

Notes of Meeting



Purpose of Meeting	Maritime Focus Group Meeting No.2		
Project	Wells Crossing to Iluka Road, Upgrading the Pacific Highway	Project No	EN01810
Prepared By	Jo Moss	Phone No	9920 2100
Place of Meeting	Grafton Community Centre, Grafton	Date	19 October 2006
Present	Kay Cottee, Yamba Marina Peter Dibella, NSW Sugar Milling Co-operative Maria Felton, Holden Baker Enterprises Cpt Harry Peacock, Lord Howe Island Shipping Services Dave Morrison, Clarence Valley Council John Rowe, NSW Maritime Authority Peter Sutton, Yamba Marina Colin Wilcox, Colkan International Diana Loges, RTA Jo Moss, SKM		
Apologies	<i>James Green; Ian Poolman; Cpt Wayne Smith; Kerren Law; Sammy Hunt</i>		
Distribution	All above plus Scott Smith RTA, Mark Eastwood, RTA, Paul Robilliard, SKM and Susan Crick, SKM		

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- 1) The meeting commenced at approximately 1pm. Diana Loges welcomed everyone to the meeting. There were introductions by participants. Diana Loges thanked everyone for their input to the project to date.
- 2) Project Update – overview of the preferred route
 - Diana Loges and Jo Moss described the preferred route and the aspects that had been taken into consideration in its selection. Diana Loges explained the display process and timing.
 - She explained that the project team members have been meeting individual property owners to understand specific impacts and identify aspects for further refinement during the development of the concept design.
 - Diana Loges explained the key aspects that had been considered in the location of the preferred route between Harwood and Iluka Road and the location of the new bridge. She explained that the RTA is considering two options for the new

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bridge(s) and would welcome submissions on this aspect, or any other aspect of the preferred route.

- The two options being considered for the new bridge(s) over the Clarence River are:
 - Fixed bridge of 30 m height above water
 - Opening bridge, with deck height same as existing bridge, i.e. 8m.

3) Discussion.

Comments and issues discussed included:

- In relation to an opening bridge:
 - Management of bridge opening in consideration of tides.
 - Co-ordination issues with opening 2 (ultimately 3) bridges.
 - Maintenance of bridge and associated staff costs.
 - Frequency of openings.
 - Impacts of openings on cane transport and “just-in-time” operations of Harwood Mill specifically; and generally in relation to traffic efficiency with existing and future traffic volumes.
 - Opportunity to maintain flexibility.
 - Need to maintain existing under height in closed position.
- In relation to a fixed bridge
 - 30m considered to be a satisfactory height and suitable to meet demands of future maritime traffic.
 - Impacts of longer bridge approaches and access arrangements to Harwood Mill and Harwood.
 - From the retail business community perspective, the selection of preferred route and interchange locations was considered to meet their requirements. Issues include signage issues and directional signage to businesses.
- General in relation to maritime issues and either bridge form, other aspects of the project:
 - The relative costs of the open and fixed bridges.
 - Impacts of construction noise on Harwood.
 - Interruptions to river use during construction. It was noted that the representative from NSW Maritime Authority indicated that this has not been an issue with the construction of the new bridge at Brunswick and there has been very good coordination between RTA and the Authority, which in turn has enabled good communications with river users.
 - Growth in use of river by people from SE Queensland and need to plan for this.
 - Council’s economic strategy foresees economic growth associated with the river and associated uses, including possible future development of slipway



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area for marine industrial uses. Important that these potential uses are not pre-empted by highway and bridge design, and appropriately accommodated in access arrangements.

- Need to retain air draught in relation to new bridge at Mororo.

4) Next steps

- Diana Loges outlined the next steps in the project, which is to progress the concept design in association with issues raised by stakeholders and property owners.

The meeting closed at approximately 2:30pm.