

MEETING MINUTES - UNCONFIRMED

Lockyer Valley Community Consultative Committee

DATE / TIME

21 July 2020
6.00pm – 8.00pm

LOCATION

Grantham Butter Factory, Grantham

CHAIR

- ▶ Simon Warner

MINUTE TAKER

- ▶ Secretariat

ATTENDEES

- ▶ Simon Warner (Chair)
- ▶ Kathy Brady (KB)
- ▶ Melissa Porter (MPorter)
- ▶ Mark Newton (MN)
- ▶ Jason Chavasse (JC)
- ▶ Maurice Hennessy (MH)
- ▶ Doug Lyons (DL)
- ▶ Gavin Simpson (GSimpson)
- ▶ Kym Flehr (KF)
- ▶ Neil Cook (NC)
- ▶ Gary Stark (GStark)
- ▶ Michael Keene (MK)
- ▶ Gordon van der Est (GE)

APOLOGIES

- ▶ Margaret McCarthy
- ▶ Darryl Green
- ▶ Max Nichols

ARTC PROJECT TEAM

- ▶ Chris Mathews, Project Manager, H2C (CM)
- ▶ Sarah Delahunty, Manager Stakeholder Engagement, Qld (SD)
- ▶ Belinda Scott-Toms, Stakeholder Engagement Advisor, G2H (BST)
- ▶ Kylie Wendell, Stakeholder Engagement Lead, H2C (KW)
- ▶ Corey Doran, Stakeholder Engagement Advisor, H2C (CD)
- ▶ Michael Price, Environmental Advisor, G2H (MPrice)
- ▶ Giano Terzic, Stakeholder Engagement Lead G2H (GT)

Discussions

NO.	DISCUSSIONS	
1	<p>Introduction, Acknowledgement of Country - 6.00pm</p> <ul style="list-style-type: none"> • Welcome to committee, Chair delivered the Acknowledgement of Country. • Chair welcomed: <ul style="list-style-type: none"> ◦ Jim McDonald MP, Member for Lockyer ◦ Patrick Murphy, representing member for Wright Scott Buchholz ◦ Lockyer Valley Mayor Tanya Milligan and councillors Janice Holstein, Michael Hagan, Rick Vela and Brett Qualischefski ◦ Ipswich City councillors Jacob Madsen and Kate Kunzelmann ◦ Representatives from the Department of Infrastructure, Transport, Regional Development and Communications ◦ Observers. • Chair advised that CCC members do not represent any particular group or geography within the Lockyer or Toowoomba regions. Committee members have either voluntarily nominated themselves or have been encouraged within their communities to be involved in the CCC. For example, members from Helidon do not simply 	Chair

NO.	DISCUSSIONS	
	<p>represent Helidon, similar to Gatton, Laidley etc. The committee is drawn from all people from different regions with a variety of expertise, skills and backgrounds.</p> <ul style="list-style-type: none"> • Chair advised that CCC membership is voluntary and members dedicate their own time for the cause of the committee and requested that the community provide CCC members with respect. • Chair acknowledged that the committee want to maximise the benefits of the project to the community but at the same time minimise the impacts on the community and individuals that may be affected. • The committee is to provide best advice to the community, ask imperative questions and provide the community with as much information and engagement as possible. • This is not a political event; this is not a place to grandstand political views. • The Lockyer Valley CCC extends beyond the Lockyer and covers two projects – Gowrie to Helidon and Helidon to Calvert. • Representatives from the Office of the Coordinator General (OCG) have agreed to speak to the committee and observers tonight to provide clarity how we can maximise the opportunity for the community to be involved in responding to the EISs. They will provide advice on the EIS process and how the committee can help the community to get the most out of the process. It is not the job of the committee to write the submission for community members but to guide and support the community in how to write submissions and answer questions they may have. <p>ARTC staff will not be present during the OCG update.</p> <p>OCG attendees are not government spokespersons and cannot be quoted in media platforms, including social media.</p> <p>It is also not appropriate for the OCG to comment about the potential impacts or personal issues you have with the project.</p> <p>OCG will issue minutes of their update and these will be distributed in due course.</p>	
2	<p>Conflicts of interest, actions from previous meeting</p> <ul style="list-style-type: none"> • Nil conflicts of interest. • Actions from previous meeting (April 2020) recapped, all actions administered with the exception of one item: <ul style="list-style-type: none"> ○ ARTC to provide a copy of the media statement (with regards to local spend), once released – waiting for release by Deputy Prime Minister ○ UPDATE: media release has been shelved (not released) by the Deputy Prime Minister – ARTC commit to providing local spend figures at the next meeting 	Chair
3	<p>The meeting was adjourned for an Update from Office of the Coordinator General – EIS process and public consultation – 6.20pm</p> <p>ARTC was not present during the update. Minutes for this presentation and Q&A are provided by OCG separately.</p>	OCG representatives
4	<p>The meeting resumed at 6.40pm</p> <p>Action: The committee requested that the Chair write to the Coordinator General requesting that the period for submissions be 8 weeks following the EIS release.</p>	
5	<p>Cultural Heritage</p> <p>Acknowledgement of Traditional Owners on the land on which we are meeting tonight and pay respects to Elders past, present and emerging.</p> <ul style="list-style-type: none"> • European Heritage has been completed. • Commenced the Aboriginal assessments, these are ongoing and will be conducted as 	Damien Morrissey

NO.	DISCUSSIONS	
	<p>a walk-through survey.</p> <ul style="list-style-type: none"> Geotechnical assessments have been conducted over the last couple of months and will continue. The teams will be out in the field over the next two weeks. 	
6	<p>Gowrie to Helidon (G2H) update</p> <ul style="list-style-type: none"> G2H lodged its Environmental Impact Statement (EIS) to the OCG for adequacy review on 30 June 2020. Anticipate receiving feedback from the OCG in the next month or so. Timing for the public consultation period for the G2H EIS is determined by the OCG. <p>Tunnel presentation</p> <ul style="list-style-type: none"> Proposed tunnel length, 6.2 kilometres, extending from Gowrie to east of the Toowoomba Range near Harlaxton Quarry, travelling underneath Mt Kynoch. At its deepest point, the tunnel is 220 metres below surface level, near the New England Highway at Mt Kynoch. Two tunnel portals: western portal is at Gowrie near the Boundary Street interchange and the eastern portal is north of the Harlaxton Quarry. Ventilation building near the Toowoomba Waste Management Centre at Cranley. The G2H alignment follows the Gowrie to Grandchester future transport rail corridor, protected in 2005. No residential structures directly above the tunnel. To protect the integrity of the tunnel, there will be land acquired by volumetric title. No expected adverse impacts from noise and vibration during tunnelling operations. During construction, vibration and annoyance may occur but it will be below the thresholds of human comfort and building damage. Tunnelling works will be 24/7 and be construction will progress from the west to the east. Ground-borne noise (reverberation from the tunnel), exceedances may occur in a diagonal distance varying from 260 metres to 390 metres. Modelling will continue to be undertaken over time to reflect changes to design and construction methodology. <p>Question from committee member – Gary Stark</p> <ul style="list-style-type: none"> What is the volume of train traffic predicted to use the line? <ul style="list-style-type: none"> MPrice – at commissioning, approximately 33 train movements per day and in 2040 approximately 40 trains per day, subject to supply and demand. This includes the existing traffic on the West Moreton System which is anticipated to come across to the new line. <p>Question from observer</p> <ul style="list-style-type: none"> What will the train speed be coming up the range? <ul style="list-style-type: none"> MPrice – there are a number of factors that will contribute to train speeds, currently there is no specific data which indicates what speed trains will do. Further information about this can be found in the G2H EIS. <p>Question from observer</p> <ul style="list-style-type: none"> Baillie Henderson Hospital is building a new hospital on its land (expected to be opened in 2032), construction proposes several underground tunnels that connect several buildings and the facility will have a significant MRI scanning equipment on the ground levels. Should we be concerned about the vibration levels and take 	Michael Price

NO.	DISCUSSIONS	
	<p>precautions or do you believe the distance between the tunnel and the facility will negate the vibrations?</p> <ul style="list-style-type: none"> ○ MPrice – it is difficult to determine impacts to buildings that aren't yet constructed however Inland Rail has engaged with representatives from the hospital and investigations will take place in consultation with those representatives. Hospitals are sensitive receptors due to patients and high-tech equipment and will be assessed in the future for mitigation measures. <p><i>NOTE: at this stage the new hospital development is proposed.</i></p> <p>Question from committee member - Jason Chavasse</p> <ul style="list-style-type: none"> • What is proposed for the thousands of tonnes of earth material that will be excavated? <ul style="list-style-type: none"> ○ MPrice – excavated earth material from the tunnel will be stockpiled at Gowrie. Some will be used as a permanent feature (beautification), some will be used to by Council and other proponents or used on the other Inland Rail projects. <p>Question from observer</p> <ul style="list-style-type: none"> • The number of trains per day identified in an earlier answer are not possible given the design including the tunnel and number of passing loops on the G2H section. <ul style="list-style-type: none"> ○ Given the complexity of the parameters and some obvious differences in facts put forward, the Chair asked that ARTC respond at the next meeting with how the figures were arrived at and were these possible with the current design ○ ARTC is designing the track in accordance with the Service Offering, page 96-99 of the Business Case https://inlandrail.artc.com.au/13223/widgets/88241/documents/29739/download 	
7	<p>Helidon to Calvert (H2C) update</p> <ul style="list-style-type: none"> • Reference design is complete and used to inform the Environmental Impact Statement (EIS). • EIS was submitted to the OCG for adequacy review in September 2019 and the feedback received from the Coordinator General is being addressed. ARTC is planning to resubmit update by the 27 July 2020, if not before. • The OCG will do a final review and will determine when it will be available for public consultation, anticipated later this year. • Currently working with Lockyer Valley Regional Council to finalise related work details that will form part of the Bid package for the Project Co. • Continuing with field investigations along the alignment; renewing land access agreements for collection of data on soil and rock types; ground water and Cultural Heritage surveys. <p>Question from committee member – Neil Cook</p> <ul style="list-style-type: none"> • Where does the spoil from the Little Liverpool tunnel go? <ul style="list-style-type: none"> ○ CM – the H2C project is quite a balanced 'cut and fill' process. Where the project cuts into the mountainous areas or the range for the tunnel, the earth material then forms parts of embankments or other fill areas along the alignment. Excess spoil is not planned to be disposed of but used in the adjacent projects being Gowrie to Helidon and Calvert to Kagaru. ○ CM – with regards to the fire ant program, Inland Rail is aware that it cannot transport material from a fire ant zone to a non-fire ant zone. The EIS contains information about this matter. <p>Question from committee member – Kathy Brady</p> <ul style="list-style-type: none"> • When will H2C public consultation begin? <ul style="list-style-type: none"> ○ CM – it is not ARTC's process and will be wholly dictated by the OCG. 	Chris Matthews

NO.	DISCUSSIONS	
	<p>Question from committee member – Gary Stark</p> <ul style="list-style-type: none"> • How much land has been purchased in the Lockyer Valley? <ul style="list-style-type: none"> ○ CM – a limited number through the early acquisition process. The land acquisition moving forward is expected to be conducted by the acquiring authority, currently identified as the Department of Transport and Main Roads. ARTC will not own the corridor, it will be owned by the State and leased to ARTC for rail operations. <p>Question from committee member (Gordon van der Est) on behalf of an observer</p> <ul style="list-style-type: none"> • With trains being 3.6km in length and the passing loops 2.2kms, how will ARTC accommodate the passing of these long trains? <ul style="list-style-type: none"> ○ CM – expecting the trains to be 1.8km in length which accounts for 2.2km passing loops. Given this project is developed with a 100-year lifecycle, the future proofing accounts for trains that may be up to 3.6kms in length however, ARTC is not building the infrastructure as part of this project. Supply and demand will determine whether trains will ever reach 3.6kms in length. <p>Stakeholder engagement - Corey Doran, H2C Stakeholder Engagement Advisor</p> <ul style="list-style-type: none"> • H2C newsletter distributed to 10,475 stakeholders along the alignment which includes road / rail interfaces in key communities. • Continuing engagement with landholders in terms of land access agreements. • Continuing to reach out to disengaged landholders. • Upcoming presence at Laidley RSL Market day on Saturday 29 August and 30 October. • Drop-in session at Grandchester Hall, Tuesday 28 July. • Sponsorships and donations program, recent successful applicants were the Lockyer Valley Netball Association and Grandchester State School P&C. Current sponsorship round closes 31 July 2020. • Stakeholders invited to come and visit the team in the Gatton office at 47 North Street, regular business hours for further information. 	
8	<p>Passenger rail</p> <ul style="list-style-type: none"> • The Federal Government has committed up to \$15 million to a Business Case for passenger rail between Toowoomba and Brisbane to be developed by the Queensland Government. The State Government is yet to commission the business case. 	Chair
9	<p>General Business</p> <ul style="list-style-type: none"> • Independent flood panel – the Federal Government has named members of its independent panel. The group will analyse existing modelling and engineering solutions against government and industry guidelines. • Route review – ARTC has been tasked with providing information to the Australian Government to compare the service offering attributes of the Cecil Plains route. The Government will make a decision on basis of assessment. • Senate enquiry – upcoming public hearing, 7 August 2020 (postponed). <p>Question from committee member – Kathy Brady</p> <ul style="list-style-type: none"> • With regards to EIS public consultation, can the committee hold a meeting prior to consultation commencing so as to gather information on how to prepare the community on how to make a submission? <ul style="list-style-type: none"> ○ Previously acknowledged that additional CCC meetings can be arranged. ○ SD – suggestion for the committee to meet approximately two weeks into the 	All

NO.	DISCUSSIONS	
	public consultation phase.	
12	Conclusion and confirmation of actions for next meeting <ul style="list-style-type: none"> Chair confirmed the actions from meeting. Chair thanked the committee members, observers and ARTC Inland Rail staff for attending the meeting. 	Chair

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Obtain examples / factsheets as to how communities can make submissions on the EISs (in consultation with the Office of the Coordinator General)	OCG through the Chair	ASAP
2	Alternative avenues on how to the committee can provide above information to the community	Committee members and ARTC	ASAP
3	Chair to write to Office of the Coordinator General to request a submission period of 8 weeks	Chair	Completed
4	ARTC to organise tunnel information session (in terms of EIS impacts to the community)	ARTC	By end September
5	ARTC to confirm the basis of the estimated traffic on the G2H section as identified	ARTC	Next Meeting
6	Organise meeting for the committee following announcement of EIS public notification	ARTC	In due course
7	Provide committee contact details to Kym Flehr	ARTC	Completed
8	ARTC to provide a copy of the media statement with regards to local spend, once released .	ARTC	Next Meeting

Appendix

NO.	DETAILS

Next Meeting

Tuesday 20 October 2020, 6pm, location TBA