

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 6

DATE / TIME

11 June 2019
6:00 – 9:15pm

LOCATION

Southbrook Hall

FACILITATOR

Bill Armagnacq - Chair

MINUTE TAKER

Willow Hart

DISTRIBUTION

All

ATTENDEES

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| <ul style="list-style-type: none"> ▶ Bill Armagnacq (BA) ▶ Larry Pappin (LP) ▶ Jennifer Schmidt (JS) ▶ Paul Hanlon (PH) ▶ Joy Mingay (JM) ▶ Chris Joseph (CJ) ▶ Ken Murphy (KM) ▶ Lance McManus (LM) ▶ Adrian Beattie (AB) ▶ Ian Jones (IJ) ▶ John Cameron (JCa) ▶ Mercedes Staff (MS) ▶ Rob Smith (RS) ▶ David Foster (DF) ▶ Jon Roberts (JR) ▶ Helen Williams (HW) ▶ Willow Hart (WH) ▶ Amanda Reed (AR) ▶ Rebecca Pickering (RP) ▶ Rob McNamara (RMc) ▶ Councillor Carol Taylor (CT) ▶ Mike Brady (MB)
 ▶ Craig Sleeman (CS) | <ul style="list-style-type: none"> ▶ Chair ▶ Inner Downs Inland Rail Action Group ▶ Individual ▶ Individual ▶ Toowoomba Chamber of Commerce ▶ Individual ▶ Individual ▶ Toowoomba and Surat Basin Enterprise ▶ Western Wakka Wakka ▶ Darling Downs Shire Steering Committee ▶ Darling Downs Cotton Growers and Cotton Australia ▶ ARTC Manager Stakeholder Engagement – Queensland ▶ ARTC Project Manager – Border to Gowrie ▶ ARTC Senior Design Manager ▶ ARTC Design Manager – Border to Gowrie ▶ Program Social Performance Principal - Queensland ▶ ARTC Engagement Lead – Border to Gowrie (Inner) ▶ ARTC Queensland Property Manager ▶ ARTC Director Engagement, Environment and Property ▶ ARTC Project Director – North Star to Gowrie ▶ Toowoomba Regional Council, Deputy Mayor ▶ Toowoomba Regional Council, General Manager Infrastructure ▶ Toowoomba Regional Council, Principal Project Manager |
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APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

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| <ul style="list-style-type: none"> ▶ Kylie Schultz (KS) ▶ Rob Loch (RL) ▶ Jason Chavasse (JCh) ▶ David Taylor (DT) | <ul style="list-style-type: none"> ▶ Individual ▶ Pittsworth District Landcare Association ▶ Gowrie Junction Progress Association ▶ Individual |
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NON-ATTENDEES

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| <ul style="list-style-type: none"> ▶ Geoff Penton (GP) | <ul style="list-style-type: none"> ▶ Individual |
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Discussions

NO.	DISCUSSIONS
1. Welcome (Bill Armagnacq)	BA: Welcomed group, gave a political update and introduced TRC representatives.

NO.	DISCUSSIONS
2. Update conflicts of interest register	<p>KM: Has taken on the role as the CEO of the Kath Dickson Family Centre and successfully applied for Inland Rail sponsorship.</p> <p>ACTION: WH to update conflict of interest declaration register</p>
3. Actions arising from last meeting	<p>Actions from previous meeting:</p> <ol style="list-style-type: none"> 1. ARTC Inland Rail relook at providing the CCC member with the Weed Hygiene Policy – completed 2. JCh to provide more information about what they would like included in the field trip – ongoing 3. ARTC to contact Dr John McIntosh and SDDCCC Chair to ask on the progress of the report and if they would be willing to share with the IDDCCC – completed 4. ARTC to share which roads Inland Rail have undertaken traffic counts – completed 5. JCh to contact council and ask to attend the next CCC meeting – completed 6. ARTC to provide a TRC contact to JCh – completed 7. FK to report back on biosecurity management plan and to keep the CCC across the results of the EIS as they become available. Noise monitoring results to be marked on a map – ongoing 8. Regional benefits to be added to the agenda when the studies are complete – ongoing 9. ARTC to provide the committee with a copy of the PowerPoint presentations from February CCC meeting – completed.
4. Review of the CCC Charter	<p>BA: The charter is up for annual review; and the membership of each individual committee member is up every two years. A process has not yet been determined as to how the individual community membership will be reviewed. The role of the committee is to give feedback through to ARTC, in respect to any issue associated with the Inland Rail. We are not a committee which makes decisions; we are a communication committee rather than decision-making committee. There is one vacant position.</p> <p>Committee: requested that ARTC invite nominations for the vacant committee member position.</p> <p>ACTION: ARTC to advertise call for nominations for vacant committee member position and engage independent consultant to appoint suitable candidate.</p> <p>ACTION: Chair to circulate information about appointing a proxy if a committee member is unable to attend.</p>
5. Toowoomba Regional Council presentation	<p>CS: The purpose of the presentation is to share what Toowoomba Regional Council's (TRC's) role in the project is and how TRC is approaching the Inland Rail project.</p> <p>TRC acknowledges Inland Rail is a significant project in our region, and we know the impacts across the region are significant.</p> <p>A team has been established to interface with the two Inland Rail projects in our region; the Border to Gowrie (B2G) and the Gowrie to Helidon (G2H) projects.</p> <p>Council has been working closely with ARTC to try and ensure the key outcomes for the Toowoomba region are met. We have some lessons learnt from the Toowoomba Second Range Crossing project around developing relationships with those who are delivering the project; agreeing to the standards, the engineering standards, the outcomes from TRC and the community's perspective, what both TRC are trying to achieve out of the project and, also, ARTC in delivering the Inland Rail project; and trying to make, where possible, those objectives align.</p> <p>We are asking ARTC to take on the Council's and community's feedback.</p>

NO.	DISCUSSIONS
	<p>TRC want to be Inland Rail ready. TRC are still working through what the overall impacts are on our community and on Council assets. We want to minimise the impact on our region as much as possible.</p> <p>The Inland Rail project is the responsibility of the Federal Government and ARTC. The State Government also have a key role in the delivery of this project.</p> <p>Council has previously confirmed its support for the Inland Rail project. In 2016, a publicly available Council report outlined the nine key principles that Council supported for the Inland Rail project.</p> <ol style="list-style-type: none"> 1. "Council is to support the Inland Rail project through the Toowoomba region." 2. "All strategic, local, State and national roads, where they cross the Inland Rail alignment, had to be constructed as part of the Inland Rail project; to suitably configured, grade separated forms." As a minimum, Council requests the following roads be grade separated from the Inland Rail alignment - these include some of the Transport and Main Roads assets - Gore Highway, Toowoomba Cecil Plains Road, Warrego Highway, Kingsthorpe Haden Road and Gowrie Junction Road. Council's preference is for grade separation. This is not suggesting that every crossing is to be grade separated. Council also acknowledges the final route selection may impact locations on this list (ie Kingsthorpe Haden Road). 3. "The Inland Rail project is to remove all unnecessary rail freight movements from the region's urban areas, in particular Toowoomba, to improve urban amenity and the operation of other urban transport networks which are currently delayed by rail movements at various times". 4. "The alignment of the Inland Rail is to be such that it allows a cost effective, future, grade separated structure, to be constructed for Council's proposed Boundary Street North link." This is pending the final route selection. 5. "All other at grade road/rail interface locations are to be constructed as part of the Inland Rail project to a suitably configured standard that accommodate appropriate vehicle storage lengths, widths, sight distances, vehicle manoeuvring requirements and clearances for multi-combination vehicles and over-dimensional vehicles, including agriculture equipment". 6. "The Inland Rail project is to include construction of suitably configured interconnections/junctions on the main alignment at locations that will readily allow for the possible future connection of all existing rail tracks and corridors in the region, whether currently in service or not, to the Inland Rail alignment without interrupting services on the Inland Rail alignment." 7. "The Inland Rail project is to deliver an infrastructure network capable of readily operating safe and efficient future passenger rail services, without compromising the Inland Rail's intended freight task objectives." 8. "Further development of the Inland Rail project's concept design fully incorporates Council's and Queensland Government strategic planning visions for possible future passenger railway stations in the region." 9. "All measures are implemented and all necessary works are delivered as part of the Inland Rail project, to properly and appropriately address all stormwater and flooding matters in the region; brought about as a consequence of any works associated with the project, either during construction or post-construction; ensure that any works associated with the project will not adversely impact on any land or infrastructure in the region; and appropriately address as part of the consultation for, and design and construction of the project; any concentration of, in any way, any stormwater or flood flows; any changes to, in any way, any overland flow paths; any increase in velocities of stormwater or flood flows at drainage structures; and any increase in either water levels associated with stormwater or floodwater flows, during or post-construction."

NO.	DISCUSSIONS
	<p>Some of the major challenges for Council include determining the extent and impact on Council road assets, determining the extent and impact on Council utilities and determining the extent and impact to private accesses.</p> <p>TRC and ARTC are working closely to establish the interface deeds and the principles. ARTC have been very forthcoming and very transparent in the development of these agreements; and are coming up with an approach of understanding, collaborative and common accountability. ARTC have stated they want consistency in their approach; and Council also expects that the successful proponents will also embody the same principles contained in those agreements.</p> <p>Council will review all road/rail interfaces as part of the design/development for the entire route within Toowoomba's region. We will be checking appropriate standards have been applied and all solutions are in accordance with Council's planning scheme and various other legislative requirements. Council will also be reviewing the proposals to ensure the appropriate consideration has been given to the impact to landowners and local road users. That review is ongoing. Given the initial development of the project, we haven't finalised or confirmed our position on many of the road/rail interfaces. We are providing guidance to ARTC on what we would like to see and some considerations for some of the key road/rail interfaces.</p> <p>We want confidence that community issues have been addressed through the design process and the outcomes are in the best interests of the community. Council's least preferred option is the level crossing; and we understand that ARTC have looked to grade separate where possible. Our preference is for an active level crossing to provide additional safety for the travelling public.</p> <p>ARTC are only at feasibility stage and are still finalising a lot of these road/rail interfaces.</p> <p>The road closures/partial road closures/road consolidations are being considered in several locations. Council will be asking ARTC to demonstrate and clearly detail any network-wide impacts. Council will want to ensure that the broader network and community impacts are understood; investigated and minimised as much as possible; including the upgrade of intersections with highways.</p> <p>Questions</p> <p>JS: Will new roads be bitumen? Don't want to travel for an extra 20 minutes on corrugated roads.</p> <p>CS: TRC are requesting ARTC construct new roads to current engineering standards. For many roads we expect this will mean bitumen roads.</p> <p>MB: There won't be any 20-minute detours. For any consolidation, we will be looking at wider network impacts and ensuring any travel time issues are mitigated.</p> <p>MB: Once the intergovernmental agreement is signed with the Queensland Government, all land tenure matters are handled through the State of Queensland, through the Department of Transport and Main Roads. Council has very limited influence in that space. We can ask all parties to be fair and reasonable and to take that approach; and to be empathetic and considerate of the needs of those individuals that are directly impacted. We are modelling traffic to understand future growth over the next 20/30 years.</p> <p>LM: Is there a baseline being undertaken around all those impacted roads from ARTC and from Council; and is that taking into consideration some of the future planning?</p> <p>JR: TRC have shared their traffic data with ARTC and we have also carried out traffic counts.</p> <p>JS: Will council be coming to the community to learn more about the roads and their movements?</p>

NO.	DISCUSSIONS
	<p>MB: ARTC is primarily responsible for the community consultation.</p> <p>Observer: Does Council have responsibility for approving intermodal connections?</p> <p>MB: If someone in the private sector wishes to construct an intermodal facility, they must go through a full development application process with Council.</p>
<p>6. Project update</p>	<p>RP: As part of our contracting process, we put targets on our contractors to ensure local benefits flow into the local businesses and the local workforce. This is being seen in the Parkes to Narromine (P2N) section which is under construction. On the P2N project the 286 local people who have worked on the project are from the specific council areas of Parkes and Narromine and Dubbo.</p> <p>We have launched our Community Sponsorships and Donations program. This is an opportunity for typically not-for-profit-style organisations to apply for funding requests for between 1 and \$4,000. Visit the Inland Rail website for more information.</p> <p>JS: Local businesses will not be able to get jobs as they don't have the right certificates.</p> <p>HW: Business capacity building will take place before construction. We will be working with local businesses so that they are in a position to be able to tender for work with contractors. We are already having conversations with government departments to maximise the benefits of different projects.</p> <p>RS: We had hoped to share the design with you around now however the review of the alignment has taken longer than anticipated. Since February, we have been analysing our data captured from the community in relation to the road/rail interfaces. We were also finalising the alignment.</p> <p>We managed to capture a large amount of data to feed into that process and have finalised the proposed treatments at the road/rail interfaces.</p> <p>Other works include completing the hydrology along the alignment. We undertook a significant body of works in relation to the Condamine flood modelling and design development and used this process across the whole alignment.</p> <p>We are progressing with the next level of detail regarding our drainage structures including culverts location, bridge location and bridge size. Information from the community about hydrology (including at Gowrie and Westbrook) was included in this process.</p> <p>This allowed us to start developing the Environmental Impact Statement (EIS) chapters. We have been in the process of sharing the draft versions of those EIS chapters with government agencies. We have been asking for government agencies feedback about our methodologies to make sure that our processes are robust as we progress our design.</p> <p>With the alignment development, we have been able to develop a proposed project footprint. The project footprint includes construction areas and the permanent corridor area.</p> <p>We have now received from Future Freight Joint Venture (FFJV) the 70% design development package. This is a feasibility assessment design used to inform an EIS. We are taking this package to government agencies and councils for comment and review.</p> <p>This process has been a huge undertaking. It has meant we are not in a position right now to release that proposed alignment or project footprint. We need to incorporate the comments coming out of our internal review process and the review process being carried out with government agencies before we release the proposed alignment to the community. We are hoping by the end of quarter 3 of this year.</p>

NO.	DISCUSSIONS
	<p>LP: Have you taken into account the new cannabis farm that is going to be located near Westbrook Creek and the impact that's going to have?</p> <p>RS: We are aware of that development application being submitted; and if it is approved, we will seek to understand what possible impacts there might be.</p> <p>JS: Will the hydrology report be released? It's not just directly affected people impacted. What about the indirectly affected people? Shouldn't they know what's coming or have input?</p> <p>RS: The hydrology report will be part of the EIS. We consult with people who may be impacted. At this stage, we are focussed on making sure we are managing the impacts that we can measure and see. The public can comment during the EIS process.</p> <p>DF: The reports become available during the EIS process. There's very sensitive information for impacted property owners. We could have a look at the timing of that and come back to you.</p> <p>ACTION: ARTC to look at the timing of releasing the hydrology information for the EIS.</p> <p>JS: What about a landholder who is being affected by water flows; can they look at that hydrology report?</p> <p>RS: We show them the results as they relate to their property.</p> <p>PH: I am on the floodplain. I have been visited probably four/five times now and discussions are about the floodplain and how it affects my property. Every time there's a change in the bridge, ARTC come back and let me know. I also went to the Southern Downs CCC meeting, where they had an independent review done of the floodplain and he did a presentation on it.</p> <p>LP: Have you changed any of the road rail interfaces after having that input from the community?</p> <p>RS: Community input has had a direct impact on the design/development; and we will be able to demonstrate that. It will come as part of that full alignment release. We need to talk to individuals who are directly impacted before we do that and the CCCs, in a very staged and coordinated approach. We are not willing to talk about specific examples yet, because it opens it up to having to discuss a full alignment, at this stage.</p> <p>WH: When we are in a position to release the alignment, we will also be providing information about proposed road rail crossing treatments. It will be a very similar approach to what we did to the focussed area of investigation. First, we will be talking to the relevant government agencies; then to directly impacted landowners; then the CCC, and then the wider community. The directly impacted landowners will receive information focused on their individual property; while the information to the community will be the whole alignment.</p> <p>The landowner maps will be a similar design to the ones released for the focussed area. Landowner maps will include property boundaries, the rail alignment, road centre lines and the project footprint. The project footprint includes the areas for construction, the rail corridor and changes to roads. The community maps will be the whole alignment and include the road centre lines, as well as the proposed road rail crossing treatments and that proposed project footprint.</p> <p>Information that will not be included on the on the maps is information about private crossings and stock crossings. This information will to come out in the detailed design phase.</p> <p>We have done a sample of what the landowner maps may look like to share with the committee for feedback.</p>

NO.	DISCUSSIONS
	<p>Property team update</p> <p>AR: Until further detailed design, we aren't going to know whether part or whole properties are going to be required for the project; and furthermore, the alignment needs to go through the EIS approval process before any decisions on property acquisition can be made.</p> <p>Land acquisition for most of the project is going to occur once the EIS has been approved by the Coordinator General and State Government. After project approval there will be an agreement between ARTC and the State Government. There will be an acquiring agency that will carry out the land acquisitions.</p> <p>Land resumption is governed by legislation; property owners are protected via this legislation, the <i>Acquisition of Land Act (ALA)</i>. The ALA legislation sets out in detail how landowners are to be compensated when there is a land take. There are various heads of compensation to protect landowners.</p> <p>Once the EIS is approved; the corridor of land will go through what is called a "designation process", where land is reserved for future rail project. After that process, then land resumptions can take place. If things go according to schedule, we are looking at land resumptions occurring some time in 2020 and in 2021.</p> <p>ARTC, as a private corporation can acquire land, but we don't have those resumption powers. If ARTC does acquire land - and we may do so on a case by case basis - transactions are done as a voluntary, private treaty transaction that is based around property market valuation.</p> <p>Observer: If a property is severed, are you going to compensate for that? Will compensation be more than market value? And what about the loss of income we are earning off that land.</p> <p>AR: Where there is a situation where land is severed and access is not going to be provided for some sort of technical reason, then in most cases the acquiring authority would also acquire that severed land, if it's found to be unviable for future use. Compensation is based on the market value of any land that is taken. The valuation will take into account if it's a producing property of some sort.</p> <p>Observer: Do we have to use your valuer?</p> <p>AR: You are entitled to engage your own valuer, lawyer, or other advisor. All property owners affected by the land resumption can engage their own experts to assist in forming their claim for compensation. You are entitled to be reimbursed for those expenses.</p> <p>Social impact assessment (SIA) update</p> <p>HW: The SIA update was provided to the CCC members. We are progressing through the SIA process and we have identified impacts through the assessment. We are now developing the mitigations and management based on the identified impacts. This is an iterative process, so we are still taking feedback from the community through WH and the team. We have also been talking with government agencies and local council to ensure the mitigations being developed align with our key stakeholders' expectations. I encourage you to continue talking to the engagement team because we are drawing on that information.</p> <p>A key element of the SIA is enhancing the benefits where they exist.</p> <p>The different SIA mitigations and management fall into five key areas.</p> <ul style="list-style-type: none"> • workforce management e.g. individual's participation, employment, jobs, how we manage workforces within a town

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • industry participation e.g. how we make sure that local businesses have an opportunity to participate in the project • housing and accommodation e.g. construction camps being considered. With camps comes community concerns around how that is managed. • health and community well-being e.g. we are aware some community members are feeling stressed and concerned. We have a phone number for the community so they can talk to an independent person about their concerns and get some support. The phone number has been distributed to members, but we are looking to advertise the number more widely among community groups • community and stakeholder engagement e.g. includes the work WH is doing and also the property team, ensuring that people have the opportunity to have conversations if they are directly impacted. <p>To maximise opportunities for local and Indigenous participation we are looking at:</p> <ul style="list-style-type: none"> • readiness before the project arrives – this involves understanding what the local business market is and what the skills environment is. We analyse whether local businesses are ready to work on a big project and if not, what they need to be able to participate. Capacity building activities are then undertaken to strengthen the business and skills and increase the ability to participate. • procurement processes - there will be an expectation that contractors commit to certain targets for local and Indigenous participation, including local jobs and local business spend • governance processes - we have committed to quarterly public reporting • Indigenous Participation Plan - tailoring opportunities and working with the different traditional owner groups along the alignment to understand what they are looking for, how to best adapt what we are doing in this space to meet their needs. This includes the Western Wakka Wakka and the Bigambul people. <p>JM: Need to see more about small businesses. Can lessons learnt be shared from the Toowoomba Second Range Crossing (TSRC) about how to gain local procurement and how to measure it? One of the ways TSRC managed local participation and fatigue management was people living locally. Would like to see more about how ARTC will engage with small business owners along the alignment.</p> <p>HW: We are actively going out and talking to Chambers of Commerce the whole way along the alignment to start introducing smaller businesses to what the project is and identifying where they fit. We have had a number of conversations with representatives from the TSRC around lessons learnt which are been used in the development of local participation activities.</p> <p>LM: How will contractors engage with the local communities? Local businesses need the opportunities early and information about how to engage with contractors and the cost involved in bidding.</p> <p>RMc: A large part of my job is talking to the major contractors who bid the job, this includes talking about local content. 50% of my time is talking to small and medium-sized businesses. We talk to them about how they can get involved, the type of training they might require and what training we will provide. There is no way we can deliver the project without local involvement. In Queensland, there's 6,000 people that are going to be employed in the construction of this project. It is just not possible to not involve local people. We will contractually bind our major contractors to involve local content.</p> <p>The team is talking with the Toowoomba Chamber of Commerce and TSBE. ARTC are incorporating their insights, help in connecting us to local business, and suggestions around methodologies to ensure that local people really do get involved.</p> <p>Observer: What happens if a big contractor goes broke and doesn't pay smaller contractors?</p>

NO.	DISCUSSIONS
	<p>RMc: We are talking to major contractors about acceptable standards; but we also work with small business to provide information about how to engage with big contractors, the type of training and about how to protect their rights.</p>
<p>7. Gowrie to Helidon (G2H) update</p>	<p>DF: B2G crosses the Warrego Highway; and where the railway line joins into the QR corridor is where G2H starts. G2H is 28 kilometres long and is predominantly a single track with a six-kilometre tunnel. G2H also has a number of very high, long bridges, deep earthworks cuttings and three crossing loops. The crossing loop at Gowrie Junction runs for a couple of kilometres near the tunnel entrance. There is an existing level crossing at Gowrie Junction. We have been talking with Council and other impacted people and we are now investigation a bridge in this area.</p> <p>The tunnel has proved to be a technical challenge. It is likely that there will be a ventilation building at each end of the tunnel and in the centre. If a central ventilation building is needed, it will be located on TMR land next to the waste facility. Investigations are ongoing about what air exiting the portals.</p> <p>The design will come out for ARTC to review in July; and we should start consultation in August. When we have the information available, we will be using the interactive map to upload the design.</p> <p>Observers: What gradient is the tunnel? Will the tunnel be used for dangerous goods and livestock? How will trains get up the range if it is that steep? What speeds will they be going? How many locomotives will be needed to pull the train up the range? Coal dust is going to be a problem, the ventilation will lift the coal dust up.</p> <p>DF: The grade is 1 in 64 and is about as steep as what we can go. Dangerous goods, except for explosives and class 1 dangerous goods, will be able to be transported through the tunnel. The tunnel ventilation system is being designed for livestock in open crates; it's also been designed for passengers to be able to travel through. Modelling work done by the Rolling Stock engineers estimate the lowest powered train carrying the full load, 4,700 tonnes will be travelling in the mid-20 km/hr. The high-powered trains will be travelling around the 30km/hr and will have three locomotives. It gets pretty hot inside the tunnel and that's been one of the challenges to solve.</p> <p>DF: The dust is part of the air quality monitoring; and it is a consideration for the ventilation design. Because we are in a feasibility stage, it gets noted as something that needs to be solved during the detailed design.</p> <p>LP: How are we going with the public/private partnership to build this; and is it going to be local content or overseas? How does that fit in with the overall budget for the Inland Rail?</p> <p>DF: The expressions of interest went out to market a few months ago and has closed, and we have received bids back from the market. We have got a mix of local and international firms. Short listed bidders that go into the request for proposal phase, will come back to us with costings.</p> <p>LP: If trains are slowing to 30kms on the range - does that affect the business case?</p> <p>DF: No. The overall travel time still fits within the 24 hours. We have design criteria for the alignment, and we have got three areas classified as mountainous - Toowoomba escarpment, Little Liverpool Range and the Teviot Range. In these areas the trains travel a bit slower and that's taken into account in the operational modelling and the overall travelling time. The Toowoomba tunnel is about 470 metres above sea level at the tunnel entrance in Gowrie Junction and then it drops down 350 metres. It is the most significant grade on the whole alignment.</p>

NO.	DISCUSSIONS
	<p>LP/observer: The grade difference between Pittsworth to Southbrook is 200m. Shouldn't a tunnel be considered?</p> <p>RS: B2G is for the most part 1 in 100; but there may be sections of 1 in 80.</p> <p>JR: As part of the design development, there will be cuttings and embankments to get us over those gradients.</p> <p>Observer: What is the mitigation around cuttings so people can continue to use their land?</p> <p>RS: We are currently assessing and understanding what those impacts might be and where mitigation may be required. This will be included as part of the EIS development.</p> <p>Observer/s: Are you going to compensate or mitigate bores on properties that are dissected? It is not just the people who are dissected that need to be compensated; it needs to be the people who are affected in the community as well.</p> <p>DF: Groundwater is a difficult element to assess the impact of because bores and aquifers can travel for some distance. Hydrogeological studies are being done to look at how groundwater systems are impacted. The alignment needs to be finalised before these are completed.</p> <p>LP: ARTC should have numerous monitoring bores around, so that the effect of the Inland Rail can be accurately gauged.</p> <p>ACTION: ARTC to provide more information about how ground water impacts will be assessed, mitigated, timings and distances.</p> <p>Observers: We want TRC to hold a community consultation forum to discuss with Pittsworth what exactly it means for the community. How much will TRC listen to individuals, as opposed to the other 120,000 who are going to benefit?</p> <p>JS: TRC represents the ratepayer. The Council is dealing with ARTC on our behalf and conferring with them. TRC should listen to the ratepayer and the ones who are affected; and stop going on about in the media "how great this project is for everyone". It's time TRC came out and spoke to those people. We have not heard one thing about the people who are badly affected. We only read it in the paper; we see it on television about "how great Inland Rail is".</p> <p>MB: ARTC are leading the consultation program with the community and that's where the key discussions about impacts, both positive and negative need to be happening. Impacts on council infrastructure and community infrastructure are being dealt with us directly. In respect to your request for a community consultation meeting, I am happy to take that back to council to discuss more broadly. Council will listen to issues. In respect to all the roads, we are only getting that information through for assessment.</p> <p>CT: Council does care. This affects a lot of our community. We stand for the whole of our community. This is a Federal Government lead project and ARTC are leading the engagement.</p> <p>MS: ARTC have complete responsibility and accountability for all engagement for the program. We respect the importance of engagement and engaging with everybody and the importance of having conversations with directly affected landowners.</p> <p>We appreciate everybody is eager to see the alignment and have more information. The project team are doing a huge amount of work and are working hard to get it as accurate as possible.</p> <p>Observer: TRC's presentation is the same one given at the ARTC conference in Sydney on 1 May. In Sydney we heard about all these road closures - "There was 116 crossings impacted in</p>

NO.	DISCUSSIONS
	<p>the Toowoomba Regional Council, of which approximately 90 are currently proposed for permanent closure".</p> <p>MB: Every access that is closed must be replaced with an access somewhere else. If an access to a property is closed, one must be opened to that property.</p> <p>Observer: Inland Rail will run 100 metres away from Pittsworth. It goes straight through the centre of Brookstead; it goes within a kilometre and half of Millmerran; and goes close to Southbrook. If you walk around the town of Pittsworth, you will find that most people are unaware of the magnitude of the impact that this thing is going to happen. The people of Pittsworth are not informed about the noise, vibration or pollution. We want a public meeting in Pittsworth. Is this train going to go past Pittsworth and Brookstead at 115km? How will you know how much noise it's going to make? You have got an overhead railway bridge on Oakey Road, on the west of Pittsworth. How can you eliminate the noise and the vibration and the pollution from a structure like that?</p> <p>RS: Noise modelling is based on our reference train and it runs over the alignment; and the results give us an understanding of how far the noise and vibration will propagate. The next body of work is running the noise and vibration models and getting the results; understanding what mitigation can be put into place. This will be shared at public community information sessions, including at Pittsworth. The noise modelling can only be completed when the proposed alignment and roads design is finalised.</p> <p>Observer: Is ARTC and TRC looking at how the train will impact the development of Pittsworth?</p> <p>RS: TRC are asking the questions of ARTC to understand the impacts to roads and associated the noise impacts. TRC are representing the community and ensuring we are doing what we need to do to demonstrate that that is being considered and measured and managed appropriately.</p> <p>Observer: What happens with land valuations dropping as seen in Chinchilla and Gladstone - low property houses attract low rent; and a lower social economic calibre of people. How will that affect Pittsworth's community? Low rental properties mean drug addicts. Is anyone looking these future impacts?</p> <p>RS: On the back of the noise modelling and results, it's certainly something that we take into consideration in the Social Impact Assessment.</p> <p>Observers: How do I get information about whole of community impacts? I represent the community, but I can only get information if I'm affected. I would like information about roads and Westbrook Creek. The hydrology report is wrong. DNR's report is significantly different to ARTC's report. The committee sitting at this table don't have their contacts available, so can we contact them.</p> <p>WH: If you are asking about a particular property, we try to give information about the property to the landowner</p> <p>And in terms of engagement, we are collecting all feedback to pass on to the project team.</p> <p>The DNR would have to be looked at and the Westbrook Creek report hasn't been made public. We have presented a summary of the report and the results to the CCC members and members of the community who have requested it. This same level of detail was provided on the Condamine.</p> <p>RP: In order to finalise the reports and circulate them, we need to first get the alignment correct, and then those reports can be progressed, finalised and consulted on.</p>

NO.	DISCUSSIONS
	<p>AB: Will you be doing a 3D model like TSRC did?</p> <p>WH: Yes.</p> <p>Observer: How will the impact of vibrations on homes be mitigated? They could be shaken and have their windows broken. If explosives are going to be used during the construction, we could have homes cracked. How are you going to mitigate those sorts of problems on properties that aren't necessarily directly impacted? Do you do an engineering report on these homes, or do the homeowners have to do their own? What distance will properties have to be to be able to get a dilapidation survey?</p> <p>RS: The modelling will take into account local receptors. If there's an issue, we would need to engage with the landowner and understand how the outputs of the model need to be addressed or how our design would need to be addressed to mitigate any issues.</p> <p>DF: Common practice in the construction phase and prior to the construction starting, is something called a dilapidation survey. This involves inspecting properties with the property owner in potential impact zones. Photos are taken and a very clear record of what the place looked like beforehand is recorded. If there are impacts during construction, it is then made good to fix that impact. We are not in a position yet to confirm where these dilapidation surveys will be undertaken. Dilapidation surveys should be completed just before the work starts.</p> <p>Observer: Will ARTC have any responsibility for the health effects of coal dust going forward?</p> <p>RP: We need to do air quality studies and develop the mitigations. We will be guided by the regulations that guide air quality. ARTC's core principle is "no harm"; and that is around no harm in terms of safety, the environment and health.</p> <p>Observer: What is TRC's responsibility in terms of legislation? Where will people be allowed to build connections into the Inland Rail?</p> <p>MB: It will be up to developers to submit applications through council. Applications will be assessed on its merits against the planning scheme at that point in time. It depends on what development is being proposed and the land use zoning. From a connectivity point of view, TRC are keen for old rail line corridors to have that opportunity to be enlivened. TRC don't want to stop connectivity into the line. The Inland Rail, through the eastern seaboard of Australia, is basically a backbone to economic development within Inland Rail; and there's a lot of opportunities, what's happening down in New South Wales now, the State Government is investing over \$400 million into the lines that join into the Inland Rail.</p> <p>LP: Toowoomba, which is one of the largest councils, we would like to see Council in the community more.</p> <p>CT: We are often in the community. Councils sit under State planning legislation. We have no say over the route. We are working through the impacts to the roads at the moment. We are doing the best we can for our community.</p> <p>JS: How are TRC going to represent the community publicly? We know they are doing it behind the scenes. But maybe if the Council could publicly - rather than see "the benefits to the nation", could make a statement about how they are looking after those badly affected.</p>
<p>8. General business</p>	<p>BA: Observers to use their committee members to channel issues through to ARTC.</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	JCh to provide more information about what they would like included in the field trip	JCh	Ongoing
2	FK to report back on biosecurity management plan and to keep the CCC across the results of the EIS as they become available. Noise monitoring results to be marked on a map.	ARTC	Ongoing
3	Regional benefit to be added to the agenda when the studies are complete.	ARTC	Ongoing
4	ARTC to advertise call for nominations for vacant committee member position and engage independent consultant to appoint suitable candidate.	ARTC	August
5	Chair to circulate information about appointing a proxy if a committee member is unable to attend.	Chair	August
6	ARTC to look at the timing of releasing the hydrology information for the EIS.	ARTC	August
7	ARTC to provide more information about how ground water impacts will be assessed, mitigated, timings and distances.	ARTC	August
8	WH to update conflict of interest declaration register	ARTC	Completed

Next Meeting

Next meeting to be held for three hours (6pm-9pm) in Tuesday 27 August 2019.

An extraordinary meeting will be called if ARTC refines the route before then.

Conflict of interest declaration

NAME	DECLARATION
Adrian Beattie	Potential for MOU with Indigenous community employment.
Jason Chavasse	Works for Queensland Government, Department may assess the Project Environmental Impact Statement (EIS). Would exclude himself from this process if the CCC role would directly conflict with work responsibilities.
Rob Loch	Owns property within the study corridor. May potentially provide a resource to planning groups working/bidding on project but no current plans in place. Would exclude himself from the consulting work if this arose.
Paul Hanlon	Owns property within the study corridor. Interested in potentially sourcing Brisbane treated water for irrigation through a pipeline that could possibly use the rail corridor.
Ken Murphy	Has taken on the role as the CEO of the Kath Dickson Family Centre and successfully applied for Inland Rail sponsorship.
Larry Pappin	Owns property within the study corridor.
Jenny Schmidt	Owns property within the study corridor.
Kylie Schultz	Owns property within the study corridor.
David Taylor	Owns property within the study corridor.