



**Queanbeyan
City Council**

Ellerton Drive Extension

Community Consultation on Concept Plans & Preliminary Works

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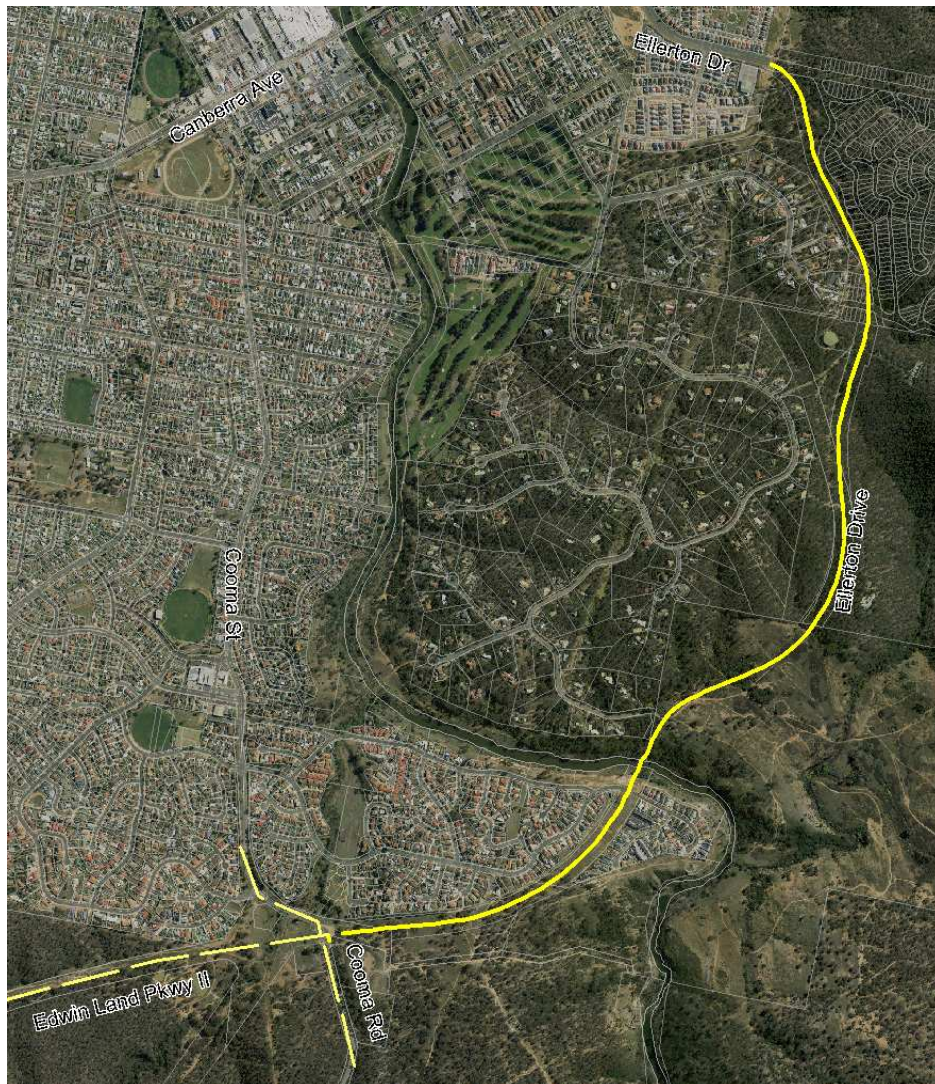
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1.Introduction

In 2010 Council adopted the Googong and Tralee Traffic Study (2031). This study was initiated by Council to examine the affects of the City's rising population on our road network as a result of proposed residential developments in Googong and in South Jerrabomberra. The study recommended several road upgrades and new links to allow the City's road network to cope.

Ellerton Drive Extension forms a major part of these upgrade works. The extension will begin at the current end point of Ellerton Drive in East Queanbeyan and connect to the intersection with Old Cooma Road and Edwin Land Parkway in Karabar. It is expected to reduce the traffic congestion in the CBD. It will also provide a 1 in 100 year flood free access over the Queanbeyan River.

Council has been provided with \$1.2 million from Roads & Maritime Services to get the project to detail design (construction ready) by June 2015.



2. Community Consultation

2.1 Objectives

This community consultation period was aimed at capturing public comments on what residents would like see included in the design of Ellerton Drive Extension prior to consultants being engaged to undertake the detailed design work.

A key detail for the design work is whether or not to include connections from Greenleigh and Fairlane Estates to Ellerton Drive Extension. Although these matters have been discussed with the public previously, staff increasing began to receive calls in regards to some residents feeling that a minority were the ones being heard. Therefore one of the main objectives of this consultation period was to determine whether or not the residents of these estates wanted connections to these estates and what these connections (if any) should look like.

2.2 Exhibition Materials

Concept plans of the proposed road alignment including a long section, typical cross sections, the draft Species Impact Statement (SIS) and Archaeological Report were placed on public exhibition.

This exhibition period does not form part of the formal statutory exhibition period required for the SIS or Archaeological Report. These reports happened to be available at the time of consultation and therefore placed on exhibition to capture any initial public comment that may affect the design requirements of the road.

2.3 Promotion

Advertisements for this consultation period were provided in the Queanbeyan Age, The Chronicle, Council's facebook page as well as twitter. Emails advising of the consultation period were sent out to those registered on the Ellerton Drive Extension mailing list. Letters were sent out to all residents in the Greenleigh and Fairlane Estates on 15 May 2013 advising them of the consultation period as well as providing residents with a copy of FAQs on the project. On 12 June 2013 letters were again sent out to all residents of Greenleigh and Fairlane Estates reminding residents of the consultation period as well as providing them with a copy of the connection options to their estate and a feedback form.

2.4 Public Information Displays

To support the advertisement of the consultation, exhibition material was placed on display at the following locations from Monday 20 May 2013 to Friday 21 June 2013:

- a) Council office on ground floor level of 257 Crawford Street,
- b) Queanbeyan City Council Library,
- c) Riverside Plaza,
- d) Karabar Shopping Centre,
- e) Jerrabomberra Shopping Centre, and
- f) Council's website under "Documents for Public Exhibition".

Two public information sessions were conducted at the Bicentennial Conference Centre between 3pm and 7pm. A specific information session for Greenleigh and Fairlane Estate residents was held on Tuesday 28 May 2013 while a more general information session was held on Wednesday 29 May 2013. The information sessions were informal and people walked in and out at their convenience to view the display of concept plans, the draft SIS

and Archaeological Report. In addition, Council engineers were present to answer any queries. Feedback forms were available for attendees to complete either at the meeting or at home.

3. Community Feedback

A deadline of 4:30pm Friday 21 June 2013 was provided for all submissions to be made to Council, however all late submissions were accepted. Feedback forms or written submissions were provided either in person at Council offices, in person at the public information sessions, through mail or by emails.

Council received a total of 212 submissions. This includes 91 submissions from Greenleigh residents and 94 submissions from Fairlane residents. The following community groups or organisations also made submissions:

- QueanBUG
- Greenleigh Residents Group
- Canberra Rock Climber's Association
- Queanbeyan Monaro Greens
- Jerrabomberra Residents Association
- Queanbeyan Sustainability Group
- Queanbeyan Conservation Alliance
- Queanbeyan Landcare

A summary of the submissions has been provided in Annexure 1, 2 and 3. Names have been omitted for privacy.

3.1 Common Themes During Consultation

Generally, community feedback was not opposed to the extension of Ellerton Drive. There were however, some respondents who expressed opposition to the project progressing.

There were consistent issues raised during the consultation process. The key overarching themes of the community feedback were:

- Concern that important ecological values in the area including endangered species and communities as well as wildlife corridors and associated connectivity would be adversely affected,
- Concern over the significant financial cost for construction and that Council rates would rise to recoup the cost of the road,
- The importance of maintaining Queanbeyan's Country Living City Benefits brand,
- There were strong messages from the community about the importance of maintaining safe pedestrian access to the adjacent bushland for recreational purposes,
- Concern over the limited emergency access to the Greenleigh and Fairlane Estates, and
- The importance for Council to consider sustainable options to the traffic problems.

3.2 Connection to Greenleigh Estate

Some residents expressed their disappointment that Council was asking this question during the consultation period as they felt that a promise of no connections was being overturned.

However as previously discussed, Council had started to receive calls from Greenleigh residents who felt that only a minority was being heard.

During the consultation period, Council provided three ideas for this connection (refer to Appendix 4). The three ideas were no connection at all, a gated emergency access only with shared path at the end of Lonergan Drive and a left in and left out with shared path at the end of Lonergan Drive. Other connection ideas that were submitted by Greenleigh residents included a left out only and a full intersection. A summary of the number of Greenleigh residents voting for the three main options is provided in Table 1. Some residents opted to select a couple of the options.

Table 1 - Results of Greenleigh Estate Connection

No Connection	Emergency Access	Left In/Left Out
39	39	21

The residents advising Council they do not wish to have any connection to Ellerton Drive Extension represents 42% of the total submissions made by Greenleigh residents. The majority of the submissions received from Greenleigh residents would like some sort of connection, with most desiring a gated emergency access only. The main reason for wanting the connection was concern over lack of escape routes during emergencies. Another concern from residents is that a formal connection could introduce more traffic into the estate.

Other issues raised in regards to a new connection to Greenleigh include the view that it is unnecessary as there is already an emergency access point at the end of Beston Place and other Greenleigh roads. Nevertheless, this existing emergency access runs parallel to the Queanbeyan River and was subjected to flood damage during the December 2010 floods.

3.3 Connection to Fairlane Estate

Council provided four ideas for the connection between Fairlane Estate and Ellerton Drive Extension (refer to Appendix 5). The four ideas were no connection at all, a left in and left out next to No.74 Barracks Flat Drive, a left in, left out and right in next to No.74 Barracks Flat Drive and an on ramp next to No.130 Barracks Flat Place. Other connection ideas that were submitted were a full intersection next to No.74 Barracks Flat Drive. A summary of the number of Fairlane residents voting for the four main options is provided in Table 2. Some residents opted to select a couple of the options.

The residents advising Council they do not wish to have any connection to Ellerton Drive Extension represents 34% of the total submissions made by Fairlane residents. It would appear from the submissions received, that the majority of Fairlane residents would like some sort of connection, with most desiring a left in, left out and right in connection next to No.74 Barracks Flat Drive.

Table 2 - Results of Fairlane Estate Connection

No Connection	Left In/Left Out	Left In/Left Out/Right In	On Ramp
32	11	38	21

Concerns were raised that the connection options adjacent to No.74 Barracks Flat Drive is in a location with poor sight distance due to a bend and crest nearby on Barracks Flat Drive. This sight distance was checked onsite and was found to meet the requirements for a speed zone of 70km/h. The sign posted speed in Barracks Flat Drive is 50km/h and thus there is more than adequate sight for this proposed connection. Other concerns raised regarding this connection option included Barracks Flat Drive becoming a rat run to Cooma Street, noise travelling down the vacant land to the Queanbeyan River and vehicular lights disturbing adjacent properties.

3.4 Environmental Effects

The dominant feedback from the community related to the preservation of important ecological features within the Ellerton Drive Extension area.

General community feedback with respect to the protection of the environment, within the road corridor was:

- More detailed ecological assessments are required
- Opposition over the loss of hectares of endangered flora communities recognised in Commonwealth and State Legislation as well as impact on habitat for several endangered or vulnerable animals.
- Opposition over the progressive reduction of bushland in this area that is essential for maintaining an important and rare regional biological corridor between the eastern escarpment, Queanbeyan River, Mount Jerrabomberra and the Murrumbidgee River. This is required to ensure that neighbouring populations of vegetation and animals can interact and continue biodiversity conservation.
- Concern that construction will adversely affect water quality in the Queanbeyan River and surrounding creeks
- Concern that the road will introduce noise and air pollution.

Council is required to follow environmental requirements under Commonwealth and State Legislation. The design and construction process will also need to meet the requirements set by Federal and State authorities. Such requirements are likely to include provision of offset land, inclusion and locations for animal crossing points and permissible times for tree clearing to name a few. Council will aim to reduce the impacts of the road on the environment where possible.

3.5 Alternative Transport Strategies

Requests have been made for Council to take a more proactive approach to Queanbeyan's traffic problems by undertaking a broader sustainable transport strategy. When Council adopted the Googong and Tralee Traffic Study (2013) it also resolved to develop a broader transport plan. However since that resolution Council has resolved not to provide \$100,000 of funds towards this work (March 2010) and further resolved not to proceed with the strategy (December 2012) as Council was either already undertaking some of the works or had limited or no power in conducting certain aspects of the proposals.

Some of the work Council already undertakes that would fall under a Sustainable Transport Strategy include:

- a) Regular round table discussions with the local bus provider
- b) Investigations into a park and ride facility at the Collett St Carpark
- c) Ongoing discussions with the ACT Government to identify ways to improve public transport links
- d) Adoption of a Bicycle Plan and annual program to construct bike/shared paths

- e) Inclusion of off road and on road bicycle routes in new road construction designs
- f) Adoption of a Pedestrian Access Mobility Plan and an annual program to construct footpaths

3.6 Country Living City Benefits

Concerns have been raised that building Ellerton Drive Extension will compromise the Queanbeyan brand “Country Living, City Benefits”. Residents moved to Fairlane and Greenleigh Estate to enjoy the peace and wildlife at their doorstep. Residents are concerned that Ellerton Drive Extension will destroy this lifestyle by introducing noise and air pollution as well as impact adversely on the environment.

3.7 Maintenance of Public Access to Bushland

Many residents have advised that they regularly use the bushland adjacent to the proposed road extension for recreational purposes such as walking and riding. These residents would like to have this access maintained as it is part of the lifestyle that attracted them to live in the area. They would also like to see safe pedestrian crossing points included in the road design for the purposes of getting safely across Ellerton Drive to the bush.

Council cannot actively encourage the public to enter these bushlands. The bushland between the end of the existing Ellerton Drive and the Queanbeyan River is privately owned. The bushland between the Queanbeyan River and Old Cooma Road, commonly known as the Gale Precinct, is Crown Land under a Native Title Claim. The bushland adjacent to Ellerton Drive Extension is not public land and the public should not be encouraged to trespass onto private property.

3.8 Dunns Creek Road Alternative

It has been suggested that Council progress with Dunns Creek Road instead of extending Ellerton Drive. Dunns Creek Road would link the Monaro Highway with Old Cooma Road providing Googong direct access to Canberra.

Dunns Creek Road is approximately 8km in length and currently has two route options. Regardless of what option is chosen the route will go through extremely difficult topography, will require a bridge over Jerrabomberra Creek and will go through large areas of land with very high environmental value.

The cost estimate to construct Dunns Creek Road is double the estimated cost of Ellerton Drive Extension. In addition, considering the very high environmental impacts associated with the road, it is expected that the environmental offset costs that will apply to Dunns Creek Road will also be considerably higher than Ellerton Drive Extension.

While the majority of construction funds for Ellerton Drive Extension will come from Googong and other developer contributions, the funding for Dunns Creek Road has become uncertain in recent times with Tralee developers withdrawing their offer to fund 50% of the road unless they can develop more land.

The Googong and Tralee Traffic Study (2031) saw Dunns Creek Road as a useful inclusion in the Queanbeyan road network but it would not be required within the 2031 timeframe of the study. Constructing it without the inclusion of Ellerton Drive Extension would not resolve the traffic congestion that will be caused by development in Queanbeyan. Even if Dunns Creek Road was constructed, without Ellerton Drive Extension, Cooma Street and Monaro Street will not provide a suitable level of service, causing congestions and delays for the majority of Queanbeyan residents.

At the present time, Ellerton Drive Extension presents as the more viable road link to construct.

3.9 Googong and Tralee Traffic Study (2031) Outdated

Concern has been expressed that the basis for proceeding with Ellerton Drive Extension is the Googong and Tralee Traffic Study (2031) which is out of date.

The Queanbeyan traffic report was updated in early in 2013. This revised report took into account 2011 census data, current traffic counts in Queanbeyan and Canberra and up to date future land use data provided by Queanbeyan City Council and the ACT Government. It was concluded that the 2 lane Ellerton Drive Extension was still required and is required to be constructed by 2017.

3.10 Flood Proof the Queens Bridge

Some believe Ellerton Drive Extension is an expensive way of trying to achieve a 1 in 100 year flood free access through Queanbeyan. It would be more cost effective to raise the low level bridge at Morisset Street or raise the low point on the east side of the Queens Bridge to a height capable of withstanding a 1 in 100 year flood.

Council does have plans to fix the dip at Bungendore Road as part of the 4 laning of this road between the Queens Bridge and Atkinson Street. However, this work or raising the low level bridge will not prevent Queanbeyan from being cut into two during a 1 in 100 year flood event. During a major flood event, a good part of the CBD is underwater and no works around or on the existing bridges will alleviate the issue of the town being cut into two.

3.11 Petitions

Petitions were received by the following groups:

- a) Queanbeyan Conservation Alliance against the construction of Ellerton Drive Extension (190 names)
- b) People from Fairlane Estate against connections adjacent to No.74 Barracks Flat Drive (49 signatures)

3.12 Additional Comments

During the community consultation period there was feedback relating to a diverse range of issues. Feedback that does not fall easily into one of the above categories or groupings and was not prominent throughout the consultation period is briefly summarised below:

- Comments about lack of detail provided for the design of the road. *This consultation period was for concept design only. Detailed design work will commence in late 2013 and the public will be given further opportunities to comment on the design as it progresses.*
- Council should have provided a road reserve as big as what has been provided in Edwin Land Parkway. *The widths are approximately the same.*
- Concerns about funnelling extra traffic onto already congested roads such as Yass Road and intersections such as Yass Road/Bungendore Road and Lanyon Drive/Tompsett Drive. *Improvements to these roads and intersections are included in other projects being conducted either by Council or other authorities.*
- Council should be considering other bypass routes such as the northern ring road. *This option was removed by Roads & Maritime Services.*
- Council has certain obligations under the Local Government Act to manage

community land responsibly, to protect the environment and have regard to the long term effects of its decision.

- There is evidence that fewer vehicles are travelling along Cooma Street and Monaro Street since Edwin Land Parkway was completed. This suggests the direction of travel is different to that assumed in the Googong and Tralee Traffic Study (2031). *Current traffic counts show that the vehicle numbers on these roads are increasing and not decreasing.*

4. Conclusion

There was a mix of positive and negative feedback from the community regarding the proposed construction of Ellerton Drive Extension. There was a high participation rate for the consultation period with 212 written submissions received. Several submissions expressed appreciation for this early phase of community consultation.

The community values of environmental conservation, sustainable traffic strategies, recreational opportunities and Country Living/City Benefits brand were strong throughout the consultation period.

The majority of individuals participating in the community consultation were not opposed to the principle of constructing the road to reduce the traffic congestion in Queanbeyan, however there are some in the community that are not convinced that Ellerton Drive Extension is the most appropriate solution.

The majority of submissions received by Greenleigh residents wanted a gated emergency access from Lonergan Drive to Ellerton Drive Extension. The majority of submissions from Fairlane Estate residents showed a preference for connections adjacent to No.74 Barracks Flat Drive.

The community will be engaged again once detailed design of the road is sufficiently completed and once the statutory exhibition periods other processes are required.

5. Recommendations

1. That Council continue discussions with NSW Office Environment and Heritage to finalise the environmental constraints for the road design and construction;
2. That Council proceed with the engagement of a consultant to design the road and that the road designer is asked to investigate:
 - a) A gated emergency access from the end of Lonergan Drive, Greenleigh to Ellerton Drive Extension, and
 - b) A left in, left out and right in connection to Fairlane Estate adjacent to No.74 Barracks Flat Drive.

6. Appendices

Appendix 1 – Feedback from Greenleigh Residents

Appendix 2 – Feedback from Fairlane Residents

Appendix 3 – Feedback from General Community

Appendix 4 – Connection Options for Greenleigh Estate

Appendix 5 – Connection Options for Fairlane Estate

Appendix 6 – Feedback Form

Appendix 7 – Initial Letter to Greenleigh and Fairlane Residents

Appendix 8 – Follow Up Letter to Greenleigh and Fairlane Residents

Appendix 9 – Media Release

Appendix 10 – Email to Mailing List

Appendix 11 - Ellerton Drive Extension Newsletter

Appendix 1 – Feedback from Greenleigh Residents

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
1	28/05/2013	1	1		Between		Not in favour of connection to Loneragan Dr but emergency only could be accepted. Picked Greenleigh for its seclusion and quiet street noise a connection to EDE would increase the traffic and noise. Sees a connection as a means for outsiders to use Greenleigh as a shortcut to golf club or main st. Believes Council should extend its promise that Jumping Ck won't connect to Greenleigh by promising not to connect Greenleigh to EDE
2	28/05/2013		1		Road		Would like extensive landscaping, trees etc in the rear of Loneragan Dr properties
3	28/05/2013		1		Between		
4	28/05/2013		1	1	Between		Emergency access least preferred. Left in/out most preferred option. Wants 42/7 access due to safety concerns in a bushfire prone area. Current emergency access is dangerous. Perhaps traffic calming would be required on Loneragan Drive to discourage rat running
5	28/05/2013	1			Between		Concerned there is proposal for only access through Loneragan Dr, need exit/entry ramps from Severne St and wants to see Council's fire management plan.
6	29/05/2013		1		Road		Loneragan and Severne St not suitable for through traffic. Believes project is worth more than \$40M. Wants developers to contribute their share in advance of construction. He observes that Jerra residents tend to travel west into Canberra and he assumes Googong will do the same so EDE wouldn't appeal to them
7	29/05/2013			1	Between		Thinks it well considered and logical.
8	29/05/2013	1			Road	1	Prefers EDE not go ahead. A connection to Greenleigh will increase traffic up Atkinson St
9	29/05/2013	1			Between	1	Thinks EDE is a waste of money. Would like to see Oaks Estate Road straighten to deliver traffic from Yass Road to other side of Queanbeyan.
10	29/05/2013		1				Not sure where the noise barriers should go.

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
11	30/05/2013			1	Between		<p>Wants noise barrier between road and property as it allows vegetation along road to soften the view. Supports inclusion of culverts under road to allow the many wildlife movements, exit from Loneragan Dr is essential for bushfire escape (fire risk will be greater when EDE is in due to more people), would prefer right turn into EDE heading south from Loneragan Dr, has Council modelled scenario of cigarette butt fire and where residents will escape, locked gate option is unsatisfactory as residents will forget about it.</p> <p>Does not want any connections to EDE but if required is more inclined for emergency access only. Wants Jumping Ck connection to EDE as far away from Loneragan as possible. Likes left in and left out connection to Fairlane Estate believes on ramp from near the river would cause noise issues to directly affect residents and those along the river. Has observed the animals in the area for over 20yrs, has included a list of species she has observed, disappointed at the limitations of the SIS and wants independent ination of particular fauna. Wants bushland between their property and EDE maintained. Wants large trees maintained/protected. Disappointed SIS does not consider the nearby Box Gum Woodland, wants significant numbers of wildlife crossings. Wants protection of the gully running through their block. Concerned there was no inclusion of noise barriers in design. Community should be consulted on possible location and design of barriers, council has already given a guarantee that barriers will be constructed along the bridge, wants funding for double glazing to affected properties. Wants top of the range road pavement to reduce noise. Wants road constructed in four lanes to capitalise on developers monetary contributions now.</p>
12	2/06/2013	1					

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
13	2/06/2013		1				Appreciates Council's approach to consult with community. The roads in Greenleigh do not support any increase in traffic volumes, no streetlighting. Does not want proper road connection to EDE.
14	12/06/2013	1			Between		
15	12/06/2013	1			Between		
16	12/06/2013	1			Between		Was told 12 months ago there would be no connection
17	12/06/2013	1			Between		
18	10/06/2013		1				A connection to EDE would have limited benefit while current arrangements are unproblematic. Connections would require Lonergan and Severne to be upgraded to inc lighting, cyclepaths, footpaths and widening to high volume traffic standards. Greenleigh I quintessential to Qbn's Country Living with City Benefits brand, unparallelled to the region and shouldn't be compromised without seriously harming the Qbn brand. Council risks putting its planning legacy on the line by connecting a visionary and brilliantly conceived area to the EDE. Greenleigh is semi-rural and will not handle extra traffic. Prefers Northern Ring Road as it would connect better with ACT roads, more traffic on Yass Rd is bad planning. Is very concerned about how construction vehicles will get to the EDE site esp for the bridge construction. Greenleigh streets are too narrow for large trucks. Why is this not addressed in the documents? Moved to Greenleigh for bush environment. Doesn't want more traffic. Prefers Dunns Ck Rd option as traffic will be funneled into crowded Yass Rd Doesn't want more traffic Wants streetlighting design to minimise spillage into their properties or sky. Doesn't want through traffic
19	12/06/2013		1				Connection would destroy the peaceful estate and roads are too narrow for increase traffic volumes, would create safety issues
20	11/06/2013		1				
21	15/06/2013		1				
22	17/06/2013		1		Between		
23	17/06/2013		1		Property		
24	18/06/2013		1		Road		

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
25	18/06/2013	1			Road		Not in favour of any connection car or motorbikes unless it was emergency access only. A proper connection would be used for a rat run and local roads aren't suited for extra traffic. No streetlights or footpaths so increased traffic would increase danger to wildlife, walkers and children. Intersection of Lonergan and Severne would be a blackspot. People moved to Greenleigh for it quiet and semi-rural environment. We pay extra rates for this lifestyle
26	18/06/2013		1				Does not favour any connection, emergency may be acceptable. Connections would require Greenleigh roads to be upgraded and the area would lose semi-rural aspect. EDE should be constructed as bypass with limited access, with connections to Jerra and Googong
27	18/06/2013			1	Between		Single exit/entry is windy and makes you feel too far away from Qbn than really is. Allowing left in/out would potentially cut traffic along Severne St and allow residents to exit more quickly. Wants alternative access.
28	18/06/2013		1		Road		
29	19/06/2013		1		Between		
30	19/06/2013		1		Road		
31	19/06/2013		1	1	Between		Would also like a right in/out option to Greenleigh
32	19/06/2013	1					Against to any connection as it will affect the lifestyle of the area plus wildlife. Was attracted to area due to its unique location and relative privacy. Connections would devalue our property and be hazardous given the state of the streets.
33	19/06/2013		1				Good for Fire Brigade, Ambulance, Council. Needs to be locked access
34	19/06/2013	1					
35	19/06/2013		1			1	If the road was to occur, prefers gated emergency access
36	19/06/2013		1		Between		
37	19/06/2013	1			Nil		Passionate about conserving integrity of Greenleigh and doesn't want direct road connection to Greenleigh.

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
38	19/06/2013		1		Road	1	Doesn't support EDE due to environmental impacts on fragile area and doesn't believe it will solve Qbn's traffic problems as it will move pressure points onto Cooma St and Yass Rd going to ACT. Dunns Ck is better option
39	19/06/2013			1	Between		Excellent for residents to have alternative exit route on a regular basis Does not want direct access onto EDE as it would increase traffic in Greenleigh and be detrimental to the peaceful semi-rural area. Disappointed that Council gave the impression at a town hall meeting that there would be no access to proposed Jumping Ck estate via Loneragan due to overwhelming opposition by residents and the fact that a connection is being considered now suggests those concerns were not considered important by Council. There would be no benefit of a left out as it would not decrease the ultimate travel distance
40	19/06/2013		1				Moved to Greenleigh for semi-rural environment. A connection to EDE will destroy harmony and impact safety of children. Greenleigh roads aren't design for extra traffic and it will effect wildlife. Connection will be used as shortcut to Qbn
41	19/06/2013		1		Road		Believes traffic on Severne St will increase and needs upgrading, footpaths etc Will there be access tunnels for wildlife?
42	20/06/2013		1		Road		Greenleigh is a distinctive residential/bush neighbourhood and people moved here to take advantage of its unique features numerous Council restrictions aim to preserve. Adding a connection would add traffic which would compromise the basic intent of the estate. Severne St is also currently unsafe especially for pedestrians and cyclists, adding more traffic would increase the risk.
43	20/06/2013			1	Property		
44	20/06/2013			1	Road		
45	20/06/2013		1		Between		
46	20/06/2013	1			Road		

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
47	20/06/2013		1				Believes more environmental studies required as she has witnessed many species including a lot of the endangered/vulnerable species that have been listed but not seen in QCC surveys. Important trees need protection, wildlife crossing points indicated on concept is insufficient, concern over traffic noise and pollution, not enough detail on concept plan re: noise barriers. Wants best noise reduction road surface included in design. Wants QCC to get Googong to commit to funding the ultimate 4L EDE.
48	20/06/2013		1		Property or Between		Doesn't want increase traffic along Severne St, dangerous enough now without the extra traffic and would affect the rural feel of the area. A connection provides little benefit to Greenleigh and upgrades to the road would be required
49	20/06/2013	1	1				
50	20/06/2013		1				Given issues in case of emergency such as bushfire is in favour of an emergency access only. Any additional vehicle access to Greenleigh would be unacceptable and would affect the ambience of Greenleigh. More traffic would increase the fatalities of wildlife and residents moved to the area to enjoy the quiet, bush environment with wildlife in their backyard, solitude of the larger blocks and the LEP in place. Would like noise barriers on road edge to provide the greatest bushland buffer
51	20/06/2013	1					Council GM promised at a public meeting that there would be no connections to Jumping Ck or to EDE. Now Council seems to be looking for reasons to make this connection happen. Greenleigh streets not designed for extra traffic or construction traffic.
52	20/06/2013	1			Road	1	
53	20/06/2013			1	Between		Would prefer left in/out & right connection. What ever noise barrier location to give the best result

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
54	20/06/2013			1	Road		Wants full intersection right in/out as well. Can't believe there is an option to consider no connections as residents need to be given options, fire retreat for catastrophes. Residents shouldn't worry about Severne St being a rat run (windy & slow). Fairlane Estate should be given an alternative connection also as it will help with congestion on Cooma/Barracks Flat intersection. Providing these connections would only be a small cost in regards to the complete project. Wants gates in fences or underpasses so people can access the bush
55	20/06/2013			1			
56	20/06/2013		1		Road		Since we don't know the location for Jumping Ck connection can only consider emergency access. Lonergan Dr residents will already be the most effected by EDE as we can see it and hear the noise from it, so don't need more traffic driving through Lonergan Dr
57	20/06/2013		1		Road		Lonergan Drive is not designed for through traffic
58	20/06/2013			1	Between		Wants access for fauna under EDE at appropriate crossing points
59	21/06/2013	1					Concerned over effects on visual, noise and air pollution the 4L road will have on quiet and beautiful area. Appears to only be concerns for noise, "we'll try something then check back after 12months". No indication of its size or placement indicates its all a guess. EDE will destroy the country living city benefit promise, move the road further away from neighbourhoods. Shocking for little regard placed on human impacts and more on animals impacts with comment that moving the road further out will increase the environmental impacts as it will go through rather than on edge of habitat. Concerned over the environmental impacts on endangered species as well as kangaroos, wombats and other native animals. No walking paths on residential side of barriers as it will lead to graffiti, noise, privacy, littering and fire risks, increase crime. Who wants to walk along a 4L road and breathe pollution? 1

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
60	21/06/2013	1					Totally against any access from Greenleigh to EDE. We have enough problems with speeding traffic and badly lit road, no pedestrian paths and increase traffic will increase problems.
61	21/06/2013		1		Between		If connection to EDE goes ahead it can only be emergency only Objects to connections. Kangaroo Club meeting QCC had promised no connections so not sure how these proposals can be put forward, current and old information can therefore not be relied upon. Costs seem all important and is strenuously objects to Greenleigh being subjected to increased noise. Council and/or staff place no value on local flora and fauna.
62	21/06/2013	1					Bought property off the plan and house was first to be built and occupied in Greenleigh. Vehicle access to EDE will create shortcut or alternative access to East Qbn via a narrow road. Council has repeatedly claimed Greenleigh as a closed rural estate stating no kerbing, guttering, footpaths or streetlighting because of its rural nature
63	21/06/2013	1			Road		Objects to connections and wants Council to keep our promise.
64	21/06/2013	1			Road		Totally objects to connection to EDE but not against EDE. Connection is against promise made at John Barilaro's meeting. Emergency access was not designed into Greenleigh so why we are considering this now? Will you consider fixing emergency access from Granville Cl to the fire road? Our street has poor emergency access (padlocked gate to golf course) and this won't improve by a road to EDE. Greenleigh roads aren't appropriate for extra traffic, what use is it except for Greenleigh residents who don't want it?
65	21/06/2013	1					Main concern is firefighting access or resident escape from Lonergan Dr in event of fire. Knew this road was planned when they bought. Seems it will be extremely busy and extra lanes required.
66	21/06/2013		1		Between		

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
67	21/06/2013			1			<p>Purchase his property as part of Stage 1 Greenleigh in early 80s and has been aware of EDE and its alignment since that time. Most of the long term residents of Greenleigh recognise EDE as an important piece of infrastructure for the Qbn city. Is urging Council not to listen to the noisy minority who oppose the road or request unreasonable modifications to the project. Cities are constantly evolving and the ones who have come in late must recognise that their own properties have impacted on the environment too. Recalls the 84/85 major fire around Mt Jerra crossing the back of Karabar and through Barracks Flat which was only stopped at the EDE alignment. Though this area is developed and fire probabilities reduced, if a fire was to start in Greenleigh it would be in the direction where the current fire exit is. Believes the proposed emergency access proposal is a good one but locked gate isn't preferable. Believes that a left in/out is better option as it provides a proper road for evacuation and would provide a fire barrier as well.</p>
68	21/06/2013			1			<p>There has been much noise by a 'chosen few' who are concerned about excess traffic entering Greenleigh. A left in/out will only affect local traffic as other traffic will have no benefit from entering the estate from EDE to get elsewhere. Main concern is two lane traffic on Yass Rd and traffic merging into Pialligo Ave.</p>

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
69	21/06/2013	1	1		Road	1	In favour of developing Jumping Ck as low density housing option to keep the character of the area, this inc element of protection for wildlife and environment. Very disappointed that the GM reneged on his word that there would be no access through Greenleigh and has undermined the consultation process and wonder why Council is bothering. Believes EDE is unnecessary and strongly opposed to it. Doesn't find Council's transport plan credible. Believes Dunns Ck Rd is the best alternative for Googong traffic. Can understand why Council would be avoiding this topic to support its economic development and if so should be discussed openly with community. Lack of transparency.
70	21/06/2013	1					Objects to connection to EDE from Greenleigh. Shocked this is back on Council's agenda after Kangaroos Club meeting in 2012 where GM and CIC guarantee Greenleigh residents that there would be no connection from Greenleigh to EDE. A connection will destroy the lifestyle in Greenleigh, our streets do not cater for the connection. If the connection is being discussed due to safety reasons then fix the existing exit at the end of Granville Cl otherwise make the Loneragan Dr connection and exit only. Understand that EDE was planned for many years but a connection was not.
71	21/06/2013		1		Between		Would like emergency access but not through traffic
72	21/06/2013	1					Greenleigh is a private suburb and would like it to stay that way. No through traffic
73	21/06/2013	1	1		Road		If it goes ahead only emergency access only

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
74	21/06/2013	1					Was told when bought property no need for noise measures. Doesn't want construction vehicles on Greenleigh streets. Have platypus and lyre birds been considered in the SIS? We should be turning Jumping Creek into the Mt Stromlo of Queanbeyan instead of destroying places where we can walk, cycle, jog in this obese encouraging environment. Think of the eco-tourism potential!
75	21/06/2013	1			Property		Access to Lonergan Dr would increase traffic in Greenleigh. Given there are no footpaths it would increase danger to pedestrians
76	21/06/2013	1			Between		No general access was agreed by Council. This shouldn't be discussed now.
77	21/06/2013	1					Insufficient info for noise measures. Council is applauded for the efforts and intentions in seeking community input for best solutions to this project. The Council was elected to take decisions for the wellbeing of the Qbn community and local residents of suburbs. But the advantages/disadvantages of solutions proposed are not clearly demonstrated to Greenleigh residents. Does connecting Greenleigh to EDE offer any improvements to Qbn or Greenleigh residents? Was are the consequences of maintaining the present isolation of Greenleigh? Does Council intend for Greenleigh to be a two way traffic thoroughfare to EDE? Does the community want to make Greenleigh a recreational park for cyclists or pedestrians, increasing the risk of collisions with people, kangaroos etc? Does Council have any future plans to alter the character of Greenleigh in any form (we need to know to take financial decisions about our future)?
78	21/06/2013			1			Alternative connection option is a road under the bridge to allow right onto EDE heading to Karabar.

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
79	21/06/2013	1			Between		Any connection from EDE would create major traffic problems with people using this as a through road. Existing road network in Greenleigh hasn't been designed for high traffic flows. This would totally change the original concept of the estate
80	21/06/2013	1			Property		Not in favour of any through traffic in Greenleigh as the road is classified as semi-rural and there isn't room for footpaths and as a walker you take your life in your hand negotiating the side of the road with speeding cars. This would be made worse with additional traffic. Extra traffic would also increase the existing problems at Atkinson/Bungendore roundabout. Agrees with the traffic having to come out of Monaro Street but not by adding traffic into Greenleigh a peaceful place. Once EDE is finished we will have horrific noise coming up the back and now COuncil proposes to add more traffic into Greenleigh. No, No, No
81	21/06/2013		1				Would prefer left out only or on ramp and view/concerns of those residents most impacted by EDE given the most weight
82	21/06/2013		1		Road		
83	23/06/2013						Would also like right turn from EDE into Greenleigh as they want full access from Loneragan Dr to go south without having to go through Qbn. This would also help lessen traffic through CBD. Told that if there was fire it would come from the north so Severne St exit would be cut off and only other exit is a padlocked gate at the end of Beston Pl. We were all informed of the EDE when we bought properties here and always wanted it and planned for it by planting trees to cover the view of the road. As it would benefit so many in time of emergency we would like and expect full access to anywhere.
84	24/06/2013		1		1 Between		Happy with any decision

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
85	24/06/2013			1			Wants full intersection right in/out as well from a roundabout so can have easy access to other side of river. To discourage traffic Greenleigh could put a series of traffic calming measures and load limits and 40km/h speed limits. If not roundabout can put a U turn bay a bit further orth so that residents could easily go south still.
86	24/06/2013		1		Road		Would also support permanent left out only out of Loneragan Dr but not left in
87	24/06/2013			1			Would like right turn onto EDE towards Karabar by either an island or traffic lights
88	24/06/2013			1	Between		Left in/out option is needed for ambulance/police and rural fire brigade/bush fire access. Locked gates are a nuisance and bad in a bush fire zone like this
89	24/06/2013		1	1			Would like to have right in/out as well. This would improve the benefit to residents of Greenleigh and improve emergency access from both directions as possible fire may be across the new road heading towards Yass Road. Road safety would need to be considered. To preserve natural environment for houses close by the new road, noise attenuation measures should consider a vegetated berm between the road and houses. This could also balance earthworks.

No.	Date Received	No Connection	Emergency	Left in/out	Noise	Against EDE	Issues/Questions Raised
90	25/06/2013	1					Council has given a firm commitment to Greenleigh residents that there will be no road connections between Greenleigh and Jumping Ck development. These assurances were given by the mayor and GM at a public meeting at the Kangaroo Club. If the left in/out connection is built before the completion of EDE then it will become a construction access for Jumping Ck. Heavy machinery will be prominent and risky and dangerous to the Greenleigh traffic scene. Traffic will double, speeding will double, pedestrian risks will dramatically increase. Council needs to be honest with ratepayers and state their intention to develop EDE in a transparent manner and outline the entire process/outcome upfront. Costs of the road are more likely to be \$70-\$100million, fed or state gov't don't have this kind of money to loan, considering Sydney has single lane roads carrying 20,000veh for a 4million population requiring work, EDE wouldn't be the best investment as it would only carry 7,000veh for a 40,000 population. Council has poorly served the residents of Greenleigh, it has failed to retain the rural nature of the estate, failed to control the 50km/h speed limit, road edges and verges are poorly maintained and cannot be used by pedestrians in spots. Council should develop a sustainable transport vision and strategy in
91	27/06/2013	1			Road		
	TOTAL	39	39	21			9

Appendix 2 – Feedback from Fairlane Estate Residents

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
1	24/05/2013			1				Important that access into Barracks Flat isn't limited Lives right next to the proposed connection and against connection to Fairlane.
2	28/05/2013	1				Property		Believes connection would make Barracks Flat Drive a short cut to Cooma Street. Would access to the bush for recreation purposes
3	28/05/2013	1				Road		Believes connection would encourage more drag stripping in the area. Concerned road is much closer than the 50-100m he was told previously, no access to bush reserve, noise barriers a joke, Barracks Flat/Cooma dangerous, Googong traffic should go through Dunns Ck Rd faster/less expensive, EDE will increase traffic on Yass Rd and Pialligo Ave which is already suffering
4	28/05/2013	1				Road		Would like Council to consider safe pedestrian access to nearby bushland. There is a considerable amount of people who use the bushland for recreational purposes and it is unlikely people will stop using it so this will pose a hazard for people trying to cross EDE
5	28/05/2013		1			Road and Between		Wants traffic lights at Cooma/Barracks Flat, speed humps at River Dr, easy exit/entry for natural disasters, pedestrian access on bridge, protection of native animals in his backyard, casuarinas along river, footpath on north side of River Dr, connections between Fairlane and Greenleigh Estates
6	28/05/2013		1	1		1 Any		

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
7	28/05/2013		1	1	1	Any		Wants traffic lights at Cooma/Barracks Flat, speed humps at River Dr, easy exit/entry for natural disasters, pedestrian access on bridge, protection of native animals in his backyard, casuarinas along river, footpath on north side of River Dr, connections between Fairlane and Greenleigh Estates
8	28/05/2013			1		Road		Cooma/Barracks Flat intersection needs lights or roundabout, it is very dangerous and build up of people will make it more dangerous.
9	28/05/2013			1		Road	1	Would prefer no extension at all, need noise barriers. Need lights at OCR/Barracks now. Only one way out and it is very dangerous
10	28/05/2013			1		Property		
11	28/05/2013			1		Between		Would like to see traffic turning from Barracks Flat into Old Cooma Road given a right of way, similar to what has been given at Dane Street/Cooma Street
12	28/05/2013	1				Property		Wants Cooma/Barracks Flat intersection upgraded, needs a left turn lane and increase traffic from Jerra has caused problems which will get worse when Googong starts. Connections would result in greater traffic in Barracks Flat as they short cut
13	3/06/2013	1				Road		Any access to the estate from EDE will cause traffic to use it as short cut, so doesn't want any connections. Noise walls need landscaping to camouflage it. Would like to see improvements at OCR/Barracks Flat intersection as it is very busy/dangerous and wants to know if EDE is proposed to reduce traffic in Cooma Street

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
14	3/06/2013				1	Between		Wants the road alignment pushed further south so it is further from Fairlane properties. Why should Fairlane residents suffer having the road closer to their boundaries then Jerra residents? Wants formal pedestrian access maintained for the Crown Land/bushland as it is of paramount importance to residents, this is what attracted us to the area and cutting us off from it is unacceptable. People will still continue to go there so by providing no formal access points will lead to accidents.
15	3/06/2013				1	Between		Wants sound walls built as soon as possible before too much construction starts to reduce noise. Wants Council to consider double glazing his double storey property
16	12/06/2013	1				Road		
17	17/06/2013			1		Between		
18	18/06/2013		1	1	1	Property		Connections great idea. Resolve traffic issue exiting
19	18/06/2013			1		Road and Between		Would like to see it built as 4L in first instance if possible or maybe 3L at minimum to cater for holiday traffic
20	18/06/2013			1		Property		It would be useful to have a right turn as well. Residents are used to the quiet of the bush so sound walls should be close to the property
21	18/06/2013			1		Between		Connections are great idea.

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
22	18/06/2013	1				Nil	1	Is against EDE and all options. Thinks it will dissect the Qbn & Jerra community and have huge financial and environmental impacts. A plan from a map 40yrs ago does not reflect the need of the community today and to the immediate future. Other options should be extensively pursued.
23	19/06/2013	1				Road	1	EDE does not warrant loss of native wildlife or change in habitat for wildlife and residents to enjoy
24	19/06/2013	1						A connection will cause too much traffic through residential area and be a danger to wildlife
25	19/06/2013			1		Road		
26	19/06/2013	1				Road	1	Doesn't solve Queens Bridge problem going/coming from Fyshwick. Why aren't we talking to ACT re: upgrade of Yass Rd and Pialligo Ave? Googong/Tralee better serviced by Dunns Ck Rd, why is this only concept? Env impacts of EDE are excessive particularly near the bridge. Noise levels from trucks will be excessive and will be just as intrusive as aircraft noise. Why are governments funding this proposal when there are fatalities on Kings & Barton Hwys?
27	19/06/2013					Road or Between	1	The location where proposed left in/out and right in is already unsafe due to crest and bend and speeding vehicles. Addition of the intersection will be unsafe

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
28	19/06/2013	1						Believes Fairlane Estate should not have been built and EDE is inappropriate and will affect wildlife. 1 Bypass should go through ACT industrial area
29	19/06/2013			1		Road or Between		Believes EDE will accommodate travel between Fairlane, Googong, Jerra, Tuggeranong to airport, East Qbn, Defence HQ, Coast. Getting out of Fairlane is getting harder. Need more options to get out in all directions
30	19/06/2013			1		Between		Provides 2nd entry/exit
31	19/06/2013				1	Between		EDE great idea, long overdue. Look forward to see this underway.
32	19/06/2013		1			1 Road		On Ramp also need Off Ramp plus left in/out
33	19/06/2013	1				Road or Between		Not in favour of connection as enjoys quietness and more traffic would affect this
34	19/06/2013					Property		Believes both Fairlane and Greenleigh should be given additional access in case of emergencies
35	19/06/2013			1				
36	20/06/2013			1		Property		Not in favour of EDE through Barracks Flat
37	20/06/2013				1	Property		Left in/out and Right in would greatly impact on them, unsafe due to crest and bend at location, increase traffic will make it difficult to exit their driveways, noise travelling down the powerline easement, headlights shining into their hose. On ramp would be better as it would be confined to the already road corridor, least impact and would even out the traffic flow through the estate.

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
38	20/06/2013				1	Property		Left in/out and Right in would greatly impact on them, unsafe due to crest and bend at location, increase traffic will make it difficult to exit their driveways, noise travelling down the powerline easement, headlights shining into their house. On ramp would be better as it would be confined to the already road corridor, least impact.
39	20/06/2013	1					1	EDE will cause environment, pollution and noise impacts. They moved to the area to enjoy the country living and peace. Concerned that the road directly behind their property will be detrimental to the peace and affect the wildlife. Concerned also that cars/trucks will crash into their backyard and would not feel safe leaving kids there. Thinks Council should lookat alternative transport options such as efficient public transport options between Canberra and Qbn. Concerned this will reduce their house value.
40	20/06/2013	1				Road		
41	20/06/2013	1				Between		Construct a cyclepath from Barracks Flat to EDE to CBD, can be done along river by scaling. This would take people off Cooma St and be safer. Alternatively send a roller through to compress the ground
42	20/06/2013	1				Between		Believes the population in Fairlane doesn't warrant a connection to EDE. Council better using money elsewhere. People can use existing connection to OCR

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
43	20/06/2013							When she moved to thier rental place immediately fell in love with their special place, flora/fauna, landscape and sounds. EDE will have great environmental impacts. SIS is biased and is not extensive enough. She has sighthings of a lot more species than has been reported. Thinks there should have been more time for the public to review the SIS.
44	20/06/2013				1	Between		Noise barriers clear of road in case of accidents
45	20/06/2013		1			Boundary		Long overdue project. Fully supports EDE, been on maps since she was teenager 40years ago. Get on with it. Doesn't want fences blocking scenery from drivers/visitors. Prefer on boundary
46	20/06/2013	1				Road	1	EDE will severely impact natural lifestyle/interaction with environment enjoyed by residents, will destroy wildlife habitat and vegetation, connections will cause nuisance to adjoining residents
47	20/06/2013		1	1		Between		
48	20/06/2013	1				Between		
49	20/06/2013			1		Road and B	1	Has lived in the picturesque area for 30yrs and enjoys having direct access to river walks and ability to see platypus and wildlife only metres from his door. Traffic noise will be substantial with the hills/gradients in the area and assumed quarry trucks that will use the route

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
50	20/06/2013			1				Would like access into Fairlane from all directions and believes on ramp and left in/out only does not address this. If Council is going to do something do it well and these accesses are required for flood and bushfire reasons. Care should be taken with the inhabitants of the Queanbeyan River such as the platypus
51	20/06/2013			1		Between		
52	20/06/2013					1	Between	No need for additional connection onto Barracks Flat Dr, if one was need best option is onramp. If the OCR/Barracks Flat intersection had lights then this would work better and safer for the amount of traffic in Fairlane Estate. A connection to Barracks Flat would increase traffic in the area. Would be most effected by the connection to Barracks Flat Dr as it is one side of her property and be a point for hooligans to avoid the police

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
53	20/06/2013							It will not provide the most effective and efficient way to ensure traffic is redirected around Qbn. There a more feasible answers such as Dunns Ck Rd, Monaro Hwy for the Googong residents to go into ACT and further developments in Pialligo Ave and Majura Pkwy will allow traffic to travel northward and est ward into Qbn. The EDE route goes directly through an env sensitive corridor and have serious effects on wildlife. EDE will have a large increase in noise and air pollution to resident living in Jerra, Karabar and Greenleigh. Need to develop comprehensive transport plan with NSW and ACT Govt
54	20/06/2013		1			Between		
55	20/06/2013	1						EDE is too close to city centre to benefit. Should be closer to Googong and Burra. Just because it has been in plans for years doesn't make it right, city has changed. Runoff so close to platypus population in river would be devastating. Greenleigh residents would have their rural seclusion destroyed, which is a selling point. Could make financial gain by building townhouses along the vacant block down to Barracks Flat but building a bridge is criminal
56	20/06/2013				1	Between		Possible accidents with right turns at times of fog/rain
57	20/06/2013		1			Road		Why would residents drive all the way to the ramp when it would be easier to go down to Cooma Road to join EDE?
58	20/06/2013		1		1	Between		

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
59	20/06/2013	1						
60	20/06/2013	1						
61	21/06/2013				1	Property		Connection via on ramp will be better for property values
62	21/06/2013		1			Between		Questions if Barracks Flat connection is really required. Traffic lights at Cooma Rd is a viable exit point if upgraded. Leave connection alternate as a emergency access point only.
63	21/06/2013				1	Road		
64	21/06/2013			1		Between		Left in/out would provide good access to barracks Flat and River Dr
65	21/06/2013				1	Between		
66	21/06/2013	1				Between		Not in favour of any connections
67	21/06/2013			1				This option for connection would offer the greatest utility for residents in the estate
68	21/06/2013					Between		Fairlane Estate requires a second access and egress point for both residents and emergency vehicles

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
69	21/06/2013	1				Road	1	<p>Knew that the road was coming when she bought her property but shocked that there is a proposed bridge so close and so high. Serious implications for nearby properties and their land should never have been sold as residential land. Was attracted to the area because of its uniqueness, convenient location plus remote and beautiful. Why wasn't more distance between road and property provided in planning?</p> <p>Will the road result in reduces rates to reflect loss of comfort, peace and property value? Council needs to spend the money on improved public transport options and consider, noise/air pollution from the road. Seriously concerned over the local wildlife.</p>
70	21/06/2013	1				Road	1	<p>Council would be irresponsible to allow this road to progress. It will destroy pristine river bushland that attracts a certain kind of resident and maintains a certain value in the estate. When the bushland is destroyed by the EDE and the wildlife is driven away, and the families with children move away to find quieter safer places to live Council will have created a different community here. There is no place like this estate in the region.</p> <p>Left in/out would provide alternative access to estate but not provide high volume of traffic which a residential area is not geared for.</p>
71	21/06/2013		1			Between		
72	21/06/2013			1		Between		

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
73	21/06/2013			1		Road	1	EDE will prominently affects us given close proximity to proposed bridge and road. We are accustomed to beautiful wildlife which EDE would destroy, large trucks and cars would create much extra noise compared to peaceful/beautiful area, elevation of road will be raised over most houses, their property value will decrease as it currently overlooks a nature corridor and will then look at unsightly bridge, EDE will divide the estate and should go around it instead.
74	21/06/2013			1		Road	1	EDE will prominently affects us given close proximity to proposed bridge and road. WE are accustomed to beautiful wildlife which EDE would destroy, large trucks and cars would create much extra noise compared to peaceful/beautiful area, elevation of road will be raised over most houses, their property value will decrease as it currently overlooks a nature corridor and will then look at unsightly bridge, EDE will divide the estate and should go around it instead.
75	21/06/2013		1			Property or 1 Between		Would like to know what is happening with the Cooma/Barracks Flat intersection. This location has gotten worse since opening of ELP and should be dealt with before further works happen.

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
76	21/06/2013	1				Between		The introduction of any connection to EDE would slow the speed of the road would otherwise support. The connection onto Barracks Flat is in a curve/crest position and combined with parked cars has reduced visibility. Should only be emergency access only. It would also create a rat-run as people choose to avoid the lights at OCR. The in ramp would only benefit a small few. Believes anyone living in Fairlane Estate could easily use the OCR/Barracks intersection with a left turn to get to EDE and cost for any connection would not provide any real benefit. Also proposes to include a box culvert to go under EDE at the Barracks Flat connection so that a cycleway from ELP can easily connect to the EDE cyclepath.
77	21/06/2013							Rat epayer for 29 years and does not want any roads near Fairlane Estate where I live with my family. The bush behind us is a source of joy and wonder and you are now threatening this joy for my family and neighbours. I hope you listen to people of Qbn and put the road elsewhere so it does not impact on wildlife but also on traffic on Cooma St (esp with 1 Googong being developed)
78	21/06/2013		1					

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
79	21/06/2013	1						Not in favour of EDE being built near our house due to fact we don't want to deal with more congested traffic in this quiet area, the noise and smell of the traffic and the safety. Moved to area as it was left untouched which makes the street special. The nature is exceptional to any area around it and it doesn't deserve to be destroyed
80	21/06/2013				1	Road		
81	21/06/2013			1		Road		
82	21/06/2013				1			Strongly objects to a connection onto Barracks Flat Dr as they live adjacent to the connection. Prefers the on ramp option as it remains on the EDE corridor and limits the impact on residents. Options 1 and 2 will lead to noise travelling down the vacant land corridor to the river affecting surrounding residents, vehicle lights will be constant and contually disturb directly affected residents, Barracks Flat Dr is already busy and high traffic road and this will get worse with a connection, the proposed connection is on a crest and a potential high accident zone, it will destroy the pleasant natural area, there is only a need for two exits out of the estate with Option 3 the preferred option, Option 1 and 2 would be leading residents towards bushland in the event of fire
83	24/06/2013			1		Between		Double glazing is also needed for 2 storey complexes

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
84	24/06/2013	1				Road		Area is easily accessible by current road system. Leave as much open area between roads and nearby properties as possible
85	24/06/2013	1				Road	1	Doesn't want EDE to go ahead
86	24/06/2013	1						What evidence is there that EDE will solve the current and future traffic issues. It will damage local environment important to wildlife. I prefer Council looks at a sustainable way of dealing with traffic, transport and infrastructure issues
87	24/06/2013	1					1	A second connection is essential given new ELP from Jerra. It is more difficult to exit from Barracks Flat Dr into Cooma as traffic has increased. This will get even more difficult when Googong develops. Since ELP has opened have witnessed more traffic turning right into Barracks Flat Dr which means longer delays for people trying to get out. A second connection point is essential!
88	24/06/2013			1		Road or between		
89	24/06/2013		1			Between		
90	24/06/2013			1				Can't wait as house prices will go up exponentially. Put noise barriers wherever required. Bugger the civil libbers. When is funding due?

No.	Date Received	No Connection	Left in/out	Left in/out, Right	On Ramp	Noise	Against EDE	Issues/Questions Raised
91	24/06/2013	1				Between	1	When they bought 4yrs ago they were assured that EDE would not go ahead for at least 30yrs. Have fallen in love with the silence of the area, utilise bush tracks, river walk and enjoy having the peace and quiet at their doorstep. The new ELP is noticeably noisy and concerned the addition of a bridge will ruin the peace and tranquility of the area - a unique place for all residents in Qbn without having to drive to. Concerned the new road will do nothing. The roundabout in Jerra and North Qbn are already congested and adding more traffic will make it worse. Why can't we use non-residential corridors or upgrade existing roads (Lanyon Dr/Oaks Estate). Don't get me started regarding affordable public transport
92	26/06/2013			1		Between		
93	27/06/2013				1	Road		
94	27/06/2013	1						Connections will attract more traffic into estate. Can the EDE go around Fairlane instead of cutting through it and devaluing properties.
	TOTAL	32	11	38	21		20	

Appendix 3 – Feedback from General Community

No.	Date Received	Issues/Questions Raised
1	28/05/2013	Lives in Patrick Brick Court and requests her area be considered for noise attenuation measures
2	28/05/2013	Lives in Patrick Brick Court would like noise walls constructed along the eastern end Lives in the crescent and in favour of on ramp connection into Barracks Flat and left in and left out connection to Loneragan. Wants noise barrier between road and property. Wants generous size shoulder to encourage more cyclists to ride in addition to the shared path
3	29/05/2013	Live in Birch Way and is against any connections to Barracks Flat and Greenleigh. Is opposed to EDE as it cuts through Jerrabomberra and Fairlane Estate. Dunns Ck is a better idea
4	29/05/2013	In favour of left in and out at both Fairlane and Greenleigh. Believes the road would increase business in the CBD.
5	5/06/2013	Believe EDE is not in correct alignment, traffic would be slowed by school traffic/crossing point, by sporting fields, Council Depot, Tennyson Mews intersection and distance from road to property boundary is smaller compared to ELP so noise will be greater issue especially since land is flat. Suggest EDE connect to Captains Flat Rd instead or with Bungendire Rd around Elizabeth Cr
6	7/06/2013	Concerned that EDE/ELP will turn into heavy vehicle bypass and would like a public comment from Mayor as to whether it will or won't be
7	6/06/2013	Doesn't think EDE will solve any traffic problems. Will not solve already congested roads such as Canberra Ave, Lanyon Dr, Pialligo Ave. Believes Council should look at a regional sustainable transport plan. EDE will be a financial burden and have major environmental impacts
8	16/06/2013	Required close ups of design near Geebung Pl
9	31/05/2013	Would like 2m high sound wall for privacy with 1m high transparent section for sunshine
10	18/06/2013	Written submission for various cycleway options/preferences
11	19/06/2013	

No.	Date Received	Issues/Questions Raised
12	19/06/2013	<p>No access to Greenleigh and the GM has provided commitments to this at Council Chambers on 8th March 2012 and at a public meeting with John Barilaro on 7 June 2012. If this is not honoured then we support the emergency access only option. Left in/out is strongly opposed. Have been told for numbers years that Lonerigan Dr is not of a standard to even have linemarkings, RMS only considered this after two accidents occurred. If a proper connection was in place traffic increase would comprise of Greenleigh, Jumping Ck, Fairlane and Karabar residents using Greenleigh as a short cut to golf course, school etc. Residents prefer the semi-rural environment and would prefer they stay as they are. EDE is also proposed to be a high speed bypass and any access to it should be critical access only as it would impact the high speed intent of the road. Jumping Ck connection to EDE should be as far away from Lonerigan Dr/Greenleigh as possible. The proposed emergency access to EDE is superfluous as there is already flat and suitable exit hundred metres away at the end of Beston Pl. There is a notable lack of information regarding noise abatement. Residents have always been assured that sound and visual barriers would be an integral part of EDE and double glazing be provided to houses bordering the road. GRG are disappointed that this has not been explicitly been provided in draft plans. The most effective noise and visual abatement measures should include barriers such as those on Canberra Ave, suitable bridge barriers, earth mounds where possible, extensive tree planting. The present plans does not provide information on nature of road surface, GRG would like assurances that no expense spared in choosing the best surface to reduce road noise as much as possible. It is important that CIC be accountable for funding their percentage for ultimate project (ie. all four lanes and all noise measures) so ratepayers will be left to complete the project after the 2 lane work. GRG supports the environmental submission provided by Claire Cooper.</p>
13	20/06/2013	<p>Wants formal pedestrian access from existing gate at Barracks Flat to White Rocks to continue recreational use of the area. Wants Council to negotiate with Crown/Aboriginal Council to maintain this public access through their land to this area.</p>
14	21/06/2013	<p>Against EDE. The \$80M should be spent flood proofing Bungedore Road near the bridge. Not a true bypass and it's about opening areas for development and will impact the environment too much. ACT road projects haven't been considered and how these projects will effect EDE. What is the point of building another road. What measures will be in place to facilitate wildlife movements? ELP measures put in place is poorly done and inadequate, same mistakes will be done on EDE. Environmental value and ease of access to these areas attracted me to Qbn and will move if this is degraded.</p>
15	21/06/2013	<p>Against EDE. No need for it, who will use it? Cost of project could be spent on multitude of projects environmental and community orientated. Council already has bad record environmentally, current ELP doesn't provide wildlife crossings, aerial routes for possums and under road routes might be somewhere animals go to die. Why damage more environment for extra housing? Moved here to enjoy natural environment</p>

No.	Date Received	Issues/Questions Raised
16	21/06/2013	<p>Recommends Council withdraw EDE proposal and prepare a sustainable transport strategy. Council has had no regard for other transport planning underway in the region such as review of Sydney-Canberra Corridor Strategy, NSW Government's Southern Transport Plan, ACT Eastern Broadacre planning. Council has obligations under Local Gov't Act to properly manage, develop, protect etc the environment; have regard to long term cumulative effects of its decisions; is custodian of public assets and to plan/manage these assets; manage community land categorised as escarpment. Alternatives such as lifting the dip at Bungendore Rd and raising the low level bridge at Morisset can be done to eliminate need for second bridge. Introducing road and new housing development increases likelihood of fire and Jumping Ck inappropriate so close to river. Council's transport plan assumes no change in uptake for cycling, walking public transport or car sharing or studies into telecommuting centres at Bungedore, Goulburn and Boorowa which would reduce public demands for car trips. Council has raised the development of sustainable transport strategy a number of times but never allocates funding for this work. Evidence that fewer cars travel along Cooma Street and Monaro Street since opening of ELP so obvious choice of route is to the south of Queanbeyan. Environmental impacts of the project is unacceptable and no biodiversity offset strategy can compensate the loss. EDE will cause major disruption to regionally significant biodiversity links, fragmenting habitat. This corridor recognised in NSW and ACT government's regional planning framework of regional significance. No info provided for greenhouse impacts of clearing of vehicle use of the road. EDE would generate significant noise and air pollution and loss of amenity for local residents and be a serious health impact. Residents value the escarpment and river corridor. Is EDE the best use of funding? Do not support connections to Greenleigh or Fairlane Estate. Connections against advise from John Barilaro meeting in 2012.</p>
17	21/06/2013	<p>Requests further work on EDE stop. The traffic study did not really consider Dunns Ck Rd and assumed it was not needed without any quantitative evidence to support this statement. Jerra access onto Lanyon Dr is a problem and will only get worse once Googong develops. ELP/EDE will cut the suburb in half and restrict access to facilities. Council has acknowledged the need for Dunns Ck Rd as evidence by statement on the website where Council decided a further report to provide Council of a baroader Transport Strategy to accommodate Googong and Tralee. The strategy needs to incorporate important social, environmental and community concerns. The NSW Dept of Planning's review of Qbn's Residential and Economic Strategy 2013 concluded we need to include Dunns Ck Rd into our transport review. Council needs to engage with community and not just display plans to claim it has completed community consultation. Council is not listening to its constituents and ratepayers.</p>

No.	Date Received	Issues/Questions Raised
18	21/06/2013	Wants Council to withdraw EDE project and develop a sustainable transport strategy to reduce demand for private car usage. It isn't a sustainable option to current and future transport needs. It assumes continued high levels of car dependence and would result in considerable harm to local environment inc regionally significant wildlife corridors and the high cost does not represent best value for money. In addition the EDE would have high social costs inc air and noise pollution and loss of amenity for residents who use the escarpment and river corridor.
19	21/06/2013	Petition of 190 signatures against EDE.
20	21/06/2013	The road should be located as far east as possible at the base of the escarpment to maximise potential developable area at or near 2 Cook Ave (Curtis Estate). Noise barriers should be designed and constructed as part of the road design process to protect this land zoned R1 General Residential Land (E2 Environmental?) as noise may significantly reduce the development potential of the site. 2 Cook Ave would make a valuable contribution to meeting the Council's aims of providing 10,000 new homes from 2007-2031, making it affordable with suitable spacing arrangements.
21	21/06/2013	Noise is the major concern. Place noise walls as far away from the boundary of Caroline Pl
22	21/06/2013	Oppose the EDE which would dump the additional traffic from Googong and Qbn into Jerra. There is no noise barrier for homes at Poplar Cr, Birch Wy and Maple Cr and most of the residents in these streets complain about the noise. Most expect Council to come back to do a post construction monitor of noise. Those who say they aren't affected are the ones with bedrooms to the front of the house. Also concerned about traffic jams at Jerra Circle. Presently hard to turn into the circle from Limestone Dr due to oncoming traffic from Tomsitt Dr. What's going to happen when the extra traffic comes. Tomsitt Dr is also where a lot of new facilities will be built. How will incoming traffic from Lanyon Dr access the facilities in Poplars? Concerned that Council is not considering Dunns Ck Rd and that it is a future project only
23	21/06/2013	More people are getting concerned over the long term viability of the EDE as there is no guarantee that expected traffic will divert along this road aside from coast and Sutton Road traffic. Early consultations showed that only quarry trucks would use the EDE and the rest would not. Dunns Ck Rd should instead become a higher priority instead as it can direct traffic to the highway and other main non-stop roads heading north and one day east. Yass Rd would quickly become congested. Government funding is drying up at all levels and future funds could be much better spent on improving public transport and contributing to making the Kings Hwy safer. EDE would also lead to significant natural vegetation loss and scarring the eastern escarpment and high sound pollution. Council needs to defer approval until more work is known about fundamental transport infrastructure changes in Qbn/East Canberra inc light rail. Reality is northern bypass incorporating Tomsitt Dr to Canberra Ave and integrated to ACT transport system.

No.	Date Received	Issues/Questions Raised
24	21/06/2013	<p>Requests that Council delay any decisions on this major project for a number of years. Project shouldn't proceed because: environmental impact is extensive, impacts visually on Queanbeyan and eastern escarpment, no secure funding for this project and do not want to pay increased rates for it, not convinced that the road will assist/solve the traffic issues for Qbn it will provide limited opportunities for people travelling to coast and Bungendore, suspicious that the road is being developed to appease Jumping Ck developers. Most importantly believes Council should take a more proactive approach to alternative travel modes than the private car. Why isn't Council planning for park & ride facilities at our major centres?</p>
25	22/06/2013	<p>EDE should not be built. Reasons are EDE is not the most effective and efficient way to ensure traffic is suitably redirected around Qbn. Dunns Ck Rd out to Monaro Hwy would allow traffic from Googong to travel to ACT where majority of residents work. Further developments on Pialligo Ave and Majura Rd extensions allows traffic to flow northward and eastward around Qbn. A more suitable road for connection to East Qbn towards coast from Googong would be OCr to Captains Flat Rd the ings hwy. There is no State or Federal Govt funding for this project and would be a big drain for Qbn ratepayers and increase rates. The route for EDE passes through environmental corridor that would seriously effect wildlife. EDE would create a large increase in air, noise pollution for Greenleigh, Karabar and Jerra residents. Council needs to develop a comprehensive transport plan in liaison with NSW and ACT govt, effective public transport system as well as ensuring impact on environment is minimised.</p>

No.	Date Received	Issues/Questions Raised
		<p>See EDE as the most environmentally sensitive, costly and risky infrastructure QCC will undertake in next 20yrs. Environmentally it will break up a rare east/west biological corridor, destruction of 4ha of endangered ecological community grassy box woodland, further risk a number of rare and vulnerable species, create a biological island in Greenleigh by fragmentation and QCC has not assessed alternatives. Physically the proposed route involves extremely difficult road building conditions, the proposed route is situated right in or partly on two narrow steep sided dry creek beds, large steep catchments which increases risk to flash floods and sediment movement down the creeks. QCC's traffic study is seriously out of date, QCC budget shows 20% fewer people and vehicles in 2031 than projected, growth will further slow down after the September 2013 elections, ACT proposed to build new roads and infrastructure near the airport which will reduce the demand for EDE, QCC proposes to build Dunns Ck Rd to join Googong and Monaro Hwy directly. Projects cost for the project is out of date, financial contribution from developers are unspecified and ratepayers are likely to bare these costs. QCC has failed to seek alternatives to EDE such as improved public transport options, car pooling, bike use, teleworking, other possible bypasses and regional developments in ACT and NSW. Recommends that all major transport developments be deferred for 2yrs until broad transport strategy is developed, QCC allocate \$250,000 to prepare a Sustainable Transport Strategy and if QCC proceeds with EDE they should actively seek public consultation and creation of a reserve comprising of the 120ha Gale Woodland. QCC does not meet its obligations under the Local Govt Act to properly manage etc environment of the area, to regard the long term effect of its decision and be custodians of public assets, to protect important geological/scenic features of the escarpment, to facilitate safe community use of the escarpment. OEH strongly supports view that developments impacting on significant populations should consider all possible alternatives to the proposal which QCC has not. QCC could improve the dip at Bungedore road and lift the low level bridge on Morisset St to improve the flood access of Qbn instead of building EDE. EDE will generate increase</p>
25	26/06/2013	<p>Petition of 49 signatures against the connection to Barracks Flat Options 1 and 2 as it would add to the already high traffic volumes on Barracks Flat Dr, increased noise travelling down Council's vacant land down to the river corridor, lights from vehicles directly and consistently affecting properties surrounding the connection. They prefer the on ramp option for Fairlane estate as it is within the EDE road corridor and have limited impact on already effected properties.</p>
27	26/06/2013	

Appendix 4 – Connection Options for Greenleigh Estate



REVISIONS		DATE		BY		CHECKED		APPROVED	
1	ISSUED FOR QUANTIFICATION	25/07/20	AS	AS	AS	AS	AS	AS	AS
2	ISSUED FOR QUANTIFICATION	25/07/20	AS	AS	AS	AS	AS	AS	AS

<p>Queanbeyan City Council Engineering Services Station 257 Chandler Street Queanbeyan NSW 2600 181 274 2200</p>	Project Title:	Client Name:	Project Stage:
	Project Ref:	Client Ref:	Project Ref:
Project Manager:	Project Engineer:	Project Designer:	Project Checker:
Project Approver:	Project Approver:	Project Approver:	Project Approver:

Project Title:	Client Name:	Project Stage:
Project Ref:	Client Ref:	Project Ref:
Project Manager:	Project Engineer:	Project Designer:
Project Approver:	Project Approver:	Project Approver:

Project Title:	Client Name:	Project Stage:
Project Ref:	Client Ref:	Project Ref:
Project Manager:	Project Engineer:	Project Designer:
Project Approver:	Project Approver:	Project Approver:

Appendix 6 – Feedback Form



Ellerton Drive Extension Concept and Preliminary Studies — Feedback Form

Name:..... Residential Address:.....

Ph: Email:

Detailed Questions on Ellerton Drive Extension Concept Plans (General Comments on Concept and Preliminary Studies Over Page)

Q1. Are you in favour of a connection to Barracks Flat Drive, Fairlane? Yes / No / Not Applicable
If yes please complete the table below

	For	Against
Option 1 (Left in, Left out &, Right in only)	<input type="checkbox"/>	<input type="checkbox"/>
Option 2 (Left in & Left out only)	<input type="checkbox"/>	<input type="checkbox"/>
Option 3 (On ramp)	<input type="checkbox"/>	<input type="checkbox"/>

Comments

Q2. Are you in favour of a connection to Lonergan Drive, Greenleigh? Yes / No / Not Applicable
If yes please complete the table below

	For	Against
Option 1 (Emergency and Pedestrian Access only)	<input type="checkbox"/>	<input type="checkbox"/>
Option 2 (Left in & Left out only)	<input type="checkbox"/>	<input type="checkbox"/>

Comments

Q3. Where is your preferred location for noise attenuation measures (as may be required)?

	For	Against
Along road edge	<input type="checkbox"/>	<input type="checkbox"/>
Along property boundary	<input type="checkbox"/>	<input type="checkbox"/>
In appropriate location between road and property	<input type="checkbox"/>	<input type="checkbox"/>

Comments

Please turn over to provide further comments

Responses can be mailed to The General Manager, Queanbeyan City Council, PO Box 90 Queanbeyan NSW 2620 or emailed to EllertonDriveExtension.Enquiries@qcc.nsw.gov.au

Comments must be received by 4:30pm 21 June 2013.

Contact us: Queanbeyan City Council PO Box 90 Queanbeyan NSW 2620

Ph: 6285 6264 Fax: 6298 4666 E: EllertonDriveExtension.Enquiries@qcc.nsw.gov.au W: www.qcc.nsw.gov.au



Appendix 7 – Initial Letter to Greenleigh and Fairlane Residents

SF120328/03
OC C1348262

15 May 2013

NAME
ADDRESS
SUBURB

Dear Sir/Madam,

RE: ELLERTON DRIVE EXTENSION – COMMUNITY CONSULTATION

As you may be aware Queanbeyan City Council is proposing to extend Ellerton Drive. The new road will connect the present termination point of Ellerton Drive in East Queanbeyan to Karabar at the intersection with Old Cooma Road and Edwin Land Parkway. The project will also include a 1:100yr flood free bridge over the Queanbeyan River. The attached frequently asked questions and answers provide some details of the proposed road extension.

You have been identified as being someone with potential interest in this project as your property is within an area which could be impacted on by the Ellerton Drive Extension.

Between Monday 20 May 2013 and Friday 21 June 2013, Council will have on public exhibition, concept plans, the draft species impact statement and final archaeological report for this project. To assist in addressing any concerns you may have, you are invited to attend a specific information session that is being held for Greenleigh and Fairlane Estate residents on Tuesday 28 May 2013 from 3pm to 7pm at Bicentennial Conference Centre, 253 Crawford Street Queanbeyan. The information session will be informal and you will be able to walk in and out at your convenience. A display of plans and reports will be provided and engineers and Council representatives will be in attendance to answer any queries.

If you are unable to attend on the 28 May 2013, a general information session will be open to all the public on 29 May 2013 between 3pm to 7pm at Bicentennial Conference Centre, 253 Crawford Street Queanbeyan.


Exhibition material will also be available at the following locations:

- Council's Office on the ground floor level of 257 Crawford Street from 8.30am to 4.30pm weekdays;
- Queanbeyan City Council Library located at 6 Rutledge Street from 9.30am to 6.00pm on Monday, Tuesdays, Wednesdays and Fridays and 9.30am to 7.00pm on Thursdays and 9.30am to 4.00pm on Saturdays;
- Riverside Plaza;
- Karabar Shopping Centre;
- Jerrabomberra Shopping Centre; and
- Council's website at www.qcc.nsw.gov.au under "Documents on Public Exhibition" section on the main page

Persons wishing to make formal comments/submission on these exhibition materials may do so in writing to the General Manager, Queanbeyan City Council, PO Box 90, NSW 2620, or by email EllertonDriveEnquiries@qcc.nsw.gov.au by 21 June 2013.

If you have any further queries on the matter, please contact Eli Ramsland, Council's Projects Engineer on 6285 6264.

Yours faithfully



Derek Tooth
Manager
Engineering Services

Ellerton Drive Extension Frequently Asked Questions

Why is Council progressing with the design of this road link?

Queanbeyan's Transport Plan (The Googong and Tralee Traffic Study 2031) was commissioned in 2008 as part of the process of rezoning existing rural land to residential in the Googong, Tralee and South Jerrabomberra areas. The traffic study identified when and where improvements should occur in the Queanbeyan transport network between 2006 and 2031 to ensure our road network continues to run satisfactorily.

The majority of the land for Ellerton Drive Extension has been made into a dedicated road since 1987.

Roads & Maritime Services have contributed \$4million towards the detailed designs of Ellerton Drive Extension, Old Cooma Road and Dunns Creek Road (concept only) as well as improvements to 13 intersections throughout Queanbeyan (refer to figure 1). Detailed designs are to be completed by June 2015.

Where is the road proposed to go?

The new road will connect East Queanbeyan, at the existing Ellerton Drive termination point, with Karabar, at the new Edwin Land Parkway intersection with Old Cooma Road.

What is the new road going to be like?

It is envisaged that the road will generally be a 2 lane road with provisions for cyclists and a bridge over the Queanbeyan River which is envisaged to go over the 100year flood level. However design work for the project is taking into account the ultimate four lane road (if required past the 2031 forecast). The traffic model identified that the new link is expected to carry approximately 7,000vehicles/day by 2031. The posted speed limit for the road is expected to be 80km/hr.

What are the benefits of the new road link?

Without this new link the Queens Bridge will experience unacceptable traffic congestion as vehicles are funnelled through the one route. The new link also provides the City with an additional crossing point over the Queanbeyan River during flood events.

What is the timeframe for construction?

When the design is completed Council will be looking at constructing the 2 lane road once external funding from the state or federal governments can be obtained. The timeframe for obtaining this funding is unknown. The timeframe to construct the ultimate 4 lane road is also unknown.

Won't the new road congest already failing intersections at Yass/Bungendore Roads and Tompsitt/Lanyon Drives?

Work is currently underway in separate projects to improve these intersections. The design work will take into account forecasted traffic volumes to ensure that future traffic does not make these intersections fall below an acceptable level of service.

What about the environmental impacts?

Council has engaged an environmental consultant to prepare a Species Impact Statement (SIS).

The consultant is required to conduct flora and fauna assessments in accordance with the Director General's Requirements issued by the NSW Office of Environment and Heritage (OEH). The consultant will also be required to follow other guidelines set in the NSW Environmental, Planning & Assessment Act 1979, NSW Threatened Species Conservation Act 1995 as well as referring to the Commonwealth Environment Protection and Biodiversity Conservation Act 1999. This work has involved comprehensive field surveys over the spring and autumn months and a draft report is available for public comment.

This work highlights potential impacts of the ultimate 4 lane road and its significance in the broader environment on endangered species. It will feed into further work and discussions with OEH on what possible corrective action Council may need to take to compensate for those impacts. For example, OEH may require Council to find and purchase offset land at a different location that has similar flora/fauna characteristics to the proposed road corridor that may be impacted on. The offset land cannot be used for any other use except for guaranteeing the future survival of those impacted species.

What about the noise impacts to adjacent properties?

Council will engage a noise consultant as part of the design of the new road. The consultant will conduct field surveys to obtain existing noise levels, then with existing boundaries, eave heights, projected traffic volumes, road classification and the EPA noise requirements, determine the expected noise increase adjacent to the road corridor. The results of the noise study will assist with determining where noise mitigation measures are required and what characteristics are required for the noise mitigation measures (eg. heights, material type, location etc).

After construction of the road is complete, Council will have an obligation to return onsite to conduct further noise monitoring to determine the actual increase of noise. Post-construction monitoring may be undertaken to determine whether the noise mitigation measures were adequately designed to reduce the actual noise levels. Post-construction noise monitoring is conducted once traffic flows have been established, in most cases 2 months to 12 months after opening a road. All noise monitoring is generally conducted to give a minimum of seven consecutive days of data. Traffic counts are done simultaneously with the noise monitoring to identify traffic flows and mixes. Should the monitored noise and traffic volumes be considerably different to the predicted levels, Council will re-evaluate the noise mitigation measures required.

Won't putting a road next to properties increase the fire risks (eg. cigarette butts being dropped)?

Council will be liaising with the Rural Fire Brigade during the design of the road. Though a road would act as a fire buffer between properties and the bushland and would also provide the Fire Brigade with alternative access.

Are there connections proposed for Fairlane Estate and Greenleigh Estate?

This decision has not been made. Council will consider the outcomes of community consultation and the wishes from the residents in these estates when making the decision. It will also be dependent on the physical constraints affecting the road design.

Who is involved in the process and will the community be consulted?

The project involves Queanbeyan City Council, various consultant companies, other government agencies and everyone who would like a say in the development of the Ellerton Drive Extension project. Specific Queanbeyan community groups and community members will be consulted as

part of this process but everyone is welcome to have their say. It is through an active partnership between community and Council that the project will progress to benefit the entire Queanbeyan area. An extensive community consultation process has been developed and can be viewed on the project webpage.

What are the key stages involved in the community consultation?

The project consultation will be completed in several stages:

1. Stakeholder groups identified and along with broad community consulted during development of the concept design, (no statutory requirement). Comment on concept design of road and options for connection/no connections to existing estates. Results may be fed into the brief for road design.
2. Broad community consultation programme when preliminary design is complete, expected June 2014 (no statutory requirement). Comments on preliminary design of the road may be included into the final design, expected completion February 2015.
3. Public advertisement period during the assessment process related to the assessment of the Species Impact Statement and the referral under the Environmental Biodiversity Conservation Act (if any required). This provides the public opportunity to comment on the environmental aspects of the project. (Statutory requirement).
4. Public advertisement during the Part 5 assessment seeking approval for the road development under the Environmental Planning & Assessment Act (no statutory requirement but initiated by Council policies and procedures). This may be combined with Point No.3 above.

How can I get involved?

We invite you to participate in this consultation process. Community consultations will be advertised on the 'Ellerton Drive Extension' web page, in the local press and at Council's various facilities such as the Queanbeyan Library and Council chambers. You can receive project updates and notices for consultation periods by registering your interest on the link provided on the project web page.

Will my views be heard?

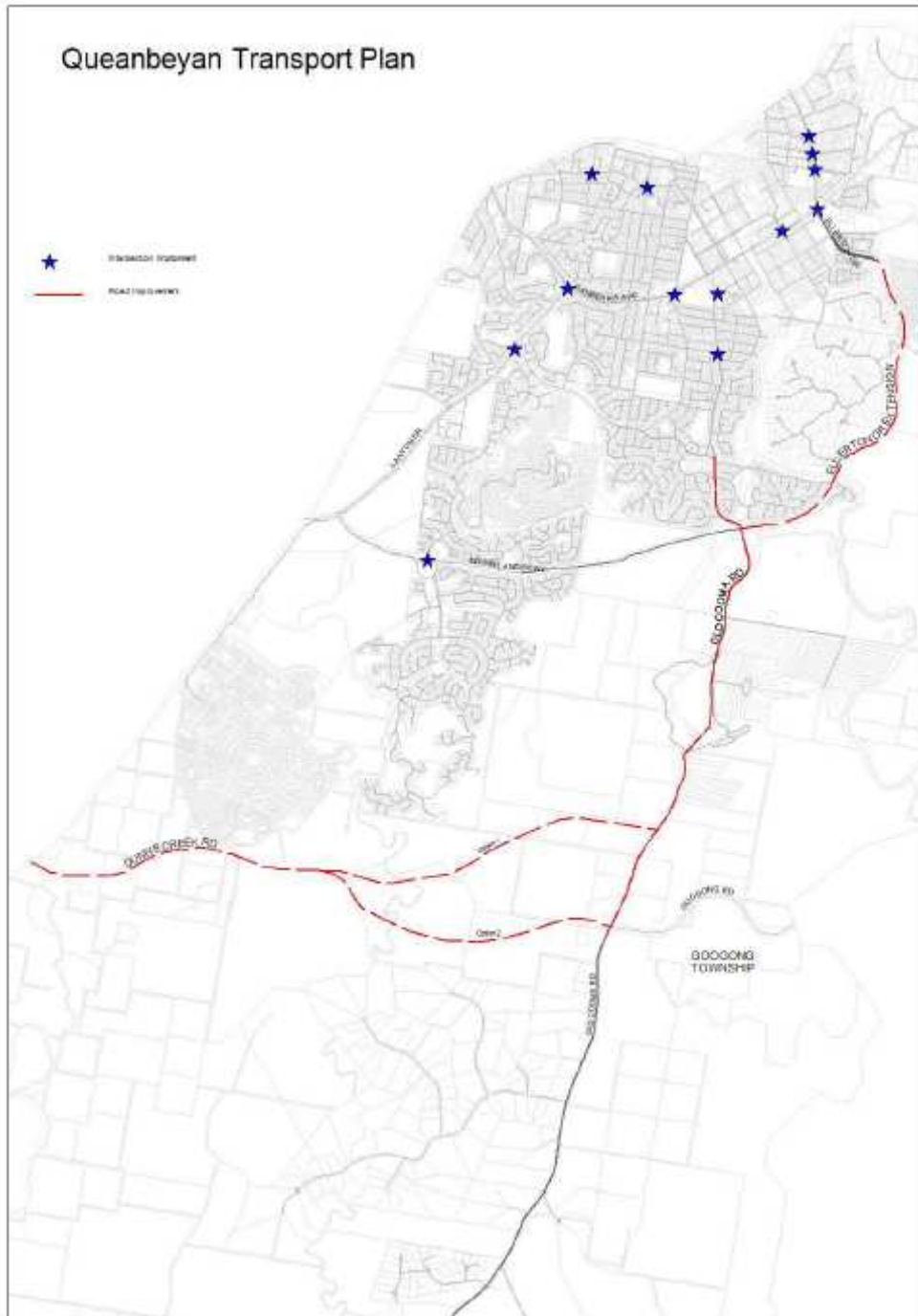
Your views will be heard and recorded throughout the consultative process. The results from the consultation process will be incorporated (where possible) into the design requirements of the road. We value your input and believe that it is extremely important that you participate in this consultative process.

How can I get further information?

For further information you might like to visit our web page found at <http://www.qcc.nsw.gov.au/Growing-Our-City/City-Infrastructure/Infrastructure-Projects/Ellerton-Drive-Extension> or alternatively you might like to contact the Project Engineer Eli Ramsland on 6285 6264, or by emailing EllertonDriveExtension.Enquiries@qcc.nsw.gov.au. Updates and notices will also be posted on Council's facebook page and twitter account.

Thank you for your interest in 'Ellerton Drive Extension'.

Figure 1 – Locality Plan of Queanbeyan’s Transport Plan



Appendix 8 – Follow Up Letter to Greenleigh and Fairlane Residents

SF120328/03
C1357581

12 June 2013

??????????
????????
GREENLEIGH NSW 2620

Dear Sir/Madam,

RE: ELLERTON DRIVE EXTENSION – OPTIONS FOR NEW ROAD CONNECTIONS TO GREENLEIGH ESTATE

As you may be aware Council is currently running a community consultation period for Ellerton Drive Extension. This consultation period does not form part of any formal statutory exhibition period. Council is aiming to capture any public comment that may affect the road design or preliminary documents before we go into more detail design work. One of the public comments we would like to obtain is whether residents from Greenleigh Estate would like direct road connection from your estate to the new road (Ellerton Drive) and if so what this connection should be.

As a resident with interest with Greenleigh Estate, we would like to extend an invitation to you to provide your views on the options to connect or not to connect to your estate from Ellerton Drive Extension. Please find attached concept plans for the connection options we have developed. If you have further connection options please feel free to advise us what your ideas are.

You may provide your written response on the attached feedback form or otherwise email to EllertonDriveExtension.Enquiries@qcc.nsw.gov.au. Responses will be received until 4:30pm Friday 21st June 2013. If you have already provided written comments there is no need for you to respond to this letter.

If you would like to discuss these options prior to submitting your response please do not hesitate to contact Eli Ramsland, Council's Projects Engineer on 6285 6264.

Yours sincerely,



Derek Tooth
Manager
Engineering Services

Appendix 9 – Media Release



Ellerton Drive Extension Concept Plans and Preliminary Reports on Exhibition

17 May 2013

Queanbeyan's road network requires several upgrades to accommodate the City's rising population. Ellerton Drive Extension forms a major part of these upgrade works and preliminary plans and reports for the project will be put on public exhibition from this Monday, 20th May to Friday 21st June.

"The extension of Ellerton Drive from where it currently ends in East Queanbeyan to the intersection with Old Cooma Road and Edwin Land Parkway is a significant piece of infrastructure, which will include an alternative bridge over the river." Queanbeyan Mayor, Cr Tim Overall said. "It will not only reduce the expected congestion in the CBD but it will also provide better access over the Queanbeyan River in major flood events."

"The road will provide an alternative route around the CBD for all road users," Cr Overall said.

"The proposed extension was identified in the Googong and Tralee Traffic Study (2031) which Council adopted in early 2010 and will allow the City's road network to cope with the additional population which will mainly come from residential developments in Googong and in South Jerrabomberra."

Council will be holding two information sessions at the Bicentennial Conference Centre, 253 Crawford Street between 3pm and 7pm Tuesday and Wednesday the 28th and 29th of May. A specific information session for Greenleigh and Fairlane Estate residents is the purpose of the Tuesday information session and the Wednesday session is for the general public. The information sessions will be informal and people can walk in and out at their convenience.

A display of concept plans, the draft Species Impact Statement and final archaeological report will be provided and Council officers will be present to answer any queries.

Exhibition material will also be available at the following locations:

- Council's office on the ground floor level of 257 Crawford Street from 8.30am to 4.30pm weekdays
- Queanbeyan City Council Library located at 6 Rutledge Street
- Riverside Plaza
- Karabar Shopping Centre;
- Jerrabomberra Shopping Centre

- Council's website at www.qcc.nsw.gov.au under "Documents on Public Exhibition" section on the main page

People wishing to make formal comments/submission on these exhibition materials may do so in writing to the General Manager, Queanbeyan City Council, PO Box 90, NSW 2620, or by email EllertonDriveEnquiries@qcc.nsw.gov.au by 21 June 2013.

ENDS

For more information contact
Tonia Liosatos, Communications Coordinator on 6285 6588

Appendix 10 – Email to Mailing List

Dear All,

As you may be aware Queanbeyan City Council is proposing to extend Ellerton Drive. The new road will connect the present termination point of Ellerton Drive in East Queanbeyan to Karabar at the intersection with Old Cooma Road and Edwin Land Parkway. The project will also include a 1:100yr flood free bridge over the Queanbeyan River

You have been identified as being someone with interest in this project as you have registered on our mailing list.

Between Monday 20 May 2013 and Friday 21 June 2013, Council will have on public exhibition, concept plans, the draft species impact statement and final archaeological report for this project. To assist in addressing any concerns you may have, you are invited to attend an informal information session from 3pm to 7pm at Bicentennial Conference Centre, 253 Crawford Street Queanbeyan. The information session will be informal and you will be able to walk in and out at your convenience. A display of plans and reports will be provided and engineers and Council representatives will be in attendance to answer any queries. There is a specific information session that is being held for Greenleigh and Fairlane Estate residents on Tuesday 28 May 2013 and another information session for the general public on Wednesday 29 May 2013.

Exhibition material will also be available at the following locations:

- Council's Office on the ground floor level of 257 Crawford Street from 8.30am to 4.30pm weekdays;
- Queanbeyan City Council Library located at 6 Rutledge Street from 9.30am to 6.00pm on Monday, Tuesdays, Wednesdays and Fridays and 9.30am to 7.00pm on Thursdays and 9.30am to 4.00pm on Saturdays;
- Riverside Plaza;
- Karabar Shopping Centre;
- Jerrabomberra Shopping Centre; and
- Council's website at www.qcc.nsw.gov.au under "Documents on Public Exhibition" section on the main page

Persons wishing to make formal comments/submission on these exhibition materials may do so in writing to the General Manager, Queanbeyan City Council, PO Box 90, NSW 2620, or by email EllertonDriveEnquiries@qcc.nsw.gov.au by 21 June 2013.

Kind Regards,

Eli Ramsland

Projects Engineer

Engineering Services

Tel: 02 6285 6264 **Mob:** 0439 967 057

Web: www.qcc.nsw.gov.au

Mail: PO Box 90 Queanbeyan NSW 2620



Appendix 11 – Ellerton Drive Extension Newsletter



Examples of Box Gum Woodland and Dry Forest found within the SIS study area

Welcome to this update for the Ellerton Drive Extension.

Project Status

Preliminary works and studies are reaching completion.

Species Impact Statement (SIS)

Council engaged NGH Environmental to prepare a species impact statement. The consultant was required to conduct flora and fauna surveys in accordance with the Director General's requirements issued by the NSW Office of Environment and Heritage (OEH) as well as guidelines set in State and Commonwealth legislations.

The comprehensive field surveys were conducted over the recent spring and autumn months. The SIS assessed the potential impacts on threatened species, populations and communities or their habitats, that would result from the construction and operation of the ultimate four lane road. It also provides advice on the appropriate actions required to counterbalance the adverse environ-

mental impacts resulting from the road. The draft SIS has been submitted for Council and OEH comment.

Community Consultation

Concept plans of the proposed road including long section, typical cross sections, the draft SIS and final Archaeological Report will be on exhibition for community comment. These documents may be inspected at the ground floor 257 Crawford Street, Queanbeyan, the Queanbeyan Library, Jerrabomberra Shopping Centre, Karabar Shopping Centre and Riverside Plaza from the 20 May 2013 to 21 June 2013.

In addition Council will be holding two informal public information nights at the Bicentennial Centre (253 Crawford Street Queanbeyan) where residents can come at any time between 3pm and 7pm to view exhibition material and ask questions of Council officers. Residents of Greenleigh and Fairlane Estates are encouraged to attend the information night on 28 May 2013 and the general public are asked to attend the informa-

tion night on 29 May 2013. Submissions for this consultation period will be received until 4:30pm 21 June 2013.

Council will commence the process of engaging a consultant to design the road once this community consultation is completed.

Who can I contact?

Residents are encouraged to contact Eli Ramsland, Council's Project Engineer on (02) 6285 6264 or email EllertonDriveExtension.Enquiries@gcc.nsw.gov.au should you have any questions or concerns.

How do I keep updated?

Council's website, www.gcc.nsw.gov.au has a page dedicated to the project and will be updated as required.

To receive these updates you can join the mailing list by registering on the project webpage or like us on facebook or follow us on twitter.

For more information on this project

Contact Eli Ramsland on (02) 6285 6264
Email: EllertonDriveExtension.Enquiries@gcc.nsw.gov.au
Visit: www.gcc.nsw.gov.au
Social Media: Facebook— Queanbeyan City Council
Twitter— @Queanbeyancity

