

6.1 South Jerrabomberra Development Roads (Ref: C14129224; Author: Hansen/Thompson)

Summary

A workshop was held on 1 October 2014 to consider the outcomes of the review of the Googong and Tralee Traffic Study 2031. The workshop also included a presentation from the Village Building Company regarding specific issues relating to their South Tralee development proposal.

Arising from this workshop and the previous report to Council on 24 September 2014 are the following matters that still require resolution in order to progress the various development applications related to the development.

1. The need for Council to amend the indicative location of Dunn's Creek Road shown on the LEP by resolving to prepare a planning proposal to amend the LEP.
 2. The matter of whether the northern access road into the development needs to provide for the future development of a dual carriageway and if so the minimum width of the corridor required to be preserved to allow for the future duplication to be constructed.
 3. The matter of what provision needs to be made for future road corridors through the proposed South Tralee subdivision and what width needs to be preserved for those corridors.
 4. Reconsideration of the need to relocate the Tomsitt Drive intersection further to the west.
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Recommendation

- 1) That as a matter of Policy Council agree to:
 - a) Prepare a planning proposal to alter the position of Dunn's Creek Road as shown on the Local Clauses Map of *Queanbeyan Local Environmental Plan (South Tralee) 2012*.
 - b) Support the creation of a single corridor through the South Tralee urban release area to allow for the future proposed Dunn's Creek Road to be directly connected to Isabella Drive.
 - c) That Council not require the intersection of Tomsitt Drive and the Northern Access Road to be moved further west subject to:
 - i. RMS approval for the proposed layout and signals being obtained once detailed design of the intersection is available.
 - ii. The detailed design of the intersection demonstrating that queuing does not affect the current Jerrabomberra Roundabout.
 - iii. The detailed designs being approved prior to the release of the Stage 3 DA for the construction of this section of road.
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6.1 South Jerrabomberra Development Roads (Ref: C14129224; Author: Hansen/Thompson) (Continued)

- 2) That Council note that the following technical matters have been referred to the assessment of the relevant development applications for incorporation into the applicant's designs:
- a) That the applicant should provide for the service corridor for the Northern Access Road to be a minimum of 50 metres wide where it passes through land under their control including the extension of the Northern Access Road along Territory Parade through the proposed South Tralee urban release area to its junction with the future Dunns Creek Road.
 - b) That the applicant should provide for the corridor for the future Dunns Creek Road connection through the proposed South Tralee urban release area to be a minimum of 50 metres wide.
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Background

Council has previously been provided with information on roads servicing the proposed South Jerrabomberra Development (SJD) area at workshops on the 17 September and 1 October 2014 and in a report to Council on 24 September 2014 (refer item 5.14). In addition a letter from the ACT Government making it clear that they do not support a connection through Sheppard Street but rather support in principle the northern access road and a preferred southern connection via Isabella Drive allows for several issues to be progressed.

Based on the above the indicative layout of the major roads in South Jerrabomberra will be as shown in figure 1 below.

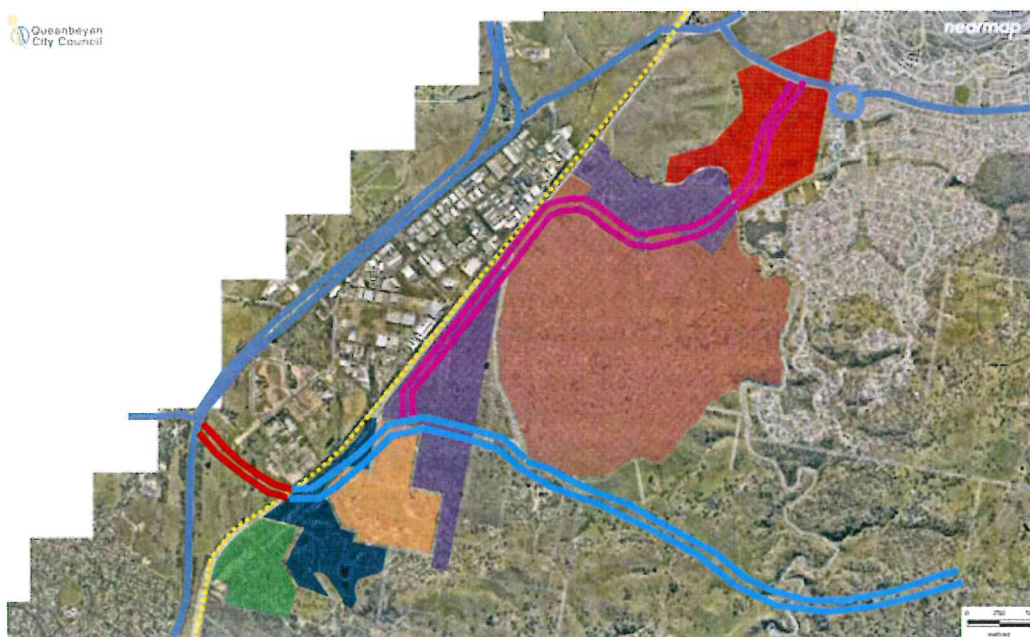


Figure 1 – Indicative Layout of Future South Jerrabomberra Roads

6.1 South Jerrabomberra Development Roads (Ref: C14129224; Author: Hansen/Thompson) (Continued)

The matters that now need to be finalised are as follows:

1. *The need for Council to amend the indicative location of Dunn's Creek Road shown on the LEP by resolving to prepare a planning proposal to amend the LEP.*

Council has previously resolved to develop a concept plan for Dunns Creek Road that would enable a suitable corridor for the Road to be identified and preserved.

With the decision by the ACT Government to support the southern access to SJD via Isabella Drive it has become evident that the road corridor shown in the *Queanbeyan Local Environmental Plan (South Tralee) 2012* (LEP) needs to be relocated.

At present the location of the Dunns Creek Road corridor on the LEP map is a major constraint to approving the concept development application for the subdivision. The only way to remove this constraint is for Council to formally resolve to prepare a planning proposal to relocate the corridor. There is no opposition to amending the LEP.

In order to progress the DA for the concept subdivision in relation to road issues:

- a) Council needs to resolve to prepare a planning proposal to relocate the Dunns Creek Road corridor presently shown on the LEP; and
- b) The applicant needs to nominate a satisfactory corridor that will allow Dunns Creek Road to connect to Isabella Drive.

It is likely that the final location of Dunns Creek Road through the subdivision will be resolved by the time that the planning proposal needs to be progressed to the next stage.

As an alternative to preparing a fresh planning proposal, and subject to the location of the realigned Dunns Creek Road corridor being sufficiently certain, the altered location could form part of the current planning proposal for the remainder of South Jerrabomberra as resolved by Council at its meeting of 22 May 2013 (Minute No.091/13).

2. *The matter of whether the northern access road into the development needs to provide for the future development of a dual carriageway and if so the minimum width of the corridor required to be preserved to allow for the future duplication to be constructed.*

The traffic work that has been completed for the SJD area has previously been circulated to Councillors for information. This work clearly shows that the lane configuration of the new Northern Access road is dependent on the selection of either Isabella Drive or Sheppard Street as the southern access point.

Now that it is clear that Isabella Drive is the ACT Government's preferred connection point the study indicates that the Northern Access road needs to be four lanes wide.

The South Tralee development is not required to initially construct the Northern Access road to four lanes, only to make provision to construct it to four lanes when required in the future. Consideration of the Northern Access road final lane requirements for the whole SJD area needs to be made before the approval can be given for the individual development of South Tralee. All developers in the SJD will eventually be required to contribute to the duplication of the road.

6.1 South Jerrabomberra Development Roads (Ref: C14129224; Author: Hansen/Thompson) (Continued)

The main impact of the requirement to provide for the Northern Access Road to be dual carriageway is on the width of the road reserve that the road is to be constructed within. The current VBC concept DA provides a 34m wide road reserve and advises that this width enables the duplication of the road if it is required in the future. However, as indicated at the recent workshop Council's own work on this issue shows that a minimum road reserve width of 50 metres is required.

Council can only require the proponent to provide this corridor width on the land that it controls. As other development takes place the developers of adjacent land will also be required to provide a similar corridor width.

Given the above the applicant needs to carry out the following work to progress the DA for the Northern Access Road:

- a) Submit amended indicative layout plans showing a 50 metre wide corridor for the Northern Access Road over property that the proponent controls to provide for its future duplication.

It should be noted that if for some reason circumstances exist which would allow Council to support a smaller road corridor the applicant can always seek a modification to the approval. However, as with any greenfields development it is incumbent on Council to plan for an appropriate sized corridor now with the possibility of reducing it later rather than try to acquire additional land once the area surrounding the road is developed in the future.

3. *The matter of what provision needs to be made for future road corridors through the proposed South Tralee subdivision, whether they need to make provision for dual carriageway and what width needs to be preserved for those corridors.*

In the previous report on this matter Council was asked to consider the imposition of two road corridors through the proposed urban release area - one for Dunns Creek Road to connect to Sheppard Street and one to connect to Isabella Drive.

With the ACT Government's decision to discontinue the Sheppard Street option this negates the need to require two corridors. Now only one corridor linking Dunns Creek Road to Isabella Drive is required freeing up the other corridor for development. The proponents have indicated they would also like to preserve a second corridor for a possible future Sheppard Street connection, but this is their own choice and is not a requirement of Council.

As with the Northern Access Road the traffic study indicates that the corridor for Dunns Creek Road needs to provide for a future dual carriageway. The existing corridor width specified in the LEP overlay is approximately 80 metres.

VBC have requested a corridor width of 29 metres. As with the Northern Access road Council considers a minimum width of 50 metres is required.

The request by VBC to design and construct Dunns Creek Road to sub-arterial road specifications relate to roads that would normally be constructed within an urban development and should not be applied to roads that are clearly providing arterial connection from one residential area to another.

6.1 South Jerrabomberra Development Roads (Ref: C14129224; Author: Hansen/Thompson) (Continued)

The location of such a road corridor through a residential area must consider the impacts that it will create. Sufficient corridor width must be provided to ensure the amenity of dwellings is maintained and sufficient space is provided for noise attenuation structures, cut and fill and drainage facilities. The purpose of the road is to move large volumes of vehicles from one area to another.

The Googong and Tralee Traffic Study 2031 shows that if Dunns Creek Road is constructed along with the Ellerton Drive Extension, the traffic volumes expected on Dunns Creek Road in 2031 would be around 10,000 vehicles per day. This is similar to the amount of traffic expected along Edwin Land Parkway in 2031 and it would follow that the corridor provided for the road is similar to the Edwin Land Parkway corridor.

It follows that Dunns Creek Road should be designed to minimise intersections, remove direct access to dwellings, arrange adjoining lots to face away from the road corridor, prohibit parking and provide sufficient distance from the travel lanes to accommodate noise attenuation measures. A minimum corridor width of 50 metres would be required. This would need to be increased as engineering or environmental constraints are considered.

Providing a corridor of a smaller width could mean that efficiency of Dunns Creek Road is reduced directing traffic onto other roads in the locality.

In addition to the requirement to provide for the duplication of Dunns Creek Road, the decision by the ACT Government to discontinue negotiations on Sheppard Street and the review of the traffic study also indicates that Territory Parade (the extension of the Northern Access road into the urban release area providing the main service road running north/south through the subdivision adjacent to the railway corridor) will need to be dual carriageway. The arguments for requiring a 50 metre corridor for this road are the same as for the Northern Access road and Dunns Creek Road. Again, if circumstances change in the future the proponent is open to submitting a modification application.

Given the above the applicant needs to carry out the following work to progress the DA for the concept subdivision in relation to roads:

- a) Submit amended plans showing a revised location for the Dunns Creek Road corridor with a minimum width of 50 metres.
- b) Submit amended plans showing the minimum corridor width for the proposed Territory Parade being 50 metres.

4. *Reconsideration of the need to relocate the Tomsitt Drive intersection further to the west.*

Council originally requested that the intersection of the northern access road and Tomsitt Drive be moved further to the west to prevent traffic queuing back onto Jerrabomberra Circle. This would have a significant impact on the intersection required on the opposite side of the road as well as delay the consideration of the DA for the northern access road because of the need to redesign plans, carry out further studies on the land affected by the move and to negotiate with the land owner of the property over which the relocated road would need to move to. It would also mean undertaking a further planning proposal to reconfigure the zoning north of Tomsitt Drive.

6.1 South Jerrabomberra Development Roads (Ref: C14129224; Author: Hansen/Thompson) (Continued)

VBC have provided a traffic study that shows that queuing will not be a problem particularly if traffic signals are installed in lieu of Jerrabomberra Circle. Alternatively there is the possibility that changes could be made to Tomsitt Drive to increase the holding capacity of the road.

Given the above it is recommended that the existing location of the intersection proposed by the proponent be retained provided that:

1. RMS approval for the proposed layout and signals is obtained once detailed design of the intersection is available.
2. The detailed design of the intersection demonstrates that queuing does not affect the current Jerrabomberra Roundabout.

The detailed design of the intersection will be finalised when designs are submitted with the "Stage 3" DA for the construction of this section of road.

Consultation

Nil

Compliance or Policy Implications

If Council were to adopt the recommendations as proposed in this report it would clear the way for the concept DA for the Northern Access road to be finalised and brought before Council for determination at the next available meeting.

A report on outstanding issues and the progress of the development applications for the concept subdivision and construction of the bridge on the northern access road will be submitted to the next Council meeting.

Attachments

Nil

2. That Council advise all affected residents of the opportunity to make submissions to the Inquiry.

5. STRATEGIC DEVELOPMENT

5.1 Plan of Management - Jerrabomberra Community Centre and Scout (Youth) Facility

PDRC061/14

RESOLVED (Brown/Cregan)

1. That Council agree to exhibit the draft Plan of Management Jerrabomberra Community Centre and Scout (Youth) Facility – Amendment No. 3 (General Community Use).
2. That the document be placed on public exhibition for a minimum of 28 days while allowing a minimum of 42 days to comment.

6. CITY INFRASTRUCTURE

6.1 South Jerrabomberra Development Roads

Cr Cregan declared a conflict of interest in regard to Item 6.1 and departed the chamber.

PDRC062/14

RESOLVED (Overall/Brown)

1. That as a matter of Policy Council agree to:
 - a) Prepare a planning proposal to alter the position of Dunn's Creek Road as shown on the Local Clauses Map of *Queanbeyan Local Environmental Plan (South Tralee) 2012*.
 - b) Support the creation of a single corridor through the South Tralee urban release area to allow for the future proposed Dunn's Creek Road to be directly connected to Isabella Drive.
 - c) That Council not require the intersection of Tompsitt Drive and the Northern Access Road to be moved further west subject to:
 - i. RMS approval for the proposed layout and signals being obtained once detailed design of the intersection is available.
 - ii. The detailed design of the intersection demonstrating that queuing does not affect the current Jerrabomberra Roundabout.
 - iii. The detailed designs being approved prior to the release of the Stage 3 DA for the construction of this section of road.
2. That in noting the Report, Council support:
 - a) The provision of a 34 metre wide road and service corridor for the northern access road where it passes through land under the control of the applicant including the extension of the northern access road along Territory Parade through the proposed South Tralee urban release area to its junction with the future Dunn's Creek Road.

- b) The provision of a 29 metre wide road corridor for the future Dunns Creek Road connection through the proposed South Tralee urban release area.
- 3. That it be noted the above road widths vary from the recommendations in the report for the following reasons:
 - a) Planning constraints have reduced the net developable area for South Jerrabomberra by approximately 70% and the development can be considered marginal given the now limited yield.
 - b) A 50m Dunns Creek Road corridor would be overburdening land already zoned for urban development for a road not yet justified in the current 25 year planning time frame and catering for further sites to the South which may or may not eventuate.
 - c) A 34m wide Northern Access Road can accommodate four lanes, two verges of approximately 6 metres and a tree and grassed median strip.

A **DIVISION** was called and resulted as follows:

The 'Ayes' Crs Overall, Whelan, Brown, Winchester, Taylor, Trajanoski and McLennan

The 'Nayes' Nil

Absent Crs Cregan, Burfoot and Bray

Cr Cregan returned to the chamber.

7. INFORMATION ITEMS

7.1 Cooma Road Quarry Continued Operations Update

PDRC063/14

RESOLVED (Whelan/Cregan)

That the report be received for information.

7.2 Proposed Changes to State Environmental Planning Policy (SEPP) No. 65 - Design Quality of Residential Flat Development

PDRC064/14

RESOLVED (Taylor/Whelan)

That the report be received for information.

At this stage of the proceedings, the time being 5.57pm Cr Overall announced that the Agenda for the meeting had now been completed and declared the meeting closed.

CR TIM OVERALL

MAYOR

CHAIRPERSON