

Meeting title	Scenic Rim Community Consultative Committee		
Attendees			
Ms Katherine Bensted – Committee Chair (KB)	ARTC representatives		
Mr Simon Birrell – Committee Member (SB)	Mr Max Nichols – ARTC Project Manager (MN)		
Ms Julie De Visser – Committee Member (JdV)	Ms Mercedes Staff – QLD Stakeholder Engagement Manager (MS)		
Ms Rosemaree Thomasson – Committee Member (RT)	Ms Susan Lodge – ARTC Environment Manager (SL)		
Mr Robert Collett – Committee Member (RC)	Mr Shane Harris – Calvert Environment Lead (SH)		
Ms Alison Duke-Gibb – Committee Member (ADG)	Mr Kieran Robertson – ARTC Project Manager (KR)		
Ms Robyn Keenan – Committee Member (RK)	Ms Helen Williams – ARTC Social Impact (HW)		
Mr Phillip Bell - Committee Member (PB)	Ms Gail Harris – ARTC Community Engagement (GH)		
Ms Jan MacGregor - Committee Member (JG)	Mr Matvey Klopov – Design Lead Calvert to Kagaru		
Mr Adrian Stephan - Committee Member (AS)	Mr Andrew Darth – Design Manager Kagaru to Acacia Ridge		
Ms Jennifer Sanders - Committee Member (JS)			
Apologies			
Ms Angela Collyer – Committee Member	Ms Amanda Quayle – Stakeholder Engagement Advisor		
Ms Aretha Acton – Committee Member			
Ms Narella Simpson – Committee Member			
Observers			
Approximately 25 Observers			
Location	Boonah Cultural Centre	Minute takers	Gail Harris
Date	29 November 2018	Time	6:00 – 8:00pm

Agenda No.	Issue / Topic	Name
1.	Introductions, welcome and apologies from Chair <ul style="list-style-type: none"> Committee members introductions and explained why they are on the committee. Observers welcomed and advised of the conditions of attending the meeting. 	Chair ALL
2.	Outcomes of Actions <ul style="list-style-type: none"> Provide further information regarding passing loop locations and noise impacts. Provide ARTC/Inland Rail CEO future committee meeting dates to attend a meeting in 2019. 	
3.	Update on progress of project <ul style="list-style-type: none"> Interactive map is now online to give people an idea of where the alignment is going and what it looks like. 	MN

<ul style="list-style-type: none"> • Passing loops are sited for ARTC’s operational purposes. Aim is for a passing loop not to be near a level crossing and in locations where both ends of the train are on a straight. • Passing loops are located at Ebenezer, Purga Creek, Washpool and Undullah. The number and location of passing loops are to ensure operational efficiency that meet the business case demands for the predicted number of train movements. • Passing loops have been designed for 1.8km long trains. A future extension may be required in 2040. • A request for ARTC to have further discussion with Ivory Rock Conference Centre on potential noise impacts from the passing loop at the Peak Crossing location. 	JM
<p>Flooding</p> <ul style="list-style-type: none"> • The C2K area has a considerable flood plain which presents a technical challenge. The project is to ensure flooding impact on the local area due to the Inland Rail project is minimised including any mitigation measures. • Flood models have been created to mimic current streams and waterways in the area. • The models are calibrated to reflect historical rain events to reflect how the water flowed through the areas. • The hydrologists have gathered a variety of data and anecdotal information from landholders about flooding events in conjunction with checking rainfall levels. All the information is placed into the model to ensure the accuracy of the model. • Individuals that commented on flooding during the Terms of Reference or through the interactive mapping tool have been invited to participate in the hydrological validation workshops. • The workshops are to review the flood maps that were developed to reflect historical rain events and for the participants to reflect on the accuracy of the maps presented, share their information and experiences on historical flood events. • Once the hydrological modelling is completed and accurately reflects the historical rain events, the design is then added to the model. Through this process, we can design the appropriate mitigation measures which include a number of drains, culverts, structures and bridges along the rail alignment • Where it is anticipated that landowners will be impacted by changing flood conditions, the project team will meet individually to explain the findings. • The flood modelling will be shared with the community through information displays quarter one 2019. 	MN
<p>Level Crossings</p> <ul style="list-style-type: none"> • Current design proposes 12 public level crossings; and 2 private level crossings. • Middle Road level crossing is undergoing a technical feasibility assessment prior to being input into a level crossing assessment tool which will include risk and safety assessment and traffic flow impacts. • Safety assessments will be carried out on proposed level crossings where the alignment intersects. • The type of level crossing proposed on the alignment will be determined by 	ADG MK ADG MN

<p>the level crossing assessment tool.</p> <ul style="list-style-type: none"> • The EIS will include proposed level crossing locations and the Coordinator General will review these proposed crossings and advise feedback. • A concern was raised about choosing a level crossing over a flyover due to high voltage powerlines and what impact that crossing will have on other roads such as Ipswich Boonah Road and traffic impacts. • Response: All level crossings are assessed and will include risk safety assessment and traffic flow impacts • A concern was raised that people would be required to wait up to nine minutes for a train to pass at a level crossing. • Response: It is likely that waiting times for up to 2 minutes 45 seconds will be introduced for a train to pass. • Design teams meet either weekly or fortnightly with local councils; Scenic Rim, Ipswich and Lockyer Valley to discuss design elements and project updates. • Emergency services requirements relating to level crossings are also taken into consideration during design development. 	<p>ADG</p> <p>MN</p> <p>ADG</p> <p>MN</p>
<p>Geotechnical</p> <ul style="list-style-type: none"> • Geotechnical works will commence in early 2019 from Calvert to Kagaru. • As part of the field investigations, underground services such as gas, telecoms, water etc will be undertaken along the proposed corridor include roadways. • Inland Rail would provide notification via enews, where activities are undertaken along the roadways. Where appropriate, letterbox notification will be provided to advise of the works taking place in the area. • It was advised that SEQ Water were conducting seismic testing in the Kagaru area and recommended Inland Rail engage with SEQ. • It is noted that Ivory Rock Conference Centre has services along Flinders Road and they will provide information to Inland Rail. 	<p>SL</p> <p>GH</p> <p>RK</p> <p>JM</p>
<p>Environment</p> <ul style="list-style-type: none"> • Soil and water samples are being collected to inform our studies for the EIS. • In early 2019 ARTC will liaise with local environmental groups, state and commonwealth government where we will share the findings of our biodiversity studies and discuss mitigation measures. • Relating to Fire Ants - two biosecurity zones have been identified called Zone 1 and 2. We are required to undertake all necessary action to avoid the risk and spread of fire ants as well as other biosecurity issues. • A permit will be required to move soil from these zones and transported elsewhere. We also required a permit to take those soil samples to the lab to be analysed. • Personnel are trained and made aware of fire ant zones on how to identify the presents and when to report them. • Prior to leaving a site within a fire ant zone, we are required to wash down and clean a vehicle, to reduce any material that may have fire arts from leaving the area and spreading. • People working onsite will be equipped with appropriate PPE and infrastructure on their vehicles to clean their vehicles down. • As part of the design process we are working out through the cut and fill process where excess soil could be relocated or used along the alignment. 	<p>SL</p> <p>SL</p>

<p>Social Impact Assessment (SIA)</p> <ul style="list-style-type: none"> • There are five key criteria for Social Impact Assessments which are: Workforce Management, Industry or Business Participation, Housing and Accommodation, Community Health and Well-being and Community and Stakeholder Engagement. • Ongoing liaison with local councils about regional development to better understanding their long-term plans. • Social Impact Management Plan is being developed and will form part of the EIS. • Action: The CCC members will be advised of any business chamber meetings that Inland Rail attend. • The baseline SIA survey was conducted to help understand what people did and didn't know about the project and then facilitate conversations for the Stakeholder Engagement team with stakeholders. <p>Noise</p> <ul style="list-style-type: none"> • Queensland previously had guidelines for rail noise, however, was removed from TMR requirements. • Inland Rail project will review standards and apply stringent guidelines. adopting Rail Infrastructure Noise Guideline (2013) • • International company SLR have been engaged to conduct acoustic testing with hundreds of noise monitors. Results will be shared in the EIS. • Noise barriers are typically placed adjacent to elevated track to assist in reducing noise at the source where required. Locations will be determined by the noise impact assessment results. • Noise control is based on what is reasonable and feasible to both the receiver and admitter of noise. • There are a few areas for noise control; <ul style="list-style-type: none"> ○ the first is controlling noise at the source. ○ Next step is controlling noise in transmission – barriers physically block the noise, or make it travel further which reduces the noise. ○ Third step is providing architecture solutions at the property – such as insulation/air conditioning. • Question: How are decisions were made on who gets noise walls and whether economic impact is considered as part of this? • Answer: The community can comment on the EIS which will outline noise mitigation measures and the Coordinator General will evaluate those comments along with ARTC management practices to decide the outcome. • Noise barriers can generally reduce sound from 5 to 8 dB and up to 10 dB. • Source control typically results in 1-3 dB reduction. • In areas where noise barriers are not controlling noise direct at the source, facades need to be treated, walls upgraded, insulation installed. • The new rail installation will be continuous, without external welds to make the click, clack noise thus minimising rail noise. • Expansion for continuously welded lines are taken into consideration from the engineers. Steel expands or contracts in the summer/winter, so maintenance is a high priority to avoid bubbles which can throw trains off the tracks. Every 	<p>HW</p> <p>GH</p> <p>SH</p> <p>JM</p> <p>SH</p>
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	<p>six months there is a welded tracks stability assessment. Amendments are made to the track to accommodate expansion or contraction.</p> <ul style="list-style-type: none"> Noise auralisation sessions are currently being investigated. <p>Stakeholder Engagement</p> <ul style="list-style-type: none"> Community information sessions have been held at Gatton, Yamanto and Toowoomba with numerous people curious about the alignment. Inland Rail will conduct more sessions with the community in 2019. Cultural heritage investigations have been occurring on properties. Geotech drilling has started on properties. Inland Rail staff have been attending meetings with landowners to discuss road rail interfaces and learning how landowners use their property. 	
<p>4.</p>	<p>General Business</p> <ul style="list-style-type: none"> Four public sessions will be held to explain the Public Private Partnership (PPP) model. Flooding validation sessions will occur on 3rd, 4th and 5th of December. The invitation for these sessions will be emailed to individuals that commented in the terms of reference and through Inland Rail interactive mapping tool regarding flooding. 2019 CCC meetings to occur in the same locations as 2018: 21 February- Beaudesert, 23 May -Peak Crossing, 22 August - Rosewood and 28 November - Boonah. 	
<p>5.</p>	<p>Conclusion and confirmation of actions</p> <p>The following actions were noted by the Chair:</p> <ul style="list-style-type: none"> JM and ADB to discuss passing loops with MN. GH to inform CCC of Business Chamber meetings GH to send CCC the list of participants attending the flood modelling sessions, so they can identify anyone who has a vested interest and should attend. 	