

Notes of Meeting



Purpose of Meeting	Discussion of maritime issues		
Project	Wells Crossing to Iluka Road - Upgrading the Pacific Highway	Project No	EN01810
Place of Meeting	Angourie Rainforest Resort, Angourie	Date	7 March, 12:30pm
Present	12 community and stakeholder representatives attended this meeting One RTA and one SKM representative attended this meeting		

Item

- 1) DL welcomed everyone to the meeting.
- 2) JM outlined progress on the study to date and the purpose of the meeting.
- 3) **Discussion**
 - Safety and freight transport efficiency are key drivers for upgrading the highway.
 - RTA is investigating an inland route - Summerland Way
 - Participants expressed interest in the existing and future commercial and recreational uses of the river. River needs to remain viable and open.
 - Whether new bridge would be east or west of Harwood.
 - Community has requested RTA to look at upgrade option east of Harwood.
 - Lower bridge height than currently available or changes in frequency of opening would effectively “choke” the river from a boating perspective.
 - Importance of height for barging equipment up river. Height restrictions would mean lost opportunity. Options create cost effectiveness.
 - Need to retain current maximum height of bridge opening, although it was commented that height of approx 30 m would be adequate for yachts.
 - Barges most affected by beam dimensions; yachts by height.
 - Height of new bridge has not yet been decided. RTA has costed different heights but has no fixed idea. Cost increases significantly with height. DL provided information on different bridge heights and relative costs. Bridges higher than 20m are significantly more costly. Higher bridge also longer, with consequent social and visual impacts.
 - Investment in higher bridge would need to be justified.
 - Opening bridge should be considered. RTA has not ruled this out at this stage. DL referred to SA opening bridge as an example.
 - Bridge east of Harwood would preclude turning circle for vessels.
 - Value of existing Harwood Bridge as an existing asset and heritage value.



Item

- Cost of maintaining existing Harwood Bridge.
- Safety factors need to be considered in design and location of new bridge.
- In the future, large volumes of freight could be carried on the river with less use of fossil fuels and less environmental impact than road transport. Feeder shipping is viable elsewhere in the world.

4) **Summary of potential future river use and development**

- Increasing expansion of marina occupancy.
- Catamarans travelling up river.
- Potential for use by cruise ships in future.
- Potential marina development at Maclean.
- Maclean waterfront is an untapped area and has development potential
- Ulmarra is an historic river port and has potential for future tourism.
- Increasing number of yachts mooring upstream and will want to access Yamba – and vice versa.
- Council is developing a strategic plan that will be released at the end of March 06. Clarence River is a key core focus. Includes river and tourism uses. Council keen to ensure accessibility to mill and beyond.
- Council goal is to ensure that future land uses are not precluded by bridge option selected.
- Harwood Mill management has been approached re transportation by barges. Not feasible at present but can't be completely ruled out for the future. However barges would be custom designed to meet whatever height and width parameters applied at the time.

4) **Next Steps**

- DL outlined that the Value Management Workshop was being held 8-10 March and that is one the key inputs.
- Project team to do more work on bridge options.
- DL encouraged everyone to write to RTA outlining their position and data/information in relation to bridge height requirements.
- DL indicated group could meet again, if desired.
- DL indicated that the RTA would need to follow up on the issue of the turning circle of vessels in the waterway.
- DL indicated that the group expressed a keen interest in meeting again.

The meeting closed at approximately 2:00pm