

MEETING MINUTES - UNCONFIRMED

Lockyer Valley Community Consultative Committee

DATE / TIME

12 March 2019
6.00pm – 8.30pm

LOCATION

Grandchester Community Hall, Grandchester

CHAIR

- ▶ Mark Hohenhaus

MINUTE TAKER

- ▶ Gail Harris

ATTENDEES

- ▶ Mark Hohenhaus (CHAIR)
- ▶ Kathy Brady (KB)
- ▶ Linton Brimblecombe (LB)
- ▶ Peter Cahill (PC)
- ▶ Neil Cook (NC)
- ▶ Maurice Hennessy (MH)
- ▶ Gary Stark (GS)
- ▶ Gordon Van der Est (GV)
- ▶ Gavin Simpson (GS2)
- ▶ Mark Newton (MN)
- ▶ Judy Seppanen (JS)
- ▶ Ian Rickuss (IR)
- ▶ Simon Warner (SW)
- ▶ Thomas Kelly – Invited guest to represent the Grandchester/Calvert section (TK)

APOLOGIES

- ▶ Margaret McCarthy
- ▶ Kenneth Moore

ARTC PROJECT TEAM

- ▶ Chris Matthews (CM)
- ▶ Stephen Brierley (SB)
- ▶ Shane Harris (SH)
- ▶ Helen Williams (HW)
- ▶ Gail Harris (GH)
- ▶ Vicki Brady
- ▶ Corey Doran (CD)
- ▶ Sarah Delahuntly
- ▶ Mercedes Staff (MS)
- ▶ Trinity Graham FFJV
- ▶ David Franklin FFJV

Discussions

NO.	DISCUSSIONS	
1	<p>Introduction and welcome from the Chair</p> <ul style="list-style-type: none"> • Acknowledgement of Traditional Owners of the land, Yuggera/Ugarapul people • Observers welcomed and advised of the conditions of attending the meeting. • Welcome Local MP Jim McDonald, Federal Member Scott Buchholz Assistance Advisor Patrick Murphy, Lockyer Valley Major Tanya Milligan and other councillors and representatives from the Lockyer Valley Council. 	
2	<ul style="list-style-type: none"> • Confirmation of the previous meeting minutes accepted as true and correct record of the meeting. (LB & JS) 	
3	<p>Update on actions raised from last meeting</p> <ul style="list-style-type: none"> • Social Performance. Information in relation to workforce management/opportunities including investment. <p>From a social performance perspective, ARTC aims to deliver the project in the best way possible by minimising impact and maximising benefit and this comprises 5 objective areas:</p> <p>WORKFORCE MANAGEMENT largely refers to skills development, getting people ready or on projects in employment.</p> <p>INDUSTRY PARTICIPATION Looking at local businesses and Indigenous business participation.</p>	HW

NO.	DISCUSSIONS	
	<p>HOUSING AND ACCOMMODATION How does ATRC make sure the process during the planning and construction of the infrastructure doesn't negatively impact on communities.</p> <p>COMMUNITY HEALTH AND WELL-BEING ARTC will focus on safety and mental health. ARTC implemented a mental health program in response to landholders and community members feeling uncertain about what the project means for them. The 1300 971 309 number is available to anyone in the community who may be feeling a little bit anxious, a little bit stressed and need someone to talk to get support.</p> <p>STAKEHOLDER ENGAGEMENT Social performance will be delivered in four key phases which align with the project phase; currently we are in the feasibility phase which is around social impact assessment. The social impact assessment is looking at understanding the communities, the base line, what the workforce currently is, where there's benefits, identifying businesses; and then also looking at, "How might a project impact that; and then how do we address those impacts?" We are speaking to providers, State agencies and looking at government data around the region and trying to understand where the impacts might be, so that we can build on them.</p> <p>The next stage is the EIS approval, where we go into the community and seek input in a formal way once the EIS has been submitted to the Coordinator General. Your communities are asking "What are the benefits?" Moving forward to address this some work around early development of training programs for employment or skills development or looking at business capacity building is underway to have future information in the second half of this year.</p> <ul style="list-style-type: none"> • Infrastructure. Examples of modern aesthetic structures. (refer to the presentation to see structure) <p>A couple of examples of typical structures, that form part of the design; a viaduct will be constructed crossing an area to form a rail over road overpass. An example where this type of structure will be used is in Laidley; a viaduct spanning 1200 to 1300m.</p> <p>Another typical bridge structure is crossing the Warrego Highway and over Eastern Drive bridge in Gatton. The Eastern Drive bridge will become a new four-lane bridge with a shared pedestrian/cycle path.</p> <p>Question: From the local tourism group, with big concerns that the modern structures will take away from the old-fashioned feel of the towns we have in the Lockyer Valley. What are you doing to make it match in with the environment, which is something that you need to do?</p> <p>Answer: In the current feasibility stage we are concentrating on designing the required rail infrastructures and the impacts to the road/rail interfaces with more detail expected during the detailed design phase. We have taken the concerns on board and Inland Rail will work with the contractors during the bid stage and relay the community expectations. It isn't plausible to construct masonry style structures however, using modern construction techniques structures can be visually pleasing.</p> <p>Question: When will we be provided with examples of what structures will look like as we don't want to wait until it has already been decided.</p> <p>Answer: The consultation through the project will continue right through the detailed design and build phases. Further information should become available during the third quarter this year.</p> <p>Question: There is a public/private partnership Expression of Interest request that has gone out to look for partners that may get involved in the construction, particularly because this is the most expensive part of the Inland Rail link. Wouldn't this be the time to discuss architectural design associated with building bridges, considering the costs associated with different types of structures rather than at later stages? The Range will require spectacular engineering; and with consideration it could turn into something that's more a tourist attraction than just a functional railway line.</p> <p>Answer: We agree. However, the feasibility design is about identifying the alignment, length of structures and the road rail interface impacts and what are the necessary design elements required for operation and not the aesthetics of structures at this point. Once the PPP contract design commences, structure designs will form part of their design process.</p> <p>We are taking our views on board and noting them. All these notes, minutes and wishes will be passed on to the successful bidders; and, indeed, during the tender phase.</p>	<p>CM</p> <p>KB</p> <p>CM</p> <p>KB</p> <p>CM</p> <p>SW</p> <p>CM</p>
4	<p>Project Update</p> <p>Chris Matthews is the new Project Manager for Helidon to Calvert. explanation of project milestones; The use of 30% and 70% internally means a specific point in the design process. When we refer to 30% we</p>	<p>CM</p>

NO.	DISCUSSIONS	
	<p>are referencing specific design elements for the horizontal alignment and questioning whether the design works.</p> <p>When we refer to 70% we finalise the vertical alignment which means design elements such as road/rail interfaces, bridges, culverts and infrastructures can be designed including the types of bridges lengths and heights, whether a bridge needs to be road over rail or rail over road and generally what the corridor may look like.</p> <ul style="list-style-type: none"> • Engaged with Lockyer Valley Council and the community to better understand their requirements which include discussions regarding road/rail interfaces: <ul style="list-style-type: none"> ○ Helidon – Investigations A request to put a bypass around Helidon. This didn't work from a topographical perspective; currently working through other options to cross the rail corridor. ○ Gatton - Hickey Street, improving existing drainage and discussions regarding the local road network which includes potential options to close Gaul Street level crossing to vehicles, however, maintain pedestrian access. <p>Question: When you go through Gatton and Hickey Street, how much more easement do you want than what is there?</p> <p>Answer: It is likely that we will impact some of the road surface of Hickey Street by narrowing in order to get a 3.5 shared cycle path and improved drainage on Hickey Street.</p> <p>Question: Will residents living on Hickey Street be considered or advised of changes?</p> <p>Answer: Inland Rail are consulting with Council and are planning information sessions to speak to the community regarding design elements shortly. Inland Rail have been meeting with directly impacted stakeholders and adjacent stakeholders over the past few months.</p> <p>Question: Is the rail alignment going to encroach into Hickey Street/outside the existing Queensland Rail fence boundary?</p> <p>Answer: We are looking at improving drainage around Hickey Street. The existing drainage will be replaced with formed concrete drains, estimated to be 3.5 metres wide and half a metre deep. Additionally, there will be a cycle path constructed and the new fence line.</p> <p>Question: Several people have indicated concern that they have not had enough input into this rail line including concerns that there isn't enough public knowledge about the rail line.</p> <p>Answer: Only until recently, have we been able to provide the proposed alignment from a horizontal perspective however, as the feasibility design is continuing to develop, we continue to work with council, meeting with stakeholders impacted by the alignment as well as providing information to this group.</p> <p>Question: If Gaul Street level crossing closes what alternatives will be provided?</p> <p>Answer: From the traffic modelling and considering population growth, Gaul Street is a pending concern from a safety aspect. Once Inland Rail infrastructure is completed, the line of sight distances will need to increase. We are working through the options with Council and the technical team. Once the options are refined, the project team will consult with the community.</p> <p>Question: What is going to happen with Davey's Bridge over the Lockyer Creek in Gatton, will the underpass remain under it?</p> <p>Answer: There are intentions of improving the road over Eastern Drive to a four-lane bridge and the underpass from Old College Road and Beavan Street to improve the route from north to south. This would mean that the existing rail bridge would require strengthening of the bridge to permit potential removal one of the piers in the centre of the roadway. Once the existing pier is removed, the existing road can be lowered to allow an appropriate height for trucks to pass under. Inland Rail continues to work with Council to improve some infrastructure around town.</p> <p>Mayor Tanya Milligan commented: It is fair to say Council has had many conversations with ARTC regarding Davey Bridge.</p> <p>Question: At the Rosewood meeting and was assured that doorknocking in the area during the first quarter of the year would take place. What happened?</p> <p>Answer: The design is progressing, Corey has been meeting with stakeholders in selected areas, to discuss potential impacts and providing project information. Where the alignment impacts a property, we have made these stakeholders a priority to ensure information was provided. Where the alignment isn't crossing a private property boundary we had to prioritise accordingly.</p> <ul style="list-style-type: none"> ○ Forest Hill – providing three options to the community to understand how they see their town in the future. The options; relocate the current level crossing east, construct a road over rail to the east; or to the west. ○ Laidley – to reduce the need to interrupt the road network, the rail will be constructed on bridge structures crossing Forest Hill Old Laidley Rd. 	<p>MH</p> <p>CM</p> <p>MH</p> <p>CM</p> <p>MH</p> <p>CM</p> <p>MH</p> <p>CM</p> <p>MH</p> <p>CM</p> <p>MH</p> <p>CM</p> <p>MH</p> <p>CM</p> <p>MH</p> <p>CM</p> <p>MH</p> <p>CM</p>

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	<ul style="list-style-type: none"> ○ Grandchester –going through the main road via a level crossing, some of our safety and design reviews identified that we need to do some modifications around that and that's currently under review. <p>Question: How are things progressing with Queensland Rail? Answer: Discussions have commenced with Queensland Rail and we are continuing to liaise with Transport and Main Roads during our technical working group meetings which also has a Queensland Rail representative.</p>	<p>LB CM</p>
	<p>Cross Sections The presentation of four areas illustrating typical cross-sections of the Inland Rail track adjacent to the existing Queensland Rail track:</p> <ul style="list-style-type: none"> ● Embankment structure: A typical cross section of a batter is a 2 to 1 slope which means a one metre high batter that is two metres wide. <ul style="list-style-type: none"> ▪ Formed drainage along the alignment: Placed in the middle of Queensland Rail and Inland Rail alignment concrete drainage channels are proposed. There will be a 6.5 metre gap between Inland Rail and Queensland Rail alignment. ▪ Cross Sections of the rail alignment presented for Airforce Road in Helidon; Hickey Street in centre of Gatton; Station Road in Forest Hill; and Grandchester. ● Gatton pedestrian access cycleways: Council requested ARTC to consider TMR plans for a cycle path from Gatton to the university. Inland Rail are in discussions with Transport and Main Roads with respect to funding of the PCP network all the way to Forest Hill. ● Forest Hill: an option is to relocate the existing level crossing north to provide a safer crossing. Another option is to construct a road over rail structure. Inland Rail are continuing discussions with Stakeholders, Transport and Main Roads and Council. The options will be presented to the community in April. ● Grandchester: There are two existing tracks for Queensland Rail near the station. Inland rail are currently around 1.3 metres above the existing line. The height difference when existing the tunnel is that the formation/track needs to raise up to meet the next connection. The alignment goes through on the main road via a level crossing. During a safety in design review, it was identified that further modifications were required, and these are currently under review. ● Drainage on the Queensland Rail line: in addition to extending the existing Queensland Rail drainage channels under the Inland Rail alignments, the design indicates that additional culverts under both lines are required to mitigate flooding impact of the new alignment. Interface discussions continue with Queensland Rail. <p>Question: Grandchester is prevalent to flooding and the Grandchester community need to be assured that the community is not forgotten with all the attention going to the Lockyer Valley area. Answer: The flood modelling covers the whole of Helidon to Calvert alignment and once the flooding presentation has occurred, you will be able to understand that the flood modellings for Grandchester area is also comprehensive.</p>	<p>CM</p> <p>IR CM</p>
	<p>Environment</p> <p>Progress on preparing the draft EIS submission: Feasibility design we are required as part of the assessment studies, to understand the horizontal and vertical alignment. End of March (EIS milestone) a draft submission to be reviewed internally is anticipated to occur at the end of this month. The visual and landscaping will be addressed at a draft stage, at the end of the month. Photo montages and other methods of understanding impacts will occur at the end of May. Once the information is available, we will be able to share the information regarding the approach taken and seek feedback. Understanding potential impacts regarding scale of impact and mitigating potential impacts. Once identified, a series of workshop sessions both through government departments and with community members. The flora and fauna workshops have commenced and will continue in May. At these sessions we presented the methodology for our works on some of the projects.</p> <p>Question: When is the information for noise and vibration going to be available?</p>	<p>SH</p> <p>MH</p>

NO.	DISCUSSIONS	
	<p>Answer: We understand the importance of your question and these are some of the technical areas that we are focusing on: biodiversity, noise and vibration. At the June CCC meeting, we will present specifics. Additionally, we will have separate session to provide the results covered in the EIS submission in the coming months.</p> <p>Question: You are talking about the effects and that sort of thing. How do I know how it affects me, if I haven't been spoken to anyone?</p> <p>Answer: We undertake the impact assessment, to: understand the current conditions. what the level of impact may be, called "intrusive impacts". what potential amenity impacts may occur which is different for everyone.</p> <p>Question: Is it unreasonable to expect to be told and given an opportunity to comment?</p> <p>Answer: We intend to provide information to the community, the design isn't locked in during the feasibility stage, design is progressive, and changes occur.</p> <p>Question: I am confused, about the submission. When you talked about the 5th of April was the date of a submission, and then you said looking to extend the submission date to the third quarter?</p> <p>Answer: The 5th of April was a predetermined timeframe for an IAS to complete all the required studies and feasible design to provide the draft EIS to the Office of the Coordinator General. Currently, we are seeking an extension of time to complete our studies and draft the EIS.</p> <p>Question: What is it that you are doing by the end of March?</p> <p>Answer: the end of March date is an internal deadline to have the first draft EIS and continue adding information towards the end of May – this ascertains the need for additional information to compile the final draft. It is the final draft that is submitted towards the third quarter.</p> <p>Question: In May 2018 a consultation plan was provided which outlined the topics being covered in the EIS. The delivery dates changed and haven't been updated. We need to ensure that community information is obtained and used particularly in relation to flora and fauna studies. We don't want this information to be left out of the EIS on technicalities. Additionally, it is important for the communities to have a forward program of what activities are taking place rather than two or three weeks ahead. This is the first time that we have been advised that there is a possible delay in submitting the EIS. This could give us as the community a chance to better understand more about the project and potential impacts. Can we have an update on the exact timing for when studies and information are available?</p> <p>Answer: Yes, it's a hot topic and it is continually being discussed within ARTC so once everything is locked down it will be shared.</p> <p>Statement: I support SW comments. I think it is very important that we have some specific dates here we can be consulted about specific matters.</p> <p>Question: Are you saying by end of May, there should be opportunity to see some different ways that you are going to make the rail line look better and different options and things like that?</p> <p>Answer: Not so much different options. We will present what the level of impact is anticipated and then it will be assessed; and then it will be presented. And if there's a requirement to do additional works, there's always opportunity to address – there is also plenty of avenues to raise those concerns.</p> <p>Question: And the old-fashioned look and feel of the towns will be included in that, at the end of May; is that correct?</p> <p>Answer: I don't know if you have seen the visual assessments before, but there are requirements to look at the vista, scenic requirements, what the general feel for the area is. So, yes, it is taken into account.</p> <p>Question: Are you able to present something along those lines in May?</p> <p>Answer: I believe so.</p>	<p>SH</p> <p>MH</p> <p>SH</p> <p>MH</p> <p>SH</p> <p>JS</p> <p>SH</p> <p>JS</p> <p>SH</p> <p>SW</p> <p>SH</p> <p>KB</p> <p>SH</p> <p>KB</p> <p>SH</p> <p>KB</p> <p>SH</p>
	<p>Flooding impact assessment results</p> <p>Presentation will be about the alignment and the draining structures that is a result of the collected information including information obtained during various sessions with the communities and from your contributions.</p> <p>The flood modelling is carried using two different types of modelling:</p>	<p>TG</p>

NO.	DISCUSSIONS	
	<ul style="list-style-type: none"> - Firstly we model the whole catchment in a “hydrologic model” and applied the rainfall all of the catchment area and route it through the catchment to provide flows. - We then do a more focussed model, called a "hydraulic model" along the alignment area. We include the flows within the model and combine it with ground levels and roughness values to represent vegetation etc. The hydraulic model provides the levels, velocities and shoes where the water goes. <p>With the hydrologic modelling, we used the Brisbane River Catchment Flood Study work that was completed for the whole catchment; then focussed on the catchments for the local areas. For Lockyer Creek, we utilised the Lockyer Valley's Regional Council's hydraulic model added additional information to use to model an alignment. The other hydraulic model focused on Western Creek, from Grandchester down to Calvert, and beyond, including part of the Bremer River system.</p> <p>All these models have been calibrated successfully against a number of historical events. In additional, stakeholder feedback during the flood validation workshops confirmed the flood inundation extents and the depth mapping from the calibration modelling. Calibration was undertaken against five historical flood events; 1974, 1996 1999, 2011, 2013. Information used to check calibration:</p> <ul style="list-style-type: none"> - stream gauge data - historical flood marks - landowners input showing "the water came to this level on my property" - flood photography; we used personal experiences - Going out with a couple CCC members to look at levels on some of their properties and through your towns. - Council's series of flood data points. <p>We believe the models represent the way the rain falls on the catchment and runoff in this area. All the work carried out is in accordance with the latest version of Australian Rainfall and Runoff. This is a national guideline that was recently updated in 2016. The updates require additional rigour that has been applied since its last update in 1998. Refer to slide 31 & 32 in the presentation.</p> <p>We assessed the actual physical alignment and work out the heights required to ensure the correct flood immunity along the alignment and ensured that existing flow patterns are maintained without any unacceptable impacts.</p> <p><i>Referring to slide 7 example of flood levels during the 2011 event.</i></p> <p>Every green dot is a recorded flood level that council picked up and provided to us to use for our flood modelling. Each of these green dots represent a level of flooding for which we aim to be within plus or minus 300mm. Debris marks are quite difficult to match. If you can imagine, as the flood goes down, the debris drops, it is difficult to get the exact level; or you can sometimes have two debris marks right next to each other, that can be varied by a metre. You might have a vehicle go past that pushes water up; or you could have a boat that goes down the street that pushes debris in a different direction. So, this is a general guide. We try and match our stream gauges to plus/minus 150 millimetres combine this with using other data sets.</p> <p><i>Refer to slides 35-37 in the presentation</i></p> <p>In Forest Hill and Laidley, we used all the flood photographs that we have been able to collect and feedback from the community using the 2013 event to produce these maps in the presentation.</p> <p>Question: Is that before or after changes are made?</p> <p>Answer: This modelling represents what happened in 2013.</p> <p>And all of this would be documented in our technical report; and it forms part of the EIS.</p> <p>Terminology in terms of design event modelling:</p> <p>We focus the 1% Annual Exceedance Probability (AEP) event which we use for setting the flood immunity of alignment and to assess impacts, however, we cover a range of events which will be submitted in the EIS. This includes from 20% AEP, up to the 1 in 2,000, 1 in 10,000 and Probable Maximum Flood (PMF), the biggest flood that could potentially happen in this catchment.</p> <p><i>Not in the presentation however, thought it was important to provide clarity on flood terminology. The chance of a flood event can be described using a variety of terms</i></p> <p>https://www.chiefscientist.qld.gov.au/publications/understanding-floods/chances-of-a-flood</p>	<p>IR DF</p>

NO.	DISCUSSIONS	
	<p>Question: Those three floods; 1974,1996, and 2013 were they all 1% AEP events, because we have four 100-year floods in four years. And if they are a 5/5, I'm not sure, or were they something different?</p> <p>Answer: Those five flood events you're talking about were more frequent than the 1 per cent AEP, depending on tributary that was coming through. There haven't been five 1% AEP events. They're actually much more frequent.</p> <p>Question: Then are they 1%, 2% or 5%? What do you call the 2011 flood?</p> <p>Answer: 2011, if you are looking at Grandchester, it was close to a 1% AEP event. The 2013 in Grandchester was much smaller than a 1% AEP event.</p> <p>Question: In 2013 Laidley's flood was considered?</p> <p>Answer: The 2013 flood in Laidley was less than a 1% AEP event, just. And it was much less than Forest Hill.</p> <p>Question: But it was bigger than 2013?</p> <p>Answer: The 2013 flood in Laidley was worse than Forest Hill. In 2011, Forest Hill was worse than Laidley. But they are both catastrophic. The reason I am dwelling on this is because what's going to drive into your design. The design must have a 1% AEP plus 300 millimetres to formation level which allows for additional protection.</p> <p>Statement: I think the other thing that people miss is that each flooding event is different in each different location. It depends on where the rain actually falls. If you are at the top of Blackfellow Creek, in 2011 you definitely got a 1 in 100-year and probably slightly higher. If you are in Murphy's Creek in 2013, you probably wouldn't have even noticed it. I believe the issue is also where the rain falls and the intensity in which it falls.</p> <p>Addressing statement: To add another situation, you could actually have 500-year rainfall on a catchment but not get 1% AEP flooding; because it depends on what the state the catchment is in. If you had no rainfall for ten years, then the ground is going to soak as much of that rain as it can before it runs off.</p> <p>We modelled the existing state of development on each of the floodplains and using the calibrated hydraulic model. We then modelled the Inland Rail alignment which included embankments associated with the alignment, structures and road changes to compare changes which allows us to understand the impacts and adjust the sizes of infrastructure to achieve an acceptable design.</p> <p><i>Refer to slide 15 to 22</i></p> <p>Existing Case Modelling:</p> <p>In terms of existing case results, the alignment has been split it into three sections to present the existing flood extents and where the water goes and what the system looks like.</p> <p>Between Helidon and Lawes (Gatton is in the middle).</p> <p>Plan shows you the extent of flood inundation under a 1% AEP flood event.</p> <p>The model, in the existing case, indicates a number of local roads and parts of the Queensland Rail line that overtopped, just to the east of Gatton, there's a section of the Queensland Rail line that overtopped the rail by about 200 millimetres. This just sets the existing scene, so you can see where the water is going.</p> <p>Lawes to Laidley</p> <p>Forest Hill has both Sandy Creek and Laidley Creek to contend with.</p> <p>There are two areas of the Queensland Rail line just in turn to the east of Hunt Street, where it just goes over under 1 % AEP event; and then the Queensland Rail line also tops east of Forest Hill, just near Gordon's place; but under both the 2% AEP and the 1% AEP events.</p> <p>Additionally, there are a number of the local roads that are inundated, all the way down to a 10% AEP event for Forest Hill Road.</p> <p>Grandchester to Calvert.</p> <p>The 1% AEP event inundation is fairly extensive. Grandchester, Mount Mort Road, between School Road and Western Creek, obviously is fairly well inundated, all the way down to a 20% AEP event. Again, the Queensland Rail line is overtopped under the 1% AEP and 2% AEP events.</p>	<p>X</p> <p>DF</p> <p>SW</p> <p>TG</p> <p>SW</p> <p>TG</p> <p>SW</p> <p>DF</p> <p>SW</p> <p>TG</p> <p>SW</p> <p>TG</p> <p>TG</p>

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	<p>Question: That in itself is a restriction on what you can do; and it's an existing problem because part of the discussion that's been had over many years is that the Queensland Rail line is half the problem, particularly at places like Forest Hill and others.</p> <p>Answer: Yes.</p> <p>Question: -----Is there a way that we can incorporate improving the situation, both on the Queensland Rail line and on the Inland Rai line?</p> <p>Answer: Refer to the Gatton area <i>slide 25</i>; Every yellow circle represents a drainage structure/culvert, be it a box culvert, a circular culvert or a bank of culverts that has been placed to move floodplain flows around.</p> <p>There are other culverts that are in place which you can't see on here, but away from the floodplains that are for local catchments. We are focussing on the major floodplain flows.</p> <p>Every black part that you see, the black line you see is actually a bridge. So, it's the bridge structure at Gatton.</p> <p>For that section; between Gatton to the back of Forest Hill; the Lawes area – refer to the blue text in the table <i>slide 26</i>, new culverts will be installed under the Queensland Rail line and the Inland Rail line, culverts will span the whole way through.</p> <p>The green text refers to locations that culverts will be extending the Queensland Rail culverts under the Inland Rail line.</p> <p>The black text refers to the installation of new structure altogether; or it is duplication of existing bridges and culverts.</p> <p><i>Refer to slide 27</i> The bridge at Gatton. To ensure there are no hydraulic losses, new piers will line up with existing piers and will avoid increasing flood levels. The 1% AEP flood level goes underneath the bridge, so it's above the 1% AEP event.</p> <p><i>Refer to slide 29</i></p> <p>Laidley Creek "impact map" illustrating change in peak water level.</p> <p>The Pink area was wet in the existing model however once the drainage is installed, the same area will be dry.</p> <p>The Black area indicates that in the existing model the area was dry and now it will be wet.</p> <p>What happens in the existing case is the Queensland Rail line water overtops in this area. We don't want overtopping to occur because it would obviously affect our rail. We introduced additional structures through this area, to let the water move around. It means that we have got an area that's dry here; but it also means, conversely, that we end up with an area with a bit of an increase. Our process is now to have those conversations with landholders, to discuss what that increase means.</p> <p>The Blue area is a decrease in flooding.</p> <p>The Green area is just up to the 100-millimetre impact.</p> <p>The Yellow area is plus/minus 10-millimetres impact.</p> <p>We have tried to keep it down to those tolerances that we put in that table, as a starting point; so we can then have conversations with the landholders to work out - not just to tell them how much it's increased by, but we want to go back and say, "Well, this is an extra hour of inundation or an extra"</p> <p>Question: Whereabouts is all of that green; because it is a very small map? Is it near the town?</p> <p>Answer: The area is in the back of Lawes. It is on agricultural land.</p> <p><i>Refer to slide 30</i></p> <p>In Forest Hill, we are introducing another type of culvert. The blue circles represent placement of culverts too deal with road drainage.</p> <p>In this area, you will notice blue text in the tables and where we have placed new culverts going under the Queensland Rail line and Inland Rail line. Additionally, the green area is where we are extending the existing culverts under the Inland Rail alignment, as well.</p> <p><i>Refer to slide 33</i></p> <p>Change in peak water levels in Forest Hill:</p> <p>The Yellow area is plus/minus 10 millimetres.</p> <p>The Blue area we have a reduction in level because we have extra structures through the alignment and through the Queensland Rail line.</p> <p>The Pink area was wet and now dry. The ponding that used to happen behind the rail line changes; because with the extra culverts, the water can get through earlier and it can move through earlier and it is not sitting behind it.</p>	<p>SW</p> <p>TG</p> <p>SW</p> <p>TG</p> <p>SW</p> <p>TG</p>

NO.	DISCUSSIONS	
	<p>The Green area has a slight increase that we are going to have conversations with the landholders. Please be aware that the alignment is still in the feasibility design and we continue to work through issues and look to improve design elements.</p> <p>It is noted that the yellow dots on the slide identified houses or what we call "sensor receptors". It was important to identify buildings or infrastructure that could be at-risk that require further discussions. <i>Refer to slide 39</i></p> <p>Change in peak water levels in Laidley: New culverts and extending existing culverts in/around Laidley. There is a bridge over Laidley Creek; and a number of culvert banks; as we move away from the creek there are some fairly large viaduct/bridge structures to cater for overbank flow. The bridge (BR26) over the creek is approximately 750 metres long and there is a second bridge (BR28) approximately 400 metres long. <i>Refer to slide 44</i></p> <p>Change in peak water levels in Grandchester: The Yellow circles represent all the culverts and banks of culverts. There are a couple of road changes requiring road culverts and a main bridge over Western Creek including a couple of other bridge structures in the area. There are a number of culverts required for this area. There is one Queensland Rail culvert that will be extended under the Inland Rail alignment. <i>Refer to slide 49</i></p> <p>Change in peak water levels in Calvert: Grandchester end of Calvert: Two bridges on approach to Calvert with creek crossing back and forth under alignment. The Yellow area indicates plus/minus 10 millimetres. The Green area indicates slight increases. The Blue area is where slight decreases occur. It is worth noting that the increases are mainly on land very close to the creek and farmland that is wet during flood events in the existing case.</p> <p>Calvert at end of the H2C alignment: The Blue text refer to slide 46 indicates additional culverts installed under the Queensland Rail line. Existing culverts (in green text) under Queensland Rail line will be extended under the Inland rail line. The change in peak water level map shows there is a slight increase in this area; but there are decreases as well. In the area adjacent to the Calvert to Kagaru project there is a slight increase. There are no impacts greater than 10 millimetres on any habitable dwellings. We have minimal changes to the way the water moves around in the peak flows. Very little change to the time of closure or time of submergence on any of the existing roads; and limited change on sensitive receptors. For blockage, we have used 25% ; but we have also tested what happens if we have 50% or no blockage; and made sure that we haven't got unacceptable impacts there. Under the climate change scenario - what is referred to is the Representative Concentration Pathways (RCPs) 8.5 scenario – In this scenario, there is quite an increase in flood levels that between 0.1 to 1 metre by 2100. We have made sure that water doesn't overtop the rail formation and the impacts are acceptable.</p> <p><i>Not in the presentation however, thought it was important to provide clarity on what RCP means: https://www.theatlantic.com/science/archive/2019/01/rcp-85-the-climate-change-disaster-scenario/579700/</i></p> <p>Each RCPs is assigned a number that describes how the climate will fare in the year 2100. Generally, a higher RCPs number describes a scarier fate: It means that humanity emitted more carbon dioxide into the atmosphere during the 21st century, further warming the planet and acidifying the ocean. The best-case scenario is called RCPs 2.6. The worst case is RCPs 8.5.</p> <p>The information tonight will be presented to the community for consultation. Corey will continue to meet with landowners to discuss specific impacts to their properties. At the next round of consultation within the communities, the engagement team and David Franklin will be available to discuss the information presented tonight.</p>	

NO.	DISCUSSIONS	
	<p>Comment: Just from listening to everybody around here tonight, no-one is happy at all with the fact that it's looking like you are planning originally to have an increase in flood levels; and that at the next community consultative meeting, could you please give me/us all an update on what you are doing to make it much, much less than what you have just presented now?</p> <p>Comment: I didn't think that was, I actually saw it as a reduction.</p> <p>Comment: Yes, yes.</p> <p>Comment: I saw a reduction in what they were talking about as a result of the work they had done; not an increase.</p>	KB
	<p>Question: Not a reduction, So, there is a reduction, okay.</p> <p>Answer: The problem is with Forest Hill on the eastern side there's a significant increase in the culverts. When it goes across Laidley Creek and veer off, I think they are doing the right thing with their line. What it doesn't fix is the current Queensland Rail line.</p> <p>Comment: I think the bridge should not be increased anywhere. They should be able to reduce it, if anything...any increases.</p>	KB DF
	<p>Comment: I think they have done that in Forest Hill. I think they have done it on the Laidley floodplain. And it is going to be viaduct across there. But they are not going to fix the QR line on the Laidley floodplain. And that's - you know, what do you do?</p> <p>Chair: We are running out of time with regard to our agenda and I am well aware that it's very important, because of the Grandchester residents are here. With the indulgence of the committee, can we delay - there's no need for us to talk about the project consultation issues at this particular meeting. It can be held off.</p>	MH
	<p>In relation to "General Business", could we - probably with the exception of the proposed meeting with the CEO, Mr Richard Wankmuller, could we hold off the other items to the next meeting, so that we don't run too late and we can have a discussion with ARTC and the observer group, particularly in Grandchester? Has anybody in the committee got objections, valid objections to that?</p> <p>Comment: A couple of actions that I had on the agenda I wanted to share with the group. Without being an objection, we had a meeting with the Coordinator General, thanks to Jim McDonald who organised that for us. And Barry, the Coordinator General, was expecting the submission by April; and that was only - we only met with him on 7 February 2019.</p> <p>I realise that Inland Rail is requesting an extension; he didn't mention that there was any talk of an extension or anything like that. He was expecting it then because he told us that it was important, that we get the community involved then. I would just like to bring that up. I don't know whether he's going give you the extension.</p>	IR
	<p>Answer: Inland Rail is unsure if an extension will be granted. During a meeting with the Office of the Coordinator General they placed conditions that the project team need to address to be able to go back and ask for that extension.</p> <p>The date for the draft EIS will be submitted to the Office of the Coordinator General is not known at this time. We are targeting third quarter this year. Unfortunately, until we until an agreement has been reached with the Coordinator General, we can't confirm those dates.</p>	SH
	<p>Comment: I encourage you to let the Consultative Committee and the general public know the new dates for the EIS submission as it is crucial for us and the community to know when they can comment on the document.</p>	SW
	<p>Answer: I can confidently say that we are not submitting our EIS submission by 5 April, however, discussions are underway for ARTC to seek an extension to around the middle of the third quarter this year.</p>	SH
	<p>Comment: So, the project is bugged, is it?</p> <p>Answer: We will request an extension.</p>	IR SW GV
	<p>Comment: A couple of weeks ago, representatives of ARTC came to see me at my house. We had a frank discussion and the question was asked to me, "What could they actually do better with the community engagement?" My response was "the horse has sort bolted". However, I actually thought it would be constructive that after two years, no one knows what this alignment will look like if we could get a landscape architect to work with the community, for example, with Forest Hill and Gatton to work through a plan for visual treatment. If the towns could actually sit down with an independent landscape architect, take the existing alignment, the new alignment through Laidley, and give feedback to ARTC through an independent party; get proper visualisations done - that would satisfy Kathy, with her facades on the bridges; this would not be an expensive exercise. I think that would go a long way to resolving the look/feel and trying to get the right community impacts; where the community can actually feed in directly.</p>	

NO.	DISCUSSIONS	
	<p>I think it is a positive thing; because rather than wait for the engineers to actually tell us what they are going to do, let's get it right at the beginning and see if we can actually find some middle-ground where it satisfies both parties.</p> <p>Answer: Thank you very much. We will take that under advisement. We don't have the authority to make those decisions here and now as we are working along 1700 kilometres and such decisions are about whole of project. Thank you. Gordon, we will take that as an action item.</p> <p>Question: I would like ARTC to draft a consultation plan, going forward with dates?</p> <p>Answer: Certainly, we published a schedule of what our intentions approximately 18 months ago unfortunately, dates were missed. The consultation plan is still appropriate; however, we are reviewing the new dates for activities applicable to the EIS topics.</p> <p>Currently, we are working through the flora and fauna activities with environmental groups.</p> <p>Comment: We have got Gordon Claridge here from the Lockyer Environmental Group and he's put a lot of work in the ecological space, so I encourage ARTC project team to work him.</p> <p>Additionally, we have asked that representatives from the Opposition and the Federal Government come to these meetings, be invited to these meetings.</p> <p>Answer: This is something that you can bring up with the CEO if you choose, as he will attend the next meeting. Additionally, I will email the representatives and invite them to attend out meetings I will also provide our meeting dates until the end of the year.</p> <p>Comment: Unfortunately, we will be in caretaker mode with the Parliament by that time and no-one will be interested. So, you have managed to kick it in the long grass for 12 months; so, you've done well.</p> <p>Question: At the last two meetings, we had the Honourable Jim McDonald and Patrick Murphy from Scott Buchholz's office., Are there others you would like to invite?</p> <p>Answer: Yes, I want the two States people. We want someone from the Federal Minister's office and the Opposition Spokesperson for Inland Rail. Someone who can speak on behalf of the Queensland Rail side of things. Scott Buchholz's obviously, he's a local MP and that's good that Scott sends representatives along. But we really want the people who are making the decisions; who are sitting in the cabinet rooms making the decisions.</p> <p>Comment: At the next meeting please ensure the presentation, provides a clear understanding of what the rail line will look like. I believe the bridge structures should look like old-fashion bridges to be a tourism attraction?</p> <p>Answer: We will have something in the presentation to show you.</p> <p>Comment: The sooner the better so the community can what to expect.</p> <p>Question: Regarding passing loops; in the 8 October 2018 minutes, Max Nichols said that he was expecting confirmation of the passing loops shortly. Can we have an update on the passing loop locations?</p> <p>Answer: They have all stayed more or less where they are, as described in the 30 per cent alignment, except for the Calvert loop. That's moved 1 kilometre closer to the tunnel. It's going to be between the two creeks.</p> <p>Question: Will it be located on the densely populated side of Laidley Plainland Road?</p> <p>Answer: No, it stops before the bridge.</p> <p>Question: Did I hear right that we are having the CEO attend the next meeting?</p> <p>Answer: The CEO is tentatively booked to attend the next meeting. Is the committee still keen for Richard Wankmuller to attend the next meeting?</p> <p>Answer: Committee unanimously request the CEO to attend the next CCC meeting.</p> <p>Comment: It would be helpful if each of you could provide questions and email them through to myself and the Secretariat at least two weeks before the next meeting.</p> <p>Question: During the cross-section for each township through the valley, there was none done for Laidley. At the next meeting, could we have one for near the Laidley Plainland Road? Just so that we can get an idea of what's there.</p> <p>Answer: I will follow-up on this.</p>	<p>CM</p> <p>SW SH</p> <p>IR</p> <p>GH</p> <p>IR</p> <p>GH</p> <p>IR</p> <p>KB</p> <p>CM SW KB</p> <p>CM</p> <p>IR CM IR</p> <p>MH</p> <p>MH GH</p> <p>KB</p> <p>CM</p>
	<p>Questions from the observers:</p> <p>Question: This magnificent rail that you are going to build, what is it going to do to people between Brisbane and Melbourne? How is it going to benefit one person in all that area?</p>	<p>CM</p>

NO.	DISCUSSIONS	
	<p>Answer: The Inland Rail is going to bring economic benefit to both areas, or to areas all along the Inland Rail; where we are taking produce from one area and sending it down to Melbourne and vice versa; bring some of the Melbourne wine up to Brisbane.</p> <p>Question: I would like to know exactly where the line is coming through Grandchester? We were told originally where it was going. We are hearing now that it's changed.</p> <p>Answer: The alignment comes out the Liverpool Tunnel, cross The Range crossing Mount Mort Road and joins up the Queensland Rail line and is adjacent to the Queensland Rail line until Calvert.</p> <p>Question: So, it is not actually coming up - we were told School Road and things like that. It's not, is it? It is pretty much what it was back in the beginning?</p> <p>Answer: Correct. We have a map here of the Helidon to Calvert area and I urge anyone that has not had a chance to view the map to stay and speak to us about the alignment.</p> <p>Comment: This CCC membership doesn't have a sitting member for Grandchester or Calvert, all appear to be from the Lockyer Valley. I put my hand up and never heard from Inland Rail again.</p> <p>Answer: There is a charter, of course, that clearly sets out the membership. From time to time, the membership - there's an opportunity to review the charter. But in terms of the actual process for appointing the Chair and appointing the members, that was done as an independent process. It was determined by an independent assessor who made a recommendation to ARTC; and we appointed the Chair and those members.</p> <p>I think it's important to note, too, across the four Community Consultative Committees, we receive more than 200 applications/nominations for membership. There were a lot of interested parties; and not everybody could be a member.</p> <p>Question: Regarding land acquisition. Do you know how much land is going to be taken by your project which leaves residents of Grandchester needing to relocate?</p> <p>Answer: As the design is going through different phases of development, we are starting to establish what we think is the disturbance footprint for the permanent rail infrastructure as well as the temporary disturbance footprint which includes land required temporarily during the construction phase and will be reinstated to as close as practicable upon completion. Once the disturbance area is known fully, this information will be presented to directly impacted landowners and then the wider community.</p> <p>Question: How much notice will be given to those residents, that are needing to find new homes?</p> <p>Answer: We have started those discussions already with the affected landholders or stakeholders.</p> <p>Question: How long are they going to need to wait? You are just saying nothing is definite.</p> <p>Answer: At the moment, we are going through a feasibility design. And an EIS process which goes to the Coordinator General for approval. That's a period of time.</p> <p>As this section is one of three projects being delivered under the PPP delivery model, we will go out to the market and have intended bidders coming back with their intentions of how they are going to build the line and what that may look like.</p> <p>We are not expecting to break ground until at least 2021. We have time between now and when until we submit the EIS to talk to all the impacted landholders and the adjacent landholders.</p> <p>Question: But there is not a definite period that you think is adequate notice to those residents?</p> <p>Answer: The majority of our rail line is within an approved corridor already. That's already been gazetted.</p> <p>Comment: At this stage in the process, ARTC doesn't have any right to resume land.</p> <p>Answer: Correct. ARTC are not an acquiring authority.</p> <p>Comment: The Queensland Government hasn't given it to them; and the Federal Government hasn't given it to them. At the moment it's just a negotiation; it is just discussion; it is a bit of pie in the sky. Queensland Government are being quite hard to negotiate with; so that's where it stands at the moment.</p> <p>Answer: Inland Rail are continuing to work with the different governmental agencies.</p> <p>Comment: These blokes are just on a big dream theory at the moment, spending a heap of money.</p>	<p>CM</p> <p>CM TK</p> <p>MS</p> <p>CM</p> <p>CM</p> <p>CM</p> <p>CM</p> <p>GH</p> <p>CM</p>
	<p>Closing comments: Thank you to the committee members, the observers and the ARTC staff for tonight's meeting. ARTC staff will remain to answer any questions from the community.</p>	<p>MH</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	ARTC to request for an independent landscape architect to speak to the communities to understand how they see their communities and work with them to provide visualisation of what we can expect upon completion of the Inland Rail alignment.	GV	
2	ARTC to draft an updated consultation plan	SW	Next meeting
3	ARCT to provide the cross-section for Laidley near Laidley Plainland Road.	KB	Prior to next meeting
4	Committee to provide question to the Chair and Secretariat for CEO Richard Wankmuller to address at the next meeting.	MH	
5	Alignment tour	CD	1 June
6	ARTC to provide the presentation to the committee prior to the meeting.	CM	3 June

Next Meeting

11 June 2018 at the Helidon and District Community Centre, 15 Arthur Street, Helidon from 6pm – 8pm.