

Meeting title	Lockyer Valley Community Consultative Committee		
Attendees			
Mark Hohenhaus – Committee Chair	Ian Rickuss – Committee Member		
Kathy Brady – Committee Member	Judy Seppanen – Committee Member		
Linton Brimblecombe – Committee Member	Gavin Simpson – Committee Member		
Peter Cahill – Committee Member	Gordon Van der Est – Committee Member		
Neil Cook – Committee Member	Simon Warner – Committee Member		
Maurice Hennessy – Committee Member	Max Nichols – ARTC Inland Rail		
Gary Stark – Committee Member	Helen Hutchings – ARTC Inland Rail		
Kenneth Moore – Committee Member	Andrew Buckley – ARTC Inland Rail		
Mark Newton – Committee Member	Mercedes Staff – ARTC Inland Rail		
Apologies			
Margaret McCarthy – Committee Member			
Observers			
Approximately 40 members of the public attended as observers, including representatives from Lockyer Valley Regional Council and the Department of Infrastructure, Regional Development and Cities.			
Location	Lockyer Valley Cultural Centre, Gatton		
Date	14 March 2018	Time	6:00 – 8:15pm

Agenda No.	Discussion points
1.	<p>Introduction and welcome from Chair</p> <ul style="list-style-type: none"> The Chair acknowledged the Yuggera Ugarapul people, the traditional owners of the land on which the meeting is being held. The Chair opened the meeting, welcomed attendees and members of the public who attended as meeting observers and noted that, time permitting, observers would have an opportunity to address the meeting following its conclusion.
2.	<p>Confirmation of previous minutes and actions</p> <ul style="list-style-type: none"> Minutes from the previous meeting were confirmed. <p>Actions from the previous meeting were addressed as follows:</p> <ul style="list-style-type: none"> Prepare detailed community engagement schedule, aligned with Technical Consultants program of activities (detailed EIS plan including timeframes) <ul style="list-style-type: none"> <i>A community engagement schedule was presented at the meeting by Max Nichols</i> Make updates to Interim Charter as agreed <ul style="list-style-type: none"> <i>The updated Charter was circulated prior to the meeting and addressed in agenda item 3.</i>

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	<ul style="list-style-type: none"> • Provide update on Toowoomba to Gladstone alignment study <ul style="list-style-type: none"> - <i>Kathryn Cockerill from DIRDC advised that a new Minister has been appointed and the department is in the process of preparing a briefing for the new Minister on this issue.</i> • Collate and distribute Committee member contact list <ul style="list-style-type: none"> - <i>Member contact list was circulated prior to the meeting. Andrew Buckley advised that ARTC would like to include members' contact details on the Inland Rail website, to enable communication between committee members and the community. A list was circulated for members to provide approval for phone and/or email contact details to be made available on the website.</i> • Collate and distribute member list of other Inland Rail community Consultative Committees <ul style="list-style-type: none"> - <i>Contact list for other committees was circulated to members prior to the meeting.</i> • Establish conflicts of interest register for committee member input <ul style="list-style-type: none"> - <i>This will be established following the meeting and addressed during the meeting as per agenda item 4.</i>
3.	<p>Confirmation of Charter</p> <ul style="list-style-type: none"> • The Charter was ratified with the amendments agreed at the previous meeting. • It was noted that Charters for other Committees were similar, with some minor differences as agreed for each Committee.
4.	<p>Conflict of interest register</p> <ul style="list-style-type: none"> • Chair noted disclosure of conflicts of interest will be recorded in the minutes of the meeting. • Committee members stated their real or perceived conflicts of interest. The stated conflicts of interest will be noted in a conflict of interest register, which will be prepared by the secretariat and circulated to all committee members. <p>Members stated the following:</p> <ul style="list-style-type: none"> • Mark Hohenhaus - landowner in the project study area • Linton Brimblecombe - landowner in the project study area • Mark Newton – no conflict of interest • Judy Seppanen - father owns a property on the preferred alignment and Judy owns a business in Willowbank in the C2K study area • Kathy Brady - landowner in the project study area • Maurice Hennessy – landowner in the project study area • Neil Cook – lives adjacent to the impacted area • Ian Rickuss – owns property in Lockyer Valley and Toowoomba but not impacted by the project • Gavin Simpson – an elderly relative who lives adjacent to existing line and may be impacted • Gary Stark – properties front railway line both sides and lease a property that is directly impacted by the preferred alignment. Owns a business with staff that use the railway crossing in Forest Hill several times on daily basis. • Simon Warner – no conflict of interest • Gordon Van der Est - owns property adjacent to the rail corridor in Forest Hill • Ken Moore - no conflict of interest • Peter Cahill - owns property in the project study area
5.	<p>Update on progress of projects</p>

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	<p>Max Nichols provided an update on the progress of the G2H and H2C projects, noting the following:</p> <ul style="list-style-type: none"> • ARTC appointed Future Freight Joint Venture (FFJV – AECOM and Aurecon) as technical and approvals consultants for the G2H, H2C and C2K projects in January 2018. FFJV will be responsible for engineering and environmental investigations, preparing the Environmental Impact Statements, and preparing feasibility designs. • Site investigations are scheduled to commence in late March and will initially include cultural heritage surveys, geotechnical investigations, ecological and aquatic surveys, land surveys, and utility identification surveys. • The initial focus of the investigations will be geotechnical investigations. This includes typically boreholes and test pit excavations for proposed bridge foundations, existing rail formation, proposed tunnels. There are around 130 locations (100 H2C, 30 G2H) in private property, rail corridor or other government-owned land. These are done early in design to understand ground conditions likely to be encountered during construction. • An overview of the typical geotechnical drilling setup was provided. • It was noted that all landowners within the project study area will be notified of these field investigations before they commence. • Where access is required onto specific properties for field studies, ARTC seeks agreement with the landowner through a Land Access Agreement. These agreements are voluntary and landowners can withdraw this agreement at any time. ARTC does not have a right of access to force entry onto properties. • There will also be ongoing engagement with government stakeholders, via regular briefings, formal Technical Working Groups, technical meetings and broader project updates, including Lockyer Valley Regional Council Technical Working Group established, with first meeting on Thursday 15 March, Toowoomba Regional Council Technical Working Group, Ipswich City Council, Queensland Department of Transport and Main Roads, Queensland Rail and other relevant agencies, as well as federal, state and local government elected representatives. • It was noted that ARTC has also engaged a separate consultancy firm (ARUP and SMEC) to act as a Technical Advisor to provide a Quality Assurance check on the work being done by FFJV.
6. and 7.	<p>Program for EIS, design and community engagement</p> <ul style="list-style-type: none"> • Max Nichols presented the proposed technical studies that will be undertaken for the H2C project, along with the engagement activities that will be implemented to support these studies and feed into the EIS and design. • A copy of the H2C EIS engagement program was provided to the committee and observers. <p>Max Nichols explained the following:</p> <ul style="list-style-type: none"> • There will be ongoing engagement and communication with the broader community, via regular newsletters, email updates, project briefings and the committee. • The first round of engagement in this phase will occur in May/June 2018. ARTC plan to gather community feedback on the alignment, how it could be improved and how community issues regarding the alignment can be addressed. In addition, other key EIS topics will be addressed, including gathering flooding knowledge from the community, presenting the methodology for assessment of noise impacts, level crossing treatments, air quality impacts, consultation to understand local hazards and risks and consultation to understand local community issues for the social and economic impact assessment.

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	<ul style="list-style-type: none"> • In August/September 2018, ARTC will conduct further engagement to confirm the preferred alignment and the location of crossing loops, share results of the initial flood model, present the proposed treatment of level crossings and check initial research designs from the social and economic impact assessment. • In early 2019, ARTC will provide confirmation of the proposed alignment with associated infrastructure, such as drainage, noise barriers and land impacts, share final flood model and drainage solutions, noise and vibration model outputs, noise maps and auralisation sessions, constructability transportation routes, air quality model outputs and mitigation measures, hazards and safety risk assessment outcomes, visualisations of design (including visual amenity) and the proposed impact mitigation measures for all issues identified in the social and economic impact assessment. • In between these engagement activities, there will be periods of technical studies for each issue to be addressed in the EIS. • The draft EIS for H2C is scheduled to be released for public review and submissions around May 2019. • Now that FFJV have been appointed there will be opportunities for subject-matter experts to attend future meetings to address particular topics in more detail. • It was noted there are engagement activities planned prior to the next meeting. The specific detail of the consultation activities, such as the format, dates and times are being developed now. The committee requested to be advised of the details of these activities as soon as possible so they can pass this on to their networks. ARTC encouraged committee members to provide suggestions for the format of activities that best suit their communities. • There was discussion about the best methods for promoting consultation activities. It was suggested that direct mail is the best option for reaching people in the Lockyer Valley, rather than advertising in local papers. <p>Committee members made the following comments about the engagement program:</p> <ul style="list-style-type: none"> • K. Brady stated the Lockyer Valley Tourism group is extremely concerned about how the rail line will look in the Lockyer Valley and how it will impact on tourism. The tourism group has put forward that if the rail line goes ahead at least it can be attractive and possibly be a tourism attraction rather than a detraction. The tourism group has photos of stone viaducts that may attract tourists to the region. Suggested that community is consulted on their initial ideas around visual amenity in the early stages, rather than at the end when it may be too late for valuable input. It was agreed that ARTC would consider adding consultation on the topic of visual amenity earlier in the process, which could include a focus on gathering feedback about tourism values of the area. • G. Van der Est requested the program be expanded to capture the need for more focus on the direct economic impacts on businesses, in addition to the assessment of social impact. Many of the small towns along the alignment rely on passing traffic and the project has potential to have severe economic impacts. It was agreed the program be updated to reflect this. • Question about whether alignment options will be presented, or if there will be only be on alignment to comment on. M. Nichols advised ARTC are currently developing the best way to present this topic, to ensure the feedback from the community is as valuable as possible. There will be certain areas where there may be options, or best alternatives, presented for community feedback, but this would not

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	be for the entire alignment.
	<p>General questions and discussions</p> <p>The committee asked a number of general questions about the Inland Rail programme and the H2C project.</p> <ul style="list-style-type: none"> • Question about proceeding with assessing the feasibility of the Inland Rail project when there are still options being considered for a rail connection to Gladstone. M. Nichols stated the Business Case for Inland Rail is for inter-capital freight movement. This is based on engagement with ARTC's customers, who have said they want an inter-capital freight network that is reliable and cost-effective. Because the rail will connect to the capitals, it will create opportunities for local areas along the alignment to be able to use the infrastructure by creating depots that link to Inland Rail. The extension from Toowoomba to Gladstone could become another option for freight that is intended for exports from ports. S. Warner noted the connection to Gladstone is focused on bulk products designed for export and to take pressure off the domestic rail network. It was noted the Inland Rail line will be constructed to both the existing Acacia Ridge terminal and the new Bromelton terminal, which provides the inter-capital connections that customers have requested. • G. Stark stated the original line through the Lockyer Valley was established to bring economic benefit and all the towns were built because of the railway line. The Inland Rail line does not give one dollar to the Lockyer Valley, therefore why can't the project bypass the towns. M. Nichols stated ARTC wants to create opportunities for economic benefits, which may include benefits during construction, for maintenance of the track and by encouraging local enterprise to establish depots. ARTC can help where possible with technical aspects of these developments. In addition, ARTC is seeking to understand where economic opportunities may arise and ensure this is capitalised as best as possible. This will be done under the engagement for the social and economic impact assessment. • There was discussion about the leasing arrangements between federal and state government. I. Rickuss asked for ARTC to provide further information on the envisaged local government component of the lease will be. • There was discussion about the status of the Inter-Governmental Agreements involving the federal and relevant state governments. It was noted these discussions are ongoing at a higher level. • L. Brimblecombe stated that if the community has to accept the infrastructure, the question is what's the best outcome for the community and what are the benefits for Lockyer Valley – "what's in it for us?". Passenger rail may be a tangible benefit for the Lockyer Valley. • P. Cahill suggested that ARTC attends local shows to set up booths to reach a wider audience in their engagement activities. • G. Van der Est raised the issue of design standards in relation to flood mitigation. M. Nichols stated the flood model needs to be developed before it can be shared, which is scheduled for August/September 2018. • G. Stark asked about the plans for the existing track. M. Nichols advised ARTC will lease the existing line and needs to understand the impact the current drainage has and need to develop mitigations to ensure we can convey water through to not worsen impacts.

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8.	<p>General business</p> <ul style="list-style-type: none"> • I. Rickuss suggested that key government representatives, such as relevant federal elected representatives, be invited to address future meetings. • M. Staff tabled a number of documents that provided the committee with advice in relation to committee documentation timeframes, member expenses and social media guidelines. • It was noted that the Chair's summary would be placed in local papers following the meeting.
	<p>Confirmation of actions</p> <ol style="list-style-type: none"> 1. Provide more information in the next meeting about the status of lease arrangements, the local government component of leases and Inter-Governmental Agreements. 2. Amend engagement program to reflect suggestions for formal consultation on visual amenity early in the program, and greater focus on economic impact assessment in the social and economic impact assessment. 3. Provide committee members with plans of specific consultation activities as soon as possible. 4. Circulate slides from tonight's meeting to committee members.