

Meeting minutes - unconfirmed

Lockyer Valley Community Consultative Committee

Date / Time

20 October 2020
6pm – 8.20pm

Location

Murphys Creek Community Hall, Murphys Creek

Chair

Simon Warner

Minute taker

Secretariat

Attendees

- ▶ Simon Warner (Chair)
- ▶ Kathy Brady
- ▶ Maurice Hennessy
- ▶ Doug Lyons
- ▶ Daniel McNamara
- ▶ Kym Flehr
- ▶ Neil Cook
- ▶ Michael Keene
- ▶ Gordon van der Est
- ▶ Darryl Green

Apologies

- ▶ Margaret McCarthy
- ▶ Mark Newton
- ▶ Gary Stark
- ▶ Jason Chavasse
- ▶ Gavin Simpson

ARTC project team

- ▶ Max Nichols, Senior Project Manager G2H
- ▶ Chris Matthews, Project Manager, H2C
- ▶ Sarah Delahunty, Manager Stakeholder Engagement, Qld
- ▶ Damien Morrissey, Cultural Heritage Manager
- ▶ Belinda Scott-Toms, Stakeholder Engagement Advisor, G2H
- ▶ Kylie Wendell, Stakeholder Engagement Lead, H2C
- ▶ Corey Doran, Stakeholder Engagement Advisor, H2C
- ▶ Shane Harris, Environmental Advisor, H2C
- ▶ Michael Price, Environmental Advisor, G2H
- ▶ Giano Terzic, Stakeholder Engagement Lead G2H
- ▶ Nic Stavropoulos, Project Engineer, H2C
- ▶ Nelson Wallis, Stakeholder Engagement Lead, P2N

Discussions

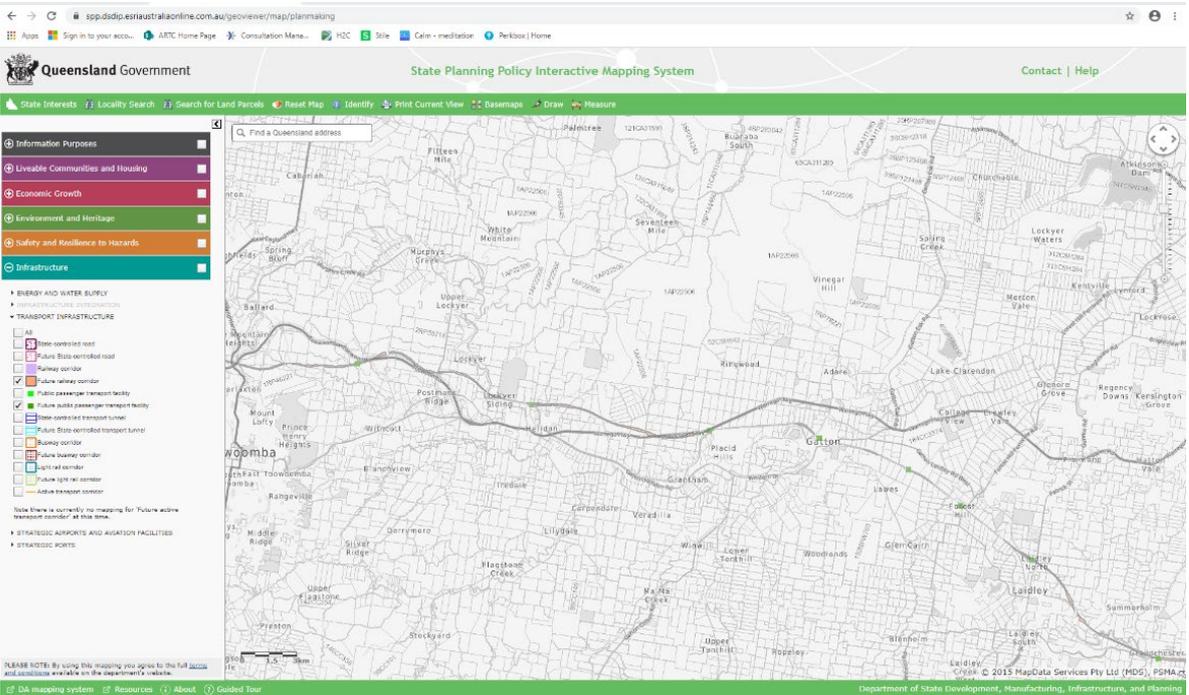
NO.	ACTIONS
1	<p>Introduction, Acknowledgement of Country - 6.15pm – Chair</p> <ul style="list-style-type: none"> • Welcome to committee, Chair delivered the Acknowledgement of Country. • Chair welcomed: <ul style="list-style-type: none"> ○ Representative from the Office of Scott Buchholz MP ○ Several representatives from Lockyer Valley Regional Council ○ Daniel McNamara, new committee member representing Toowoomba Surat Basin Enterprise ○ Observers. • Five apologies from committee members: Mark Newton, Margaret McCarthy, Gavin Simpson, Jason Chavasse and Gary Stark. • Chair provided a friendly reminder that committee members are volunteers and, on the committee to

NO.	ACTIONS
	<p>represent their communities. Committee members do not represent communities like a politician would, or a particular region or postcode. They have been selected for the committee to add value to the discussions. Some of that includes their knowledge of the area in relation to the rail line, but it is not a representative role.</p> <ul style="list-style-type: none"> • Chair advised recent inappropriate interactions with committee members on social media is classified as bullying and this kind of behaviour is not ok to occur at any time. Chair reiterated that CCC membership is voluntary and members dedicate their own time to be on the committee. Members try their best to help their community be a better community and deserve to be treated with respect whether it be in meetings like this tonight, or on social media or in public. • Daniel McNamara provided introduction to the committee and observers. Only recently commenced with Toowoomba Surat Basin Enterprise (TSBE) and looks forward to meeting the committee members. TSBE is all about linking businesses with opportunity and can help facilitate local businesses becoming involved with projects like Inland Rail. TSBE has released a portal on its website which will be helpful to proponents. It is a work-in-progress, but it is available now.
2	<p>Conflicts of interest, actions from previous meeting: 6.20pm – Chair</p> <ul style="list-style-type: none"> • Nil conflicts of interest. Daniel McNamara of TSBE also confirmed nil. • Actions from previous meeting (July 2020) recapped, all actions administered with the exception of two items: <ul style="list-style-type: none"> ○ Organise meeting for the committee following announcement of EIS public notification ○ ARTC to provide a copy of the media statement with regards to local spend, once released.
3	<p>Cultural Heritage – Damien Morrissey</p> <ul style="list-style-type: none"> • Pedestrian Aboriginal Cultural Heritage Surveys for the project commenced mid-2019 and is continuing. <ul style="list-style-type: none"> - Stone artefact scatters and isolated artefacts are the most common Aboriginal heritage sites followed by scarred trees. • Investigations will continue during the assessment, design and construction phases. • Geotechnical investigation locations are assessed by the Traditional Owners in line with the provisions of the approved Cultural Heritage Management Plans. • Identified Aboriginal Cultural Heritage is managed under the provisions of the approved Cultural Heritage Management Plans and can include measures such as avoidance, disturbance minimisation, surface collection and archaeological test-pitting. • The Lockyer Valley Regional Council area overlaps both the Gowrie to Helidon and Helidon to Calvert projects. Within these two projects the following has been identified: <ul style="list-style-type: none"> - State Heritage Places within the cultural heritage study area have been identified. This includes a number of memorials (Boer War, Forest Hill), University of Queensland Gatton campus, railway infrastructure and a number of hotels (Lockyer, Forest Hill). • Areas of Interest, including more than 20 Local Heritage Places, have also been located. These include places associated with the local pastoral industry and railway infrastructure. • Impacts to heritage places will be mitigated in line with the recommendations included in the technical reports prepared for the EIS. This can include avoidance, minimising disturbance footprints, archival recording, relocation and archaeological salvage and monitoring. • Contact details for the Cultural Heritage team included in the presentation. <p>Question from committee member – Kathy Brady</p> <ul style="list-style-type: none"> • With regards to Forest Hill war memorial, the Hotel and School of Arts Hall, how will they be mitigated being so close to the rail line? <ul style="list-style-type: none"> ○ DMorrissey – depending on the disturbance footprint at those locations which is a part of the EIS process, ARTC will receive recommendations on how to deal with that. ○ Chair – that particular issue was brought up in the noise information session held in Gatton in June 2020, defer to Shane Harris (H2C Environmental Advisor). ○ SHarris – with regards to heritage matters, at this current time we use ‘set back distances’ as the

NO.	ACTIONS
	<p>primary tool so we know how close we can / can't get without causing damage. Currently, we know of specific places and locations and how close we can / can't be to those heritage items and once construction methods are locked in and refined, we look at it in more detail. There are also a number of management plans and ongoing monitoring into the future.</p> <ul style="list-style-type: none"> ○ Chair – these are the types of questions that need to be raised as part of your EIS submission.
4	<p>Parkes to Narromine – Nelson Wallis</p> <ul style="list-style-type: none"> • The Parkes to Narromine project is the first part of the Inland Rail Melbourne to Brisbane project to be constructed. • ARTC contracted INLink for the build, a joint venture between BMD Constructions and Fulton Hogan. • More than \$300 million was invested to build this section and involved upgrades to 98.4km of existing rail track and 5.3km of new track. Approximately 80 landowners were directly impacted and runs through the township of Peak Hill. • The project involved a full rebuild of the rail tracks, rail formation and supporting structures in the existing corridor, realigning the track to minimise tight curves and the construction of three crossing loops. Additionally: <ul style="list-style-type: none"> • 63 level crossing upgrades • 180,000 concrete sleepers • 132 culvert structures removed • 161 new culvert structures. • Construction commenced in February 2019 and continued until mid-2020 and the first train ran on 21 September 2020. <p>Question from committee member – Kym Flehr</p> <ul style="list-style-type: none"> • With regards to P2N project, how much water was used in total and where did it come from? <ul style="list-style-type: none"> ○ NWallis – the project looks at non-portable water sources first and then worse case scenarios portable water. Over the life of the project (24 months), approximately 200 megalitres used. A lot of this water came from local 'brick pit', then when it started raining, water from landowners purchased. In some isolated situations town water was used. <p>Question from committee member – Kathy Brady</p> <ul style="list-style-type: none"> • For the life of the project, construction was 24 months, can you tell me how long each section of the project took? <ul style="list-style-type: none"> ○ NWallis – works were spaced out according to the construction schedule and did not occur every day in one particular location. For example, for culvert construction, crews would work on the reinforcement first and then pour the concrete and depending on the schedule the crew may move away from the area for a month or so and go somewhere else. Earthworks crew would commence, undertake the works, then progress along. Then the rail crew would come along, do their work and move on. High impact work is conducted fairly quickly with minor works and activities occurring during other times. <p>Question from committee member – Kathy Brady</p> <ul style="list-style-type: none"> • Does the community get an opportunity to provide input as to where the site compounds are going to be? <ul style="list-style-type: none"> ○ NWallis – with regards to the compounds, NSW has different planning approval process which identified the locations. Usually try to ascertain locations out of the community's way however we do need road access near the rail corridor. As part of the EIS, proposed locations are identified. In the Peak Hill community of NSW, the community really wanted the compound near town because crew would spend money at breakfast and lunch and after work in the community. Never received any complaints about the location of the compound and there was hardly ever any work being conducted after 6pm at night so it wasn't an issue. The EIS process gives people the opportunity to comment on where they believe is a good location, or not, for compounds. <p>Question from committee member – Kathy Brady</p>

NO.	ACTIONS
	<ul style="list-style-type: none"> • For some sections of the project, construction works were 48 hours straight day and night, is that likely to happen for the projects in the Lockyer Valley? <ul style="list-style-type: none"> ○ NWallis – P2N only had about 3 or 4 occasions where works were continuous for a 48-hour period. Before the works occurred and particularly where works are outside the standard construction hours, we met with the landowners, discussed what the construction works would be, levels of noise they may experience and, the limits of the noise the construction works can make. If there are noise exceedances, we would work with each landowner to agree with a solution and they sign the agreement for the period. If a complaint was received, works would cease immediately. That said, the P2N project received no complaints.
5	<p>Gowrie to Helidon (G2H) update: 7.10pm – Max Nichols</p> <ul style="list-style-type: none"> • The Gowrie to Helidon section is one of the biggest and technically challenging sections on the Inland Rail alignment. • The 3D tunnel visualisation is now available on the Inland Rail website. It contains several viewpoints that zoom in on aspects of the tunnel and explanations of what they are. • Encourage CCC members to refer to the Interactive Map which provides viewpoints on bridge structures and where they are located along the alignment. • The G2H reference design alignment remains unchanged. • Working on tender documentation for the PPP ready for release to commence the procurement exercise. • With regards to train speeds and estimated traffic for the G2H tunnel, it is notably the biggest challenge for the network operator. We need to be able to run the number of trains we are anticipating. Inland Rail will be built as a single line for the majority of the length with crossing loops every so often, allowing a train to pull over off the main line temporarily for a train travelling in the opposite direction to pass. • ARTC has complex operation models which calculate the performance of trains, the weight they are pulling, where the grades and curves are and essentially, calculate run times and how fast a train can get from one point to the next. Based on the average speed, this determines how far apart the crossing loops will be. • The crossing loops need to be placed in the correct location to allow the anticipated number of trains to pass. • In general, to calculate the number of trains per day that can move through the section is based on: <ul style="list-style-type: none"> ○ how long it takes for a train to travel from one crossing loop to the next ○ how long the train is waiting at the crossing loop ○ how long it takes the train to decelerate and accelerate in and out of the crossing loop. • Another factor considered is once the diesel trains exit the tunnel, the air within the tunnel needs to be suitable for the next train. This means occasionally removing the air that is in the tunnel and replacing it with clean air from outside. The portal stations have fans to move the air around and out and this process can take time. The operational model needs to consider this to allow enough time between trains to make sure the air in the tunnel is suitable for the next train. One of the complexities of the tunnel is making sure it is available and safe for the next train movement. This does hamper the peak number of trains per day that can move through the tunnel. • Anticipate we will be able to get 40 to 50 trains a day through at its absolute peak. However, that does not mean these numbers of trains will run for 365 days of the year. There will be peak periods (IE Christmas, grain harvest etc) where there will be more trains on the track. • The operational model also needs to take into consideration the performance of the train, its power going uphill, how much it can pull, how fast it can travel with the number of locos at the front, how it can control itself safely going down the hill and train driver behaviour. Train drivers will know the weight they are pulling, and they are the sole person responsible for making sure the train is moving in a safe manner. Train drivers are trained to be safe and going downhill, they will go slowly. Similar to a truck descending a hill, they will go slower. • An important aspect of Inland Rail is that it has inoperability which means it's going to be a backbone

NO.	ACTIONS
	<p>of the freight network, but it is also an open access network meaning any existing customers will be able to use Inland Rail. There are a suite of trains that are quite old, and some are new and have different braking and power systems which all perform differently, again, making it difficult to calculate how long each type of train will take to get through tunnels and sections on the network.</p> <ul style="list-style-type: none"> • Likewise, the different type of freight they are carrying. For example, coal trains are loaded downhill so the train driver will go slower but when they are empty and going uphill, the driver will be able to go faster. • The speeds the trains will be doing will vary – the slowest uphill trains will be anywhere from 25km/h to the fastest ones being 80km/h. Going downhill, some trains will be able to do 60km/h but older trains which need to be managed differently, may only be able to travel at 25km/h. <p>Question from committee member – Doug Lyons</p> <ul style="list-style-type: none"> • Are there any crossing loops on G2H? <ul style="list-style-type: none"> ○ MNichols – yes there are three crossing loops, one near the western tunnel portal, one near the eastern tunnel portal and one down near Murphys Creek Road. <p>Question from Chair – Simon Warner</p> <ul style="list-style-type: none"> • I understand there is a requirement from the State Government for ARTC to make allowance for passenger rail in the design but not specifically to build it. <ul style="list-style-type: none"> ○ MNichols – the tunnel is currently planned as per scope which is to cater for future freight services. This excludes electrification (requiring all trains to be diesel locomotives) to operate through the tunnel. Any potential future passenger service will have to meet the specification of the tunnel rather than the tunnel specifications meeting future passenger train services. • If there is a passenger train, there would need to be stations where the passenger train can pull over and stop and pick up customers, are these stops allowed for in the design or would there need to be additional passing loops in the future? <ul style="list-style-type: none"> ○ MNichols – while we are passenger train capable, ARTC will not build train stations nor has any allowance been given for flat areas to build a station. If passenger trains were to drop customers off at Toowoomba or Gatton, the train would use the Inland Rail line and then switch over to the existing QR network to the stations provided and then switch back on to Inland Rail. There will be various connections between Inland Rail and the existing network where trains can go on and off, but we are not allowing for train stations on our line. <p>Question from observer</p> <ul style="list-style-type: none"> • How long will the trains stay at the crossing loops with the engine running? <ul style="list-style-type: none"> ○ MNichols – anticipate longest time 15 to 30 minutes however this is dependent on what priority trains are travelling for that day. There will be a priority list of trains. Where a priority train coming through, other trains will need to move off to the crossing loop to allow that priority train to pass. There is not going to be one fixed time any given train will stay at the crossing loop, it will depend on the operations of the day and priority lists. ○ Department of Transport and Main Roads has a State Planning Policy which identifies proposed locations for future stations. Available on the website for public viewing:

NO.	ACTIONS
	<p style="text-align: center;">https://spp.dsdip.esriaustraliaonline.com.au/geoviewer/map/planmaking</p>  <p>EIS update – MPrice</p> <ul style="list-style-type: none"> • G2H lodged its EIS to the Office of the Coordinator General (OCG) for adequacy review on 30 June 2020. • Currently addressing agencies comments for adequacy. • Anticipate public consultation early 2021 however, the timing for the public consultation period for the G2H EIS is wholly determined by the OCG. <p>Community engagement update – GTerzic</p> <ul style="list-style-type: none"> • Ongoing stakeholder and community engagement with landowners and ongoing geotechnical investigations. • New website is now live which includes the existing fly-through, interactive map, 3D visualisations, proposed road/rail interfaces, videos providing details about reference design, tunnel and viaducts, factsheets and a variety of other information.
6	<p>Helidon to Calvert (H2C) update: 7.45pm – Chris Matthews</p> <ul style="list-style-type: none"> • Works are ongoing to finalise the Request for Proposal which includes discussions around the Project Scope and Technical Requirements in consultation with Lockyer Valley Regional Council where it impacts their roads and returned works. This forms part of the Request for Proposal (RFP) which goes out to the bidders. • As a result of discussions with council, we are looking at alternative options for Golf Links Drive and Gaul Street pedestrian crossing. • Working with the OCG with regards to the H2C EIS to address comments received from agencies or the OCG. • Supporting the independent flood panel in collating information and meeting with them to comprehend what we have done with our flood analysis and the mitigation efforts we have proposed. Outputs from the flood panel expected mid to late November.

NO.	ACTIONS
	<ul style="list-style-type: none"> • Continuing alignment surveys, Cultural Heritage has only commenced in H2C, C2K has recently been completed. Ongoing ecological surveys and soil sampling and continuing the geotechnical and cadastral surveys. • Working on refining the design to better understand the extent of the land required for works associated with the project. Following agreement from the OCG, the alignment footprint can get gazetted. • Face-to-face meetings with landowners are ongoing and we are continuing with arranging land access agreements. • Reaching out to schools, churches and local businesses along the alignment. • Upcoming engagement: <ul style="list-style-type: none"> ○ Laidley RSL market day (Laidley), Saturday 31 October, 7am – 12pm ○ Community Connections (Gatton), Thursday 22 October, 6pm – 9pm • Sponsorships and Donations, current round closes 31 October 2020. <p>Question from committee member – Doug Lyons</p> <ul style="list-style-type: none"> • In Forest Hill, is it true that grade separated overpasses will not be built and instead, the level crossing maintained? <ul style="list-style-type: none"> ○ CMatthews – the reference design has always proposed a level crossing. The existing level crossing will be unsafe for vehicle traffic due to short stacking when the additional IR line is in place, so we have aligned it to Glenore Grove Road. Following feedback from Council, TMR and the community, ARTC looked at other design options which included overpasses on the east and west of Forest Hill however taking in to place that double stacked train needs 7.5m clearance, if we were to build overpasses, the incline would need to start before well before Forest Hill township and the same on the other side. ○ Additionally, consultation with the local community proved an overpass was not desirable due to the fact it would cut off the towns viability and those businesses would be disadvantaged due to no passing trade. <p>Question from committee member – Doug Lyons</p> <ul style="list-style-type: none"> • How long will cars wait at the level crossing? <ul style="list-style-type: none"> ○ CMatthews – the existing coal trains are up to 600 metres long with speed restrictions and you may currently wait approximately 1 – 2 minutes. With longer trains as we are expecting for Inland Rail at higher speed, you would anticipate the wait time to double. ○ MNichols – further to this answer, there will be variations to the train traffic. Not every train will be 1.8km trains, they are the biggest and longest trains that we will have but not every train will be that length. There will still be a lot of shorter trains resulting in short wait times at level crossings. <p>Question from committee member – Darryl Green</p> <ul style="list-style-type: none"> • Does the State Government agree to with the cross fertilisation of passenger rail and Inland Rail? <ul style="list-style-type: none"> ○ CMatthews – part of the State Government requirement in allowing ARTC to proceed along the existing Gowrie to Grandchester protected corridor, is to not preclude passenger services. The existing service is capable of running on Inland Rail. Furthermore, we have planned for emergency egress passages in the tunnels to allow safe evacuation of passengers. Where we have the existing QR line through the Lockyer Valley there are proposed cross-overs to stop at the natural stations and then switch back on to Inland Rail. ARTC is currently working with QR in this regard. ○ It is also understood that the State Government is working on a business case in terms of what future passenger services may look like. • Chair – the Federal Government has funded the State Government \$15m to conduct the business case however the State Government is yet to commission the business case.
7	General Business

NO.	ACTIONS
	<ul style="list-style-type: none"> • CMatthews – in summary, both the H2C and G2H EISs have been submitted to the OCG for adequacy review and we are working with the OCG to address comments. • Chair – it is not up to ARTC to release the EISs to the public, this is determined by OCG. The timeframe of which they will be released will be decided by OCG. We will endeavour to meet together as a committee as soon as possible following the announcement of the public notification dates. • Chair – question action for the committee, taking in to consideration of the activities ARTC will be doing during the public notification period of the EIS, what other activities does the committee wish to undertake, or ask ARTC to assist the committee to undertake, so that our communities can be engaged. • SDelahunty – the office of the OCG will need to be informed of any additional activities the committee would like to undertake. OCG will inform ARTC of where we are to advertise and display the EIS. If the committee feels there is something missing that ARTC has not yet covered, please let us know very soon. OCG already have the engagement plans for approval and the process is entirely run by the OCG, ARTC is just facilitating. • Chair – to clarify, I am asking the committee to consider how they can communicate and help facilitate the EIS public notification within the communities in which they live and work. <p>Question from committee member – Kathy Brady</p> <ul style="list-style-type: none"> • I have not seen much on social media from ARTC, can I suggest that social media is used to inform the community about the EIS public notification. <ul style="list-style-type: none"> ○ SDelahunty – social media will be used to inform the community about the EIS public notification. ARTC will have geo-targeted and boosted posts in particular areas when the EIS is released. For example when C2K EIS is released, we will boost posts in this area and people in Melbourne may not see it. ○ SDelahunty – the ARTC social media team posts daily on social media, providing generic information about Inland Rail, employment opportunities and a range of other areas of interest. Some are costed posted (paid advertising) and others are just posted on a daily basis. ○ CMatthews – Inland Rail social media sites are: <ul style="list-style-type: none"> - www.facebook.com/inlandrailofficial - www.instagram.com/inlandrailofficial - twitter.com/Inland_Rail - www.linkedin.com/company/inland-rail - www.youtube.com/channel/UCNtnsB55iF7RyGpTY9WIEtq <p>Question from committee member – Michael Keene</p> <ul style="list-style-type: none"> • Can ARTC provide a high-level briefing of the contents in the EIS? <ul style="list-style-type: none"> ○ CMatthews – once the EIS is released, we will organise events and information sessions where members of the public can come and speak directly with content experts about particular chapters. In addition to the events, a high-level document referred to as ‘Summary of Findings’ will be prepared and made available to the public. <p>Question from Chair – Simon Warner</p> <ul style="list-style-type: none"> • Can the Summary of Findings be provided to the committee once the EIS is released? <ul style="list-style-type: none"> ○ CMatthews – yes. Additionally, we can talk through it during the extraordinary EIS meeting for the committee. • Next CCC meeting, 15 December 2020, 6pm – 8pm, Gatton Shire Hall, North Street (Gatton). <i>NOTE: as at 25 November 2020, this meeting has been deferred to the new year.</i> • Senate inquiry date has been extended to 21 February 2021. • Inland Rail Independent panel of experts for flood studies in Queensland, web page now live: https://www.tmr.qld.gov.au/projects/inland-rail/independent-panel-of-experts-for-flood-studies-in-queensland

NO.	ACTIONS
8	Conclusion and confirmation of actions for next meeting: 8.05pm <ul style="list-style-type: none">• Chair confirmed the actions from meeting.• Chair thanked the committee members, observers and ARTC Inland Rail staff for attending the meeting.
9	Meeting close: 8.20pm

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Organise meeting for the committee following announcement of EIS public notification	ARTC	In due course
2	ARTC to provide a copy of the media statement with regards to local spend, once released	ARTC	In due course

Next meeting

The next CCC meeting will be in 2021. Date, time, location to be advised.