

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7



MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

DATE / TIME

17 September 2019
6:00 – 9:15pm

LOCATION

Pittsworth Function Centre

FACILITATOR

Bill Armagnacq - Chair

MINUTE TAKER

Willow Hart

DISTRIBUTION

All

ATTENDEES

- ▶ Bill Armagnacq (BA) – IDD Chair (Chair)
- ▶ Larry Pappin – CCC member (LP)
- ▶ Jennifer Schmidt – CCC member (JS)
- ▶ Paul Hanlon – CCC member (PH)
- ▶ Joy Mingay – CCC member (JM)
- ▶ Chris Joseph – CCC member (CJ)
- ▶ Ken Murphy – CCC member (KM)
- ▶ Lance McManus – CCC member (LM)
- ▶ Adrian Beattie – CCC member (AB)
- ▶ John Cameron – CCC member (JCa)
- ▶ David Taylor – CCC member (DT)
- ▶ Kylie Schultz – CCC member (KS)
- ▶ Rob Loch – CCC member (RL)
- ▶ Jason Chavasse – CCC member (JCh)
- ▶ Andrew McCartney – Proxy CCC member (AM)
- ▶ Mercedes Staff – ARTC Inland Rail (MS)
- ▶ Rob Smith – ARTC Inland Rail (RS)
- ▶ Shane Harris – ARTC Inland Rail (SH)
- ▶ Jon Roberts – ARTC Inland Rail (JR)
- ▶ Andrew Roberts – ARTC Inland Rail (ARo)
- ▶ Helen Williams – ARTC Inland Rail (HW)
- ▶ Willow Hart – ARTC Inland Rail (WH)
- ▶ Amanda Reed – ARTC Inland Rail (ARe)
- ▶ Fiona Kennedy – ARTC Inland Rail (FK)
- ▶ Rob McNamara – ARTC Inland Rail (RM)
- ▶ Emma Burke – ARTC Inland Rail (EB)
- ▶ Tara Venturini – ARTC Inland Rail (TV)
- ▶ Adam Anderson – FFJV (AA)
- ▶ Steven Walker – SLR Constuning (SW)
- ▶ Mark Stewart – FFJV (MaS)
- ▶ Krystle Nichols – FFJV (KN)
- ▶ Chris Schell – FFJV (CS)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Geoff Penton (GP)
- ▶ Ian Jones (IJ)
- ▶ Individual
- ▶ Darling Downs Shire Steering Committee

Discussions

NO.	DISCUSSIONS
1	<p><i>Welcome and introduction</i></p> <ul style="list-style-type: none">▶ The Chair invited AB to deliver Welcome to Country.▶ The Chair provided a reminder about etiquette for the meeting and reminded observers that the meeting was for the business of the committee and asked that any questions from observers be withheld until the end of the meeting. Questions from the observers will be for 10 minutes, time permitting.▶ The Chair informed observers that feedback sheets were available at the registration desk for questions unable to be asked or answered this evening.▶ The Chair welcomed new proxy member, AM from SQ Landscapes (previously Murray-Darling) and EB to the ARTC Inland Rail Stakeholder Engagement team.
2	<p><i>Conflicts of interest:</i></p> <p><i>No changes.</i></p>
3	<p><i>Actions from previous meeting:</i></p> <ol style="list-style-type: none">1. JCh to provide more information about what the CCC would like included for a field trip - ongoing2. ARTC to report back on biosecurity management plan - ongoing

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
	<ol style="list-style-type: none"> 3. <i>Regional benefits to be added to the agenda when the studies are complete - ongoing</i> 4. <i>ARTC to advertise call for nominations for vacant committee member position – see general business</i> 5. <i>Chair to circulate information about appointing a proxy if a committee member is unable to attend – completed. BA: The proposed changes to the charter have been circulated and they are now in line with other CCCs, where organisations can nominate a proxy and individual committee members cannot nominate proxies.</i> 6. <i>ARTC to consider timing of releasing the hydrology information for the EIS – completed. Information will be released as part of the EIS.</i> 7. <i>ARTC to provide more information about how ground water impacts will be assessed, mitigated, timings and distances – completed. As per agenda item 5.</i> 8. <i>WH to update conflict of interest declaration register – completed.</i>
4	<p><i>Project update</i></p> <ul style="list-style-type: none"> ▶ RS delivered an update on the progress of the project: <ul style="list-style-type: none"> ▶ ARTC acknowledge that the level of detail being presented at the meeting can be distressing and/or confronting for directly affected landowners. We hope that presenting this information will help remove some uncertainty. ▶ What the community will see: <ul style="list-style-type: none"> ▶ Proposed project footprint (the area required for construction and operation, including the rail corridor, access tracks, changes to roads, construction camps, crossing loops and lay down areas) ▶ Proposed rail alignment (including road/ rail interfaces; crossing loops) ▶ Proposed road centrelines. ▶ General information about the design: <ul style="list-style-type: none"> ▶ This design is being used to inform the Environmental Impact Statement (EIS) chapters. The EIS will be submitted towards the end of this year. The reference design is not the finalised or approved design for construction. ▶ Elements such as vertical rail alignments or heights will be subject to change during the detailed design phase of the project. ▶ After the focused area of investigation was released, the design was developed further to include road realignments and construction lay-down areas. This has meant the footprint going into the EIS moves outside the focused area of investigation in some places. ▶ The proposed rail corridor is part of the design, which is the land where the rail tracks are located from fence to fence, or if there are no fences, the gazetted rail corridor land. The proposed corridor is dependent on the finalisation of the earthworks design. ▶ The proposed rail corridor is currently not shown on the maps. This is because earthworks design and vertical alignment will be optimised during the detail design phase of the project. ▶ The EIS design includes 1 in 100 grades along the alignment. This may change to 1 in 80 in sections of the project during detailed design. ▶ We will talk about specifics including rail heights, cuts and embankment heights with individuals as it relates to their property. ▶ Detailed design will progress alignment optimisation, the public road design, private crossings, utilities and hydrology. Private crossings are important, and people will not currently see the location of private crossings on their maps. The reason for that is linked back to the change in earthworks during detailed design. As we progress into detailed design, we will have specific conversations with the landowner to where they will be positioned. ▶ Next project phase <ul style="list-style-type: none"> ▶ In the coming months ARTC will have more information about the noise modelling results and share this information with affected landowners. This will also be part of the community information sessions and one-on-ones as required. We are aiming to submit to the draft EIS to the Office of the Co-ordinator General (OCG) by the end of the year. <p><i>Questions and discussion</i></p> <ul style="list-style-type: none"> ▶ RL: What would be the basis for a private crossing? <ul style="list-style-type: none"> ▶ RS: The basis for a private crossing would either be access to the property or access to another parcel of the property that was severed by the rail alignment.

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
	<ul style="list-style-type: none">▶ WH delivered an update on the engagement for the release of the proposed alignment:<ul style="list-style-type: none">▶ A staged approach has been used for the release of the proposed rail alignment▶ Directly affected landowners are being contacted first with their individual maps▶ Presentations made to the Inner Downs and Southern Downs CCCs▶ The alignment will be made available to the wider community through newsletter distribution (available at the registration desk) and an online interactive map▶ Community information sessions will be held in key towns along the alignment in October 2019. ▶ ARe delivered an update on property in relation to the proposed alignment:<ul style="list-style-type: none">▶ The project footprint is made up of land that may be permanently required for the project, as well as what is temporarily required during the construction process. ARTC will not know the permanent land requirements until detailed design has started. The rail corridor will be narrower and typically it is around 60-80m wide depending on areas of embankments, cuttings, rail crossings and road changes.▶ Land temporarily required for construction purposes is generally negotiated with landowners on an individual basis. It is a requirement of the State Government to have an Accommodation Works agreement in place with landowners before construction. This agreement includes information about access points, how fencing is dealt with temporarily and permanently, and so on. Land acquisitions for the project cannot start until we have full approval through the EIS process. ▶ ARo provided a fly-through presentation of the proposed rail alignment from Brookstead to Gowrie (available at https://maps.inlandrail.com.au/b2g#/)<ul style="list-style-type: none">▶ Heights mentioned:<ul style="list-style-type: none">▶ the line is elevated on a rail bridge 10m high at Roche Road▶ The cutting between Murlaggan Road and Kahler Road is up to 21m deep▶ There is a 24m cutting through Geitz Road▶ There is a proposed 10m-high rail bridge over Biddeston Southbrook Road▶ From Athol School Road the alignment transitions to the back of property boundaries at Wellcamp. Through this section, there is an approximately 25.5m cutting▶ there is a rail bridge approximately 10m high over Toowoomba Cecil Plains Road▶ the rail line will be approximately 7m high above the Warrego Highway▶ the alignment is 18m high at Chamberlain Road▶ The vertical alignment will be optimised during detailed design. More engineering work through this section will be undertaken in the future, specifically challenging the grades through this location as we acknowledge the structures are high. ▶ RS explained the road/rail and road realignments are not yet endorsed by Toowoomba Regional Council or the Department of Transport and Main Roads (TMR). Negotiations with road authorities are ongoing. There may be changes to the proposed road designs.▶ RS: It is important to note there is a section of the rail alignment that deviates from the study area. It is outside Millmerran as the alignment passes the Commodore Mine and the Millmerran Power Station. In that area, we were constrained to about 500m of available study corridor area. During engagement with Commodore Mine representatives, we found a solution to minimise impacts to their operations by going outside the study area but remaining on their land. <p><i>Questions and discussion</i></p> <ul style="list-style-type: none">▶ DT: Does the land take include service roads?<ul style="list-style-type: none">▶ ARe: Yes, there will need to be access roads. ▶ DT: Where there is an embankment, will a road be required along the side, therefore taking up more land?<ul style="list-style-type: none">▶ ARe: Yes. ▶ JCh: What is the reason for a crossing loop in Yarranlea?<ul style="list-style-type: none">▶ ARo: The crossing loop location is quite constrained, due to the northern portal on the Gowrie to Helidon (G2H) project. Crossing loops must be a certain length apart, depending on speed, runtime and timing. An operational model determines the locations for the crossing loops. ▶ RL: Why was the alignment chosen with the greatest amount of long-section variation?

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ▶ ARO: continued with project fly-through presentation and explaining the proposed project alignment. ▶ PH: Do you cross the same road twice in that area? <ul style="list-style-type: none"> ▶ RS: There are two rail-over-road bridges at this location. ▶ PH: Do you have a map showing the vertical alignment (heights)? <ul style="list-style-type: none"> ▶ RS: Those maps will be available at the community information sessions. ▶ LP: Are you making the KMZ map file publicly available? <ul style="list-style-type: none"> ▶ RS: No. The publicly available interactive map will be updated to reflect what is shown to the CCC. ▶ LP: How many houses are being destroying in this new aligned corridor? <ul style="list-style-type: none"> ▶ RS: We acknowledge there are properties directly affected. There are different degrees of impacts to properties and we will continue to engage with directly affected landowners. ▶ LP: There are additional houses impacted by road realignments. <ul style="list-style-type: none"> ▶ RS: Yes. Some road realignments do directly affect houses. ▶ LP: What is the gradient, and does it match the business case? The business case says 1 in 100 is the gradient and earlier in the meeting 1 in 80 was mentioned. <ul style="list-style-type: none"> ▶ RS: The gradient varies. It is predominately at the preferred 1 in 100 grade. There are some localised 1 in 80 grades. 1 in 80 will be considered if we can achieve the required operability and service offering. 1 in 80 has the benefit of reducing earthworks, the project footprint, construction time, trucks transporting spoil in and out. ▶ LP: Part of the CCC was to gain feedback from community members and people. Are you working with Toowoomba Regional Council? They have just spent two months doing a turning circle on Athol School Road and you are proposing to close it. <ul style="list-style-type: none"> ▶ RS: We are working closely with Toowoomba Regional Council. They have not yet endorsed this design and negotiations in relation to their requirements are ongoing. ▶ LP: In the Athol area you said you are straddling properties. So, you are going to straddle my four neighbours' properties and adjacent to that is one larger property that joins an easement. You have decided not to listen and go down that route. Instead of affecting two people you are now affecting five or six. How does that make sense? How is that listening to the community? <ul style="list-style-type: none"> ▶ RS: We certainly did go to efforts to try and minimise the impacts in that area. ▶ LP: These are long, skinny blocks. You are going to ruin all those smaller farms of about 150 acres. You are going to take 50 acres off every one of those. You have chosen to dissect all those properties and ruin all those farmers' good agricultural land. <ul style="list-style-type: none"> ▶ MS: We are at a point in time with our reference design where we are engaging with those directly affected landowners, and we will continue engaging with those landowners as the reference design progresses. ▶ RL: The design should take into account homes. When the hydrology for the Condamine was done, they were very concerned about whether water would back up on each property, and by how much. When you consider a community impact, the first thing in your mind should be the number of houses you are affecting. <ul style="list-style-type: none"> ▶ RS: Houses are part of the criteria ARTC assesses and include in our alignment selection options.
5	<p><i>Groundwater presentation</i></p> <ul style="list-style-type: none"> ▶ MaS presented on groundwater assessment methodology. ▶ The existing environment includes: <ul style="list-style-type: none"> ▶ land use and watercourses ▶ hydrogeology shows three main aquifer systems that are relevant or vulnerable including Cainozoic Border Rivers and Condamine River alluvial units, tertiary age Main Range Volcanics and Jurassic age coal seam aquifers.

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
	<ul style="list-style-type: none">▶ 439 registered bores were returned from the database and 283 of those contained yields and water level data. Licenced use includes (shallow aquifers), stock, industrial and urban use. A total of 10 springs are identified within a 20km distance from the rail alignment▶ Potential impacts identified include:<ul style="list-style-type: none">▶ site clearing and grading with little to no impact.▶ loss or damage to existing landholder bores - identified two bores potentially impacted and bores in the construction footprint▶ water supply during construction does not only rely on groundwater as the only option and there are quality restrictions on what type of water can be used for earthworks and track works▶ ensuring sustainable construction water.▶ Potential water sources for earthworks include rivers, dams or bores. For construction camps - town water supply and water harvesting. For concrete works - engaging local suppliers and for track works, again rivers, dams or bores based on quality.▶ ARTC recognises water sourcing and availability is critical for supporting the construction program for the project. We will establish a water task force to investigate suitable water solutions that do not impact the function of business, industry or communities.▶ The hierarchy for accessing water would firstly look at dams and weirs, followed by permanent water courses, ring tanks, then existing registered and licenced bores.▶ The following mitigation measures have been developed with the EIS and incorporate the following:<ul style="list-style-type: none">▶ loss, damage or restricted access to existing landholder bores▶ Aquifer dewatering▶ Altered groundwater levels influencing GDEs and users▶ Altered groundwater flow regime▶ Water quality impacting groundwater resources▶ Vegetation clearing. <p><i>Questions and discussion</i></p> <ul style="list-style-type: none">▶ RL: Considering the Condamine alluvium, when you move to the Uplands, a lot of valleys are filled with alluvium and there are shallow aquifers within the valleys where compaction at relatively shallow levels could be quite significant. When you consider impacts have you thought about differing landscapes here?<ul style="list-style-type: none">▶ MaS: Yes, we talk about each of the formations and their groundwater associated area.▶ RL: I was gaining a strong impression that you were considering the Condamine as your model?<ul style="list-style-type: none">▶ MaS: The alluviums are more likely to be impacted if these changes occur. The borrow pits' locations are not yet finalised but groundwater would be part of the decision-making in providing information. In terms of construction water, groundwater would be looked at, but we would only be looking at poorer quality groundwater to assist with the earthworks and track works and only where allocations exist, and trade/rent water can occur.▶ RL: If you are going to compact the material to its optimum moisture content for compaction, you are going to have to wet it. We can pray that the drought does not continue for another ten years, but you will need quite a deal of water.<ul style="list-style-type: none">▶ MaS: There are estimates for construction water use in the EIS. For earthworks we need to condition the material; make it wet to allow for compaction and allow for dust suppression and haul road maintenance.▶ KS: Where are you getting that water from?<ul style="list-style-type: none">▶ MaS: In terms of what water is required, good quality water will be required for the construction camps and concrete. We are not looking to use groundwater there. Options for camps and concrete are town mains/local sources, rivers, dams and bores.▶ LP: Where are you going to get the water from?<ul style="list-style-type: none">▶ MaS: ARTC will establish a water task force. From a groundwater perspective we cannot develop new/additional groundwater resources. It would be a form of trading or renting, if people were inclined to do this. ARTC would first look at the public service water storages, water course flows, dams and then private water storages followed by groundwater.▶ KS: You are going to go to the farmers or people who have dams and negotiate to get water from them?

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ▶ MaS: Our experience is we can trade water for up to two years and people either use half or some of the water. We can't go over their water licence allocation. So, it is not that we are using more water than is currently available, it is what we can trade or what we can't. ▶ RL: What would the Department of Natural Resources stance be on agreeing to allocations? <ul style="list-style-type: none"> ▶ Observer: We would look at available trading of water from the Condamine. It's a matter of costs. Water from basalts have to be a different type of agreement and this is something ARTC would need to look into. ▶ KS: There's been a lot of talking that's gone straight over my head. I have no idea whether I am going to lose my bore or lose water levels. <ul style="list-style-type: none"> ▶ MaS: three registered bores were identified that could potentially be impacted. Because Inland Rail is not going that deep and the permeability is such that the drawdown doesn't extend further than around 100 metres from the cut so it will only be a temporary impact. You might find the water level drops in that bore but then we seal it off and the water level will return in that area. ▶ KS: What do people do who rely on that bore for stock or water to live on. What do they do in the meantime when the water drops? <ul style="list-style-type: none"> ▶ MaS: If there is a material impact on that bore, say 2.5m, we would look at drilling into a different aquifer or drilling deeper or look at different water sources. ▶ LP: Who receives the data from your monitoring bores and how many are there along the route? After you have built this rail and we have found that the overland flows and the feed into the aquifers have been changed, how do farmers go about getting a 'make good' arrangement after the fact? <ul style="list-style-type: none"> ▶ MaS: We have to put together a groundwater management and monitoring plan which gets approved as part of the EIS and that would trigger 'you would have to monitor for a certain period of time, X number of years post construction'. The 'make good' agreement would be between ARTC and the directly affected landholder and there would be monitoring between the alignment and the bore. ▶ LP: Who gets the data from the monitoring bores? Is it available to landholders? <ul style="list-style-type: none"> ▶ RS: It would have to be available to the landowner in question regarding their specific bore. It is part of that monitoring process.
6	<p><i>Noise and vibration methodology presentation</i></p> <ul style="list-style-type: none"> ▶ SW and SH presented on noise and vibration assessment methodology <ul style="list-style-type: none"> ▶ Noise <ul style="list-style-type: none"> ▶ Noise is often termed as an unwanted sound ▶ ARTC is working to lower noise levels than required by the Terms of Reference ▶ TMR interim guidelines (March 2019) have the following noise limits <ul style="list-style-type: none"> ▶ For new rail: average of 60 decibels and a maximum of 82 decibels ▶ For upgrades to existing rail: average of 65 decibels and a maximum of 87 decibels ▶ ARTC have set the following noise limits: <ul style="list-style-type: none"> ▶ For new rail: daytime (7am – 10pm) average of 60dba and a maximum of 80dba; night time (10pm – 7am) average of 55 dba and a maximum of 80dba ▶ For upgrades to existing rail: daytime average of 65dba and a maximum of 85dba, night time average of 60dba and a maximum of 85dba. ▶ Operational noise and vibration assessment <ul style="list-style-type: none"> ▶ Assessment approach considers noise and vibration that is airborne, ground-borne and structure-radiated ▶ Considers movements on the proposed alignment, within the rail corridor and crossing loops ▶ Assesses the noise and vibration on brownfield and greenfield sites ▶ Assesses noise and vibration from fixed emissions – for example trains idling on a crossing loop or at a siding, horns and active level crossing alarms ▶ Approximately 1,600 noise receivers in the B2G project ▶ Modelling identified 93 sensitive receptors – that is those receptors of noise that exceed ARTC's maximum noise limits. ▶ Noise mitigation strategies

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
	<ul style="list-style-type: none">▶ Noise mitigation strategies must be practical and reasonable▶ Includes strategies for<ul style="list-style-type: none">▶ Reducing the source of noise e.g. sleepers, continuous weld rail, curve squeal, lubrication and crossings▶ Reducing the transmission of noise e.g. barriers of varying heights, landscaping▶ Property specific strategies e.g. property fencing, glazing, building façade treatments▶ ARTC's approach to noise mitigation is based on selecting feasible and practical solutions▶ Noise barriers are usually considered for groups of receptors▶ For isolated receptors, mitigants expected to include at property treatments to control rail noise inside the property. <p><i>Questions and discussion</i></p> <ul style="list-style-type: none">▶ JC: Are the decibels on your slide what exceeds the trigger level?<ul style="list-style-type: none">▶ SH: TMR released guidelines and it's their opinion that over a 24-hour period, 60dB should be achieved over a whole day. We are still under that. We match it for the 15-hour day-time period. At night, we come down because we know night time is when people are going to get really annoyed, disturbed sleep and trying to enjoy their lifestyles. Those numbers in that slide are the exceedances above what we have in our far-right column.▶ JC: Is 60dB a cumulative noise that can be achieved in a day, or is 60 the average?<ul style="list-style-type: none">▶ SH: For the 60dB, or even the 55dB, that is the noise energy over that night time period of nine hours or daytime period of 15 hours. We have a number of mitigation methods that we would use including trying to reduce the noise of the trains, barriers where feasible, and property treatments.▶ LM: Do vegetation barriers make a difference?<ul style="list-style-type: none">▶ SH: From a visual point of view, vegetation can make a difference however from the science of noise, vegetation doesn't reliably assist in blocking out noise.▶ LP: If the noise barriers can't be met, using Pittsworth as an example, is there any chance the rail line will move further away or is it set in stone? Can you not come down lower and make the rail line road over rail?<ul style="list-style-type: none">▶ SH: The bigger picture questions in relation to changing the alignment either horizontally or vertically would be answered during the next phase of design. Pittsworth is a hotspot area based on the number of receivers and how far it is from the alignment. We are looking at options at the moment.▶ KS: What mitigation would you provide for elevated noise for Pittsworth?<ul style="list-style-type: none">▶ SH: We don't have that level of detail available now.▶ KS: How far from the actual rail line would you have to be for ARTC to not provide noise mitigation?<ul style="list-style-type: none">▶ SH: It depends on specifics of the location. Generally, 50 to 200 metres are the zones that we are really interested in.▶ KS: With Pittsworth, you have the rail elevated and Pittsworth is lower. All that noise is going right across the whole town.<ul style="list-style-type: none">▶ SH: From the results that we have at the moment, there is a row of houses that were pinned and form part of the 93 sensitive receptors and a motel as well. There were several houses that were identified as part of the 93 out of 1600 houses in total.▶ RS: We will be contacting those people directly to set up meetings to talk about their individual results with them. The numbers that were shown earlier reflect the entire alignment. This wasn't just the Inner Darling Downs. Regarding the question about the opportunity to move the alignment up/down – that is a possibility. Those vertical grade changes do give rise to opportunities and we will continue to explore those options in the next phase.▶ SW: With the consultation sessions that are coming up, myself and my colleagues will be available with a Google Earth presentation that provides the predicted noise levels for all the homes on our noise model. Even if you do not end up having a follow-up session with ARTC to talk about more pertinent matters, we are hopeful through these sessions, your questions will be answered.

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ▶ LP: You are talking about mitigation, but is noise part of the acquisition process? If you are 20m from a rail line and you just can't bear to live with the noise, would that be part of your acquisition? <ul style="list-style-type: none"> ▶ RS: It would form part of the ongoing negotiations with people that are impacted by trigger levels. ▶ LP: Our residents don't want to live in front of a brick wall because that's cheaper than replacing their house. <ul style="list-style-type: none"> ▶ SH: That gets considered as well. The social impact of a wall is going to cut off a community and there'll be shadowing effects. Any treatment for any house will be a direct negotiation with the property owner.
7	<p><i>Land resources methodology presentation</i></p> <ul style="list-style-type: none"> ▶ AA presented on land resources assessment methodology ▶ Land resources has been undertaken in accordance with the ToR. ▶ Assessment of land resources was undertaken to identify and assess the risks arising from disturbance and excavation of land and disposal of soil and spoil. Aspects of land resources that were assessed included: <ul style="list-style-type: none"> ▶ topography ▶ geology ▶ acid sulfate soils/acid rock ▶ naturally occurring asbestos ▶ saline, dispersive and reactive soils ▶ erosion risk ▶ contaminated land ▶ agricultural land ▶ unexploded ordnance ▶ The land resources assessment also included preliminary site investigations to identify the potential for contamination within the project footprint. Geotechnical investigation of 63 boreholes analysing the following: <ul style="list-style-type: none"> ▶ moisture content ▶ particle size distribution (grading) ▶ Atterberg limits and linear shrinkage ▶ shrink/swell properties ▶ Emerson class number ▶ aggressivity testing suites ▶ In addition to the geotechnical assessment, 12 boreholes were drilled for soil investigations and analysed. ▶ The existing environment for land resources was constructed through a desktop assessment and data from geotechnical field investigations for the following aspects which align with the relevant ToR: <ul style="list-style-type: none"> ▶ geological and topographical setting ▶ surface water ▶ groundwater ▶ soil ▶ agricultural land ▶ soil erosion ▶ contaminated land ▶ Agricultural land <ul style="list-style-type: none"> ▶ important agricultural areas, Class A and Class B agricultural land were mapped against the impact assessment area ▶ Class A and Class B agricultural land also features throughout the entirety of the impact assessment area with the exclusion of the Yelarbon area as well as the impact assessment area bordering the Bringalily State Forest. ▶ Soil erosion

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ▶ soil erosion for the impact assessment area was assessed through interpretation of soil and geotechnical analysis results ▶ assessment of soil erosion found potential for erosion where sodic soils feature along the alignment ▶ multiple soil conservation plans for properties exist within the impact assessment area. <p>▶ Contaminated land</p> <ul style="list-style-type: none"> ▶ an assessment of contaminated land based on a source ▶ the following were found to be potential sources of contamination: <ul style="list-style-type: none"> ▶ agricultural activities, pesticides and herbicides, asbestos and lead paint, arsenic ▶ housing/sheds/other: hydrocarbons, pesticides and herbicides, lead paint and asbestos ▶ mines: acid mine drainage, metals/metalloids ▶ existing/permanent rail corridor: metals, asbestos, hydrocarbons, pesticides/herbicides ▶ landfill: hazardous materials, hydrocarbons, metals, phenols, polychlorinated biphenyls, phthalates, volatiles and pesticides/herbicides ▶ road: metals, hydrocarbons, pesticides/herbicides. <p>▶ Key issues</p> <ul style="list-style-type: none"> ▶ erosion and hillsides ▶ loss of soil resources – agricultural, soil fertility, ground cover, soil inversion ▶ disturbance of existing contaminated land. <p>▶ Mitigation</p> <ul style="list-style-type: none"> ▶ project generally located within existing road/rail infrastructure ▶ cut and fill balance and minimisation of transport requirements for import/disposal of spoil ▶ implement environmental management plans and measures to ensure no adverse impacts to human health and environment ▶ soil management sub-plan ▶ hazardous materials management sub-plan ▶ contaminated land management sub-plan ▶ rehabilitation and landscaping management sub-plan. <p><i>Questions and discussions</i></p> <ul style="list-style-type: none"> ▶ RL: Define aggressivity? <ul style="list-style-type: none"> ▶ AA: Potentially you could also look at other things such as acid sulphate soils, but yes. ▶ RL: Your chance of finding acid sulphate soils in a basalt landscape is limited. <ul style="list-style-type: none"> ▶ AA: Acid sulphate soils weren't found in our investigations in terms of mapping or the actual sampling analysis that we undertook. We also tested 12 specific bore holes purely for more reactive or problematic soils and we're undertaking sampling there for sodium absorption ratio, cation exchange capacity, and exchange of sodium percentage. ▶ RL: The sodium absorption ratio looks at the cations in the clays/soil that could make them quite unstable when they are wet. Cation exchange capacity is an indicator of the clay mineral type that will shrink/swell when it is wet and dry. Exchange of sodium percentage looks at the chemistry of the soil that makes it potentially highly unstable when wet. <p>The other thing is the State agency research shows one of the major factors, or erodibility of soils, is the clay soils shrink and self-mulch when dried and swell when they are wet, with the result that their aggregates are very light and they transport very easily. The cracking clays on the eastern side are some of the most erodible soils.</p> <ul style="list-style-type: none"> ▶ AA: Yes, we are relying on soil mapping that's available which is quite detailed. We also confirmed with our soil sampling that those soil types do target how we will manage potential impacts, depending on what the construction activities are in those areas. <p>▶ Observer: Is the airport a source of contamination? Have you looked at this?</p> <ul style="list-style-type: none"> ▶ AA: Traditionally with contaminants were identified pre-1980, where there wasn't a lot of regulation in terms of contaminants or the management of what was occurring there. It is a potential risk but the distance from that airport doesn't really cause a significant potential impact.

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
8	<p><i>Ecology methodology presentation</i></p> <ul style="list-style-type: none">▶ CS presented on ecology assessment methodology ▶ Overview of approach:<ul style="list-style-type: none">▶ undertake desktop search to identify potential receptors▶ review receptor information and requirements▶ GIS used to create maps and predicted habitat▶ field assessments to validate mapping▶ update GIS mapping from field results▶ determine magnitude of impacts▶ initial impact assessment using receptor magnitude and sensitivity to determine impact significant▶ determine significant residual impacts using the Adverse Impact Assessment Methodology (AIAM). ▶ A receptor is an environmental feature that has been identified by the Terms of Reference (ToR) or a prescribed matter identified under the Queensland Environmental offset regulator with the potential to occur with the impact assessment and includes remnant vegetation, threatened species and migratory species.▶ A GIS based model is used to identify areas within the project area where the project's activities will result in a Significant Adverse Residual Impact (SARI) to EPBC Act listed fauna and flora species/habitat.▶ Receptors for assessment:<ul style="list-style-type: none">▶ Receptors - 93 ecological receptors▶ flora – 24 significant flora species▶ fauna – 46 conservation significant/migratory fauna species▶ Threatened Ecological Communities – 5 listed▶ regulated vegetation▶ wildlife habitat, corridors. ▶ Unless a receptor was outside of its distributional limit, it was assumed it had potential to occur within the impact assessment area. ▶ Biosecurity:<ul style="list-style-type: none">▶ intersects several areas that are subject to invasive species barrier fences▶ project goes through the wild dog check fence in two locations▶ project goes to rabbit barrier fence at one location▶ does not traverse any fire ant biosecurity zones. ▶ Potential impacts – koalas<ul style="list-style-type: none">▶ direct loss of habitat, habitat degradation as a result of clearing activities (assumed all habitat within project construction footprint will be removed)▶ fragmentation of existing populations – barrier effects▶ increased mortality and intraspecific competition – due to displacement as a result of habitat removal and subsequent decreased carrying capacity▶ total coverage of koala assessment area – 6,060 ha. ▶ Mitigation measures:<ul style="list-style-type: none">▶ clearing extents are reduced as much as possible▶ avoidance wherever possible▶ biodiversity/flora and fauna plans developed▶ rehabilitation and reinstatement plan (following completion of construction)▶ incorporate fauna movement opportunities into design▶ erosion and sediment control plan▶ sequential clearing with the use of “spotter catchers”▶ offset strategy developed in accordance with Environment Offsets Act 2014 (Qld). ▶ Preliminary fencing strategy:<ul style="list-style-type: none">▶ fencing will act to protect adjoining lands from trespassing and to prevent stock gaining access to the railway▶ where project interacts with existing wild dog check fence or rabbit fence, this will be reinstated▶ fencing strategy:<ul style="list-style-type: none">▶ fauna exclusion fencing

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
	<ul style="list-style-type: none">▶ guideposts▶ standard chain link boundary fencing▶ standard rural chain wire. <p><i>Questions and discussion</i></p> <ul style="list-style-type: none">▶ RL: Pictures need to be larger, tables need to be briefer and easier to read.<ul style="list-style-type: none">▶ CS: When the EIS is released, this information will also be part of it.▶ JM: The presentations have been very hard to read. Does ARTC vet these presentations before the meeting?<ul style="list-style-type: none">▶ RS: Apologies and we will rectify that going forward. What we will do is make sure these are all available straight away so that you can view them at home. In the future we'll look to summarise the presentations and have handouts.▶ KS: With the fencing, where you go along the rabbit fence and the wild dog fence, how are you going to propose to keep that?<ul style="list-style-type: none">▶ CS: The strategy is to maintain the existing fencing and where it is disrupted, replace the fence like for like.▶ LM: Will the contractor or ARTC be responsible for the maintenance of flora and fauna?<ul style="list-style-type: none">▶ RS: That will form part of the construction contract.▶ RL: What responsibility will ARTC have in managing the contractor?<ul style="list-style-type: none">▶ RS: ARTC will supervise the principal contractor obligations. ARTC will have site supervision and people dedicated to managing the project from the client side.
9	<p>General business</p> <ul style="list-style-type: none">▶ Next meeting<ul style="list-style-type: none">▶ The next CCC meeting is scheduled for 25 November and this is still to be confirmed.▶ HW gave an update about training opportunities<ul style="list-style-type: none">▶ Committee members will be aware we have a 1300 number for people who feel stressed, particularly at this moment where there's more information being released. One of the things we offer CCC members is training through a Community Connections Program – Lifeline. This helps CCC members to assist and support people to access services available.▶ As representatives of your community, ARTC would like to offer the training to you, so that if you have people coming to you or you are aware of people that are doing it tough or are stressed, you are armed with information to be able to refer them to the right place.▶ ACTION: ARTC to offer mental health training for CCC members.▶ CCC format and membership in 2020<ul style="list-style-type: none">▶ The Chair informed the committee that the terms of each committee member ends in November and ARTC is currently considering how the committee will be formed moving forward.▶ ACTION: ARTC to provide Chair more information about the CCC format in 2020. <p><i>Questions from the observers (10 minutes allowed by the Chair):</i></p> <ul style="list-style-type: none">▶ With the rail line going through Gowrie you make special reference to the purple line, which was the passing loop, and this extends across the top of the ridge to the north east of Pittsworth and across Athol Road. It is 40km from this location to Gowrie and is single track. Why isn't it located closer to the tunnel. This tunnel and the whole gradient from Helidon to Gowrie is an hour of ascent time and that includes going through the tunnel. Do you not think there will be a bottle-neck within that? If it's going to be over 40 trains per day, which means nearly one every half an hour and your closest passing loop is on this side of the range, then that will create problems?<ul style="list-style-type: none">▶ RS: There is a passing loop on the Gowrie to Helidon section, just outside the portal on this side of the range. It's a fixed loop, but not part of the Border to Gowrie project. It is the first loop as you come out of the tunnel at the top of the range and then you have the issue of trying to manage the section runtime and the capacity as you head towards Pittsworth. We investigated the locations for a passing loop, which is typically on flat/straight sections. ARTC challenged the capacity modelling

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

NO.	DISCUSSIONS
	<p>team for better locations however from a topography or even distance from houses perspective, this is the best location we found.</p> <ul style="list-style-type: none"> ▶ I saw no mention of coal being transported on your trains, are you excluding coal from the EIS? I'm interested in Pittsworth in particular. Can you guarantee there will not be coal carried on this line for the next 20 years? ▶ RS: The business case for the B2G section doesn't include transportation of coal on the alignment. The business case does allow for coal tonnages railed beyond the B2G section heading towards Brisbane from the Moreton Line, however not on the B2G section itself. The EIS doesn't preclude the haulage of coal between Toowoomba and Brisbane and they are accounting for the haulage of coal and mitigation measures along the route. ▶ The rail line is 10m high at the airport terminal and I'd like to know if that is a 1 in 200 slope? Secondly, ARTC specifications say that to supply ballast you have to be within 20 to 30km of the original line, and the holdings at the airport were out of that range. ▶ RS: In relation to the grade of the alignment to any proposed terminal facility, there is currently no design or agreement for a connection out to the Wellcamp Industrial Precinct. It is not currently part of the Border to Gowrie scope, to be designing or agreeing to those connections to any future proposed terminals. There is an existing terminal; the intermodal facility at InterlinkSQ and that is an agreed terminal that is in play and has a development agreement in play. ARTC are engaging with them about how Inland Rail ties into the terminal. ▶ ACTION: ARTC to provide information about if ballast supply was considered in the alignment section as part of the PRG process. ▶ What are the total costings of the Inland Rail project, including the new roads? When will you be able to share that information? ▶ RS: At this stage the development and confirmation of the cost is an ongoing process as we work through the reference design. It will be continually developed and changing. We go through cost estimating processes to understand where we are tracking, where we can improve and develop our risk assessment, but we are not sharing our current estimates. ▶ RM: The federal government have shown ongoing costs and they can be found in Chapter 8 of the IR Business Case. We can't disclose our cost estimates due to tendering and potentially impacting bid estimates. Components may be disclosed. ▶ JM commented, supported by other members of the committee, expressed concerns about the presentations including lengthy, technical detail, busy slides and slides not being able to be read easily. ▶ The Chair closed the meeting at 9.15pm.

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	JCh to provide more information about what the CCC would like included for a 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.	ARTC	Ongoing
3	Regional benefits to be added to the agenda when the studies are complete.	ARTC	Ongoing
4	ARTC to offer mental health training for CCC members.	ARTC	December
5	Presentations to be sent to CCC members.	ARTC	Completed
6	ARTC to provide information about if ballast supply was considered in the alignment section as part of the PRG process.	ARTC	November
7	ARTC to provide Chair more information about the CCC format in 2020.	ARTC	November

MEETING MINUTES

Inner Darling Downs Community Consultative Committee: Meeting 7

Next Meeting

Next meeting to be held on Monday 25 November 2019 (TBC)

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 area. 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 area. 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 area.
Jenny Schmidt	Owns property within the study area.
Kylie Schultz	Owns property within the study area.
David Taylor	Owns property within the study area.