

GRAFTON BRIDGE COMMUNITY FOCUS GROUP MEETING
GRAFTON COMMUNITY CENTRE 31/3/2004 – 5.30pm

Attendees

Peter Black (RTA), Melanie Fineberg (RTA), Sonia Williamson (RTA), Bruce Parks (RTA), Carole Donohoe (RTA), Amanda Elliott (RTA), Greg Hayes, Ron Bell, Robert Blanchard, Scott Flynn, Kel Kearns, Laurie Marchant, Peter Morgan, Bill Noonan, Gordon Poynter, Heather Roland, Amanda Steiner, Karen Thompson

Apologies

Peter Collins (RTA), Max Murray, Mary Watson

1.0 Welcome and Purpose of meeting

Sonia Williamson introduced the meeting on behalf of the Regional Manager Peter Collins.

2.0 Project Information

Peter Black gave a presentation on project information regarding the community issues addressed during route selection, the additional investigations and the crossing options to be placed on display. The public display is scheduled from 3 April to 24 April 2004. The display will be staffed at Shopping World on 8 April and 17 April 2004. Refer to attached slides.

Q Who owns the vacant land on the northern approach between the existing bridge & the railway viaduct that would be affected by Option 2B?

A This area of land is privately owned & railway land.

Comment: The RTA is negotiating with railways regarding the height requirements over the existing railway line. Divers are starting investigations on possible scouring impacts of Options 2A & 2B.

Q Would it be necessary to change the curves on bridge if 2 lanes are going north & 2 south??

A Yes, as it is a safety issue if 2 heavy vehicles need to negotiate the kinks together.

Q. How close would 2A or 2B be to existing bridge?

A. There would need to be an absolute minimum distance of 5 metres however both options are further away than this.

Q. The RTA was not very transparent in the decision on Turf St. Couldn't the road corridor be widened enough if some of See Park used?

A Would need curves and there would create an impact on houses on southern side of the existing railway line.

Q With today's standards what can be done with design to reduce noise levels. Let's go one better on this design and reduce the noise levels as much as possible.

A The RTA will manage road traffic noise by implementing practical and cost effective mitigation measures in accordance with Department of Environment and Conservation requirements.

Q Concerns about residents along existing roadway in Bent Street

A The RTA would not be required to provide noise mitigation measures along Bent Street as the limits of the route option design ties in at the Nursing Home.

Q How high will the bridge be at the levee wall for Option 1?

A The road level would be approximately 3m above levee wall and then ramp down into Victoria St.

Q Have you updated data with new figures from CRCC report?

A The RTA are reviewing the CRCC report to determine the impacts of the Options.

Comments

- Shoppingworld deliveries to Woolworths will increase by at least 3 or 4 extra trucks per day and more if expansion goes ahead.
- Option 1 is visually undesirable
- Sedimentation/saltation/scouring needs to be considered for the Options.
- Underwater cables were pushed up against bridge during flood in early 50's
- Should have been imperative that Clarence Valley Council representative attend the Community Focus Group meetings.
- No bridge option is a valid option

3.0 Where to from Here

Familiarisation meeting for community representatives on the Options Evaluation Workshop on 6 April 2004.

Public display of Crossing Options from 3 April to 24 April 2004.

Options Evaluation Workshop 28 and 29 April 2004.

4.0 Next meeting

Next meeting prior to preferred route announcement