

MEETING MINUTES

North Star to Border Inland Rail Community Consultative Committee

DATE / TIME

7 February 2020
11.18 pm AEST

LOCATION

Gateway Training Centre, Goondiwindi

FACILITATOR

Michael Silver OAM

MINUTE TAKER

Michael Silver OAM

DISTRIBUTION

NS2BCCC

ATTENDEES

- ▶ Michael Silver OAM (Independent Chair)
- ▶ Russell Stewart (Community Member)
- ▶ Robert Mackay (Community Member)
- ▶ Andrew Mackay (Community Member)
- ▶ Geoff Cruickshank (Community Member)
- ▶ Richard Doyle (Community Member)
- ▶ Ian Uebergang (Community Member)
- ▶ Richard Sudholz (Community Member)
- ▶ Alan Pearlman (Community Member)
- ▶ Rex Weribone (Toomelah LALC)
- ▶ Cr Sue Price OAM (Moree Plains Shire Council)
- ▶ Angus Witherby (Moree Plains Shire Council)
- ▶ Cr Rick Kearney (Goondiwindi Regional Council)
- ▶ Dion Jones (Goondiwindi Regional Council)
- ▶ Alex Eddy (Gwydir Shire Council)
- ▶ John Carr (ARTC)
- ▶ Ben Lippett (ARTC)
- ▶ Naomi Tonscheck (ARTC)

APOLOGIES

- ▶ Patsy Cox (Gwydir Shire Council)

GUESTS

- ▶ Angela Doering (Department of Infrastructure, Transport, Cities and Regional Development)
- ▶ John Zannes (Transport for NSW)
- ▶ Hamish Clarke (Community Member)

Discussions

NO.	DISCUSSIONS
1. Welcome	The Chair welcomed all to the meeting, noting the presence of new representatives Rex Weribone, Alex Eddy and Angus Witherby attending their first meetings. Mr Silver also acknowledged the community observer, Hamish Clarke in attendance and the representatives of Commonwealth and State Government agencies.
2. Acknowledgement of Country	The Chair acknowledged the Traditional Owners of the land on which the meeting is held and recognised their continuing connection to land, waters and culture, paying respects to their Elders past, present and emerging.
3. Declarations of Interest	<ul style="list-style-type: none"> • Michael Silver – Pecuniary interest – expenses of Independent Chair borne by ARTC. • Alan Pearlman – declaring a non-pecuniary interest as the study area passes through his property and he has registered an interest in supplying construction material.

NO.	DISCUSSIONS
4. Chair's Minute	<p>The Chair noted that the Senate Inquiry into the Inland Rail Project had commenced hearings recently. The first hearing was held at Millmerran, Queensland on January 29 followed by the Brisbane hearing the following day.</p> <p>Mr Silver advised he had read the submissions made by CCC members and reviewed the transcript of the Millmerran hearing.</p>
5. Minutes of Previous Meeting	<p>It was noted that the minutes of the fourth meeting of the Committee, held on 4 September 2019 had been approved on 7 October 2019.</p>
6. Business Arising	<ul style="list-style-type: none"> o Nil
7. Response to Actions	<p>7.1 That ARTC provide advice at the next CCC meeting on entry protocols to be implemented to mitigate potential conflict with crop spraying operations on properties.</p> <ul style="list-style-type: none"> o Mr Lippett advised that a better understanding regarding access had been established between landholders and the proponent. There was a higher level of co-ordination and awareness from the proponent and co-operation from landowners. Mr Doyle highlighted that with the improved seasonal conditions there would be an increased level of spraying and other agricultural activities that the proponent needs to be conscious of. <p>7.2 The Committee noted that Actions 2 to 6 (as detailed in the Actions table) were dealt with within the proponent's presentation.</p> <p>7.3 That the Chair make representations through the local Federal Member regarding opportunities for potential improvements to telecommunication services to communities along the NS2B Inland Rail alignment.</p> <ul style="list-style-type: none"> o The Chair advised he had written to the Hon. Mark Coulton MP on 17 January 2020 regarding potential opportunities for telecommunication improvements along the Inland Rail alignment on behalf of both NS2BCC and N2NCCC. <p>Cr Sue Price supported the Chair's submission noting it would broaden telecommunications to rural areas. Ian Uebergang commented that such a beneficial outcome is a selling point for the project.</p> <p>Chair's note: Response received from Hon. Mark Coulton and forwarded to CCC members on 20 February 2020.</p>
8. Correspondence	<p>The following correspondence was noted.</p> <ul style="list-style-type: none"> o Department of Planning, Industry and Environment <ul style="list-style-type: none"> - Confirming the appointment of Mr Rex Weribone of Toomelah Local Aboriginal Lands Council to the CCC. o Mr John Carleton <ul style="list-style-type: none"> - Advising his resignation from the CCC as he is no longer employed by Moree Plains Shire Council. o Gwydir Shire Council <ul style="list-style-type: none"> - Advising the appointment of Mr Alex Eddy as the replacement for Mr Richard Jane who is no longer employed by Gwydir Shire Council.
9. Proponent's Presentation	<p><i>John Carr, Ben Lippett and Naomi Tonscheck gave the proponent's presentation dealing with the following matters respectively:</i></p> <ul style="list-style-type: none"> o Hydrology Update o Environmental Update and Field Studies

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ○ Community Engagement Update <p>9.1 Hydrology Update</p> <p>Mr Carr advised that the hydrology presentation would address the following issues raised by the community:</p> <ul style="list-style-type: none"> • Impacts of the flood model on Options A and D1. • Cost Comparison between Options A and D1. • Whalan Creek Investigation and modelling. <p>It was noted that a similar presentation had been presented to a community stakeholders' workshop on Thursday 6 February 2020 at which the Inland Rail CEO, Richard Wankmuller was present.</p> <p>9.2 Model Extensions and LiDAR Update</p> <p>Mr Carr provided background advice to the preparation of the flood model extension noting that there had been extensive consultation with various government agencies including the Office of Environment and Heritage as well as local experts and highly qualified flood specialists.</p> <p>Mr Carr referred to Fig. 1B of the presentation and advised the 1976 flood event (rain/flood) had been applied to the model to see the impacts today, particularly in respect of flooding at Goondiwindi. He acknowledged the Goondiwindi levee data provided by Mr Jones of Goondiwindi Shire Council.</p> <p>The Committee noted the Depth Map of the 1976 event – light blue to dark blue demonstrating greater depth of water. From this, Mr Carr highlighted the 'Perspective Change' in depth (afflux) because of the application of Option D1 on the model. Mr Carr advised that the move from blue to green on the map represents the flood afflux (depth) change – viz green higher/blue lower.</p> <p>In respect of Fig, 2A, Mr Carr noted this showed the D1 alignment on a 1% Annual Exceedance Probability (AEP) flow and detailed the likely changes in depth. He advised that the light green or white/cream inundation areas represent NO predicted change in depth of floodwaters. That is, no predicted changes in flood level at Goondiwindi, Boggabilla or Toomelah. Mr Carr indicated that the model suggests a raising of flood levels will occur in the Whalan Creek area and at the 1.7 kilometres long proposed rail bridge. The model is predicting a tight spread of afflux and no significant increase at sensitive receivers.</p> <p>Moving to Fig. 2B, Mr Carr advised that this applied the D1 alignment to the 1976 flood flows. He advised that as part of the D1 alignment modelling this includes removal of part of the old rail alignment at Whalan Creek. The removal of the old rail line follows community consultation highlighting how critical its removal is to allowing floodwaters to flow through the area. Andrew Mackay questioned the impact of bridging on afflux. Mr Carr indicated that there would be positive afflux (build-up) on the upstream side of a bridge and negative on the downstream side if floodwater was constrained from passing through. Andrew Mackay asked whether this suggested insufficient bridging.</p> <p>The Chair requested clarification on the design of bridge structures – Mr Carr advised that there was a mixture of embankments, culverts and open bridge structures in the design (refer Option A vs Option D1 Alignment Comparison slide) which is based on a 1% AEP design event. He went on to advise that the design must meet all design criteria which includes zero increase in afflux at sensitive receivers and any other increase in afflux being relative to the</p>

NO.	DISCUSSIONS
	<p>sensitivity of the current land use, as well as associated velocity and inundation time controls. He made the point however, that the presentation to the CCC meeting primarily focussed on the issue of afflux.</p> <p>Richard Doyle sought clarification of the suggested afflux levels and the extent of the changes based on the 1976 event on the upstream side were difficult to interpret on A4 maps. Cr Price also sought better quality mapping. Mr Carr suggested that members should be provided with higher resolution digital maps. He agreed that an A3 map should be provided to CCC members that focusses on and clearly defines the extent of afflux and the changes in depth. Mr Doyle also requested that total predicted depth of floodwater where afflux change occurs should also be provided – Mr Carr agreed. ACTION</p> <p>Mr Carr then outlined the content of Fig. 3A and Fig. 3B that related to the application of Option A to the flood model. He advised that Option A had been reviewed having regard to Option D1 as a reference design. This reference design had been utilized in the development of the Macintyre flood model over the last eighteen months (including the most recent information additions) thus providing a powerful tool to analyse impacts on the floodplain from the Inland Rail proposal – all design/engineering criteria proposed for D1 have been utilised in the analysis of Option A.</p> <p>Commenting on Fig. 3A, Mr Carr highlighted that this relates to the design event, viz. 1% AEP flows. He advised that the model predications for the southern section of the Option A alignment are the same as for Option D1.</p> <p>The bridging design along Option A will be the same application as for D1. Mr Carr highlighted afflux on both sides of the Option A alignment at the river crossings. He also noted that a minor increase of 10-50 millimetres increase in afflux is predicted at Boggabilla. He pointed out the extended green areas on Fig. 3A in the vicinity of Boggabilla and Brigalow Creek.</p> <p>Mr Carr also noted the content of Fig. 3B and the predicted impacts on Option A from the 1976 flood event. He noted increased afflux was principally centred around Boggabilla and Brigalow Creek.</p> <p>Moving to Fig. 6, Mr Carr referred to the possible removal of the old rail line in association with the option D1 alignment proposal. He indicated the changes result in impacts on some sensitive receptors but also a predicted drop in flood level at Boggabilla and in Brigalow Creek.</p> <p>Referring to the Option A v Option D1 – Alignment Comparison slide – Mr Carr highlighted the two engineering design options that outline the proposed location and detail of bridging arrangements on the two options. He advised CCC members will be given clear digital images of the two design options. ACTION</p> <p>Andrew Mackay noted that 400,000 megalitres out of 1 million megalitres of water in the floodplain flows down Whalan Creek – given this volume, he suggested the proposed bridge design (at Option A) is not big enough. Mr Carr acknowledged that there were significant questions regarding the design of this bridge and the consequential impacts it has for floodwater flows.</p> <p>Mr Carr advised that costings indicated that Option A is \$100 million more expensive than Option D1 on a 'like-for-like' comparison, based on engineering comparisons.</p>

NO.	DISCUSSIONS
	<p>Robert Mackay questioned the scale of the bridges 'back towards' Boggabilla, noting that the existing lower level 1938 bridge has coped with floodwaters for 80 years. The current bridge is not more than 30 metres long – the proposed new bridge in Option A is 350 metres long.</p> <p>Mr Carr responded that the proposed Option A alignment will be higher (as is the Option D1 alignment) than the existing Boggabilla line, therefore the level of the bridges must be higher. Any new structure must meet the current relevant design criteria and standards, satisfying the 1% AEP standard.</p> <p>In response to a question from Andrew Mackay, Mr Carr confirmed that the same design standards have been applied to the A and D1 Options – comparative bridge design (like-for-like). Mr Carr noted that Option A was about 10 kilometres longer but indicated that, wherever possible, design considerations were reviewed to achieve the most cost-effective outcome. He reiterated that there was nothing different based on the required design standard, comparatively, between the two engineering designs being assessed.</p> <p>Moving to the Whalan Creek slide – Mr Carr advised that its presentation of the reference case of the 1% AEP event. It's an animation of floodwater movement over a 90 to 100 hours duration. The animation demonstrates the expansion and breakout of the floodwater from Whalan Creek, followed by breakout below the rail line and then breakout of floodwaters from the Macintyre River. He noted the animation then showed the confluence of the breakouts and the floodplain being consumed by floodwaters before receding.</p> <p>Mr Carr then analysed two 'snap-shot' inundation animations.</p> <p>Mr Carr said that as part of the flood impact assessment it was important that the 'time-step risers' were understood. In particular, he highlighted the timelines where breakouts occurred and where these floodwater breakouts meet each other. The second 'snap-shot' animation examined the impact of rail line embankments. Mr Carr said that it was important that the impacts of these embankments was understood in the rise and the fall of the flood so that all critical structures are placed in the right place.</p> <p>Mr Doyle asked if the Whalan Creek slides, particularly in respect of embankments, were representative of afflux. Mr Carr responded that the animation represents a flood depth map. He advised that the animation relates to depth, time and velocity not afflux.</p> <p>Mr Doyle requested greater clarity of afflux was required on the depth slides. Mr Carr agreed that higher resolution images were required on a side by side basis to more clearly understand impacts. He indicated that up to 100mm increase in afflux has been identified around Whalan Creek and the rail line.</p> <p>ACTION</p> <p>9.3 Stakeholder Meeting</p> <ul style="list-style-type: none"> Mr Carr provided an overview of the stakeholder Meeting held on 6 February 2020. He highlighted various individual interest points that require more detail or extraction of information from the model. This information will include specific sections, design event detail and the Probably Maximum Flood (PMF) event. He asked that requests for additional information to be extracted from the model be provided by 12 February 2020. <p>Mr Carr asked whether any other issues from the meeting had been missed.</p>

NO.	DISCUSSIONS
	<p>Mr Doyle advised there were a range of questions and concerns from stakeholders and he undertook to have these to the proponent as soon as possible. Mr Uebergang supported the comments, but suggested it may take some time to fully evaluate the information provided. He expressed concern regarding the drainage design under the rail line from the Whalan Creek south.</p> <p>9.4 Environment Impact Statement (EIS)</p> <ul style="list-style-type: none"> • Mr Ben Lippett provided a presentation on progress of the EIS. Responding to the ACTIONS - <ul style="list-style-type: none"> • North Star Construction Camp Mr Lippett advised it was not a project commitment that it will be at the North Star Sports Club but rather that Inland Rail would negotiate with the Complex management regarding location of the camp. The EIS will identify the North Star Sports Club as a possible location but will also note that a 'broad footprint for a camp site' may be considered. Alan Pearlman sought clarification on this terminology. Mr Lippett indicated that generally within the North Star Sports Club grounds or adjacent Crown Land would be the location identified in the EIS. • Road Traffic Noise Mr Lippett advised there is no requirement to assess noise from road traffic such as air horns at level crossings. Assessment against road safety is required but there is no requirement to consider ad-hoc road noise. Consequently, no action is to be taken on this issue. • Crossing Loops Mr Lippett spoke to the proposed Crossing Loop slide. He outlined the layout of the loop. Mr Lippett acknowledged some ambiguity regarding the precise location of the crossing loop due to assessment of loop locations in other sections of the Inland Rail Project. Precise location of crossing loops is determined by time/distance between loops, consequently until loops in other sections are 'locked in' the NS2B loop can't be confirmed. <p>Mr Lippett indicated that a 12 to 15 kilometres envelope (approximately 7 kilometres north and 7 kilometres south of Oakhurst Road/North Star Road intersection) for the crossing loop would be identified in the EIS with an update to be subsequently required when the precise location is determined. It would be expected that appropriate conditioning would necessarily be applied to this matter. Mr Lippett indicated that the approach being taken was to ensure transparency that a crossing loop will be installed in the alignment although the location is subject to later confirmation.</p> <p>Mr Doyle expressed concern with this approach as half of the suggested envelope is within the floodplain. He said that at the stakeholder meeting on February 6, attendees were advised the crossing would not be in the floodplain.</p> <p>Mr Lippett responded that the southern section of the proposed Crossing Loop envelop is the most optimal.</p> <p>Mr Carr agreed, but advised that the Border to Gowrie section of line is still being finalised with consideration being given to speeding up the train with the consequential opportunity for crossing loops to be relocated. He added that the southern location of NS2B seems the most suitable – indicating that ARTC don't want to locate the loop in the floodplain. Mr Carr also noted that DPIE normally do not favour a large footprint in an EIS for such</p>

NO.	DISCUSSIONS
	<p>infrastructure however given the inter-relationship between loops in other sections DPIE seems comfortable with a large envelop that can be later refined.</p> <p>The Chair intervened and commented how an EIS will address the overall development proposal. Mr Silver noted that it will provide the overall outline of the project or element within it and detail the compliance standards that need to be satisfied. It will not detail every ‘nut, bolt and screw’ to be used and as with the crossing loop matter and the location of the construction camp at North Star be, necessarily, location specific. Mr Silver suggested however that the outcome must be the best, safest and most functional location that satisfies relevant compliance standards – noting that this will most likely be subject to conditioning in an approval requiring further assessment work at the specific location.</p> <p>Angus Witherby concurred with the Chair’s comments, noting that an EIS is generally provided on a reference design basis which can be assessed as to impacts. Following an approval, this reference design is then taken to the detailed design level where the specific detail work is undertaken in accordance with the consent and any conditions.</p> <p>Geoff Cruickshank requested clarification on the dimensions of the crossing loop corridor. Mr Lippett advised it is 2200 metres long. Mr Carr added that the loop corridor will be up to 200 metres wide with the general rail corridor being 60 metres wide, however the actual dimensions will depend on operational requirements.</p> <p>Mr Cruickshank questioned whether the loop corridor will require or cross any Travelling Stock Routes or Crown Land. Mr Carr said he didn’t believe any Travelling Stock Routes or Crown Land would be impacted by the crossing loop either in the original location or the location currently under consideration.</p> <p>The Chair questioned the extent of the corridor that will be examined in the EIS. Mr Lippett advised it has been refined back to between 60 and 200 metres and is governed by the requirements of the Biodiversity Conservation Act 2016.</p> <p>Mr Uebergang sought clarification on the EIS submission response process. Mr Lippett indicated that during the EIS exhibition period public submissions can be made. These submissions are then forwarded by DPIE to the proponent for response following which the assessment process will be undertaken by the Department. Mr Uebergang asked whether the proponent will respond to those making a submission – Mr Lippett advised that the proponent responds directly to the Department. The next advice to those making a submission would be the public notification of the determination by the Minister for Planning.</p> <p>Mr Pearlman questioned the specific distance between loops. Mr Carr advised this may vary due to operational considerations and time of transit. The Chair requested advice on the status of crossing loops on the brownfield sections of the Inland Rail corridor. Mr Carr advised that the existing crossing loops on brownfield sections had been locked (fixed). He indicated that his project team was seeking the preferred location (outside the floodplain) in the NS2B to be locked.</p>

NO.	DISCUSSIONS
	<p>The CCC noted the content of the EIS update flow chart slide. Mr Lippett indicated the EIS is nearing 100% completion with EIS submission anticipated in late March or April 2020. He advised that ecology work would be ongoing, specifically seasonal survey work and that discussions would commence shortly with interested landholders regarding securing offset sites to meet biodiversity obligations.</p> <p>The Chair asked when will discussions with landholders regarding property acquisition occur? Mr Carr indicated that the EIS will define the reference alignment and post lodgement discussions will commence with landholders. Acquisitions discussions will commence after the EIS is submitted and carried out during the detail design phase allowing for the alignment corridor to be accurately confirmed.</p> <p>Andrew Mackay questioned what redress landholders have over the final design of project elements – e.g. stock crossings, rail crossings and length of bridges. Mr Carr explained the process of engaging landholders and the need to reach agreement on such issues.</p> <p>Andrew Mackay suggested negotiation/agreement on these matters to date were often “rubbery”. He suggested the process was frustrating and restricted landholders from making commitments or decisions regarding development of their properties.</p> <p>Mr Carr advised that following lodgement of the EIS that ARTC will meet with landholders to negotiate and finalise areas of concern. Mr Lippett supported this comment, indicating that when the alignment is confirmed discussions will proceed with affected landholders on specific local issues.</p> <p>Mr Pearlman expressed concern at how crossings on private land will be managed regarding safety measures concerning stock movement. He requested advice on early warning mechanisms that could be installed on designated crossing locations. He noted that the train would be travelling at 30 metres per second and that adequate time was required to move stock across the rail line. Naomi Tonscheck advised the train schedule can be obtained by calling ARTC.</p> <p>Mr Pearlman suggested this may not be practical and that an early warning system should be considered.</p> <p>Mr Carr took the issue on notice the questions from Mr Pearlman, noting that the Inland Rail will use the Advanced Train Management System (ATMS). ACTION</p> <p>9.5 Community Engagement</p> <p>Naomi Tonscheck provided a review of recent community engagement activities.</p> <p>Ms Tonscheck noted the recent stakeholder meeting which presented the hydrology update. It is expected a further round of community consultation will be undertaken regarding hydrology work. Mr Doyle sought confirmation that any amended hydrological presentations will also be presented to government. Ms Tonscheck confirmed this would occur at their request.</p> <p>In response to the Chair Ms Tonscheck confirmed that hydrology animations would form a critical part of the community consultation process.</p>

NO.	DISCUSSIONS
	<p>Ms Tonscheck highlighted the launch of the Community Outreach Program. She also reported that tender readiness programs will be initiated at Goondiwindi with a focus on upskilling the workforce with attention on certification. Cr Sue Price noted that the ARTC Skills Academy Program also focussed on certification – Ms Tonscheck advised Ms Helen Williams had recently take on the role of co-ordinating this component of the project and is available to meet with interested parties.</p>
10 Other Agenda Items	<ul style="list-style-type: none"> • Nil
11 General Business	<ul style="list-style-type: none"> • Finalised Corridor – Cr Price requested clarification on the processes to be followed to finalise the proposed corridor. <p>Mr Carr responded that the meeting on February 6 had outlined progress to date highlighting that the latest LiDAR has been completed as has the revised flood modelling. The updated information has been based on the community saying, “this is what we want to see”. He indicated the next stakeholder workshop would focus on the data provided and that the data/information is useful.</p> • Community Considerations <p>Cr Price asked when the corridor will be confirmed. Mr Carr suggested this will be at the end of March, dependent on the outcomes of the workshop.</p> • Timing of Works – Mr Pearlman requested advice on the timing or works for both the North Star to Border and the Narrabri to North Star Projects. He expressed serious concern over accommodation at North Star, noting a camp for 350 people is to be constructed. <p>Mr Lippett confirmed that the 350 persons camp made allowance for both projects to be undertaken concurrently.</p> <p>Mr Witherby advised that the Narrabri to North Star EIS makes no reference to a worker’s camp at North Star. Accordingly, approval for this camp will be required before the Narrabri to North Star Project starts. Mr Lippett acknowledged the comments and if the Narrabri to Norther Star project wishes to use the proposed camp at North Star it will need to obtain a separate approval.</p> • Rail Crossings – Bruxner Highway– Alex Eddy advised that Gwydir Shire Council has concerns regarding level crossings in the brownfield section of the Inland Rail project. He sought clarification how these concerns can be raised and resolved. <p>Mr Carr advised a meeting to discuss the design and the crossing issues will be arranged with Gwydir Shire Council. ACTION</p> <p>Meeting Closed at 12.04 pm. AEST. The Chair thanked all for their attendance.</p>

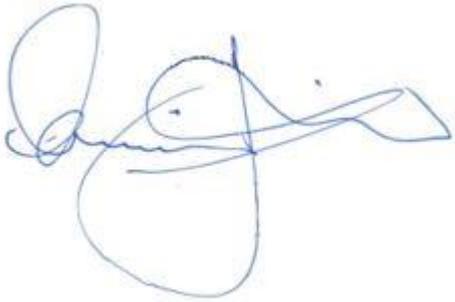
Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	That ARTC provide advice at the next CCC meeting on entry protocols to be implemented to mitigate potential conflict with crop spraying operations on properties	BL COMPLETED	07/02/2020
2	That ARTC present the detailed cost comparison between Option A and Option D1, having regard to the independent review of the MCA, at the next CCC meeting.	JC COMPLETED	07/02/2020
3	<p>That the following questions under “Other Agenda Items” at the September 2019 meeting be considered at the next CCC meeting as follows:</p> <p style="padding-left: 40px;">Isn't the MCA process flawed due to:</p> <ul style="list-style-type: none"> • Can inland provide a detailed plan as to where the bridging is be located? • How can a review of the costings of Option A relative to Option D1, with the benefit of updated hydrology, be done without detailed engineering designs for Option A? • Will the MCA review and the review of costings for Option A vs Option D1 be seriously considered and could it change the determination of Inland rail to proceed with Option D1? • That ARTC provide copies of mapping of the flooding as part of the analysis of Option A to Option D1 comparison to a future meeting of the CCC. 	JC COMPLETED	07/02/20
4	That ARTC provide a map of the proposed crossing loop with dimensions and relationship to adjoining property to CC members.	BL COMPLETED	07/02/2020
5	That ARTC advise the CCC at the next meeting of the outcome of further discussions with the North Star Sports Club regarding possible location of the proposed accommodation camp.	BL COMPLETED	07/02/2020
6	That ARTC advise how it will address external road traffic noise at rail crossings (e.g. truck horns) at the next meeting.	BL COMPLETED	07/02/2020
7	That the Chair make representations through the local Federal Member regarding opportunities for potential improvements to telecommunication services to communities along the NS2B Inland Rail alignment.	MJS COMPLETED	17/01/2020
8	That ARTC provide that an A3 map to CCC members that focusses on and clearly defines the extent of afflux and the changes in depth associated with the Option A and Option D1 relative to the 1% AEP event.	JC	06/03/2020
9	That ARTC provide CCC members with clear digital images of the Option A and Option D1 designs	JC	06/03/2020
10	That ARTC provide to the CCC higher resolution images, on a side by side basis, to more clearly understand impacts of increase in afflux (and total depth) that has been identified in the flood modelling around Whalan Creek and the rail line.	JC	03/04/2020
12	That ARTC provide details on how private rail crossings for stock movement will be manage, particularly whether early warning systems will be installed and how this will relate to the operation of the rail network under the Advanced Train Management System.	JC	TBC
13	That ARTC meet with Gwydir Shire Council to discuss design and rail crossing issues in the brownfield section of the Inland Rail project.	JC	03/04/2020

Next Meeting

The next meeting will be held on Friday 3 April 2020 at a date, time and venue to be confirmed.

Meeting minutes approved.



Michael J. Silver OAM
Independent Chair

9 March 2020