

Camp Street Bridge Replacement, Forbes

Submissions report

Roads and Maritime Services | October 2018



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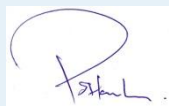
Prepared by AECOM and Roads and Maritime Services

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Approval and authorisation

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Signed:	
Dated:	8 October 2018

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Executive summary

Roads and Maritime Service proposes to replace the existing Camp Street Bridge over Lake Forbes (with a new reinforced concrete bridge due to safety and high maintenance costs associated with the current bridge).

Key features of the proposal include:

- Demolition of the existing Camp Street bridge and adjacent footbridge.
- A new bridge on the same road alignment as the old bridge
- Landscaping and drainage works
- Ancillary works areas including compounds and temporary in stream structures
- Temporary lowering of water levels in Lake Forbes
- Temporary heavy vehicle detour route for heavy vehicles to and from Orange on the Escort Way, and to and from Cowra on the Lachlan Valley Way
- Temporary light vehicle access for light vehicles travelling to and from the east and western sides of Lake Forbes.

Roads and Maritime prepared a Review of Environmental Factors (REF) to assess the potential environmental impacts of the proposed works. The REF was placed on public display for 30 days between 27 June and 27 July 2018 and submissions relating to the proposal and the REF were received by Roads and Maritime. This submissions report summarises the issues raised and provides responses to each issue.

Two submissions were received in response to the display of the REF, both from the community.

One submitter objected to the proposal and the other provided conditional support for the proposal. The main issues raised in the submissions and their response are summarised below:

- **Issue:** The justification for the proposal
Response: The Camp Street Bridge was built in 1927 and is narrow, in poor condition and nearing the end of its economic life. A new bridge is needed to meet current design standards and improve safety for motorists and pedestrians. A range of options were considered including retention of the existing bridge. The proposal has been determined to best meet the project objectives and option selection criteria.
- **Issue:** The safety of pedestrians for the new bridge design
Response: The provision of the dedicated pedestrian pathway and increased shoulder width would provide appropriate pedestrian safety on the bridge.
- **Issue:** The loss of the non-Aboriginal heritage values associated with the existing bridge.
Response: The design of the new bridge has aimed to respect the heritage values of the existing structure and to link the bridge to the heritage aesthetic of the town. The following elements have been incorporated into the design of the bridge:
 - The art deco light fittings will be re-used as part of the proposed urban design landscaping in order to retain and re-use the items of key visual and heritage value from the existing bridge
 - A heritage interpretation area would be located on the western bank of Lake Forbes, to the south of the bridge. The proposed heritage interpretation area will include interpretive signage to provide context for the history of the original bridge.

No changes are proposed that would require the preparation of a preferred infrastructure report. No revisions have been made to the assessment or environmental management measures as described in the REF.

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1. Introduction and background

1.1 The proposal

Roads and Maritime Service (Roads and Maritime) proposes to replace the existing Camp Street Bridge over Lake Forbes (B4286) with a new reinforced concrete bridge (B11707) due to safety and high maintenance costs associated with the current bridge.

Key features of the proposal include:

- Demolition of the existing Camp Street bridge and adjacent footbridge.
- A new bridge on the same road alignment as the old bridge
- Landscaping and drainage works
- Ancillary works areas including compounds and temporary in stream structures
- Temporary lowering of water levels in Lake Forbes
- Temporary heavy vehicle detour route for heavy vehicles to and from Orange on the Escort Way, and to and from Cowra on the Lachlan Valley Way
- Temporary light vehicle access for light vehicles travelling to and from the east and western sides of Lake Forbes.

The location of the proposal is shown in **Figure 1-1**. An overview of the proposal is provided in **Figure 1-2**. The temporary heavy and light vehicle detour route is shown in **Figure 1-3**.

A more detailed description of the proposal is found in the Camp Street Bridge Replacement review of environmental factors (REF) prepared by Roads and Maritime in January 2018.

Figure 1-1: Location of the proposal

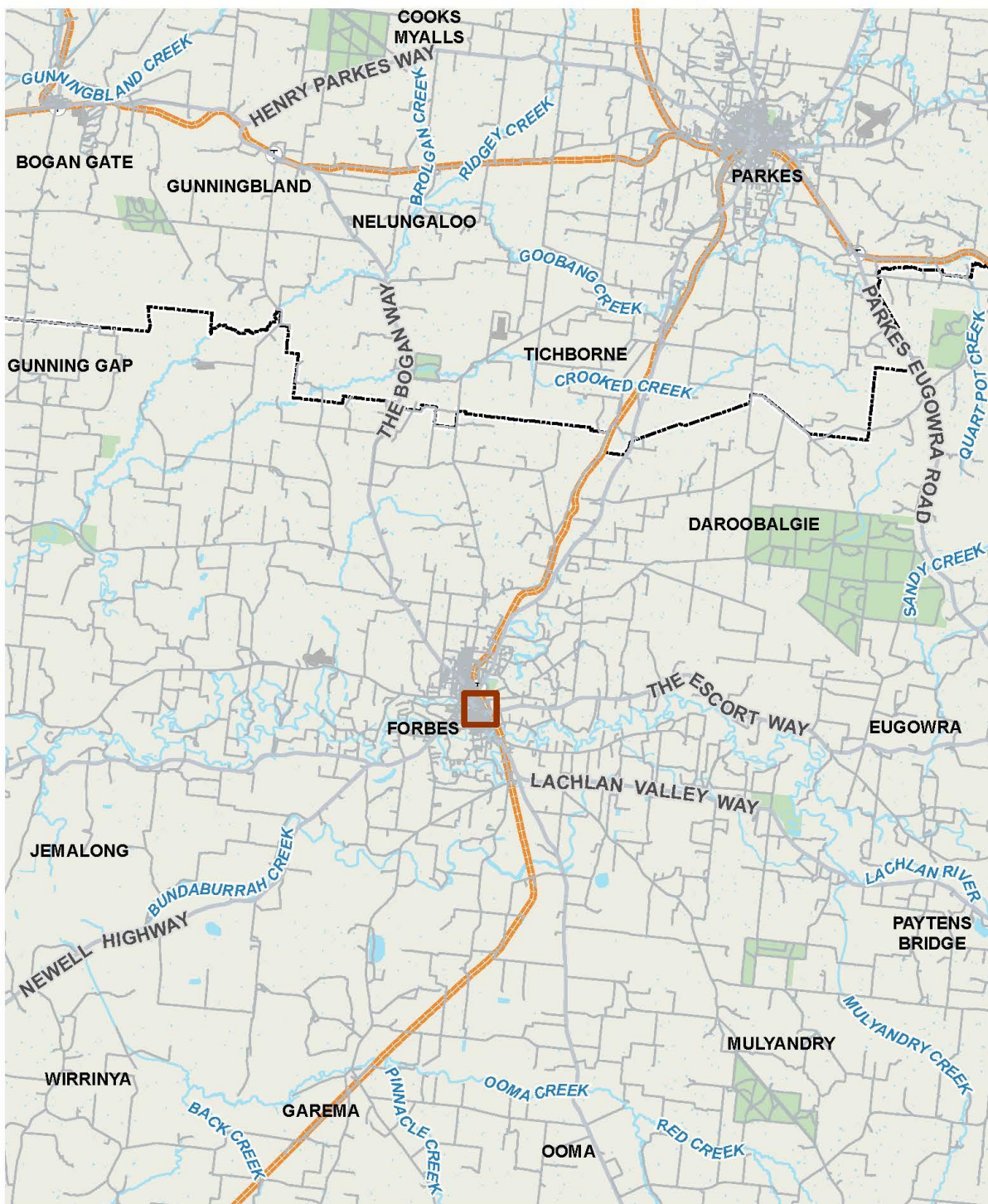


Figure 1-1: Location of the proposal



KEY
 Proposal area

0 2 4 8 Kilometers



Figure 1-2: The proposal

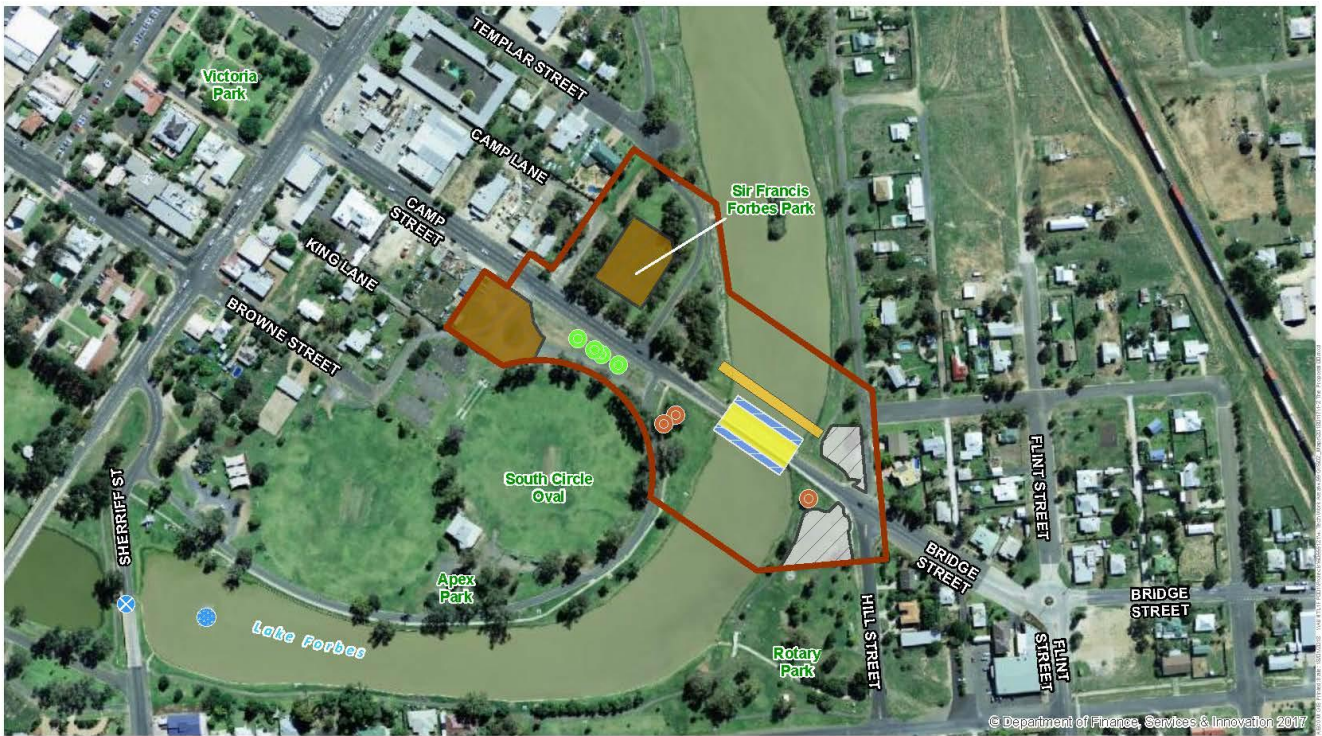


Figure 1-2 - The proposal

KEY

- Proposal area
- Cadastre
- Ancillary area and/or ancillary area
- Approximate utility underbore
- Bridge replacement
- Potential site compound and/or ancillary area
- Temporary instream structure
- Landscaped plantings potentially impacted
- Tree potentially impacted
- Water fountain
- Water level control structure



Figure 1-3: The proposal showing light and heavy vehicle detour routes

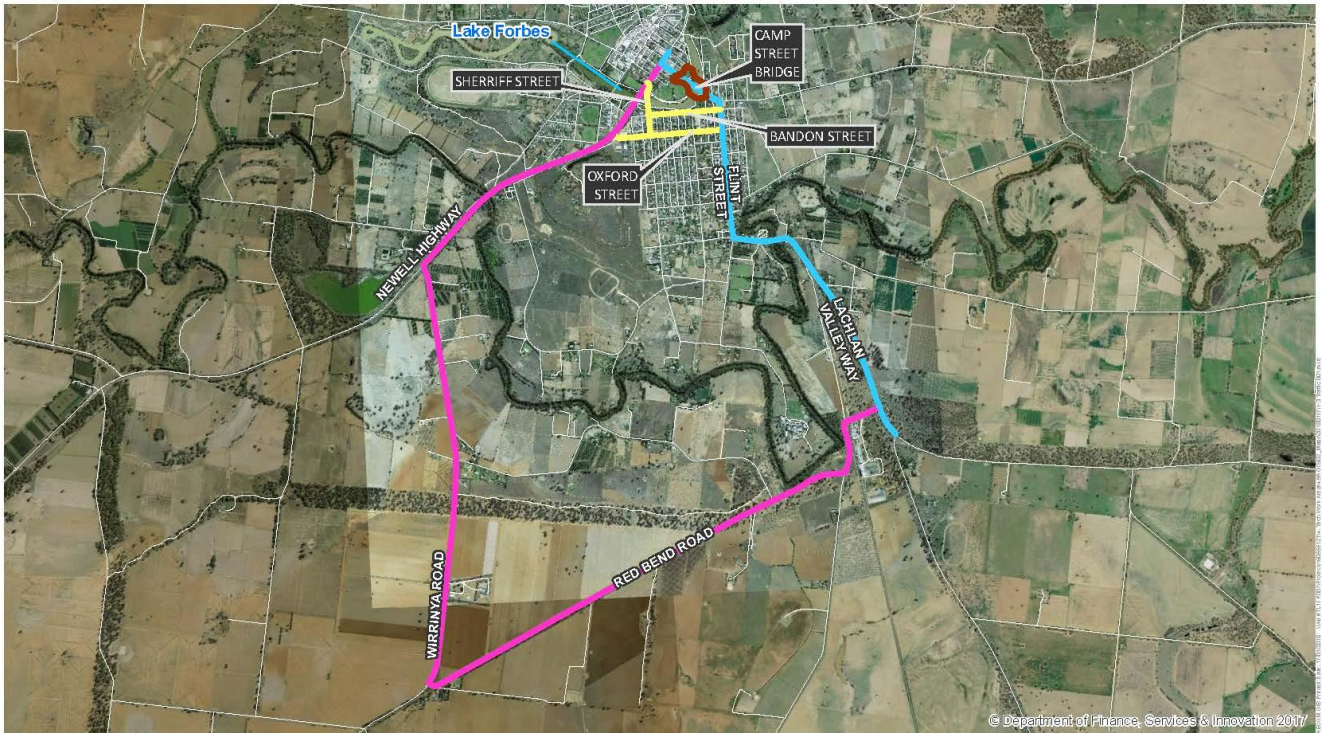


Figure 1-3: Proposed light and heavy vehicle detour routes

- Proposal area
- Existing Traffic Route
- Heavy Vehicles Diversion Route
- Light Vehicles Diversion Route



1.2 REF display

Roads and Maritime prepared a REF to assess the potential environmental impacts of the proposed works. The REF was publically displayed for 30 days between 27 June and 27 July 2018 at two locations, as detailed in **Table 1-1**. The REF was placed on the Roads and Maritime project website and made available for download.

There were two community drop-in sessions during the public display period, where the community was invited to speak with the project team, as follows:

- Saturday 30 June, 9am-12pm outside Bernardi's Supermarket at 159/173 Lachlan Street, Forbes
- Friday 6 July, 10am-2pm at Rankin Street, Forbes.

Table 1-1: Display locations

Location	Address
Forbes Shire Council	2 Court Street, Forbes
Forbes Library	2 Victoria Lane, Forbes

1.3 Purpose of the report

This submissions report relates to the REF prepared for the Camp Street Bridge Replacement, Forbes and should be read in conjunction with that document.

The REF was placed on public display and submissions relating to the proposal and the REF were received by Roads and Maritime. This submissions report summarises the issues raised and provides responses to each issue (Chapter 2).

No proposal changes are proposed that would require the preparation of a preferred infrastructure report. No revisions have been made to the assessment or environmental management measures as described in the REF.

2. Response to issues

Roads and Maritime Services received two submissions from the community, accepted up until 27 July 2018. **Table 2-1** lists the respondents and each respondent's allocated submission number. The table also indicates where the issues from each submission have been addressed in Chapter 2 of this report.

Table 2-1: Respondents

Respondent	Submission No.	Section number where issues are addressed
Individual	01	Section 2.2, section 2.3 and section 2.4
Individual	02	Section 2.4

2.1 Overview of issues raised

Each submission has been examined individually to understand the issues being raised. The issues raised in each submission have been extracted and collated, and corresponding responses to the issues have been provided. Where similar issues have been raised in different submissions, only one response has been provided. The issues raised and Roads and Maritime response to these issues forms the basis of this chapter.

One submitter objected to the proposal and one submitter provided conditional support for the proposal. The main issues raised in the submissions related to:

- The justification for the proposal
- The safety of pedestrians for the new bridge design
- The loss of the non-Aboriginal heritage values associated with the existing bridge.

2.2 Justification

Submission number(s)

01

Issue description

Issue regarding the justification for the proposal including:

- A new bridge is not needed and the existing bridge should instead be repaired
- The cost of the project is not justified
- The existing footbridge should not be removed.

Response

The justification for the proposal taking into account its biophysical, social and economic impacts, the suitability of the site and whether or not the proposal is in the public interest is provided in section 8.1 of the REF.

The Camp Street Bridge was built in 1927 and is narrow, in poor condition and nearing the end of its life. A new bridge is needed to meet current design standards and improve safety for motorists and pedestrians into the future.

The proposal has been assessed as improving habitat values in the long term and the proposal will maintain transportation and local connectivity across Lake Forbes for social, economic and recreational purposes. The proposal includes measures to enhance amenity and connectivity.

Roads and Maritime undertook value management exercises as part of the identification of a preferred option for the proposal. The options considered, and economic performance of each option is discussed in section 2.4 of the REF. It was determined that the preferred option (the proposal) provided the greatest value, reduces maintenance costs in the long term and improves safety. The proposal is strongly justified on the grounds of economically sustainable development.

Options were considered for the proposal that involved short, medium and long term maintenance programs to increase the bridge operational life as described in section 2.4.2 of the REF. The short and medium term maintenance program options were not preferred because they:

- Would not meet the objectives for the project (as described in section 2.3.1 of the REF)
- Would only provide a solution up to 2035, when the bridge would need to be replaced
- Would not cater for Heavy Mass Load (HML) vehicles
- Would result in the reduction of the load bearing capacity of the bridge.

The long term maintenance program option was not preferred because it:

- Would not meet the objectives of the project (as described in section 2.3.1 of the REF)
- Would be a more expensive option compared to the project (\$16.5 million compared to \$7.5 million) and would still require the bridge to be replaced in 2070.

The proposal was considered to be the preferred option as it was determined to best meet the project objectives and option selection criteria. The proposal is the most economically sustainable option of all options considered over the lifespan of the project. The proposal improves the local and regional transport network by providing the capacity for HML loads.

The proposed new bridge will compensate for the removal of the existing footbridge through the provision of pedestrian access including a four metre shared path and a two metre footway.

2.3 Pedestrian safety

Submission number(s)

01

Issue description

Issue regarding pedestrian safety for the proposal and the perceived lack of a safe or separate footpath for pedestrians in the new bridge design.

Response

Potential impacts to pedestrian safety are assessed in section 6.3.3 of the REF. The proposal includes:

- A dedicated pedestrian pathway including a four metre wide shared path and a two metre footway
- Enhanced clearance distance in the form of 1.5 metre shoulders to pedestrians on the bridge.

The provision of the dedicated pedestrian pathway and increased shoulder width would improve pedestrian safety on the bridge.

2.4 Non-Aboriginal heritage

Submission number(s)

01, 02

Issue description

Issue regarding non-Aboriginal heritage values associated with the existing bridge, including:

- The new bridge does not reflect the heritage values of the existing bridge
- Concern regarding the removal of art deco light fittings on the bridge.

Submitters suggested that the art deco light fittings should be retained, or that new lights should reflect the style of the existing lights. One submitter suggested that the new bridge should include an installation that acknowledges the existing bridge.

Response

Potential impacts to non-Aboriginal heritage, including an assessment of the heritage values of the existing bridge, are assessed in section 6.1 of the REF. A statement of heritage impact (SOHI) for the proposal was carried out for the proposal and is provided in Appendix F of the REF.

The SOHI identified that Camp Street Bridge is of moderate overall heritage significance at a local level. The majority of the individual components of the bridge are of low or intrusive significance, although the pedestrian balustrades are of high significance and the art deco lamp posts are considered to be exceptional.

The design of the new bridge has aimed to respect the heritage values of the existing structure and to link the bridge to the heritage aesthetic of the town. The following elements have been incorporated into the design of the bridge:

- The art deco light fittings will be re-used as part of the proposed urban design landscaping in order to retain and re-use the items of key visual and heritage value from the existing bridge
- A heritage interpretation area would be located on the western bank of Lake Forbes, to the south of the bridge. The proposed heritage interpretation area will include interpretive signage to provide context for the history of the original bridge.

A heritage interpretation plan for the proposal would be developed and implemented in consultation with Forbes Shire Council. Heritage interpretation involves providing information to visitors to allow them to experience the history of a particular place. Heritage interpretation can be communicated through a number of methods including signage, publications and artworks.

Detailed quality photographic recording of the bridge would be completed prior to the work commencing. Any images taken would be placed on the Roads and Maritime Services bridge files and could be utilised in heritage interpretive signage. Copies of the photographic recordings would be provided to the State Library of NSW, Forbes Shire Council and the Forbes and District Historical Society as a heritage resource for future researchers.

The art deco light fittings on the existing bridge would be removed prior to construction and stored in a safe location for installation in the landscaping approaches to the new bridge. The remaining light fittings would be gifted to Forbes Shire Council. A work procedure would be developed for the safe removal and handling of the light fixtures to prevent accidental damage.

3. Environmental Management

The REF for the Camp Street Bridge Replacement identified the framework for environmental management, including safeguards and management measures that would be adopted to avoid or reduce environmental impacts (section 7 of the REF).

After consideration of the issues raised in the public submissions and considering there would be no changes to the proposal, the safeguard and management measures contained within the REF would be fully implemented.

Should the proposal proceed, environmental management will be guided by the framework and measures outlined below.

3.1 Environmental management plans

A number of safeguards and management measures have been identified in order to minimise adverse environmental impacts, including social impacts, which could potentially arise as a result of the proposal. Should the proposal proceed, these management measures would be incorporated into the detailed design and applied during the construction and operation of the proposal.

A Construction Environmental Management Plan (CEMP) will be prepared to describe safeguards and management measures identified. The CEMP will provide a framework for establishing how these measures will be implemented and who would be responsible for their implementation.

The CEMP will be prepared prior to construction of the proposal and must be reviewed and certified by Roads and Maritime environment staff, Western Region, prior to the commencement of any on-site works. The CEMP will be a working document, subject to ongoing change and updated as necessary to respond to specific requirements. The CEMP would be developed in accordance with the specifications set out in Roads and Maritime quality assurance (QA) specifications.



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Customer feedback
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