

Planning Advisory Committee (PAC) Meeting No. 3  
 Rutledge Street to Cardwell Range Highway Planning Study  
 Herbert River RSL Club

<b>Date:</b>	Thursday 18 June 2009	<b>Start:</b>	10:00 am	<b>Finish:</b>	12:35 pm
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<b>Attendees</b>	Bill Morganson	Warrgamay Traditional Owner
	Ceara Hart	EBC
	Doug Ladner	S.E.S
	Geoff Bormann	Queensland Police Service
	Geoff Miller	Department of Transport and Main Roads (TMR) Project Manager
	Heather O'Neill	Herbert River Express
	Howard Goodes	Maunsell AECOM
	Jocelyn Dyer	EBC
	Katrina Anderson-Dreisig	Department of Transport and Main Roads (TMR)
	Lisa Gofton	Landholder
	Maria Bosworth Cr	Hinchinbrook Shire Council
	Mark Fenton (Chair)	EBC
	Mark Jempson	WBM (flood modelling consultants)
	Marc Tack	Hinchinbrook Employment
	Nadine Venturato	Department of Transport and Main Roads (TMR) Environmental Officer
	Pat Lynch	Hinchinbrook Shire Council
	Peter Mondora	CSR Ltd
	Phil Rist	Nywaigi Traditional Owner
	Piera Delroy	Hinchinbrook Chamber of Commerce
	Rene Erhardt	Business owner
	Ricky Quabba	Cane Harvesters Association
	Rodger Bow	Hinchinbrook Road Safety
	Russell Brown	CSR Ltd
	Sherry Kaurila	Hinchinbrook Shire Council
	Shirley Luxford	Gallery Hinchinbrook
	Terri Buono	EBC
	Wally Jaworski	Camp Benaiah
<b>Apologies</b>		
	Bill Pickering	Herbert River Improvement Trust
	Vince Vitale	Landholder, Herbert River Catchment Group
	Linda McClelland	Hinchinbrook Community Support Centre
	Keith Phillips	Self employed
	Russell Butler	Bandjin Traditional Owner
	Kara Miller	Hinchinbrook Community Support Centre
	Lawrence Molachino	Hinchinbrook Shire Council

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<b>1.0</b>	<b>WELCOME AND APOLOGIES</b>	
	<ul style="list-style-type: none"> <li>Traditional welcome from Bill Morganson (Warrgamay Traditional Owner).</li> <li>Mark Fenton welcomed the attendees who introduced</li> </ul>	

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	<p>themselves to the group.</p> <ul style="list-style-type: none"> <li>• Apologies were given.</li> <li>• Mark F ran through the meeting's agenda.</li> <li>• Mark F explained that the aim of the meeting was to get the PAC attendees' feedback on the next steps in the consultation process now that the zones of interest had been announced.</li> </ul>	
<b>2.0</b>	<b>CONFIRM PREVIOUS MINUTES</b>	
	<ul style="list-style-type: none"> <li>• PAC attendees confirmed the minutes from the last PAC meeting to be true and correct.</li> <li>• Mark F said Ceara Hart would provide an update on progress which will cover off on the actions required from the last PAC meeting.</li> </ul>	
<b>3.0</b>	<b>PROGRESS REPORT</b>	
	<p>Ceara H thanked everyone for attending the meeting.</p> <ul style="list-style-type: none"> <li>• Ceara H said the last PAC meeting was held at the end of January 2009. At this meeting the team presented a 'constraints map' showing the initial constraints to where the highway could run.</li> <li>• We explained that the next step would be to refine the study area between the southern approach to Ingham and the Cardwell Range, into 'two zones of interest' for further investigation. This would involve looking at the feasibility of upgrading the existing highway as well as options for a new highway. The zones of interest that Howard G will present today are not alignment options just board areas of interest that will be further investigated.</li> <li>• We also asked the PAC for advice on how to get the community involved in the consultation process. EBC have since completed a number of actions that arose from the last PAC meeting including: placing the last meeting's minutes on the webpage; creating a link between Hinchinbrook Council's webpage and EBC's webpage on the highway planning study; and distributing posters (in addition to community updates) around the Ingham, Trebonne and beaches area.</li> <li>• AECOM also provided a copy of the constraints map to Heather to be published in the Herbert River Express.</li> <li>• When communicating the constraints map and next steps to</li> </ul>	

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	<p>the community, we emphasised the study's objectives i.e. that it was about flood mitigation not 'flood proofing' and that there was no funding for construction at this stage etc. At the last meeting, the PAC expressed the importance of reiterating these key messages to reduce any unrealistic expectations amongst the community re: the outcome of the planning study.</p> <ul style="list-style-type: none"> <li>• The zones of interest, which Howard G will present today, are the outcome of preliminary engineering, flooding, environmental and cultural heritage investigations. Consultation has also been undertaken with local stakeholders such as Canegrowers, the Hinchinbrook Shire Council, CSR, Cane Harvester's and the Lower Herbert Water Management Authority. EBC also met with landholders who own property adjacent to the existing highway to gather local knowledge about the existing highway route north of Ingham.</li> <li>• Shortly after our last PAC meeting, the study team again met with the Hinchinbrook Chamber of Commerce to obtain feedback on the economic impact assessment proposal and consultation with the business community.</li> <li>• Just to recap Main Roads commissioned an economic impact assessment report to analyse the potential economic impacts of realigning the Bruce Highway out of the centre of town. The report will also examine the economic impacts of constructing a new highway and develop mitigation strategies to minimise the potential impact on the local economy. Jocelyn will provide an update on progress a bit later in the meeting.</li> <li>• At the last meeting, the PAC asked if the study team could hire a helicopter to take photos and video footage if the area experiences a flood. Almost straight after the PAC meeting the Ingham area experienced a prolonged flood that caused extensive flooding damage and cut the highway for many days.</li> <li>• Main Roads attempted to hire a helicopter during the flood but they were all being utilised by emergency services. The study has collected great photos and video footage of the February 2009 flood from Ingham residents, landholders and the Council. These have been provided to Mark Jempson, the</li> </ul>	

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	flood modeller working on this planning study.	
<b>4.0</b>	<b>ZONES OF INTEREST</b>	
	<p>Howard G began a PowerPoint presentation:</p> <ul style="list-style-type: none"> <li>Howard G said the study team had been working on refining the study area into "zones of interest". This involved investigating the feasibility of upgrading the existing highway. It was anticipated that the existing highway would lie within the zones of interest but this option is not viable.</li> <li>Howard G explained that the primary objective of the planning study was to reduce flooding closures on the Bruce Highway without significantly increasing flooding impacts on nearby land. To achieve the desired level of flood immunity on the highway through the centre of Ingham, the road would need to be raised significantly and widened, having larger impacts on the nearby properties.</li> <li>Heather asked how high the road would need to be to let flood water pass.</li> </ul> <p>Howard G said about 1 metre in some areas. The main issue was that even if the highway was only raised slightly through Herbert Street it would create significant flooding impacts for nearby properties. In other words it would build up flood water on the upstream side.</p> <p>In order to prevent an increase in flood level in town due to the new highway, it would have to be raised significantly above this level. We looked at raising the highway between 5 and 6 metres to get the road out of flood waters and to allow local traffic to travel underneath. This would leave a significant footprint on the town restricting direct access to business premises and would involve the resumption of some on-street parking and parts of Rotary Park for construction purposes.</p> <ul style="list-style-type: none"> <li>Main Roads decided that upgrading the highway through town was not viable due to the potential impacts of raising the highway to meet the desired flood immunity standard.</li> <li>Howard G explained that any upgrade would also have to correct the current geometry of existing highway, in particular</li> </ul>	

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	<p>the dog-leg at the Lannercost Street lights. Not all heavy vehicles can traverse these lights - some vehicles have to use the back streets to turn into the main street.</p> <ul style="list-style-type: none"> <li>• Furthermore, options to upgrade through town did not address the safety issues associated with the current mix of local traffic, through traffic and pedestrians nor the need to improve traffic flow for current and future traffic volumes.</li> <li>• Howard G said the option to upgrade the existing highway north of the John Row Bridge through to the Cardwell Range was also investigated but discounted for a number of reasons.</li> <li>• At the moment the existing highway is about 60 metres wide; this is not wide enough for a four-lane road corridor. A further 40-60 metres would be required, so four lanes can be built when traffic volumes increase.</li> <li>• Attempting to construct a new highway on the existing highway under traffic would greatly increase the time and cost of construction, and result in significant local and regional traffic delays over a long period.</li> <li>• The new highway would sit at a higher level than the existing. This height difference means you couldn't build on the existing alignment. Main Roads would need to acquire a four-lane corridor either side of the existing highway.</li> <li>• The central zone of interest (orange shaded area) does include sections of the existing highway but it takes out the safety issues with the bends at Gairloch and Ripple Creek which do not meet current design standards.</li> <li>• Howard G referred to the map of the two zones of interest. The orange shaded area adjacent to the existing highway refers to the central zone of interest, whilst the blue shaded area refers to the western zone of interest.</li> <li>• Howard G described the features/landmarks within each zone of interest. Both the zones of interest begin at the same point near Rutledge Street and deviate west of the existing highway.</li> <li>• Howard G said Main Roads did look at options east of the existing highway but these were discounted for a number of reasons.</li> <li>• Any eastern option would need to start further south of Ingham to avoid existing infrastructure, adding to the overall</li> </ul>	

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	<p>length of the route. This means that the eastern zone of interest would cost at least twice as much as the central and western zones, requiring substantially more drainage and land acquisitions.</p> <ul style="list-style-type: none"> <li>• An eastern option would also need to overpass the Queensland Rail line twice, adding to the overall cost of fill, as well as increasing the amount of drainage required to prevent the road embankment from flooding nearby properties.</li> <li>• During EBC's consultation, many businesses expressed the need to keep the highway as close to town as possible. Any eastern option would potentially dissuade travellers from passing through Ingham by providing direct access to the beaches.</li> <li>• Howard G said both the zones of interest cover broad areas, to allow flexibility to incorporate community feedback when developing alignment options. The only exception to this is in area between Townsville Road and Fairford Road where the zones are more refined due to the constraints of the aerodrome, motel, Tyto Wetlands and sporting fields.</li> <li>• Pat L said some residents to the west of existing highway are concerned about the damming effect a new highway might have. We don't want water being pushed back to Trebonne. This is a very emotive issue given previous plans for a levee around Ingham.</li> </ul> <p>Mark J said the flood model will be used to assess the potential flooding impacts of a new highway. The design will aim to minimise increases in flood levels. There is a huge amount of water that passes through the area near Fairford Road so we will be looking at large culvert structures or bridges in this area.</p> <ul style="list-style-type: none"> <li>• Pat L said the community expectation will be bridging through this area.</li> </ul> <p>Mark J said the design will probably include bridging but not for the entire length of the highway between Townsville Road and the Herbert River.</p> <ul style="list-style-type: none"> <li>• Ricky Q said the study team needs to be aware of the difference between local rain flooding and flooding from the Herbert River and upper catchment area. The central zone receives more flooding from the Herbert River where as the</li> </ul>	

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	<p>western zone of interest near the National Park receives local runoff from the mountains as well. There are two different types of flooding phenomenon that need to be represented in the model.</p> <ul style="list-style-type: none"> <li>The PAC attendees' said an important factor to consider when developing alignment options within the western zone of interest is the connection back to the existing highway at the bottom of the range. You need to make sure the design is not too tight for trucks coming down from the range as this will be dangerous.</li> </ul> <p>Howard G agreed that this was an important point. The design will try improving the curve of the highway leading to the range.</p> <ul style="list-style-type: none"> <li>The PAC asked why Main Roads would take an easement for a four lane corridor when the highway over the Cardwell Range is only two lanes.</li> </ul> <p>Geoff M said Main Roads needs to plan for the future, including the provision for four lanes where feasible to relieve congestion. This may not, however, be possible for all sections of the highway.</p> <ul style="list-style-type: none"> <li>The PAC asked what the timeframe was for the development of the alignment options.</li> </ul> <p>Howard G said they hoped to have received all the community feedback on the zones of interest by September-October 2009 so they can begin finalising alignment options.</p> <ul style="list-style-type: none"> <li>The PAC said the study team needs to consult with the sporting clubs within the zones of interest as well as the Tyto Wetlands Steering Committee and aerodrome operators.</li> <li>The PAC asked if Main Roads had looked at options of starting the highway further south around the western end of the airstrip to avoid impact on the sporting fields and Tyto.</li> <li>Howard G said they did look at this option however it would add extra length to the highway and move it further away from town. It would also limit further expansion of the airstrip.</li> <li>Nadine V added that the vegetation west of the aerodrome on the banks of Trebonne Creek was critically endangered.</li> <li>Nadine V said there are also areas of the Tyto Wetlands that were endangered, although there is a barrier between the natural and artificial wetlands.</li> </ul>	<p><b>1. EBC to consult with the sporting clubs identified within the zones of interest, Tyto Steering Committee, and aerodrome operators.</b></p>

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	<ul style="list-style-type: none"> <li>• Mark F said that any alignment within the zones of interest will improve safety through town by getting the heavy vehicles out of town.</li> <li>• Sherry K said that it will be important to look at the positive outcomes a new highway can bring; the outcomes are not necessarily negative.</li> <li>• Jocelyn D said it will be a negotiated process with the sporting clubs to try find the best solution that minimises impacts. There will, however, be impacts wherever the highway goes.</li> <li>• Pat L said there is not much area to play with between the airstrip and the sporting clubs.</li> <li>• Marc T said the area was already surveyed back in the 1960s when the idea of a bypass was first proposed.</li> <li>• Heather O said some areas of town experienced increased flooding due to the Townsville Road upgrade. Rodger B agreed that some places received water where they never had before.</li> <li>• Mark J said the main feedback he had heard was that road was still cut for a length of time – people weren't expecting it to be cut as long because of the upgrade. The February flood was an unusually long flood; there were two major peaks over a 10 day period. Compared to historical floods this is a lot longer; it is similar to having two floods in a row which explains the water over the road. The same flood immunity standard is trying to be achieved for the new highway between Ingham and the range. It will not be flood proof – the highway will still overtop in bigger flood events.</li> <li>• Marc T said the highway funnelled water down Morehead Street where it had never experienced that current before.</li> <li>• Howard G said the section of Townsville Road between Rutledge Street and McIlwraith Street was only upgraded for safety. Main Roads was not attempting to improve the flood immunity or reduce flooding closures on this section– the level of the road stayed the same.</li> <li>• Heather O said she had interviewed a number of locals who complained of more current due to the upgrade.</li> <li>• The PAC asked if the new highway was aiming to achieve the same flood immunity standard as the Townsville Road</li> </ul>	



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	<p>upgrade between Tokalon Road to Rutledge Street.            Howard G said yes.</p> <ul style="list-style-type: none"> <li>• If the Townsville Road upgrade did not meet the required standard or caused greater flooding impacts it may impact on the credibility of this project. Jocelyn D explained that EBC had already heard about some issues with the upgrade according to the locals. Main Roads will therefore review the performance of the Townsville Road upgrade. EBC will consult with some locals that live adjacent to Townsville Road to get a better understanding of the Feb 2009 flood.</li> <li>• Pat L said we also need to bear in mind that no two flood events are the same.</li> <li>• Mark J said technical and local knowledge are combined to help validate the flood model and cater for different types of flooding events.</li> <li>• The PAC asked if the model takes into account Stone River breaking its banks.</li> <li>• Mark J said yes the model does take this into account.</li> <li>• Ceara H said whilst the February 2009 flood was devastating for the community it has been timely in terms of this study. It is the most recent flood for the region so it takes into account recent changes to the landscape which affects flooding behaviour.</li> <li>• Mark J said the model of the Herbert River floodplain will be strengthened by the new data from Feb 2009 flood.</li> <li>• Ceara H said EBC will collect information about the Feb 2009 flood when they meet with the landholders within the zones of interest.</li> </ul>	<p><b>2. Main Roads to review the performance of the Townsville Road upgrade during the 2009 flood. This will include consulting with locals that live adjacent to Townsville Road.</b></p>
<b>5.0</b>	<b>BREAK FOR MORNING TEA</b>	
<b>6.0</b>	<b>COMMUNITY CONSULTATION</b>	
	<p>Jocelyn D showed a PowerPoint presentation outlining the consultation process and the next steps:</p> <ul style="list-style-type: none"> <li>• Jocelyn D explained the cognitive mapping exercise that EBC had undertaken with the landholders adjacent to the existing the highway.</li> <li>• Using an aerial plan of each landholder's property, we</li> </ul>	

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	<p>recorded local knowledge about water flow patterns, flood heights, flora and fauna, soil conditions, property accesses and other land use on the property. This information was fed back to design team. The cognitive map also shows landmarks on the properties (i.e. tram line, shed) and we can link photos that show flood heights.</p> <ul style="list-style-type: none"> <li>• Jocelyn D showed how local information about the February 2009 flood, collected from landholders adjacent to the existing highway, was being used to validate the flood model.</li> <li>• WBM (flood modelling consultants) have overlayed the water flow arrows from the landholder cognitive maps onto the flood model to check that the representation of water flows in the model corresponded to what the landholders had recollected for the February flood.</li> <li>• Since the last PAC meeting, EBC have also conducted interviews with all the retail businesses that front the existing highway on Townsville Road, Lannercost Street, Palm Terrace and Herbert Street to gain input and gather data for the economic impact assessment report.</li> <li>• Using a survey devised by the Marsden Jacobs (economic consultants), EBC collected confidential information about business type, employees, clientele, turnover, costs etc. This information will now be used to build a picture of the local economy which will underpin the assessment of the economic impacts of realigning the highway out of the centre of town (bypass). In other words, the data gathered from individual businesses will be grouped together with the responses from other businesses to develop an economic model of the local economy. This model can assess the potential impacts of changes in economic activity due to the bypass.</li> <li>• 115 retail businesses completed the survey as well as 6 landlords. Not all businesses provided information about their financial structure and some businesses refused to take part in the survey all together. There are approximately 150 businesses that front the existing highway. Those businesses that did not complete the survey were briefed on the planning study process, where possible.</li> <li>• Sherry K said 115 businesses was a great response rate. Jocelyn D explained that many of businesses did not want to</li> </ul>	

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	<p>see a bypass but could see the importance of providing input to the economic impact assessment report. That way the potential economic impacts could be analysed and mitigation strategies developed.</p> <p>Jocelyn D discussed the next steps for the consultation process and asked for the PAC's feedback.</p> <ul style="list-style-type: none"> <li>Jocelyn D said Main Roads have sent letters to all landholders and residents within the zones of interest. This letter informs them that EBC will be in contact to arrange a time to meet and it also provides them with our contact details so they can get in touch with us if they have any questions or concerns in the meantime.</li> <li>Jocelyn D explained that EBC will undertake the cognitive mapping exercise with all landholders within the zones of interest. This includes gathering information about haulage routes i.e. who hauls to what siding, other land use requirements, flooding information etc. as discussed earlier. For residential properties, we will not use an aerial plan but we will gather background information about the properties and the February 2009 flood.</li> <li>The local knowledge and information about land use within the zones of interest will be used in the process of developing alignment options. It may highlight areas that require further investigation and it will also help to minimise the potential impacts of any alignment by taking into account how the land is currently utilised.</li> <li>In addition to meeting with all the residents and landholders within the zones of interest, the study team will meet with local stakeholders such as the Canegrowers, Lower Herbert Water Management Authority, CSR, and the Chamber of Commerce. Political briefings will also be arranged with Andrew Cripps, Hinchinbrook Shire Council and Bob Katter.</li> <li>When the economic impact assessment report is finalised we will brief the Chamber of Commerce, Andrew Cripps and Council. The outcomes of the report will then be workshopped with the business community – particularly the mitigation strategies outlined in the report.</li> <li>Marc T said the construction impacts of building a new</li> </ul>	

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	<p>highway can be both positive and negative for the local economy.</p> <p>Jocelyn D agreed and made comparison to the upgrade of the highway south of Tully, referring to some of the positive and negative impacts on the Tully economy, workforce, accommodation etc. Potential construction impacts will be outlined in the economic impact assessment report and strategies will be suggested to prepare the local community for the construction phase and maximise local opportunities.</p> <ul style="list-style-type: none"> <li>• Heather O asked when construction of the new highway would occur.</li> </ul> <p>Geoff M explained that there is no funding for construction at this stage. Once a preferred alignment is chosen, Main Roads will apply for funding to cost the alignment as part of a business case. This business case will then be presented to the Federal government to apply for funding for construction. So whilst there is uncertainty as to when construction will start; by the end of the planning study we will be able to determine where the new highway is going.</p> <ul style="list-style-type: none"> <li>• Sherry K said it has to be done eventually particularly now the highway south of Tully has been upgraded.</li> </ul> <p>Mark F agreed that it is one of the last links between Townsville and Cairns.</p> <ul style="list-style-type: none"> <li>• Jocelyn D explained that Main Roads will hold information workshops with all the landholders and residents once they have been consulted with individually. These workshops will provide the landowners with an update on progress and will be an opportunity for them to meet key members of the study team. Mark Jempson will present information on the flood model and Main Roads property services will also attend to give the landowners a general understanding of the resumption process even though it is too early to tell if they will be impacted or not.</li> <li>• The PAC agreed that the landholder workshops would be a good opportunity for landowners to meet the study team and ask further questions.</li> <li>• Ricky Q said the landowners you are dealing with now might not be the same in eight years time.</li> </ul> <p>JD said yes this may be the case. Consultation will continue</p>	

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	<p>throughout every step of the process. Main Roads will have to undergo a detailed design process before construction begins.</p> <ul style="list-style-type: none"> <li>A community update is being sent to the broader community – Ingham and surrounding areas such as Halifax, Abergowrie, and Forest Beach. Public displays will also be held to inform the broader community of the zones of interest and obtain feedback.</li> <li>Jocelyn D said that EBC will concentrate on meeting the landholders within the zones of interest first then will hold a number of public displays. Ceara H asked if the PAC had any advice on when and where the displays should take place. The PAC agreed that Main Roads shouldn't wait too long to hold a display.</li> <li>The PAC suggested a stand at the Ingham Show which was in about two weeks time.</li> <li>Jocelyn D asked if there was any more feedback or questions on the next steps for the consultation process.</li> <li>The PAC said no.</li> <li>Jocelyn D explained that while the consultation is being undertaken, the study team will conduct more detailed investigation of the zones of interest. This will include traffic and engineering investigations, indigenous and historical cultural heritage surveys and flooding analysis.</li> </ul>	<p><b>3. Study team to hold public display at 2009 Ingham Show</b></p>
<b>7.0</b>	<b>OTHER ITEMS AND GENERAL BUSINESS</b>	
	<ul style="list-style-type: none"> <li>Mark F said the next meeting will be held when the draft alignment options are released.</li> <li>Feedback from consultation will be fed back to the design team and looked at in conjunction with the outcomes of the technical investigations to come up with alignment options. The outcomes of the technical investigation and consultation will determine when the draft alignments are identified but it is anticipated that they will be released by the end of year.</li> <li>The study team thanked everyone for attending.</li> </ul>	

<b>Finish Time:</b>	12:35 am	<b>Next Meeting Date:</b>	To be advised
<b>Attachments:</b>			