contact details to them for her to address. • Continued consultation with councils re: design and road rail interfaces. <p>Questions</p> <ul style="list-style-type: none"> • KB called for questions from the CCC members. <p>Draft EIS</p> <ul style="list-style-type: none"> • JM enquired about the release of the draft EIS. • LV said it is currently proposed to be submitted mid-year. • AQ said ARTC Inland Rail would actively notify the community when the EIS is ready for submission. • LV advised that consultation would continue with the community before submission. • AQ said ARTC would provide chapter summaries for those community members who don't have time to read the whole chapter with technical data. <p>Project feasibility</p> <ul style="list-style-type: none"> • RK said she that it doesn't give anyone comfort, using phrases like "We are going to try and minimise impact". She wanted to know how ARTC is actually assessing the feasibility of the project and how is it viable? • SH said there are specific standards and legislative requirements that ARTC need to comply with, Terms of Reference are the first port of call. We also have internal processes we need to adhere to as well. • Viability is assessed on the business case and economics. Then we assess impacts like regulators would assess them. Whether there is water or air quality limits. • Then we need to create manageable plans so that we have ongoing compliance and we know what we are going to achieve.
4	<p>General business</p> <ul style="list-style-type: none"> • JdV said she met with Adrian Stephan, another CCC member, were talking about the project and she wondered if the CCC all wanted to know what all the standards are for the project, for noise levels, that you can't pollute the water and you can't cause more flooding that what there is now. • KB asked if there is noise or water pollution who is monitoring that? • SH said ARTC have to comply to our consent conditions, the licence and the law. Then there are regulators who make sure we comply with the law. • There are the operators of the trains as well. If something goes wrong, we need to know where's that link in the train.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Train operators also undertake their own works with a diligence approach as well. • Community members do too. From a community's point of view, the greatest asset is complaints lodged with ARTC. We ensure we follow those up. • CCC member requested a list of consultation dates to be provided to them. When ARTC is going out to the community. • CCC members requested noise auralisations. LV advised we are looking into technology to do that and how it can be best demonstrated. • KB reminded the group that the presentation in Boonah covered noise levels and mitigation of noise. • LV commented that they were shared by SH last meeting to show anticipated mitigation measures such as noise barriers. • SH said we are reviewing scenarios from project opening in 2025 through to 2039, day and night usage, noise levels and crossing loops. • We are reviewing noise examples, listening at certain distances for a pass by event, inside/outside, windows opened/closed, to give us an understanding of what those decibels mean. • JdV asked if there was any psychological data on how communities adjust to noise after six to twelve months. • SH said we will present on noise in May, how noise goals come about, what their intent is and World Health Organisations recommendations. • Jdv also asked if the findings from the flora and fauna workshop will be shared in May • SH said yes they will be. • JM requested summaries or key points from consultation sessions with the community be sent to the CCC as an overview. • JM said noise simulation will help residents that live further away from the train line to understand what the impacts may be. • RK asked what offsets we are introducing for visual amenity, in particular the Peak Crossing area and further west. • SH said we are assessing visual amenity and what can be done so it's not obtrusive. Screening, plant rehabilitation, colour schemes of bridge structures aligning with the environment. • RK asked about compensation for people who are close to the railway line but not directly impacted. • SH said that with new projects there is always going to be some level of impact, the aim is to protect as many people as possible from that impact. Reviewing noise, air quality. We can't say there won't be impacts but we do try and present something that is fair and reasonable. • RK asked how many houses west of Flinders Peak would be within a kilometre of the railway line? • SH said we will take the question on notice and report back. • JS asked what opportunities there are for small business to participate? • HW said this is something being investigated as part of the social impact assessments. Opportunities are being identified along with actions around that as part of the EIS. • We know that businesses want to participate across all the projects and we are developing programs around that at the moment. • That is part of the reason we are going to meet with Chambers of Commerce. We are yet to meet with representatives in Boonah or Beaudesert but we will get to them and gain some insight.
5	<p>Conclusion and confirmation of actions The following actions were noted by the Chair:</p>

NO. DISCUSSIONS			
No.	Actions	Action by	Due date
1	Inland Rail to meet with Ivory Rock to share and discuss the Washpool Road. <i>Carried over from 29 Nov 18.</i>	SH/SL	14 May
2	Inland Rail will send a schedule of Business Chamber meetings to the CCC. <i>Carried over from 29 Nov 18.</i>	GH	23 May
3	Inland Rail will share information from the flood modelling workshops. <i>Carried over from 29 Nov 18.</i>	GH	23 May
4	Inland Rail to send the invitation list to the CCC re: Flora and Fauna workshop. <i>Closed.</i>	AQ	25 Feb
5	CCC members to provide a list of any additional environment groups that should be invited to attend Flora and Fauna workshop. <i>Closed.</i>	CCC	25 Feb
6	Inland Rail to provide the CCC with a list of consultation and engagement sessions that are scheduled with the community.	AQ/GH	23 May
7	C2K project team to provide CCC with bullet points summarizing workshops or group consultation sessions after they occur.	ALL	Ongoing
8	Inland Rail to present on noise habituation and job opportunities next meeting in May.	SH/HW	23 May
9	Inland Rail to provide how many houses west of Flinders Peak are within a kilometre of the railway?	SH	23 May

Next Meeting

Thursday 23 May, 2019

Peak Crossing Hall, Peak Crossing