

# Sportsmans Creek new bridge



Transport  
Roads & Maritime  
Services

NOVEMBER 2013

COMMUNITY UPDATE



The existing Sportsmans Creek bridge

## Roads and Maritime Services invites community feedback on a recommended option for a new bridge over Sportsmans Creek at Lawrence as part of the Bridges for the Bush Program.

### Background

The existing Sportsmans Creek bridge is located at the southern approach to Lawrence on Bridge Street, which connects to the Grafton-Lawrence Road. Due to its geometry and design limitations, the existing bridge is unable to be safely or cost-effectively serviced and upgraded to cater for future requirements of surrounding agricultural industries, local traffic and pedestrian access.

Therefore, as part of the NSW state-wide Roads and Maritime Timber Truss Bridge Conservation Strategy, Sportsmans Creek bridge would be removed and replaced with a new structure. Roads and Maritime is working with Clarence Valley Council and the local community to develop a preferred option for the new bridge. While planning and design are underway, routine maintenance work will continue to ensure the existing bridge remains safe.

In July 2013, Roads and Maritime held two community drop-in sessions in Lawrence to discuss options for a new bridge location. The sessions were attended by about 40 community members who provided input about road safety, community impacts and local properties and businesses.

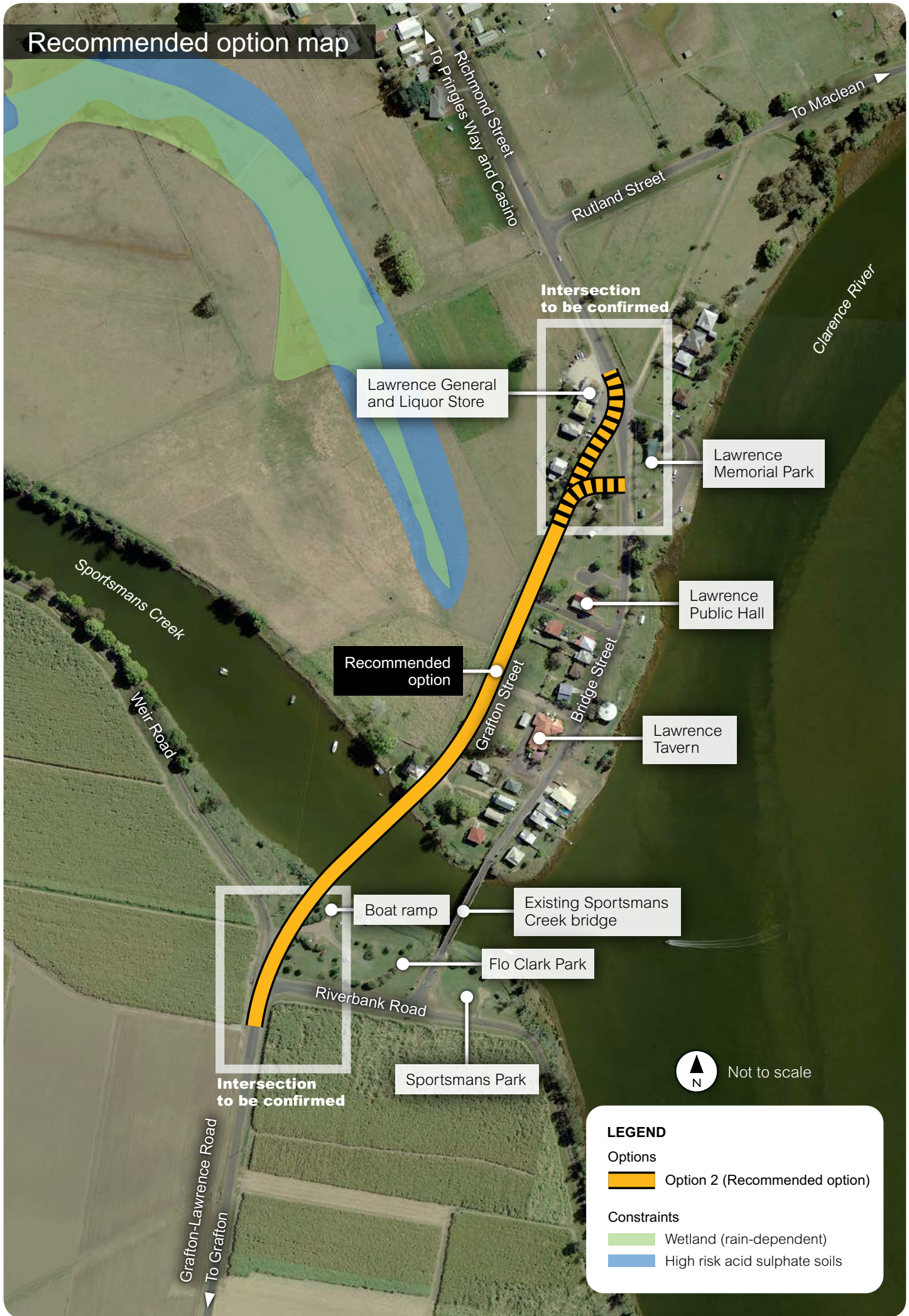
A wide range of possible bridge locations were considered. Technical studies examined potential impacts including flooding, noise, traffic and environment with results detailed in the *Recommended Option Report* (November 2013) available on the project website or by contacting the project team.

### Current status

Results of these and other studies were considered with community feedback. All options shown in this update deliver on many of the project objectives, including enhanced road safety and improved traffic and transport efficiency. However, key differences have been observed in terms of constructability, impact on the natural and social environment and value for money. While working to identify a shortlist, one option was identified as being clearly preferable, delivering the most benefits.

**Roads and Maritime is now seeking community feedback on the recommended option, as shown in this document.**

# Recommended option map



Lawrence General and Liquor Store

Intersection to be confirmed

Lawrence Memorial Park

Lawrence Public Hall

Recommended option

Lawrence Tavern

Intersection to be confirmed

Boat ramp

Existing Sportsmans Creek bridge

Flo Clark Park

Sportsmans Park

North arrow icon  
Not to scale

### LEGEND

Options  
 Option 2 (Recommended option)

Constraints  
 Wetland (rain-dependent)  
 High risk acid sulphate soils

## Recommended option

The recommended option is to build a new bridge west of the existing Sportsmans Creek bridge and boat ramp. It would connect the Grafton-Lawrence Road with Bridge Street via Grafton Street.

## Benefits of this option include:

- Connects existing roads, reducing the scale of the proposal.
- Maintains passing trade for local businesses
- Connects Flo Clark Park and Sportsmans Park
- Avoids disruption to the boat ramp and allows new access for sail boats
- Delivers value for money
- Minimises impact on natural wetlands
- Reinforces original town plan
- Reduces impact on the heritage conservation area.

The bridge would be designed to meet requirements for safe marine navigation, and comply with relevant environmental and planning legislation.

It would provide pedestrian/cyclist access as well as vehicular access across Sportsmans Creek.

## Intersection treatments for the recommended option

Roads and Maritime is seeking community feedback on the recommended option. In particular, there remain matters of road and intersection design which will require input from the Lawrence community and further technical advice. These are:

- Configuration of the Grafton/Bridge Street intersection and the intersections with Riverbank Road and Weir Road.
- Treatment of the southern end of Bridge Street following removal of the existing bridge.

## Grafton/Bridge Street

Two preliminary intersection designs for the Grafton/Bridge Street connection have been developed.

Option A is a T intersection from Grafton Street to Bridge Street.

Option B involves a minor realignment of Grafton Street to form a through route from Grafton Street to Richmond Street.

Realignment of the intersecting roads would be required.

In both options vehicles would continue to travel along Richmond Street before turning right onto Rutland Street when heading towards Maclean.

## Riverbank Road and Weir Road

A single option has been developed for these intersections. The design involves two intersections offset for Riverbank Road and Weir Road. Other options involving cross roads were considered but discounted on a safety basis.

## Southern end of Bridge Street

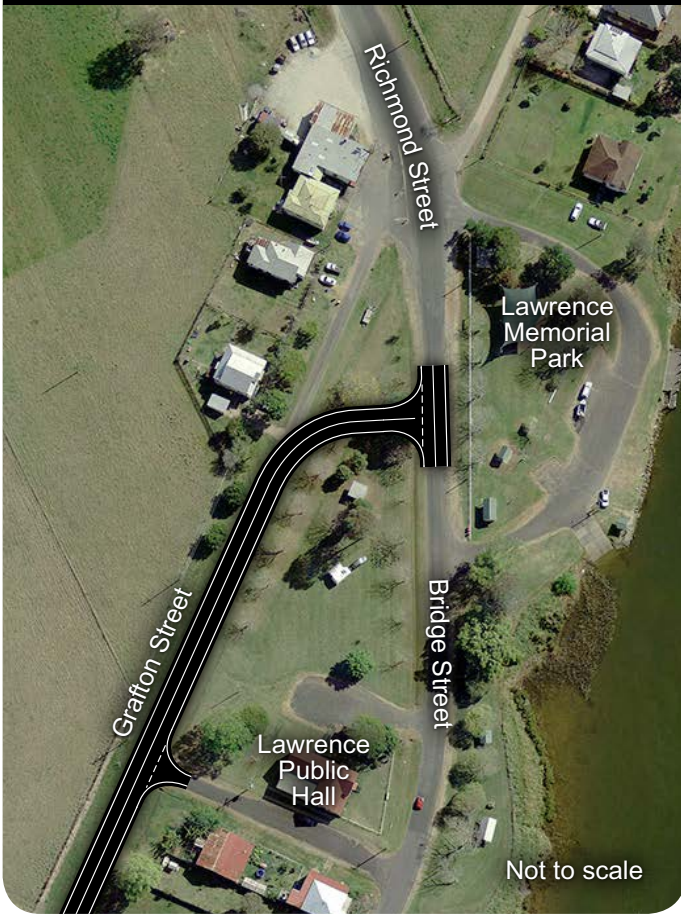
A turning bay within the road reserve is proposed at the south end of Bridge Street following the removal of the existing Sportsmans Creek bridge.

The existing northern approach to the bridge would be removed and reconstructed. Access would be provided to the existing residences.

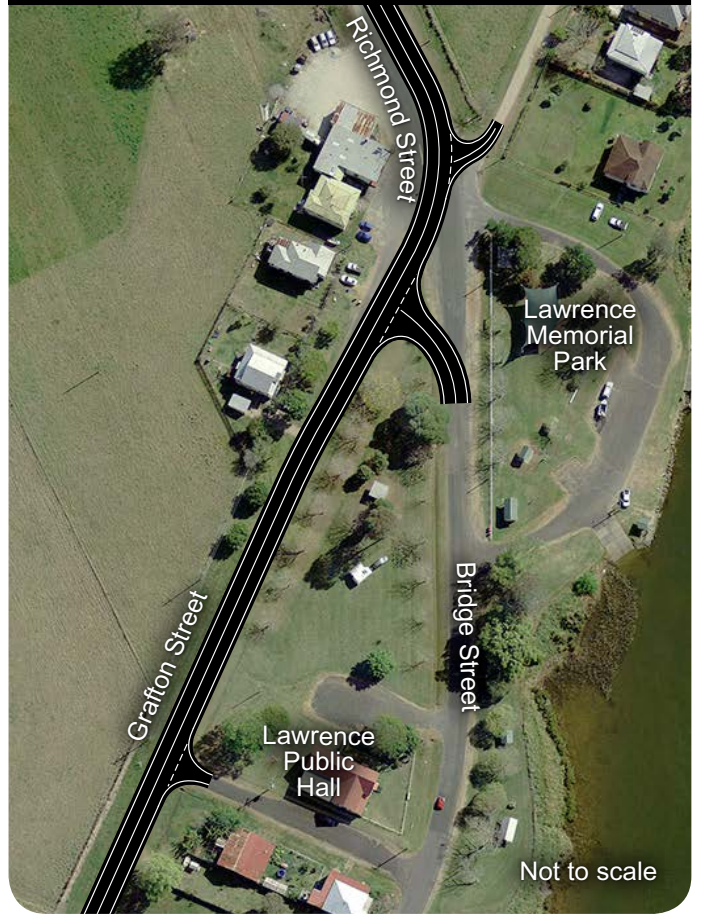
The end of Bridge Street would be landscaped and shaped.

# Proposed intersection treatments

## Grafton/Bridge Street connection option A



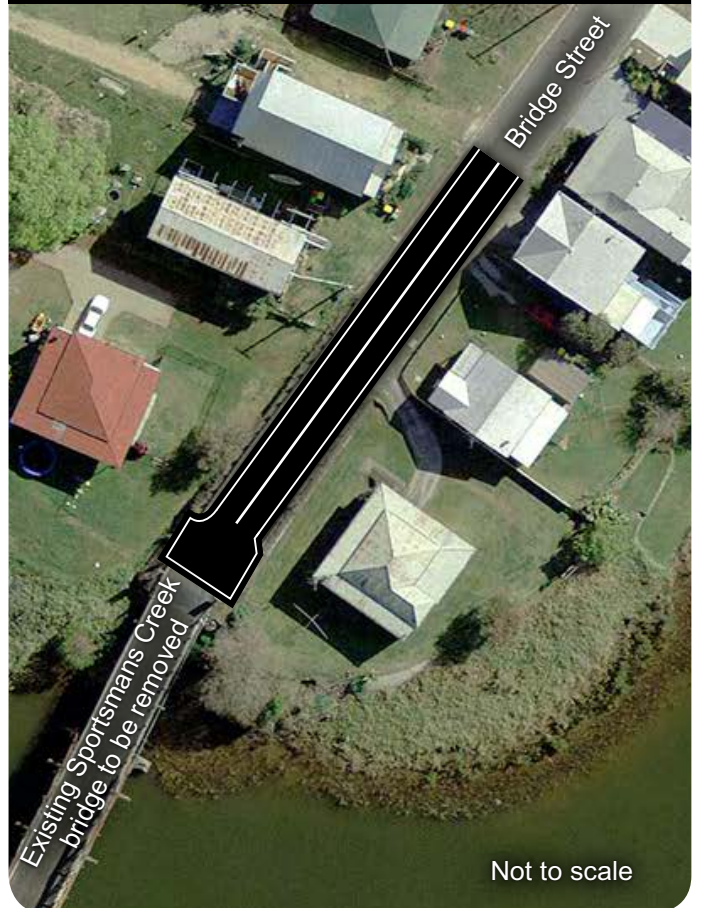
## Grafton/Bridge Street connection option B



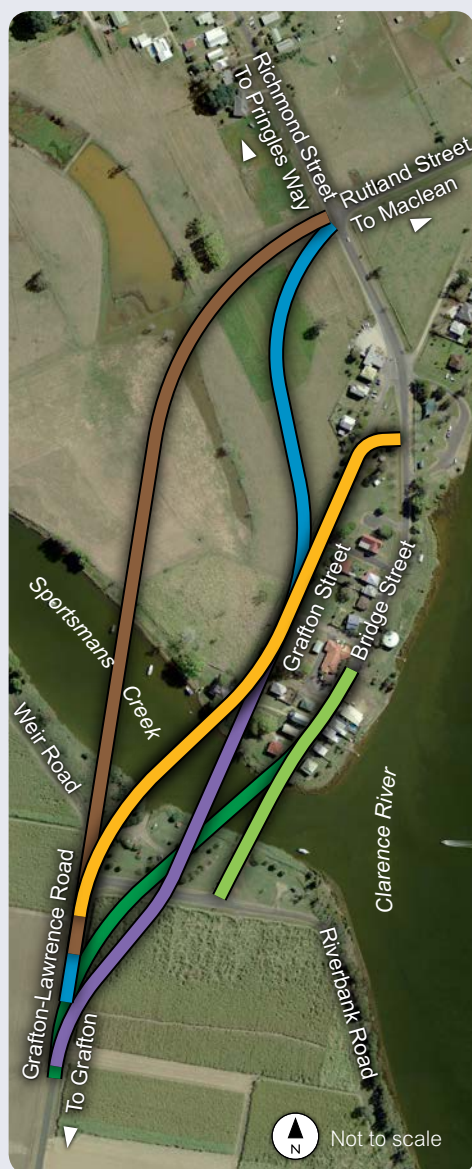
## Riverbank and Weir roads connection



## Southern end of Bridge Street



# Alternative options considered



## LEGEND

### Options

- Option 1
- Option 2 (Recommended option)
- Option 3
- Option 4
- Option 5
- Option 6

## Option 1

The option to connect the Grafton-Lawrence Road to Rutland Street was proposed by members of the community. This option is considered unsuitable as it:

- Will cost more than other options.
- Directs traffic away from the Lawrence General and Liquor Store and Lawrence Tavern.
- Has higher environmental impacts than other options, also crosses ephemeral wetlands.
- Has potential to restrict water flows across this area.
- Has potential flooding impacts on residences and businesses in Grafton and Bridge streets as a result of flood afflux.
- Has potential to impact a Potential Archaeological Deposit (PAD).

## Option 3

This alignment is west of the existing Sportsmans Creek bridge and boat ramp, utilises Grafton Street and connects to the Richmond and Rutland streets intersection. This option is considered unsuitable as it:

- Crosses agricultural land west of the Lawrence General and Liquor Store and adjoining residences requiring considerable land acquisition.
- Has potential to restrict water flows across this area which may result in increased local flood heights.
- Has potential flooding impacts on residences in Grafton Street and the Lawrence General and Liquor Store.
- Directs traffic away from the Lawrence General and Liquor Store.
- Has potential to impact a Potential Archaeological Deposit (PAD).

## Option 4

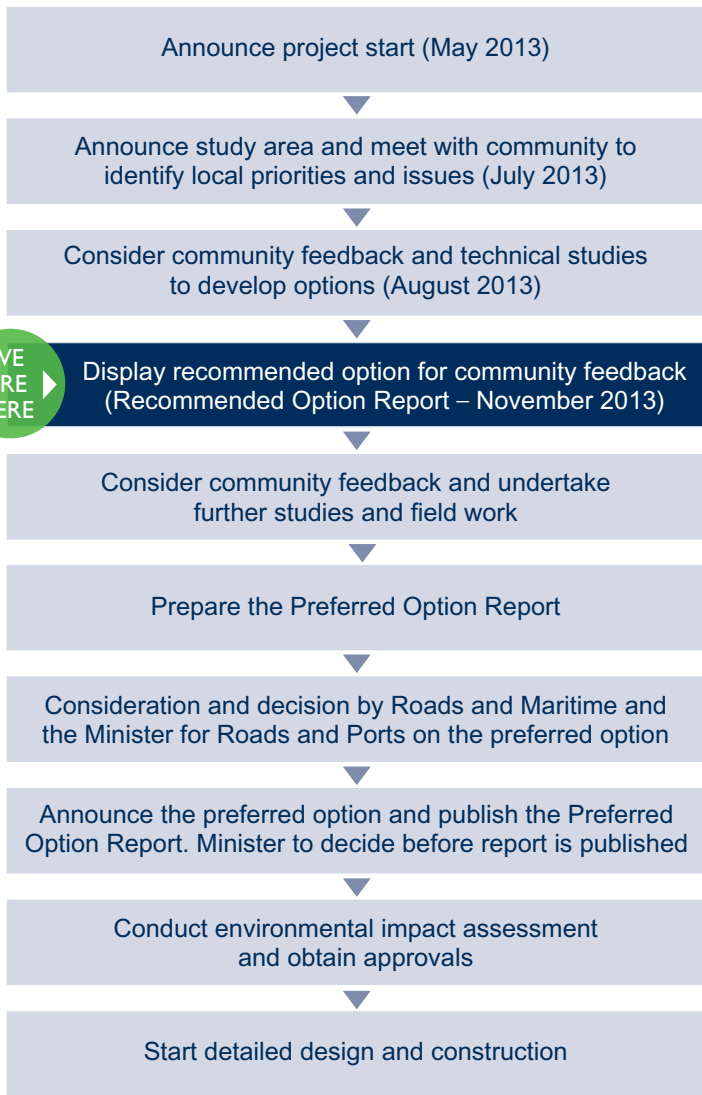
This alignment is between the existing boat ramp and Sportsmans Creek bridge on the southern end, utilises Grafton Street to the Grafton Street/Bridge Street intersection. This option is considered unsuitable as it:

- Has substantial land acquisition on the southern approach including prime agricultural land.
- Dissects Flo Clark Park, separating the boat ramp from the remainder of the park.
- Limits access to the boat ramp for sail boats due to the bridge's clearance.
- Impacts property access on the eastern side of Grafton Street adjoining Sportsmans Creek.

## Options 5 and 6

Option 5 alignment is immediately west of the existing bridge while option 6 is on the existing bridge alignment. Both these options use Bridge Street. These options are considered unsuitable as they:

- Widen the existing Bridge Street road reserve (from 10m to 20m) resulting in major land acquisitions.
- Cause access issues for some Bridge Street properties due to a higher bridge.
- Continue to divide Flo Clark Park and Sportsmans Park.
- Have the maximum construction/noise/vibration and operational noise due to restricted site and the close proximity of existing properties.
- Impact the heritage conservation area.
- In addition, option 6 would have significant constructability impact compared to other options as it would require a temporary crossing and create an alternate route while the new bridge and road upgrade is built.



## Ongoing community involvement

Roads and Maritime values your input. The project team will be available at two community drop-in sessions to answer questions and receive input. There will be no formal presentation provided so community members can visit at any time during the session.

### When

Session 1: 4pm to 7pm Monday 9 December

Session 2: 11am to 2pm Wednesday 11 December

### Where

#### Lawrence Public Hall

Bridge Street, Lawrence NSW 2460

Project information will also be on display at the following locations:

#### Lawrence General and Liquor Store

1 Richmond Street, Lawrence

#### Roads and Maritime Regional Office

31 Victoria Street, Grafton

#### Clarence Valley Council Offices

2 Prince Street, Grafton

50 River Street, Maclean

## Next steps

All the stakeholder and community input gathered will be collated and included in a Preferred Option Report.

One-on-one meetings are being offered to businesses and property owners within the study area.

The preferred option will then be submitted to the Minister for Roads and Ports for a decision.

For more information or to comment, please contact the project team at:

**Phone:** 1800 035 016 (toll free)

**Email:** [sportsmanscreeknewbridge@kbr.com](mailto:sportsmanscreeknewbridge@kbr.com)

**Web:** [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)

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