



**Queanbeyan
City Council**

Ellerton Drive Extension

Submissions Report for inclusion in Determination Report



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Executive summary

The Ellerton Drive Extension has been planned since the 1970s, and has been on the Queanbeyan Structure Plans since 1974 and the Local Environmental Plan mapping since 1991.

On 26 August 2009 Council adopted the *Googong and Tralee Traffic Study (2031)* formerly known as the *Draft Queanbeyan Strategic Traffic Plan (2031)*. The Ellerton Drive Extension was part of a program of recommended road network improvements identified in that study.

In June 2014 grant funding for the construction of the Ellerton Drive Extension from both the Australian Commonwealth and NSW State Governments was announced.

Queanbeyan City Council ('Council') now proposes to complete the design and construct the 4.6 kilometre extension of Ellerton Drive terminating at the intersection of Old Cooma Road and Edwin Land Parkway (referred to as 'the Proposal' for the purposes of this report).

The Proposal alignment runs between northeast Queanbeyan and southern Queanbeyan along the eastern urban fringe and in a road corridor predominately set aside and zoned for this development. The Proposal would provide a connection between the Yass Road/Bungendore Road/Ellerton Drive intersection in Queanbeyan East to the Old Cooma Road/Edwin Land Parkway intersection in Karabar.

The Proposal will reduce heavy vehicle movements and traffic congestion from the Queanbeyan city centre by providing an alternative route around the Central Business District (CBD). A bridge across the Queanbeyan River is included in the Proposal to provide continued connectivity through Queanbeyan during major flood events.

A large portion of land to the west of the Proposal alignment is populated with low density rural residential properties surrounded by bush. The land to the east of the alignment is mountainous bush connecting to the Cuumbuen Nature Reserve, and open rural grassland, some of which is identified for future land development. South of the Queanbeyan River the surrounding land use is predominately residential.

The landscape incorporates dry forest and woodland some of which is protected under State and Federal conservation laws. The land also falls within the fringe of the Local Environment Plan's 'biodiversity overlay' as part of a regional bio-link.

Queanbeyan City Council is the proponent and determining authority for the Proposal under Part 5 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. A Review of Environmental Factors (REF) is the prescribed method of fulfilling Council's obligations under Section 111 of the EP&A Act and this document has been the subject of a recent public exhibition process.

The REF was prepared by SMEC Australia and placed on public exhibition for an extended period of 60 days from 12 December 2014 to 9 February 2015. The following documents were exhibited online (<http://www.qcc.nsw.gov.au/Ellerton-Drive-Extension/EDE>) and at two locations (Queanbeyan City Council's Customer Service Centre and Queanbeyan Library):

- Review of Environmental Factors (REF)
- Draft Species Impact Statement (SIS)
- Preliminary road designs
- Heritage report - Aboriginal Cultural Heritage Archaeological Report (ACHAR).

In addition a public meeting (Community Forum) was held on 28 April 2015.

This Submissions Report has been prepared to provide details on submissions received during the REF public exhibition period, as well as for the period up to and after the Community Forum.

During the period that the REF was on public exhibition Council received formal submissions as well as undertook public feedback and surveys.

A total of 357 formal submissions were received in response to the public exhibition of the REF; this included the formal submissions and responses to feedback forms. Of the 357 submissions and feedback forms, 188 responses were in support for the Proposal, 140 against, and 29 other opinions.

In addition, over 150 written questions along with some presentations prepared by community members were lodged prior to and after the Community Forum. The responses to these questions form part of the Submissions Report.

The survey forms received are not included in the total number of submissions, however issues raised from these surveys are included in the relevant sections. A total of 121 survey forms were received, of which 78 responses were for the Proposal, 38 against, and 5 other opinions.

One submission lodged by a community group included a petition opposing the Proposal.

The comments raised by the respondents in their submissions included:

- The project is well overdue, and will improve traffic congestion in Queanbeyan
- Concerns regarding the cost of the project to the current community (Queanbeyan rate payers) and future generations
- Traffic noise generated in a rural setting, and the inadequacy of mitigation measures
- Lack of consideration of alternative routes
- Lack of benefits from the Proposal, and where funding could be better spent
- The adequacy of the consultation process
- General amenity impacts.

An Addendum to the SIS was prepared by NGH Environmental and placed on public exhibition from 4 May 2016 to 3 April 2016. The document was exhibited online (www.qcc.nsw.gov.au) and at the Queanbeyan City Council's Customer Service Centre.

The community feedback has been considered and responses to the comments have been provided by Council as part of this report. In some cases, additional management measures or changes to the existing management measures outlined in the REF or raised during the public exhibition process have been made.

This Submissions Report will be read in conjunction with a Determination Report. The Determination Report will be prepared on behalf of Council by an external consultant, AECOM Australia Pty Ltd, having regard to Section 111 matters under the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Determination Report will provide a recommendation on the Proposal to Council.

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1. Introduction, Background and Purpose

1.1 Introduction

The Ellerton Drive Extension has been planned since the 1970s, and has been on the Queanbeyan Structure Plans since 1974 and the Local Environmental Plan mapping since 1991.

On 26 August 2009 Council adopted the *Googong and Tralee Traffic Study (2031)* formerly known as the *Draft Queanbeyan Strategic Traffic Plan (2031)*. The Ellerton Drive Extension was part of the program of recommended road network improvements identified in that study.

In June 2014 grant funding for the construction of the Ellerton Drive Extension from both the Australian Commonwealth and NSW State Governments was announced.

Queanbeyan City Council ('Council') now proposes to construct the 4.6 kilometre extension of Ellerton Drive terminating at the intersection of Old Cooma Road and Edwin Land Parkway (referred to as 'the Proposal' for the purposes of this report).

Queanbeyan City Council is the proponent and determining authority for the Proposal under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

A Review of Environmental Factors (REF) is the prescribed method of fulfilling Council's obligations under Section 111 of the EP&A Act and the REF has been the subject of a recent public exhibition process.

This Submissions Report summarises the submissions received and provides responses to the questions and comments arising from the public exhibition of the REF.

1.2 Background to the Proposal

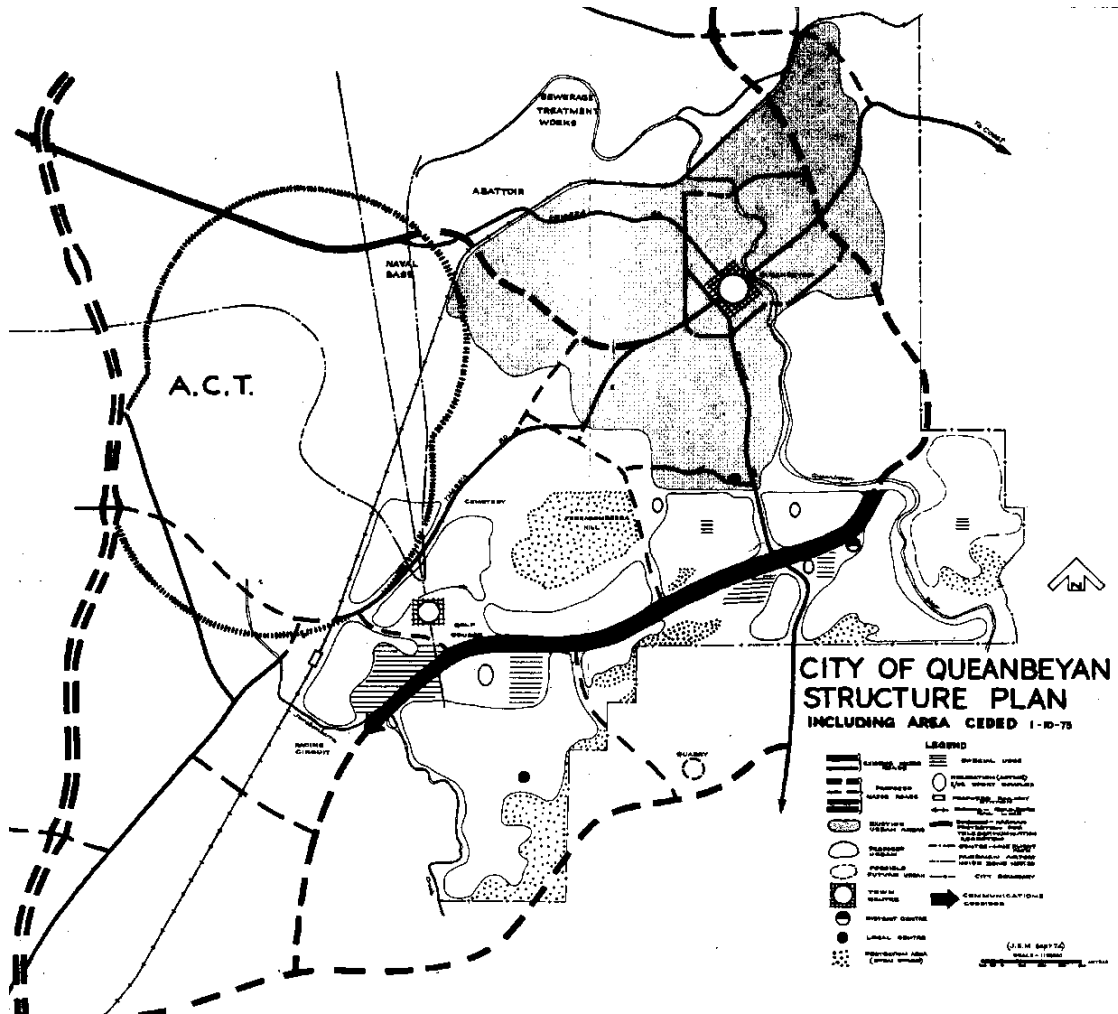
1.2.1 Planning Background

In 1973 the township of Queanbeyan was proclaimed a City and Yarrowlumla Shire ceded land to Queanbeyan, increasing Queanbeyan's total area.

In order to set out broad development policies for the growing city Queanbeyan City Council prepared several Structure Plans in the past; one in 1974, one in 1994 and again in 2004.

These Structure Plans were tools used to identify areas for possible future urban development and associated infrastructure, having regard to the existing urban landscape and natural environment, and represent stages of an on-going process.

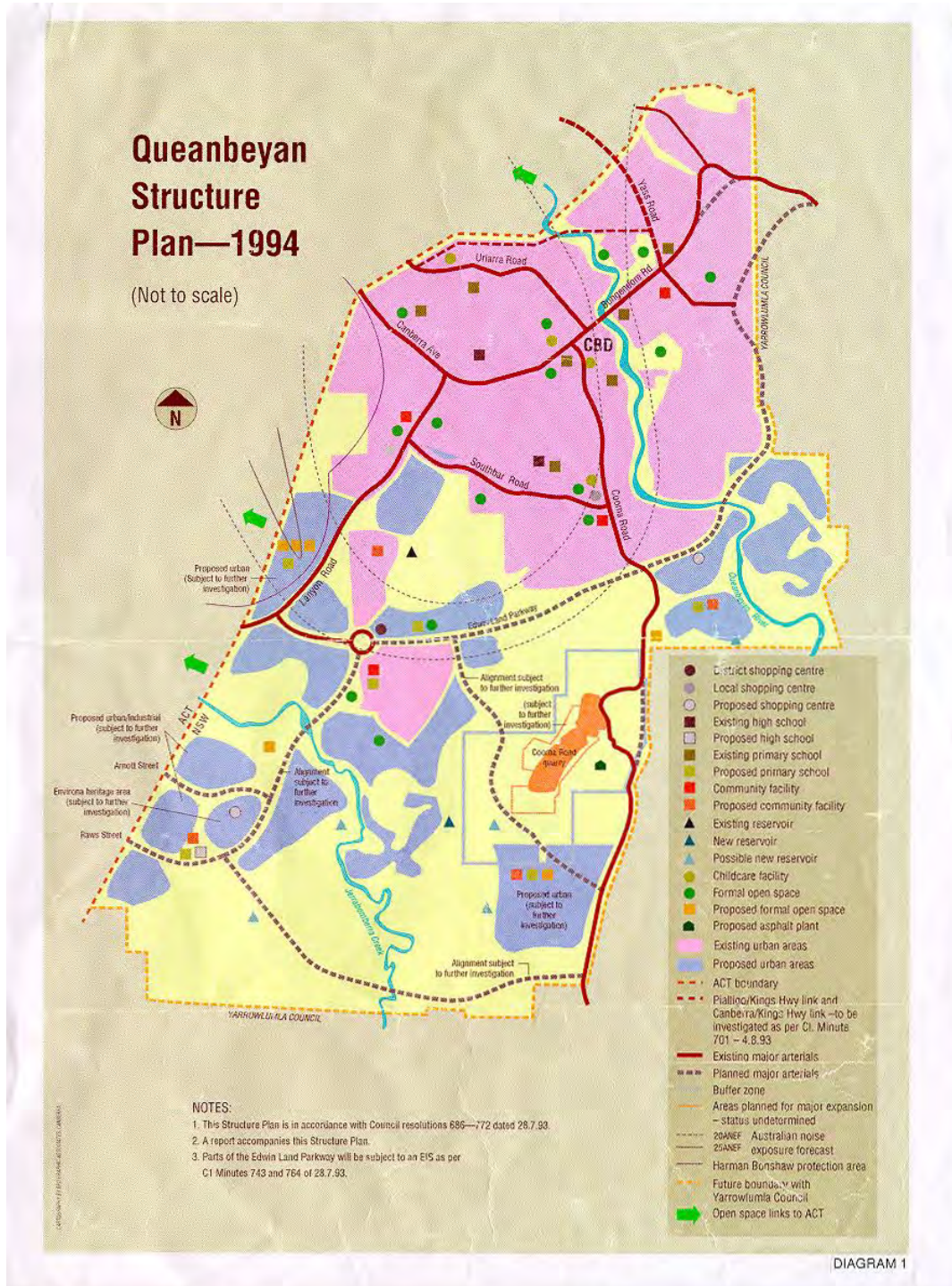
The 1974 Structure Plan Map (see Map 1), illustrated Queanbeyan's geographical constraints and opportunities at that time. The main proposed corridor (now known as the Edwin Land Parkway/Ellerton Drive Extension), linked what is now Jerrabomberra to Canberra via a route east of the CBD. The map also shows existing urban development at that time, and approximate areas in which urban development should take place. Greenleigh and Fairlane Estates were at that time still considered "Proposed Urban".



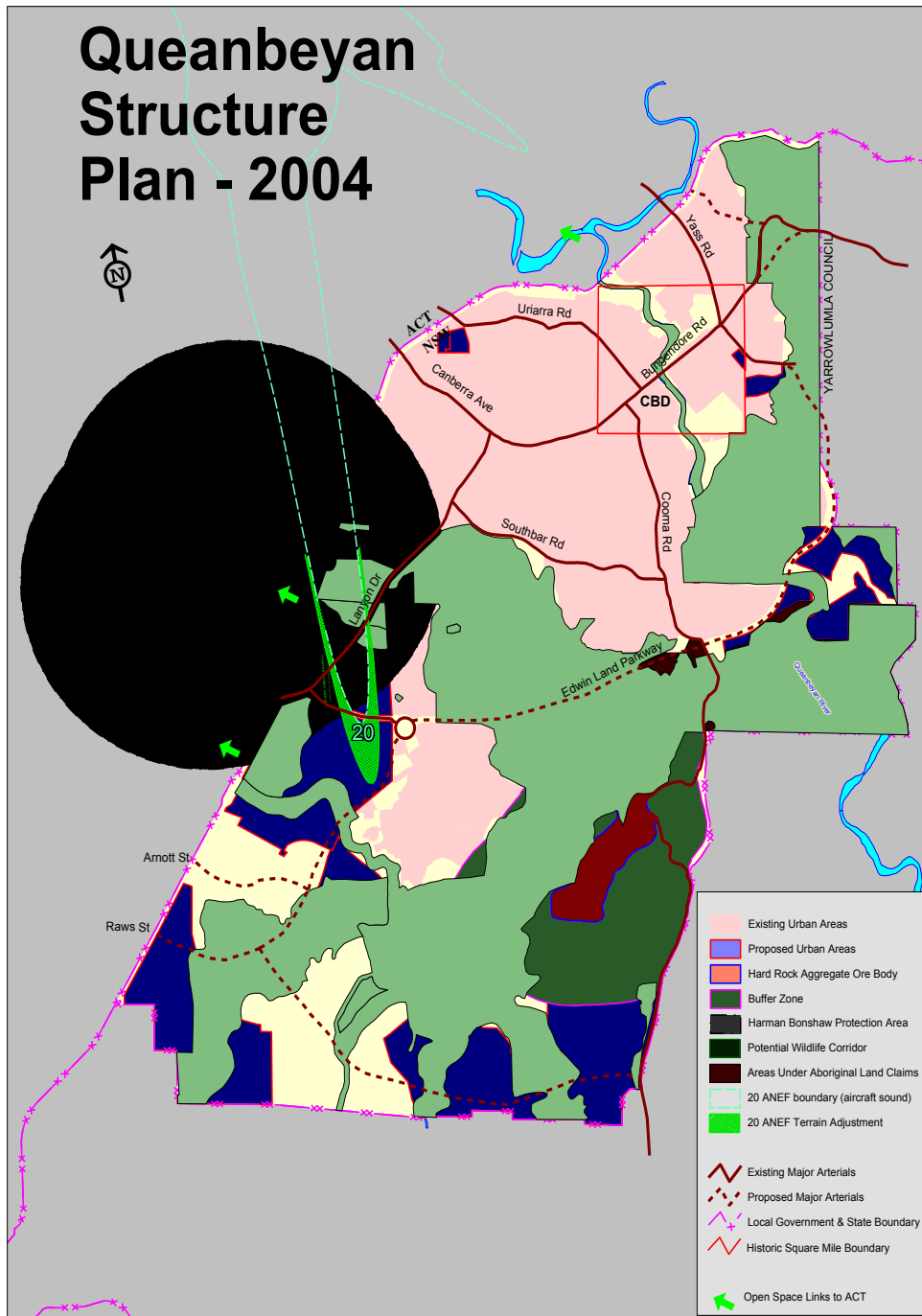
Map 1 1974 Queanbeyan Structure Plan

Subsequent Structure Plans aimed to review the objectives of earlier Plans as well as provide overviews of neighbourhood planning and how it relates to Queanbeyan's existing and proposed future urban layout and development areas.

The Edwin Land Parkway/Ellerton Drive Extension corridor is consistently shown on all these plans.



Map 2 1994 Queanbeyan Structure Plan



Map 3 2004 Queanbeyan Structure Plan

1.2.2 Proposal Background

A review of the *Queanbeyan Residential and Economic Strategy 2031* (addendum Dec. 2008) by the NSW Department of Planning required Queanbeyan City Council's Transport Strategy to specifically address the need, timing and funding (including the preparation of contributions plans) for required transport infrastructure works to address forecasted growth for the region.

As a result of this review Gabites Porter (now Traffic Design Group) were engaged by Council on the recommendation of Roads and Maritime Services to conduct a fully functioning integrated land use/transport model to analyse Queanbeyan's traffic network. This work was reported in the *Draft Queanbeyan Strategic Traffic Plan (2031)* and was completed in 2009.

The Traffic Study looked at over 34 combinations of road and intersection improvements to address the network deficiencies that are likely to be experienced as a result of the expected development growth in the Canberra-Queanbeyan region. The Traffic Study did not focus on reducing flows in any particular areas of the network but rather looked at the Canberra-Queanbeyan network as a whole.

Proposed road and intersection improvements were identified on the basis of their ability to improve the level of service (LOS) at each location and for the overall road network to LOS "D" or better. Several new routes were proposed as a means of creating additional capacity thereby relieving various areas of congestion, and analyzed in detail in the modelling.

Results from modelling for the *Draft Queanbeyan Strategic Traffic Plan (2031)* showed that Option 05B provided the best combination of traffic improvements to the long term strategic transport plan for all of Queanbeyan. Option 05B includes the Ellerton Drive Extension, the future four-laning of Old Cooma Road and various intersection improvements.

In its resolution 274/09 of 26 August 2009 Council adopted the *Draft Queanbeyan Strategic Traffic Plan (2031)* and resolved to rename it the *Googong and Tralee Traffic Study (2031)*.

Council updated the Traffic Study in 2014 (South Jerrabomberra and Queanbeyan Traffic Analysis 2014), using the most recent Census data, infrastructure programs and growth forecasts for both Queanbeyan and Canberra. This updated study supports the findings of the previous study in 2009.

The Proposal has been on the Queanbeyan Structure Plans since 1974, and has been included on the Queanbeyan Local Environmental Plan map since 1991, and Council has progressively acquired land for this purpose over a significant number of years.

In 2011 Council received \$4m in grant funding from the NSW Government (administered by the former Roads and Traffic Authority, now Roads and Maritime Services) for design and environmental works relating to the construction of the Proposal, as well as further stages of Old Cooma Road, upgrade of 13 intersections and seed funding for Dunns Creek Road corridor identification and related studies as requested by Council.

Council has continued to progress the adopted options through concept and preliminary design and relevant specialist studies of the Proposal and related intersections.

In June 2014 the Australian Commonwealth and NSW State Governments announced a joint grant funding agreement of \$50 million for the project: \$25 million from the Australian Commonwealth Government, \$12.5 million from ReStart NSW and \$12.5 million from Transport for NSW. Agreements with land developers would provide for the balance of funding.

1.3 Planning Process and Legislative Framework

The statutory and planning framework for the project is laid out in detail in the Section 4 of the REF.

Given Council's adoption in 2009 of the *Draft Queanbeyan Strategic Traffic Plan (2031)*, in order to progress the elements of the adopted traffic solution the relevant planning legislation requirements need to be followed.

The *NSW State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) states that certain developments such as the construction of roads or electricity infrastructure by a public authority do not require development consent via the development application process (as per clause 94 of the ISEPP) but instead are assessed under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

For the purposes of these works Queanbeyan City Council is both the proponent and the determining authority under Part 5 of the EP&A Act.

A Review of Environmental Factors (REF) is the prescribed method of fulfilling Council's obligations under Section 111 of the EP&A Act, i.e. to "examine and take into account to the fullest extent possible, all matters affecting or likely to affect the environment by reason of the activity".

1.3.1 Purpose of the REF

An REF is an environmental assessment under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) that is required as part of the assessment of activities needing approval under NSW legislation.

An REF examines the significance of likely environmental impacts of a proposal and the measures required to mitigate any adverse impacts to the environment.

An REF serves two purposes:

1. It assists and documents the determining authority's determination of whether an activity should be approved, taking into account to the fullest extent possible all matters affecting or likely to affect the environment (s.111 EP&A Act). It further assists in the development of appropriate conditions should approval be given.
2. It assists the determining authority's determination of whether the activity is likely to have a significant effect on the environment or significantly affect threatened species, populations or ecological communities or their habitats, in which case an environmental impact statement (EIS) and/or species impact statement (SIS) will need to be prepared and considered before approval may be granted (s.112 EP&A Act).

An REF precedes the granting of an approval (i.e. lease, licence, easement) for an activity. An approval cannot be granted until the REF is determined.

Council has determined that an REF would serve the purposes of the EP&A Act.

The REF for the Proposal was prepared on behalf of Council by SMEC Australia to describe the proposal, to document the likely impacts of the proposal on the environment and to detail protective measures to be implemented.

The REF has taken into account the Preliminary Sketch Plan design, the Draft Species Impact Statement (SIS), the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) Referral, the Aboriginal Cultural Heritage Archaeological Report (ACHAR), the Noise Impact Assessment - Operation and Construction (noise report), visual impact assessment and other related design reports.

The REF concludes that an Environmental Impact Statement (EIS) is not required.

The natural progression of the project development work following Council's 2009 adoption of the *Googong and Tralee Traffic Study (2031)* has resulted in public exhibition of the REF. The REF was placed on public exhibition for 60 days between 12 December 2014 and 9 February 2015 to give members of the community opportunity to comment on the elements of the project

1.3.2 Purpose of Submissions Report

The Submissions Report summarises the submissions received and provides responses to the questions and comments arising from the public exhibition of the REF. This report will be included for consideration in the assessment and preparation of the Determination Report to Council.

During the REF public exhibition period submissions relating to the Proposal and the REF were received by Council.

Feedback received outside the extended 60 day public exhibition period was also considered.

1.3.3 Purpose of Determination Report

The Determination Report will make a recommendation to Council as to whether the Proposal should be approved. If the project were to proceed the report may also recommend any additional conditions required for the project.

In order to have an independent review and maintain probity Council has engaged an external consultant (AECOM Australia Pty Ltd) to prepare the Determination Report. This consultant will assess the REF under Part 5 of the EP&A Act.

1.4 The Proposal

Council proposes to extend Ellerton Drive by approximately 4.6 kilometres, terminating at the intersection of Old Cooma Road and Edwin Land Parkway, Queanbeyan (the Proposal).

The Proposal is a direct consequence of Council's adoption of the *Googong and Tralee Traffic Study (2031)* formerly known as the *Draft Queanbeyan Strategic Traffic Plan (2031)* on 26 August 2009. Council has subsequently continued to progress the adopted options through concept and preliminary design and the relevant specialist studies of the Proposal and related intersections.

The Proposal alignment runs between northeast Queanbeyan and southern Queanbeyan along the eastern urban fringe and in a road corridor predominately set aside and zoned for this development.

The Proposal provides an alternative route to the Queanbeyan Central Business District (CBD). It would provide a connection between the Yass Road/Bungendore Road/Ellerton Drive intersection in Queanbeyan East to the Old Cooma Road/Edwin Land Parkway intersection in Karabar.

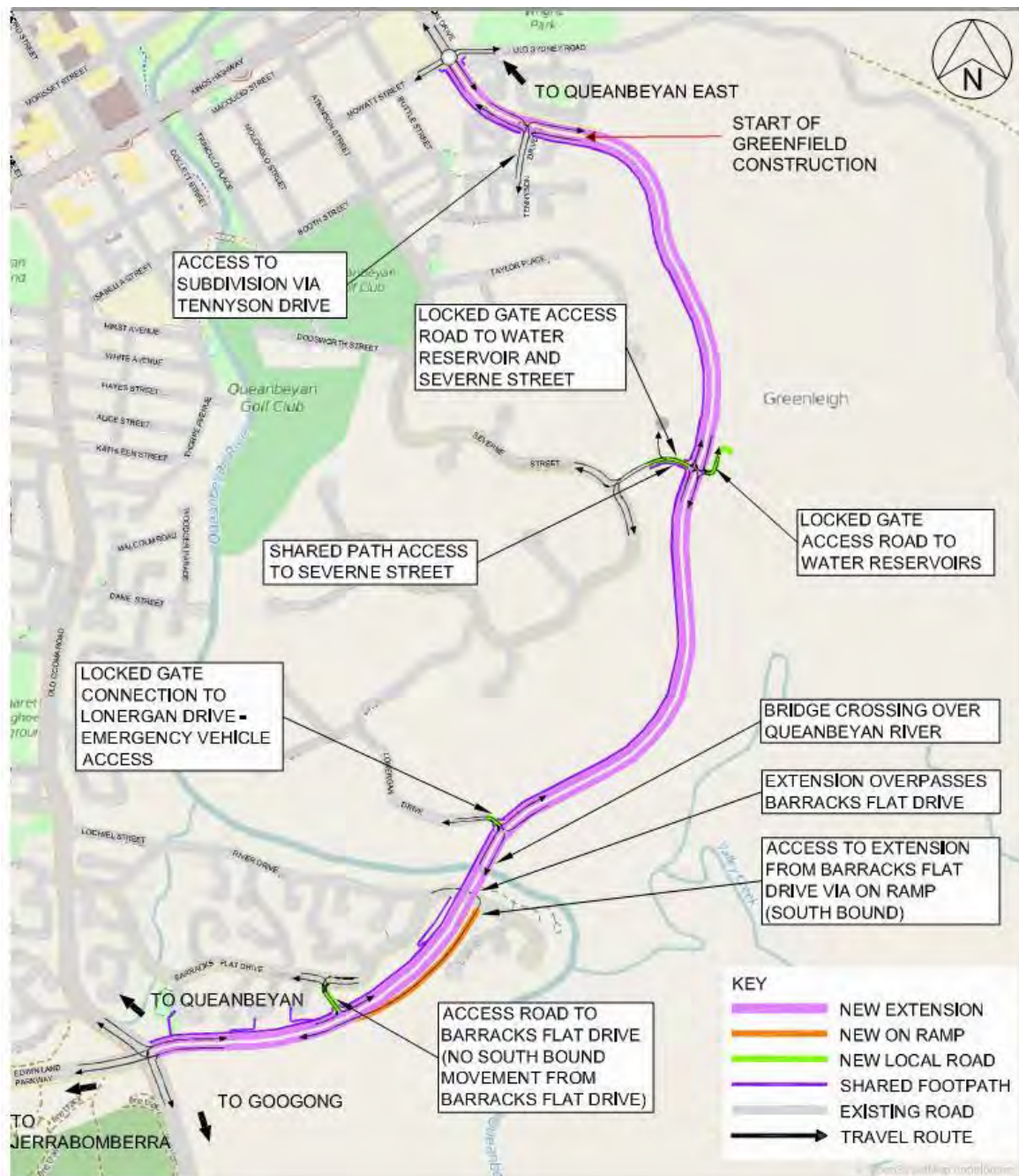
A large portion of land to the west of the proposed alignment is populated with low density rural residential properties surrounded by bush. The land to the east of the alignment is mountainous bush connecting to the Cuumbuen Nature Reserve, and open rural grass land identified for future land development.

The landscape incorporates dry forest and woodland. The land also falls within the fringe of the Local Environment Plan's 'biodiversity overlay' as part of a regional bio-link.

The local vegetation also contains habitat of threatened species and endangered ecological communities listed under State and Federal law for conservation and protection. The Queanbeyan River would be bridged in an area where local riparian, aquatic and recreational values have been identified.

The locality of the Proposal and the significant features are shown in Figure 1.1.

Figure 1.1 The Proposal



The key features of the Proposal include:

- Two lane single carriageway design with climbing lanes
- Bridge crossing over Queanbeyan River and Barrack's Flat Drive.
- Shared off-road cyclist and pedestrian pathway
- Provision of space for on-road cyclists
- Additional access points for Fairlane Estate
- Emergency egress for Greenleigh Estate at Lonergan Drive and the East Queanbeyan reservoir
- Stormwater drainage system, including pavement surface drainage and culverts
- Two fauna under-crossings
- Potential for a pedestrian undercrossing at Jumping Creek Estate
- Noise mitigation measures
- Edwin Land Parkway Intersection upgrade.

The objective of the Proposal is to retain a minimum Level of Service (LOS) D to Queanbeyan's road network, and reduce heavy vehicle movements and traffic congestion in the Queanbeyan city centre by providing an alternative route for traffic travelling on the north/south route through Queanbeyan. It would provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the entire Queanbeyan area as a result of growth in development throughout Queanbeyan.

A bridge across the Queanbeyan River is included in the Proposal to provide in excess of 1:100 year flood free accessibility and connectivity for Queanbeyan. The new bridge would be built out of concrete and will be about 180 metres long and 22 metres above the river.

The current project cost estimates for the Proposal range between \$75 million and \$90 million based on the final elements included in the approved scope of work, and subject to further revision based on the final design.

2. Background to previous consultation

While no statutory consultation is required by legislation, comprehensive consultation has been undertaken in various stages throughout the early concept planning and development of the Proposal up to the commencement of detailed design.

In particular, the following consultation has been undertaken to date:

- Urban Release Area Process, discussed in Section 2.1
- Traffic plan consultation, discussed in Section 2.2
- Public transport forum, discussed in Section 2.3
- Pre-REF consultation, discussed in Section 2.4
- Aboriginal community involvement, discussed in Section 2.5
- Questions on Notice, discussed in Section 2.6

The current stage of the project development process involves the public exhibition of the Review of Environmental Factors (REF). The REF exhibition is discussed in Section 3.2.

In addition to the above, a Council meeting on 25 February 2015 determined the need for a public meeting (Community Forum). This forum was held on 28 April 2015. Issues raised at the forum are discussed in Section 3.2.7.

2.1 Urban Release Area Process

Council published the *Queanbeyan Residential Economic Strategy (2031)* in November 2006. This strategy identified both Googong and Tralee as future growth areas.

When these identified future growth areas were officially rezoned in 2009, prior to gazettal the rezoning process was publically exhibited for comment. This public exhibition included the *Local Environmental Study* which looked at, amongst many other things, the development of Googong and its impact on the Queanbeyan traffic network.

The Queanbeyan Local Environmental Plan 2012 (LEP) process was publically exhibited for comment in 2011 and Googong was subsequently incorporated into the LEP.

2.2 Traffic Plan Consultation (2009)

Council's meeting on 24 June 2009 resolved to place the *Draft Queanbeyan Strategic Traffic Plan (2031)* on public exhibition for 28 days.

The *Draft Queanbeyan Strategic Traffic Plan (2031)* was exhibited for nine weeks in July and August 2009. Public meetings were held in both Queanbeyan and Jerrabomberra. Additional briefing sessions were given to the Queanbeyan Development Board and local members of parliament. The public exhibition of the draft plan closed on 14 August 2009.

While on public exhibition, members of the community were able to assess the direction Council wanted to take to improve the city's transport network as a result of all development expected to occur prior to 2031.

There were two information sessions to outline the key components of the plan as well as hardcopies available at the Queanbeyan Library and Council's customer services centre. The plan was also made available on Council's website.

Council's meeting of 26 August 2009 resolved to adopt the Draft *Queanbeyan Strategic Traffic Plan (2031)*, which recommended Option 05B consisting of a combination of the 2-lane Edwin Land Parkway Extension (Jerrabomberra to Old Cooma Road) which has since been completed, Ellerton Drive Extension, the future four-laning of Old Cooma Road and various intersection improvements as the preferred solution for Queanbeyan's traffic needs. At this meeting Council also resolved to rename the *Draft Queanbeyan Strategic Traffic Plan (2031)* as the *Googong and Tralee Traffic Study (2031)*.

All issues raised in submissions during this public exhibition period were considered and addressed in the responses provided by Council. The issues raised and comments received during this consultation informed the adoption of the plan which was included in Council's integrated planning process. A copy of the issues and responses to the *Googong and Tralee Traffic Study (2031)* is in Appendix D.

2.3 Public Transport Forum (2011)

Council held two public transport forums, on 27 October 2011 and 8 December 2011. These forums were held to help determine strategies Council may be able to use to help the community better understand Council's role with respect to public transport and to inform the Council on community expectations around the provisions of public transport and pedestrian facilities.

2.4 Pre REF consultation (2013)

Council consulted with the community and stakeholders prior to the REF stage of the Proposal. This consultation process was undertaken between 20 May and 21 June 2013 to capture public comments regarding the design of the Proposal before start on the detailed design work.

The following documents were made available for review and comment:

- Draft route and intersection plans
- Archaeological Report
- Concept plans
- Draft SIS.

The exhibition material was available at the following locations:

- Queanbeyan City Council office on ground floor level of 257 Crawford Street
- Queanbeyan City Council Library
- Riverside Plaza
- Karabar Shopping Centre
- Jerrabomberra Shopping Centre
- Council's website under 'Documents for Public Exhibition'.

Two public information sessions were conducted; one specifically for Greenleigh and Fairlane Estate residents on 28 May 2013, and a general information session on 29 May 2013.

Overall, community feedback at that time was not opposed to the extension of Ellerton Drive, although some respondents did express opposition to the project progressing.

There were consistent issues raised during the consultation process. The key overarching themes of the community feedback at that time 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
- The importance of maintaining safe pedestrian access to the adjacent bushland for recreational purposes
- Concern over the limited emergency access from/to the Greenleigh and Fairlane Estates
- The importance for Council to consider sustainable options to the traffic problems.

As a result of the consultation process elements of the design were modified to address community concerns. Key design elements influenced by the consultation include:

- The addition of access from Barracks Flat Drive
- The addition of emergency egress from Greenleigh Estate
- The addition of off-road shared pathways to provide missing links between neighbourhoods and loops for recreational purposes
- Inclusion of on-road cycle ways to provide more commuter routes
- The addition of fauna underpasses.

On 28 August 2013 Council resolved to proceed with the engagement of a consultant to undertake detailed design the Ellerton Drive Extension. Opus International Consultants was commissioned to undertake the detailed design.

2.5 Previous Aboriginal community involvement

Council has completed two separate rounds of Indigenous consultation.

A first round of consultation was undertaken in June 2012.

Project notifications were sent to known Aboriginal community groups or registered stakeholders in the area in June 2012. Six expressions of interest were received (including the Karley Ngunnawal Descendants, who could not subsequently be contacted). Five of these groups attended a field investigation on 2 August 2012:

- Buru Ngunnawal Aboriginal Corporation
- Ngambri Local Aboriginal Land Council
- Ngunnawal Aboriginal Heritage Corporation
- King Brown Tribal Group
- Ngunnawal Elders Council.

During fieldwork, management strategies for identified Aboriginal heritage within the area were discussed with the community representatives, and no issues or concerns were raised by any of

the participants. No areas of cultural significance were indicated. The compiled Archaeological Report had no objections from the above groups.

A second round of consultation was undertaken in September 2014.

This second stage of consultation occurred in accordance with the Office of Environment and Heritage (OEH) requirements that consultation be resumed if more than 2 years had lapsed between the initial consultation process and the AHIP application if communication has not been continuous over that period.

Invitations to express interest were again made available in six local and national newspapers, letters were sent to all previously registered parties, and invitations to consult were sent to all Community Groups registered as having an interest in the Queanbeyan area with the Office of Environment and Heritage. Parties who had previously registered interest in the project in the 2012 round of Aboriginal consultation were automatically included in this second round, and in accordance with the OEH requirements additional interested stakeholders had 14 days to register interest.

In addition to the original six groups (including Karley Ngunnawal Descendants), expressions of interest were received from two new groups, namely the Gunjeewong Cultural Heritage Aboriginal Corporation, and Antoinette House representing the Williams, Freeman and Simpson-Wedge Families.

Methodologies for salvage/impact mitigation and summaries of findings were again circulated in October 2014, with 30 days to provide feedback (in accordance with OEH consultation requirements).

Correspondence with Karley Ngunnawal descendants was again unsuccessful, with phone numbers no longer connected, email bouncing and postal documents being returned.

Feedback and concerns received during this round of consultation were immediately addressed and incorporated into the Aboriginal Cultural Heritage Archaeological Report (ACHAR). The document was then sent back to the community group for a further 30 days of community consultation. No further comments were received on the ACHAR in the final phase of consultation for the AHIP.

2.6 Questions on Notice

As part of processes introduced by Council to improve overall transparency and consultation, the community has had the opportunity to ask Council questions on various topics since 2010.

These are known as 'Questions on Notice'.

Since their introduction in 2010/11, Council has provided responses to all these written questions and made all the information publicly available. The Council web page includes web links to all the questions and answers, and the webpage section for the Ellerton Drive Extension includes any questions and answers specifically related to the Proposal.

3. Review of Environmental Factors (REF) exhibition

3.1 Review of Environmental Factors (REF)

A Review of Environmental Factors (REF) has been prepared in accordance with assessment under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The REF examines the significance of likely environmental impacts of the Proposal and the measures required to mitigate any adverse impacts to the environment.

The REF was prepared by SMEC Australia on behalf of Council, and includes details of the protective measures to be implemented.

3.2 Review of Environmental Factors (REF) exhibition

The REF was exhibited for a 60 day period from 12 December 2014, ending 9 February 2015.

The REF public exhibition allowed members of the community opportunity to comment on the elements of the project, the environmental impact of the project and the proposed protective measures. The exhibition period was extended from 30 days to 60 days to accommodate the Christmas holiday period.

The following documents were made available:

- Review of Environmental Factors (SMEC, 11 December 2014)
- EPBC Referral under EPBC Act (ngh Environmental, August 2014)
- Draft Species Impact Statement (SIS) (ngh Environmental, June 2014)
- Preliminary Sketch Plan Design Report (OPUS, December 2014)
- Aboriginal Cultural Heritage Archaeological Report (ACHAR) (CHMA, 1 December 2014)
- Artist impressions of the Proposal
- Noise Impact Assessment – Operation and Construction (SLR, 18 December 2014)
- Preliminary Sketch Plan Drawings (OPUS).
- Fact sheets (including general overview, finance, environment and heritage, review of the environmental factors, traffic, and flooding). These are attached in Appendix A.

Advertisements for the REF exhibition period were placed in the Queanbeyan Age, The Chronicle, Canberra Times, Council's website, Facebook page and Twitter. Emails were sent to those registered on the Ellerton Drive Extension mailing list and letters sent to directly affected residents. A5 postcards were posted to 21,000 Queanbeyan properties.

In addition to the above consultation, an invitation to comment on the REF was sent directly to the various stakeholders, as detailed in Section 3.2.1.

Physical exhibition of the documents occurred at two locations:

- Queanbeyan City Council's Customer Service Centre, 257 Crawford Street Queanbeyan (8am - 4.30pm Monday-Friday), excluding Christmas closedown period of 25 December-4 January
- Queanbeyan Library at 6 Rutledge Street, Queanbeyan.

Council hosted the following community information sessions which were attended by up to 120 people in total, some of whom attended multiple sessions. The sessions were held at:

- Harry Hesse Room of the RB Smith Community Centre at 262 Crawford Street.
 - Tuesday 16 December 2014 (4.30-7.30pm)
 - Tuesday 20 January 2015 (4.30-7.30pm)
 - Tuesday 3 February 2015 (5.30-7.30pm)
- Jerrabomberra Community Centre:
 - Thursday 18 December 2014 (4-6pm)
 - Wednesday 21 January 2015 (3-4.30pm)
 - Thursday 29 January 2015 (5-6.30pm).

During the consultation period Council together with Roads and Maritime Services (RMS) undertook pop-up sessions at Riverside Plaza, Karabar Shopping Centre and Jerrabomberra Shopping Centre during various periods on selected days. It is estimated that approximately 1,000 people were spoken to at these shopping centres over a total of more than 20 sessions.

The REF and all associated documents were also placed on Council's website www.qcc.nsw.gov.au.

All submissions that were provided during the REF exhibition process have been reviewed to determine if there are any outstanding issues not adequately addressed in the REF.

3.2.1 Additional stakeholder comments

In addition to the above consultation, an invitation to comment on the REF was sent directly to the following stakeholders:

- NSW Office of Water
- NSW Office of Environment and Heritage (OEH)
- NSW Department of Primary Industries
- NSW Department of Planning and Environment
- NSW Public Works
- Roads and Maritime Services
- NSW Rural Fire Service
- NSW State Emergency Services
- Transport for NSW
- Queanbeyan Police Department
- Commonwealth Department of the Environment
- Australian Platypus Conservancy.

Responses from the NSW Office of Water, the Environmental Protection Authority and NSW Department of Primary Industries generally referred to mitigation measures to be included in a construction environmental management plan. These responses will be incorporated into the construction documentation where appropriate.

The NSW Office of Environment and Heritage identified outstanding issues with respect to the SIS, including platypus, fauna underpass (location and design), fauna fencing, risk of wildlife getting caught in noise barriers, indirect impacts on flora and fauna, habitat rehabilitation, soil erosion and weed control and protection of the LandCare restoration project at Jumping Creek. Biodiversity issues were discussed in the REF.

The Australian Platypus Conservancy (APC) commented on the impact of the bridge foundation construction on the habitat and breeding of platypus.

General advice regarding infrastructure was provided by Icon Water Ltd, Department of Trade and Investment and Roads and Maritime Services.

All feedback received will be incorporated into the detailed design and construction documentation where appropriate.

3.2.2 Draft Species Impact Statement (SIS)

A draft Species Impact Statement (SIS) has been produced under the *Threatened Species Conservation Act 1995* addressing Office of Environment and Heritage's (OEH) Director Generals Requirements (DGRs).

A Referral to the Commonwealth Department of Environment has resulted in the Proposal being determined as a "controlled action" requiring preliminary documentation (e.g. offset strategy) under the *Environment Protection and Biodiversity Conservation Act 1999*.

The draft Species Impact Statement (SIS) was prepared by ngh Environmental on behalf of Queanbeyan City Council to assess the potential impacts on threatened species, populations and communities that would result from the construction and operation of the extension of Ellerton Drive. The draft SIS evaluated in detail the potential impacts to flora and fauna species and communities listed as threatened in NSW. In addition, the draft SIS report also considers the potential for impacts to threatened species and communities listed at the Commonwealth level to avoid duplication of the assessment process.

The draft SIS was first placed public exhibition as part of the exhibition of concept design plans for the Proposal in 2013 and with the REF in 2014/2015. Submissions regarding threatened or vulnerable flora and/or fauna have been forwarded to ngh Environmental. Where significant issues were identified they have been reported to the relevant environmental authority. All relevant additional issues raised by the community and authorities will be included in an addendum to the draft SIS.

The Commonwealth Department of Environment (DoE) and the NSW Office of Environmental and Heritage (OEH) are both required to provide their approvals for the Proposal prior to construction work commencing. These statutory environmental authorities will separately review and consider the findings and recommendations of the SIS in issuing their approvals and consent conditions. As part of this approval process the draft SIS including any addendum may be out for public exhibition and comment. The community may have an additional opportunity to make comments on the SIS.

3.2.3 Survey forms (during the public exhibition process)

A survey form (see Appendix C) was made available to the public during the 60 day exhibition period. This survey was developed based on the need to assist community members who may not wish / have the capacity to write formal submissions. The following questions were asked:

1. Do you support the proposed Ellerton Drive Extension?
2. Will the proposed Ellerton Drive Extension make travelling around Queanbeyan easier?
3. Will you use the proposed Ellerton Drive Extension?
4. What do you see as the key benefits of the proposed Ellerton Drive Extension? Reduced congestion? Flood protection? Travel time savings? Less heavy vehicles in the CBD?
5. Additional comments.

While the surveys were not counted as submissions for the purposes of this report, any new comments not previously addressed in the formal submissions have been included and are addressed in Section 4.

The percentage of survey respondents in support of the Proposal reflect similar levels of support seen in other modes of consultation, including the submissions and the pop-up sessions held in the shopping centres.

A total of 121 surveys were received, of which 78 (65%) of responders were in favour of the Proposal, 38 (31%) were against the Proposal and 5 (4%) with other responses (either outside of scope, or neither relevant to supporting or rejecting the Proposal). A small proportion (10%) of those who has previously provided formal submissions also completed the surveys.

As noted above, these surveys are not included in the total numbers of submissions reported as for or against the Proposal. Surveys conducted by Council are not related to the RMS commissioned polling undertaken in late May 2015.

3.2.4 Feedback forms

Feedback forms, as shown at Appendix C, were considered as submissions (and included in the submission count). These feedback forms were provided as a hard copy version of the online submissions and formatted to contain the same information. It is noted that some submitters responded both on paper and online. Wherever multiple and duplicated submissions were identified they have been accounted for in the numbers shown, i.e. where an online submission and a feedback form were received from the same respondent and it addressed the same issue their submission was counted as one.

3.2.5 Community information and pop-up sessions

As noted in Section 3.2, approximately 120 people attended the community information sessions and approximately 1,000 people made contact with Council and RMS staff through the pop-up sessions. The Feedback and Survey forms described above were available during all these sessions, as were question forms. Over 70 percent of these forms collected were submitted during the pop-up sessions, with the remainder collected during the community information sessions.

Whilst it is estimated that 65-70 percent of the community who spoke to Council or RMS staff at the pop-up sessions voiced their support for the Proposal, the majority of the questions asked or issues raised at the community information sessions were in opposition to the Proposal or raised issues of concern. All issues raised have been responded to in Section 4 below.

3.2.6 Petitions

One submission lodged by a community group included a petition opposing the Proposal, with 855 individual signatures.

3.2.7 Community Forum 28 April 2015

In response to community requests Council resolved at its meeting on Wednesday 25 February 2015 (resolution 042/15) to:

- Organise an independently facilitated Community Forum on the Proposal at the Bicentennial Hall with the Traffic Study engineers to present and to answer questions
- Invite the people who conducted the environmental impact assessment to answer questions
- Invite Roads and Maritime Services
- Invite both local members to attend
- Promote the forum to the entire community through letterbox delivery, media release, social media, direct notification to all submitters on the Proposal, community groups and any other method deemed suitable
- That feedback be considered as part of the Ellerton Drive Extension feedback process and future forums and consultation also be implemented if deemed necessary by Council
- That the forum be held in April 2015.

The forum was held on Tuesday 28 April 2015 at Bicentennial Hall, 253 Crawford Street, Queanbeyan. It was open to the entire community, and was independently facilitated.

In accordance with the motion, there were presentations on traffic, funding, noise and the environmental impact assessments (both SIS and REF).

A total of 273 community members formally registered their attendance for the forum. An estimated 15% - 20% of attendees did not register, and it is estimated that up to 350 people attended the Community Forum. The forum started at 6:35pm and concluded at 11:25pm. By about 10 p.m. about 20 per cent of those initially attending remained.

A summary of the feedback issues received by Council during the initial public exhibition period for the Review of Environmental Factors was placed on each of the tables. Additionally this feedback was printed on posters and pinned to the walls around the room including additional blank sheets to allow attendee's to provide additional feedback.

The members of the community had the opportunity to ask questions on any aspect of the project as well as provide additional comments and feedback.

Of the 273 people who registered, 59 had previously made one or more submissions. A total of 49 feedback forms were completed at the forum. Of those who submitted feedback forms at the forum, 12 had previously lodged submissions.

The main issues raised in the feedback forms and verbally at the forum were:

- Noise
- Traffic
- The need for more consultation

- Concerns about the consultation process and period
- The need for transparency
- Conflict of interest
- Request to undertake additional modelling
- Cost
- The need to explore other options
- The inability to change the outcome of the decision to build the road.

During the forum it was acknowledged that Council consultation processes could have been done in a better way.

The feedback received at the forum identified a few new issues and all feedback has been considered in the submissions report.

More than one hundred questions were asked at the forum. Any questions not answered at the forum were taken on notice, and formal answers provided on the Council website and in this report.

Shortly prior to start of the forum a series of formal written questions were electronically submitted to Council. Whilst several of these questions were also asked at the forum, formal answers have also been provided to all the written questions.

A summary of all questions and answers at the forum was published on the Council website by 13 May 2015, and is included in this report (see Appendix B).

In addition members of the community had further opportunity to re-submit any questions they believed had not been answered or submit any new questions after the forum. As a result additional written questions were received by Council in the days following the Community Forum.

All subsequent written questions and answers were made available on the Council website by 21 May 2015 and are included in this report (see Appendix B).

3.3 REF Update

The Ellerton Drive Extension design has progressed from the preliminary design that was on exhibition as part of the Review of Environmental Factors (REF) from 12 December 2014 to 9 February 2015, to the current detailed design. In this development of the design, the roadway has had minor amendments and temporary construction facilities have also been included; these changes have affected the impacted project footprint.

The REF has subsequently been updated to reflect the design changes during detailed design planning.

3.4 Species Impact Statement addendum consultation

The Ellerton Drive Extension design has had minor amendments since the REF exhibition period ended in February 2015 and temporary construction facilities have been included. These changes have affected the impacted footprint.

The revised proposal has a larger subject site construction footprint and a slightly different configuration to the original concept proposal.

The amended design has seen the footprint increase by to account for minor vertical and horizontal realignments of the roadway, the inclusion of temporary compound and stockpile areas, erosion and sediment control measures, and minor design elements and changes to construction site access.

The revised subject site would have a greater impact, in terms of area of habitat affected, upon Box-Gum Woodland, Hoary Sunray, Pink-tailed Worm-lizard, Rosenberg's Goanna, Brown Treecreeper, Scarlet Robin, Hooded Robin, Diamond Firetail, Painted Honeyeater, Gang-gang Cockatoo, Speckled Warbler, Koala, Eastern False Pipistrelle, Eastern Bent-wing Bat and Golden Sun Moth.

These changes as well as a draft strategy to offset the environmental impacts have been addressed in the Addendum Species Impact Statement (ASIS) addendum.

Notification of public exhibition of the Addendum Species Impact Statement (ASIS)

Queanbeyan City Council placed the ASIS for the proposed Ellerton Drive Extension on public exhibition from Friday 4 March to Sunday 3 April 2016.

Previous submitters were advised on 4 March 2016 by email that the ASIS had been placed on public exhibition. Specifically previous submitters were advised that only comments relating to the Addendum SIS would be considered as per the following excerpt from the email:

Members of the community are invited to comment on the details included in the Addendum SIS. Comments will be received between Friday 4 March 2016 and Sunday 3 April 2016. Only comments specifically relating to the Addendum SIS will be considered for the final Submissions Report.

The Council website was also updated to show information about the ASIS and inviting the community to comment. It also referred to the fact that:

Only comments specifically relating to the Addendum SIS will be considered for the final Submissions Report.

Details about the extensive consultation undertaken during 2014 and 2015 are described in Sections 2, 3 and 4 of this report.

3.5 Social impact

Under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) a formal Social Impact Assessment (SIA) is not a requirement.

Social impacts were considered as part of the original REF in the assessment of impacts of the various elements of the project.

In response to community input from the REF exhibition Council engaged an independent specialist consultant to undertake a separate Social Impact Assessment (SIA) of the EDE in late 2015. The SIA was undertaken in over a period of time from December 2015 to February 2016.

The SIA drew on all previous consultations undertaken by Queanbeyan City Council leading up to the preparation of the REF, community responses provided in the REF process between December 2014 and February 2015, and the outcomes of the April 2015 Community Forum. The SIA was not a separate community consultation process, but a review of the all the related studies and consultation in order to provide an assessment of the project's potential benefits and impacts. The SIA considered the extensive feedback already provided by the community.

For the SIA, Council decided to take the additional step of including interviews with people and groups who represent the range of opinions in the community. Council supplied a list of stakeholders from those who had previously made submissions, which included residents and groups representing the interests of residents, business, education and the environment with equal representation drawn from those in favour of and opposed to the EDE. 18 groups and individuals were invited to participate, with 13 interviews scheduled by the consultant, some with several people attending. Individuals and groups who were unable to attend the interview were provided the opportunity to respond in writing to the interview questions.

The interviews were a qualitative process seeking to consider a variety of views regarding the Ellerton Drive Extension and included individuals and stakeholder group representatives.

This Social Impact Assessment complements the work undertaken for the REF. No specific social impact assessment was undertaken as part of the Addendum SIS as this was not a requirement.

3.6 Noise Impacts and Mitigation - Engagement and associated processes

3.6.1 Community engagement and consultation processes

The community engagement and consultation processes undertaken by Council in relation to noise impacts and mitigation are as follows:

1. Council has responded to all the questions raised during and subsequent to the public exhibition period. Any written questions including Questions on Notice as well as questions arising from the Community Forum on 28 April 2015 have been fully answered and published on the Council website and are included in this report (see Appendix B). In addition, other questions directed specifically to Council have been answered directly with individual affected or concerned members of the community.
2. SLR Consulting Australia Pty Ltd (SLR), a leading international environmental consultancy with specialist expertise in industrial acoustics and vibration SLR, was engaged to undertake a noise and vibration assessment, and published its report in December 2014. This report assessed the pre and post construction noise levels and made recommendations for a range of noise mitigation options.
3. The SLR *Ellerton Drive Extension, Noise Impact Assessment - Operation and Construction* (9 December 2014) study was placed on public exhibition from 12 December 2014 to 9 February 2015.
4. Several issues and questions were raised with respect to the report and an updated report *Ellerton Drive Extension, Noise Impact Assessment - Operation and Construction* (12 February 2015) including correction of some minor errors and including additional analysis was issued in February 2015, and placed on Council's website. The revised report is included in this report (see Appendix E).
5. Noise information sessions were held on 14 February 2015 with affected residents / homeowners. These sessions were held to inform residents and property owners along the road corridor of noise mitigation options available for each separate sound catchment area and to discuss noise related issues pertinent to each affected area. The intent of the sessions were to commence direct engagement with affected residents / homeowners regarding noise mitigation options appropriate to each area in accordance

with the Road Noise Policy. These meetings were not considered to be part of the REF exhibition, and were held after the closing of the initial REF public exhibition period. Further discussions will be held with the affected community once detailed design options are refined.

6. Following the noise information sessions, site investigations were conducted by SLR on all properties where predicted noise levels exceeded the RNP guidelines in order to investigate potential individual property/in-house treatments. The report, *Ellerton Drive Extension Project Property Inspections Report* Number 670.10568-R3 27 March 2015 was issued in March 2015. The inspection report is included in this report (see Appendix E).
7. A follow-up study was also undertaken to investigate further possible options raised at the noise information sessions, and SLR report *Memorandum 670.10568 M2 20150330.docx 30 March 2015* was issued. The study is included in this report (see Appendix E).
8. Noise mitigation measures to be recommended for implementation on the Proposal are currently being prepared as part of the detailed design.
9. Upon finalisation of the major noise remediation design measures, additional consultation with affected individual homeowners adjacent to the proposal will occur in order to determine site-specific in-house treatment requirements.

Where residents that do not live immediately adjacent to the Proposal feel there is also an issue with noise, Council will separately consider noise assessment of these locations as part of Council's Integrated Planning process, in contention with other proposed Council projects.

3.6.2 The steps undertaken to identify 'feasible and reasonable' mitigation measures

As noted, the *NSW Road Noise Policy (2011)* bases mitigation guidelines on "feasible and reasonable" measures. Whilst Council has made the undertaking to apply the RNP guidelines, it is acknowledged that there will be an overall increase in noise level in the vicinity of the new roadway and that not all residents will be satisfied with the mitigation measures that will be implemented.

In relation to the steps undertaken to identify feasible and reasonable mitigation measures, mitigation measures are generally considered in the following order of priority:

1. Road design and traffic management
2. Quieter pavement surfaces
3. In-corridor noise barriers/mounds (close to the source i.e. roadway)
4. Localised barriers/mounds (close to the receiver i.e. property)
5. At-property treatments.

Suitable noise mitigation strategies will be considered where both technically and economically appropriate.

Post-construction noise monitoring will be carried out following the opening of the project to monitor and review the effectiveness of the "as built" designs and assess the need for modifications. This noise monitoring will be conducted once traffic flows have stabilised, usually

two to 12 months after opening. The results of this monitoring and review will be made available to the community.

3.7 Information in the public domain

In addition to the information and supporting documents listed in Section 2.4 and Section 3.2 and provided on the Council website, numerous additional documents relating to community questions and responses have also been placed on the website.

These include:

- Regular monthly questions and answers from the Queanbeyan City Council Public Forums (Questions on Notice)
- List of all the issues that were raised during REF exhibition process: this was done as a summary of the all feedback issues received by Council during the public exhibition of the Review of Environmental Factors and subsequent period up to and after the Community Forum
- Questions and answers to the more than one hundred questions asked at the Community Forum on 28 April 2015
- Over 150 written questions and answers along with some presentations prepared by community members that were lodged either just prior to (late afternoon of the forum) or in the days after the Community Forum on 28 April 2015. These questions and presentations, along with the answers and responses to these questions and presentations have been placed on the website.

These are included at Appendix B.

4. Response to REF community feedback

Council formally received submissions on the REF from 12 December 2014 until 9 February 2015, and late submissions until 3 April 2015.

As a result of Council's resolution to hold a Community Forum on 28 April 2015, Council also included any additional issues raised after 3 April 2015 in the Submissions Report, and submissions were accepted in the lead up to and additionally following the Community Forum.

4.1 Overview of community feedback

A total of 357 submissions were received by 3 April 2015 in response to the exhibition of the REF. While the submission period officially closed on 9 February 2015, all questions and issues submitted after the official submission period have also been accepted for consideration, including those questions and issues submitted before, at and after the Community Forum of 28 April 2015.

Each submission has been individually reviewed to understand the specific issue being raised. Often more than one respondent raised similar issues. The issues raised in the feedback have been summarized and collated in this report, and specific responses provided to each related issue rather than to each specific submittal. Due to privacy reasons Council holds those detailed records separately for reference. Submitters can cross-check that their issue has been addressed by contacting Council for the relevant detail.

The community's feedback and Council responses form the basis of this chapter.

A total of 188 (53 percent) submissions supported the Proposal and 140 (39 percent) submissions objected to the Proposal or specific elements of the Proposal. Other responses were received, with either no selection of support or opposition, or submissions which made comments outside the scope of the Proposal.

The main themes raised by members of the community related to:

- The project is well overdue, and will improve traffic congestion in Queanbeyan
- Improved amenity in CBD
- The cost of the project to the current community and future generations
- Inadequate consultation process
- Traffic noise generated in a rural setting, and the inadequacy of noise mitigation measures
- Environmental destruction
- Lack of benefits from the Proposal, and where funding could be better spent.
- Wrong traffic solution, lack of consideration of alternative routes
- General amenity impacts
- Improved safety for Greenleigh and Fairlane Estate residents.

4.2 Overall Proposal support

Number of submissions

A total of 188 submissions were received in support of the Proposal.

Comment summary

General comments of support were received for the Proposal, including the benefits associated with:

- Reduced heavy vehicles passing through the CBD
- Improved safety in school zones by reduced traffic
- Reduced noise along Cooma Street
- Reduced traffic along Cooma Street, easier entry from side roads and driveways
- Inclusion of foot and bike paths
- The projects need is long overdue and a bypass of the CBD has been proposed since the late 1990's
- The extension is a logical viable option
- Makes the CBD more business and user friendly, due to wider footpaths, reduced vibrations (from traffic) and increased amenity
- This road will be used, and will save travel time
- People against the Proposal are being selfish and not considering the wider community needs
- The pressure on Cooma Street needs to be relieved
- The Proposal will provide alternative emergency exits along the route
- Fauna underpasses are a good idea
- Easier route to the airport from the south
- Provide access through Queanbeyan during floods.
- Additional access provides better safety for Greenleigh and Fairlane Estate residents
- The road is necessary, the corridor has been in place for a long time, adjacent residents knew about it before moving into areas.

Response

Council acknowledges the community's support for the Proposal.

4.3 Proposal opposition

Number of submissions

A total of 140 submissions were received in opposition to the Proposal or to specific elements of the Proposal.

Comment summary

Issues raised in opposition to the Proposal included:

- Inadequate public consultation process
- Project cost and funding

- Inappropriate use of Australian and NSW Government funding, money better used on public transport
- Impacts on wildlife connectivity and loss of habitat
- Wrong traffic solution, lack of consideration of alternative routes
- General amenity impacts, reduced amenity
- Inadequate public transport and cyclist facilities
- Public transport for children is required during peak hours
- Buses need to be licenced to allow access between Queanbeyan and Canberra
- Inadequate Review of Environmental Factors (REF) assessment (excluding environmental impacts), inadequate ecology assessment
- Noise: General traffic noise; traffic noise generated in a rural setting; inadequacy of noise assessment; inadequacy of noise mitigation measures; noise amplified by the topography of the study area; altered sleep patterns and health issues; general vibration impacts
- Social economic and land use impacts; health issues and long term impacts; loss of business; land use impacts; impacts from traffic changes; reduced general safety; loss of Aboriginal identity; area amenity and visual environment; conflict of interest

4.3.1 Feedback template submissions

Form-letter responses on the following issues were received:

- Destruction of wildlife habitat
- Loss of access to the bush
- Construction noise, dust and vibration
- Traffic noise and pollution
- Water quality in the Queanbeyan River
- Aboriginal sites
- Effect on local property values
- Impacts of coastal bound traffic from south Canberra
- Inadequate and insincere public consultation
- Inadequate consideration of alternative proposals
- Inadequate planning information
- Conflicts of interest (developers on decision-making panels)
- Cost of the road construction.

Each form letter received by Council was considered as an individual submission, and the issues addressed in the various sections below.

4.4 Responses to issues

The issues raised are addressed individually in the sections that follow.

4.4.1 Adequacy of Consultation Process

Number of submissions

A total of 55 submissions raised issues in relation to the adequacy of the consultation process.

Comment summary

- General comments were received identifying ineffective communication undertaken by Council, including Council's perceived unwillingness to listen, lack of information on funding of the Proposal, misleading information favouring the Proposal, lack of transparency, community ignored, and poor choice of exhibition time frames (i.e. over the Christmas break)
- Public needed to be engaged prior to design
- 'Consultation' is more an 'inform process'. Language used in consultation should be refined
- Need a full community debate
- Mayor does not answer directly
- Elected representatives - Local, State and Federal have the duty to make informed decisions without influence from parties that may make financial gain
- The decision-making process should be open and transparent to the public
- Modelling and presentations should have been allowed at the forum.

Response

A comprehensive consultation process was undertaken in the lead-up to the decision by Council in 2009 to adopt the *Googong and Tralee Traffic Study (2031)*, as well as subsequently up to the commencement of detailed design in 2015, in order to ensure a transparent approach to the project.

The community consultation leading up to the 2009 Council decision allowed the community to assess the direction Council wanted to take to improve the city's transport network, as well as view and comment on the traffic report developed by a qualified and expert traffic consultant.

Following on from this consultation process, the adoption by Council of the *Googong and Tralee Traffic Study (2031)* and its recommended solution (Option 05B comprising the best combination of traffic improvements including Ellerton Drive Extension) meant that the further development of the Proposal could go ahead. Subsequent work on development of the concept designs of the recommended solutions included further community consultation.

The consultation processes are discussed in detail in Section 2 and Section 3.2.

In August 2013 Council accepted the outcomes from the 2013 community consultation process which looked at the Proposal in greater detail (and included the incorporation of gated emergency egress for Greenleigh Estates and a left in, left out and right in connection to Fairlane Estate amongst other features). At this meeting Council adopted the motion 0174/13 to proceed with the engagement of a consultant to start detailed design of the Ellerton Drive Extension.

At the meeting on 18 Dec 2013 Council resolved to appoint OPUS International Consultants to undertake the Design and Documentation of the Ellerton Drive Extension.

The current stage of the planning and approval process for the Proposal has progressed beyond the selection of the preferred solution to the public exhibition of the REF to give members of the community opportunity to comment on the elements of the Ellerton Drive Extension design, the impact of the Proposal on the environment and the protective measures to be implemented, prior to its determination by Council as part of the Part 5 Assessment approval process.

This exhibition of the REF is a logical continuation and progression of the process laid out in the legislation to allow Council to fulfill its obligations as the proponent and determining authority for the Proposal under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The REF includes all relevant specialist studies to allow the community to gain a wide appreciation for the Proposal.

The timing of the REF public exhibition period over the Christmas holiday period was necessitated by the limited time period available between the project funding announcement and the requirement by the Governments to get the project ready for construction. This timeline required the REF to be prepared and ready to go on public exhibition as quickly as possible.

Whilst it is standard practice and also Council policy for public exhibits for such projects to be on exhibition for 30 days, this period was doubled to 60 days from 12 December 2014 to 9 February 2015 in recognition of the impact that exhibiting over the Christmas period might have.

Some community concerns expressed about the effectiveness of Council's communication and consultation processes can be attributed to a difference in the assumptions being made by the different parties, namely Council and the some members of the community. Council's consultation process has followed a progressive process leading on from the decision by Council in 2009 to adopt the *Googong and Tralee Traffic Study (2031)* to the present exhibition of the REF. Council's current purpose with the exhibition of the REF has been to allow community comments on the specific elements of the Proposal design and environmental impacts and protections.

Conversely it is fair to conclude from the consultation results and comments from some community members actively objecting to the process that some members of the community have assumed the choice of the preferred solution is still up for debate.

Council has however accepted comments and responded to all the issues raised by the community during the period that the REF has been on public exhibition, including the additional Community Forum and intervening period.

The Community Forum on 28 April 2015 was arranged following a motion adopted by Council on 25 February 2015 which required an additional opportunity for the community to ask questions and to provide feedback. Section 3.2.7 provides details.

Note that the early consultation process leading up to the 2009 Council adoption of the preferred traffic solution, the subsequent consultation processes informing the concept design, and the current REF public exhibition, plus other Council processes such as the 'Questions on Notice' (QON's) are all part of the comprehensive and transparent process adopted by Council.

Part of the process of transparency for the Proposal included:

- Providing a central repository for all information relating to the Ellerton Drive Extension on the Council website
- Ensuring all written questions asked during the regular monthly Queanbeyan City Council Public Forums (Questions on Notice) were listed on the website

- Summarising written questions asked during the regular monthly Queanbeyan City Council Public Forums in a single document for the questions asked during and after the period of public consultation.
- Listing all the issues that were raised during public exhibition: this was done as a summary of the all major feedback issues received by Council during the public exhibition of the Review of Environmental Factors which was put on each of the tables at the community forum on 28 April 2015. In addition the feedback was printed on posters and pinned to the walls around the room on blank pages placed beside these to allow attendee's to provide additional feedback.
- Questions and answers to more than one hundred questions asked at the Community Forum on 28 April 2015 were placed on the Council web page, and Council notified all registered attendees at the forum who provided e-mail addresses when these were posted to the website for viewing.
- About 150 formal questions along with some presentations prepared by community members were lodged either just prior to (late afternoon of the forum) or in the days after the Community Forum on 28 April 2015. Answers to all these questions and presentations were prepared and all these questions and answers were also made available on the Council website in the weeks following the Community Forum. In many instances, these separate questions were a more comprehensive version of the questions asked on the night.

It is noted that the Community Forum of 28 April 2015 addressed the requirements of the motion adopted by Council of 25 February 2015.

Several members in the community have commented on the improved engagement and communication that has occurred from late 2014.

4.5 Funding

4.5.1 Project funding and cost

Number of submissions

A total of 71 submissions raised issues in relation to project funding.

Comment summary

- Council has underestimated the project cost (in particular the bridge)
- Concerns over the financial burden to taxpayers if the project cost exceeds \$75 million.
- The cost has more than doubled since the original estimates
- Financial cost to future generations is too large for the little public gain
- The Proposal is not financially feasible
- It is unclear whether developers will have to repay interest
- Other community projects will suffer as funding is going to the Ellerton Drive Extension
- Is there a cap on how much developers have to pay
- Council funds could be used elsewhere.

- The cost for Dunns Creek Road includes all the intersections, whereas the cost for the Ellerton Drive Extension does not
- The Dunns Creek Road costings were based on a design concept plan and included 30 percent contingencies. In contrast, the Proposal's costings had no concept plan, included 50 percent contingencies and still came in at a ridiculously low price of \$43 million
- We cannot believe the Dunns Creek Road option is more than double the cost of the Ellerton Drive Extension
- Concerns why the Dunns Creek option was not completed when it got money from government to finish it. Substantial cut and fill is required for the Proposal, which results in higher costs than that of the Dunns Creek Road option

Response

It is standard practice in infrastructure projects for estimates to be prepared at various stages throughout the development of a project using the best information that is available at the time the estimates are prepared.

Initial estimates for both Dunns Creek Road and the Ellerton Drive Extension were based on strategic level construction only concept plans and high level assumptions which typically change as the projects are developed. The purpose of the initial estimates was not to determine actual eventual construction costs but to provide a means of comparing the merits of one project against another on the basis of consistent assumptions.

The current Proposal cost estimate is considerably more advanced and is based on a preliminary design level analysis of total project costs, which includes additional activities such as project development (i.e. all the environmental and related studies, approval requirements, community consultation processes, etc.), site investigations and design, project management services, property acquisitions, environmental offsets and final handover costs, which can add significantly to the overall project costs.

Since 2009 there have also been industry price escalations and additional project elements have also been included.

The current Proposal cost estimate is between \$75 million and \$90 million, based on the elements currently included in the approved scope of work. The current estimate will be further refined as the detailed design of the project progresses.

Strategic cost estimates prepared in 2009 for any particular project cannot be directly compared to preliminary design cost estimates for the same project prepared in 2014. The cost estimates undertaken in 2009 were used to compare strategic level relative costs across several potential projects. These cost estimates for the various projects when adjusted for scope changes and escalated to current day costs remain in a similar ratio to each other. As such, the basis for the decisions taken in 2009 remains appropriate.

The Australian Commonwealth and NSW State Governments have each committed \$25 million towards the construction of the proposed Ellerton Drive Extension. The remaining costs of the Proposal will be covered by developer contributions collected by Council.

Of relevance to the discussion on funding is the following:

- Council will obtain a loan to cover the gap between the grant funding and the project final costs until such time as developer contributions are paid in their respective proportions to cover the gap. This loan will be fully repaid by developers over time
- Payments from developers will be made on a staggered basis as new development lot releases are made. This is standard practice across all Councils in NSW
- There would be no increase in Council rates to fund this project
- Council uses both Section 94 of the *Environmental Planning and Assessment Act* and a Local Planning Agreement (LPA) to levy these contributions on developers. A S94 Plan and LPA are both legally enforceable
- Developers will pay the interest on the Council loan. This will be included in the Section 94 contributions or local planning agreements with the Googong and other developers. Repayment of interest is also legally enforceable.

The Googong Local Planning Agreement (LPA) provides the mechanism to cover any increase to the cost of the EDE (as well as all other offsite road works) paid for by the Googong developer. This contribution is not capped. The developer contributions negotiated between Council and the Googong developer in the Googong Local Planning Agreement (LPA) are larger than the cap that Council would ordinarily achieve through a Section 94 contribution plan.

All other developers will be subject to a S94 Plan. S94 contributions are capped due to State legislative requirements.

In relation to developer contributions caps in general, capping of developer contributions is a requirement placed on Councils by the Environmental Planning and Assessment Act 1979 (as amended) and is standard practice.

The 2009 Dunns Creek Road option and the Ellerton Drive Extension estimates did not include intersections for either project.

The Dunns Creek Road project is nearly double the length of the EDE Proposal route, has a similar steep terrain to that of the Proposal and requires significantly larger volumes of earthworks and a bridge approximately three times longer. It is estimated that a Dunns Creek Road project would cost significantly more than twice the amount of Ellerton Drive Extension. It would also affect a much larger area of land containing endangered communities, species and habitat, and as such would have a significantly greater environmental impact when compared to the Proposal and requires significantly greater offsets.

In response to the issue raised about the use of grant funding on the completion of Dunns Creek Road:

- Following the adoption in 2009 of the *Googong and Tralee Traffic Plan (2031)* (which did not recommend Dunns Creek Road), Council received and accepted an offer from the Village Building Company to provide funding for a capped amount of 50% towards land acquisition, design and the subsequent construction of Dunns Creek Road, subject to Council securing funds from State and Federal Governments for the other 50% of the cost to construct Dunns Creek Road.
- In 2011 Council received \$4m in grant funding from the NSW State Government (administered by Roads and Maritime Services) for the design and environmental works relating to the construction of the Ellerton Drive Extension, as well as further stages of Old

Cooma Road, upgrade of 13 intersections and seed funding for Dunns Creek Road corridor identification and related studies as requested by Council.

- Of the \$4m grant Council received from RMS, \$1.5m was initially earmarked by Council for the concept design and environmental work on Dunns Creek Road.
- In July 2013 as a result the decision by the Department of Planning and Infrastructure to limit residential development in South Jerrabomberra due to airport planning and zoning requirements, the Village Building Company withdrew their offer of the 50% funding of the cost to construct Dunns Creek Road.
- As a result of the withdrawal of the 50% construction funding offer from Village Building Company and the fact that neither the *Googong and Tralee Traffic Study (2031)* nor the *South Jerrabomberra and Queanbeyan Traffic Analysis (2014)* included Dunns Creek Road as a solution within the 2031 planning horizon, the inclusion of the Dunns Creek Road in Council's medium term forward construction planning could no longer be supported.
- Construction of Dunns Creek Road would not be required before 2031, and consequently expending large amounts of funds on work such as environmental approvals, which have limited validity periods and would not remain relevant in the longer term (i.e. for the 25 years until Dunns Creek Road would be needed), or on detailed designs where the scope may change or road design standards would certainly change over time, could not be justified. The portion of the RMS development grant allocated to Dunns Creek Road was thus reassessed.
- As a result at its July 2013 meeting Council resolved to re-allocate \$300,000 from the \$4M RMS grant to undertake a concept design only of Dunns Creek Road using typical cross sections based on current design standards, undertake preliminary assessment of the environmental impacts of the route and undertake preliminary assessment of potential land acquisition requirements of the route. This work has now been completed.
- The remaining funds originally earmarked for Dunns Creek Road have been redistributed to complete the design and environmental work for other road projects recommended by the *Googong and Tralee Traffic Study (2031)* and the *South Jerrabomberra and Queanbeyan Traffic Analysis 2014*).

4.5.2 Appropriate use of Australian Commonwealth and NSW State Governments funding on public transport options rather than the Ellerton Drive Extension

Number of submissions

A total of 6 submissions raised issues in relation to the way the funding will be spent.

Comment summary

A variety of responses were received identifying preferred alternative uses of the funding, including:

- Investing in regional public transport, not short term roads
- Infrastructure to attract people to the area, such as public parks, picnic areas and toilet facilities
- Money should be spent on an effective traffic alleviation option, with real benefits and low environmental impacts

- A sustainable transport system is needed in the long term, including cheaper and better public transport, to avoid the need for driving. Cycling facilities are also needed throughout the area
- The Proposal is a waste of money. Australian and NSW Government funding should be used for better options.

Response

Council has undertaken considerable work in the exploration of transport strategies and traffic solutions.

In September 2011, in considering the elements relating to transport, Queanbeyan Council resolved to conduct a public transport forum. Stakeholder groups were invited to discuss pedestrian linkages and facilities, examine community concerns and examine Council's role in the provision of those services.

In October 2011 two Public Transport Forums were held (see Section 2.3).

Council has continued work on a variety of transport related issues:

- Council has instituted regular transport round table discussions with a view to increasing patronage of public transport in Queanbeyan, as well as assisted with a higher level of promotion of existing public transport services
- Council has explored possibilities offered by existing rail lines
- Council has assisted with a higher level of promotion of existing public transport services
- Council has adopted a Bicycle Plan that identifies and prioritises the provision of cycling infrastructure throughout Queanbeyan. The plan includes the provision of cycle links to the ACT. Council has committed to explore transport related subsidies or grants from the NSW Government
- Council has committed to improving pedestrian facilities throughout Queanbeyan including pedestrian links into the ACT
- Council has investigated improvements to public transport links into the ACT
- Council has reviewed the following road issues:
 - Decreasing the number of heavy vehicles in the CBD
 - Managing the impact of traffic generated from residential, commercial and industrial development in NSW and the ACT on Queanbeyan
 - The reclassification of roads
 - Managing the impact of the CBD Master plan on CBD traffic
 - Planning for new road links to the ACT and NSW from Queanbeyan

Council has made improvements to the Central Business District (CBD) by constructing the Crawford Street Lifestyle Precinct, undertaking work on the approaches to the CBD and is progressing with designs for Stage 2 CBD Improvements which incorporates improvements to Collett Street and Queen Elizabeth Park. Council has also completed construction on a new bus interchange in the Queanbeyan CBD which includes park and ride facilities, bike lockers, new toilet facilities and a taxi drop off zone with the aim of encouraging people to use public transport.

Council continues to pursue the development of infrastructure in Queanbeyan to improve the liveability and attractiveness of the city.

To compliment this work Council proposes to construct the extension to Ellerton Drive to manage the expected traffic congestion generated from the growth in development.

The funding provided by the Australian Commonwealth and NSW State Governments and the S94 and LPA levies to be paid by developers are specific to the Ellerton Drive Extension and will fully cover the costs.

Current grant funding and developer contribution plans cannot be applied to other projects.

4.6 Proposal scope and design details

4.6.1 Specific design issues, project scope and design standards

Number of submissions

A total of 27 submissions raised issues in relation to design issues, suggestions, or comments.

Comment summary

The following specific design issues were raised:

- Yass Road / Kings Highway roundabout and Tomsitt Drive roundabout require upgrading as part of the works
- The Old Sydney Road roundabout is currently under strain and diverting additional traffic to this intersection will only further congestion. Traffic lights are needed
- Kings Highway roundabout is a bottleneck and needs to be developed to address the increase in traffic load
- A left turn lane from old Cooma Road onto Edwin Lane Parkway is required
- Access to Yass Road is needed
- Concerned about the Yass Road / Bungendore Road / Ellerton Drive intersection being deemed out of scope, when there are existing congestion / design (vehicles crossing lanes due to curvature) / doesn't meet design guidelines / discourages cyclists issues
- The Proposal doesn't address the traffic issues at the start and end of the extension
- The entry of Tennyson Mews residents and visitors, onto Ellerton Drive is an issue if it becomes an 80km/h zone as proposed. This is likely to become an accident prone zone
- Confirmation required that access to and from the Proposal and Lonergan Drive will be emergency vehicle access only and with a locked gate, as residents have previously requested and been advised by Council
- Direct access onto the extension from Greenleigh presents the safest and most viable option to address bushfire hazards
- There is no U turn allowed on Old Cooma Road before reaching the roundabout with Edwin Land Parkway. Difficult for emergency services
- More exit lanes required in the event of a fire
- Jerrabomberra needs another access road

- School crossings on both Donald Road and Alanbar Road
- Link the recently constructed off road path north of B52 with the designed Ellerton Drive off road path and provide a safe route for students to walk and ride to school in Queanbeyan East.

The following project scope and design standard issues were also identified:

- Traffic lights or a roundabout at Cooma and Alanbar Streets is the only solution to allow access into Cooma Street from Alanbar Street
- The roundabouts are inadequately designed and will not accommodate heavy vehicles without lanes being crossed
- Infrastructure such as traffic lights, widening of Ellerton Drive for a safe distance south, and appropriate pedestrian / cycle infrastructure will remediate existing issues
- Additional reinforcements required for the bridge to deal with additional weight
- Wheelchair access to areas needs to be addressed
- Intersections beyond the Proposal require upgrading before the Proposal.

Response

It is acknowledged that there are continuous improvements that are necessary to maintain and upgrade the road network in the Queanbeyan region.

The funding for the Proposal will apply only to the construction of Ellerton Drive - from Old Cooma Road to approximately the entrance to Council's Depot located at 10 Ellerton Drive. Other intersection and road improvements are not part of the Proposal.

In order to maintain an acceptable Level of Service throughout Queanbeyan no single project can provide relief from congestion throughout the entire network and additional network improvements are required in addition to the Ellerton Drive Extension (EDE). Thus regardless of whether the EDE is included into the road network or not, other roads and intersections will also require improvements as they act independently to the EDE. In particular the Yass/Bungendore and Lanyon/Tompsett intersections are currently under consideration for improvement by Roads and Maritime Services. Council is also actively working on a range of other intersection and road upgrades. In addition, Council continues to monitor road usage and access to inform its ongoing program of works.

Council will seek separate developer funding, external grants and other funding mechanisms for the development and implementation of these intersections and improvements, the majority of which would be required regardless of the construction of the Proposal. Currently Council is working in partnership with Roads and Maritime Services on the development inter-alia of Old Cooma Road Stage 3, Barracks Flat Drive/Cooma Street intersection, Canberra Avenue/Cameron Road intersection, Lanyon Drive/Canberra Avenue, Yass Road/Hincksman Street intersection, as well as on traffic efficiency improvements to the Jerrabomberra Circle.

The design of the Proposal has not been finalised. The above comments have been noted and will be considered during the detailed design stage.

Some of the Proposal elements to be included are:

- The speed limit at the entrance to Tennyson Mews will be limited to 60 kph.

- Alternative access for Fairlane Estate (north and south)
- Emergency access/egress to Greenleigh Estate via Lonergan Drive and water tank access road
- Provision for on-road cyclists
- Off-road shared pathway
- Connections for cyclists and pedestrians at designated points along the route
- Fauna underpasses
- Climbing lanes
- Noise remediation

The Proposal and any other intersection and road upgrades will be designed in accordance with relevant design standards.

4.6.2 Possibility of other options to improve traffic outcomes

Number of submissions

A total of 61 submissions raised issues in relation to what options should be considered other than Ellerton Drive.

Comment summary

Any options that refer to public transport and bike paths have been included in Section 4.6.3 (public transport and cycle facilities). Many submissions received were dissatisfied with the chosen option (the Proposal) and identified alternative options and comments, including:

- Alternate routes have not been adequately assessed
- There is insufficient evidence suggesting the Proposal will be a success. Other options are better
- Why choose an option which will only result in a 5% reduction in traffic
- Two major alternatives, that is, the Dunns Creek Road option and the Northern Bypass, seem to be better options
- New traffic modelling needs to be done with direct community involvement. The modelling is flawed
- There is already a Queanbeyan bypass on Oakes Estate Road. This road should be developed rather than the Ellerton Drive Extension
- The Proposal will divert traffic from one place to another, without addressing congestion. There are very little direct traffic alleviation benefit to stress points along Cooma Road, Canberra Ave and Lanyon Drive (in particular)
- Resurfacing Googong Road and providing better lighting before any other proposal proceeds

Response

On 26 August 2009 Council adopted the *Googong and Tralee Traffic Study (2031)* formerly known as the *Draft Queanbeyan Strategic Traffic Plan (2031)*. The Ellerton Drive Extension was

part of the program of recommended road network improvements identified in that study and subsequently adopted by Council.

As discussed in Section 4.4.1. Council staff have followed a progressive process leading on from the decision by Council in 2009 to adopt the Traffic Study to the present exhibition of the REF. Conversely there is the assumption by some members of the community that the choice of the preferred solution is still up for debate.

The *Googong and Tralee Traffic Study (2031)* looked at many roads and intersections to offset the possible network deficiencies and develop a long term strategic traffic plan for all of Queanbeyan. The modelling found that an extension of Ellerton Drive would be the only way to maintain the required network Level of Service, improve traffic flow and ease congestion on both Cooma Street, though the CBD and across the Queens Bridge.

The traffic study did not focus on reducing flows in certain areas of the network but rather looked at the network as a whole and identified what routes and intersections are likely to be adversely impacted by the expected development growth.

Over 34 combinations of projects were looked at in order to produce a set of works that would meet the desired Level of Service D (or better) traffic outcomes. The combination of the Ellerton Drive Extension, the future four-laning Old Cooma Road and various intersection improvements is expected to produce a future network that operates well for all of Queanbeyan and does not come at the expense of other areas in Queanbeyan.

The predicted reduction in traffic flow on any particular road is dependent on the particular road within the CBD area. It is expected that flows along Cooma Street, Monaro Street, Morisset Street, Thorpe Avenue, Lowe Street, Crawford Street, Collett Street, Isabella Street and others will all reduce as a result of the construction of the Ellerton Drive Extension. The improvement in network operation for the CBD area is substantial and the additional benefits as a result of improved amenity for residents and businesses along these routes are also of value.

The 5% reduction along Monaro Street that has been quoted in submissions refers to future 2031 flow with 20 years of development growth when compared to 2011 flow. What that means is that with the Proposal, traffic volume along Monaro Street in 2031 including the anticipated traffic growth over 20 years will be 5% less than the traffic volume was along Monaro Street in 2011. However as development in Queanbeyan increases, it is estimated that without the Proposal, the traffic volume along Monaro Street in 2031 will be 13% more than in 2011.

The two major alternative routes that are suggested as better options to Ellerton Drive, namely Dunns Creek Road and the Northern Bypass, don't address the fundamental traffic problems that Queanbeyan needs to have resolved.

Whilst Dunns Creek Road would give Googong residents a more direct route to/from the ACT, it has been shown not to provide sufficient relief to the overall network by itself to eliminate the need for either the four-laning of Old Cooma Road in the short term or provide any relief of Cooma St, the CBD and the Queens Bridge in the long term.

Although Dunns Creek Road would provide a means of relieving possible congestion along Old Cooma Road sometime after 2036 and once additional lots are released over and above Googong's 5,500 lots, the *Googong and Tralee Traffic Study (2031)* does not identify Dunns Creek Road being required before 2031.

In summary, Dunns Creek Road is at the present time not the preferred option as it:

- Does not solve gridlock on Cooma Street, CBD and Queens Bridge
- Is not required before 2031
- Is nearly double the length of the Proposal route
- Has a similar steep terrain to that of the Proposal and requires significantly larger volumes of earthworks
- Would require a significantly longer bridge
- Would affect a much larger area of land containing endangered communities, species and habitat, and as such would have a significantly greater environmental impact when compared to the Proposal
- Would cost much more than twice the amount of Ellerton Drive Extension.
- Dunns Creek Road would also not provide the additional benefit of giving Queanbeyan a flood free access during a 1 in 100 year flood event.

The Northern Bypass was originally investigated prior to the major expansion of Queanbeyan's residential lands to the south at Googong and Tralee.

The Northern Bypass has been shown to provide only limited relief of traffic volumes along Monaro Street and the Queens Bridge, as it is primarily a bypass for non-Queanbeyan traffic to avoid using the Canberra Avenue - Monaro Street route through the centre of town. It also provides no relief to local traffic travelling on the north-south route along Old Cooma Road and Cooma Street wishing to access Queanbeyan and the northern routes out of Queanbeyan.

Cost estimates have always indicated that the Northern Bypass is significantly more expensive than the EDE as it crosses very rugged terrain and includes features such as two bridges for the two crossings over the Molonglo River and complex intersections with other major roads.

In summary, the Northern Bypass is not a preferred solution as it:

- Does not solve gridlock on Cooma Street, CBD and Queens Bridge
- Crosses difficult terrain, has large environmental impacts and requires multiple bridges
- The majority of the alignment of this option sits within the ACT.

In relation to the resurfacing of Googong Road, Council continues to monitor road usage and access to inform its ongoing program of works.

4.6.3 Inadequate public transport and cyclist facilities

Number of submissions

A total of 14 submissions raised issues in relation to public transport and the Proposal's inadequate cycling facilities.

Comment summary

- A transport strategy is required before going ahead and constructing roads
- Public transport and bike path options should be considered before the Proposal.
- Cycling facilities appear insufficient to meet the Queanbeyan Bicycle Plan

- No bike lanes provided along Ellerton Drive, putting many lives at risk- huge safety concern must be addressed
- Cycle path gradient not suitable
- Two lane cycleway required
- Cycle facilities need to be improved to attract cycling as a mode of transport
- Shared path does not meet Austroads standards for width Table 7.6 of Cycling Aspects of Austroads (2014)
- Yass Road has lengthy delays and risk taking behaviour from drivers. Unsafe active transport conditions
- Mountain bike tracks should be installed to be profitable in the future
- Cycle facilities have a far greater cost benefit ratio than the Proposal
- Grade separated path is required

Response

Council continues to work on a variety of transport related actions.

Some actions Council has undertaken to improve public transport include:

- Conducted two Public Transport Forums in 2011,
- Held regular discussions with the local bus provider to improve current services and infrastructure
- Held community workshops, comments and reviews of the Bicycle Plan
- Held community workshops and comments of the Pedestrian Mobility Action Plan
- Continually seeks subsidies and grants from the NSW Government to improve public transport
- Initiated a Public Transport Working Party with the ACT to identify ways to improve links to the ACT
- Adopting the Googong and Tralee Traffic Study (2031) to manage traffic growth

Council initiated a Public Transport Working Party with the ACT Government to identify ways to improve public transport links into the ACT. From this working party, various arrangements have been made to increase services provided by Qcity Transit into the ACT. In addition to this, the ACT Government is planning to establish a dedicated bus lane on Canberra Avenue and has completed some works towards this. Discussions will continue with the ACT on this matter.

To encourage the use of public transport Council has embarked on applying for and successfully securing 100% grant funding from the NSW Government to construct a new bus interchange in the Queanbeyan CBD. Work on the new bus interchange is now complete and the community has access to a new park-and-ride facility, bike lockers, toilet facilities and a taxi drop off zone.

With respect to cycling infrastructure, the proposed shared path and proposed on-road cycle provisions included in the Proposal are part of a spine route adopted in the *Queanbeyan Bicycle Plan*. The Bicycle Plan is an integral part of the *Community Climate Change Action Plan* and Council's broader work on transport issues. These facilities would be a continuation of the

facilities provided as part of the construction of Edwin Land Parkway Stage 2 and the proposed duplication of Old Cooma Road from Googong Road, to Southbar Road (past the Ellerton Drive/Edwin Land Parkway intersection). The Ellerton Drive Extension facilities would pave the way to establishing a key link from the south to the ACT.

The feedback provided on cycle facilities and paths will be considered as part of the detailed design.

There is no scope to develop a mountain bike track through the adjacent bush as the land surrounding the road corridor is privately owned.

4.6.4 Inadequate Review of Environmental Factors (REF) assessment (excluding environmental impacts)

A total of 14 submissions raised issues in relation to the REF assessment not assessing or addressing impacts insufficiently.

Comment summary

- The purpose of the Proposal is not clear
- The REF lacks an adequate assessment of other options/routes
- More environmental surveys required considering its lasting negative impact
- The Proposal needs an Environmental Impact Statement (EIS) prepared.
- Noted that National Airports Safeguarding Framework needs to be addressed. The Proposal needs to be in line with these guidelines relating to Canberra Airport:
 - Managing the Risk of Intrusions into the Protected Airspace of Airports
 - Managing the Risk of Distractions to Pilots from lighting in the Vicinity of Airports

Response

The objective of the Proposal is to retain a minimum Level of Service (LOS) D to Queanbeyan's road network, and reduce heavy vehicle movements and traffic congestion in the Queanbeyan city centre by providing an alternative route for traffic travelling on the north/south route through Queanbeyan. It would provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the entire Queanbeyan area as a result of growth in development throughout Queanbeyan.

A bridge across the Queanbeyan River is included in the Proposal to provide in excess of 1:100 year flood free accessibility and connectivity for Queanbeyan. The new bridge would be built out of concrete and will be about 180 metres long and 22 metres above the river.

The REF for the Proposal has been prepared based on the concept design resulting from the findings of the *Googong and Tralee Traffic Study (2031)*. Information on the purpose of the REF is in Section 1.3.1 and a discussion on the alternate routes is found in Section 4.6.2.

The REF is an assessment of the Proposal under Part 5 of the *Environmental Protection and Assessment Act* (EP&A Act). Factors considered and taken into account in the REF are in accordance with Clause 228 of the EP&A Act.

In NSW, when there are significant impacts for biodiversity, a REF together with a Species Impact Statement (SIS) can be completed. This approach can be taken by proponents working

under Part 5 of the EP&A Act. The REF concluded that preparation of an Environmental Impact Statement (EIS) was not necessary.

A SIS has been prepared under the *Threatened Species Conservation Act* (TSC Act) addressing the Office of Environment and Heritage's (OEH) assessment requirements, also known as the Director-General's requirements (DGRs). Environmental surveys are reported in the Species Impact Statement (SIS).

The SIS and REF documents are both reviewed by the Office of Environment and Heritage and other appropriate authorities as part of the approval process for the project, who will advise if it considered after expert review whether additional surveys are necessary.

The National Airports Safeguarding Framework provides guidance on planning requirements for developments that affect aviation operations. This includes reviewing building activity around airports that might penetrate operational airspace and/or affect navigational procedures for aircraft. It also improves community amenity by minimising noise sensitive developments near airports through the use of additional noise metrics. As the Proposal will not affect operational airspace and/or affect navigational procedures for aircraft, and is well outside the Department of Planning and Infrastructure's limits to any residential development within the 20 Australian Noise Exposure Forecast (ANEF) noise contour, the Proposal is in line with these guidelines relating to Canberra Airport.

4.7 Ecology

4.7.1 Impacts on wildlife connectivity and loss of habitat

Number of submissions

A total of 60 submissions raised issues in relation to the Proposal's impacts on wildlife.

Comment summary

- Concerns over the regionally significant wildlife corridor and the lack of connectivity resulting in detrimental impacts on species. Inadequate wildlife underpasses are proposed. Two animal crossings is not adequate
- Concerns over effects on Environmental Conservation zoned land
- Concerns over the adequacy of mitigation measures in place to offset wildlife corridor impacts
- Biodiversity offset is not 'like for like'. All environmental offset do is promise to secure habitat for one animal in exchange for the certain and death and suffering of another. This would not be an acceptable way to treat humans, and it is not an acceptable way to treat animals
- The inability of environmental offset land to benefit the study area.
- Concerns over loss of flora and fauna

Response

The Proposal alignment runs predominantly in a north/south direction along the eastern urban fringe and in a road corridor predominately set aside and zoned for this development.

Where possible the Proposal aims to avoid and minimize its impacts on biodiversity. Where impacts are unavoidable appropriate mitigation measures have been recommended in the REF.

The alignment of the Proposal has been selected to run close to the western edge of the regional biolink thereby minimising impacts on wildlife connectivity. Sufficient habitat remains to the east of the Proposal in the Cuumbuen Nature Reserve to ensure that the regional biolink remains intact. The Proposal avoids dissecting the biolink whereas other routes such as Dunns Creek Road would dissect biolinks.

A habitat connectivity review has established that the Proposal is aligned in a way that minimises impacts on adjoining habitat and wildlife corridors identified in the LEP.

To improve wildlife connectivity in localized biolinks, two fauna culvert underpasses are included in the design as well as enhanced crossing areas under the bridge. These would be supported by the inclusion of natural habitat features and lead-ins such as logs, ground timber and rocks harvested from the clearing and grubbing works. Vegetation enhancement and/or rehabilitation with appropriate plantings are proposed to improve the connectivity and promote movement through the fauna underpasses and bridge areas. The underpasses have been located in areas with suitable topography and with high quality vegetation on either side to provide connectivity between existing corridor habitats. Additional crossing points will exist at storm drain culverts. Fauna exclusion fencing is proposed for 100 m either side of an underpass to direct the animals to the crossings.

The offsets strategy is being developed to offset impacts on native species protected under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and the *NSW Threatened Species Conservation Act 1995* (TSC Act).

This strategy is being developed in consultation with NSW Office of Environment and Heritage (OEH) and will be consistent with the principles for the use of biodiversity offsets in NSW. Offsets are also being developed in consultation with the Commonwealth Department of Environment (DoE) as guided by the EPBC Act Environmental Offsets Policy. Both authorities must be satisfied with the adequacy of the offset strategy prior to any construction impacts.

The areas that are needed to adequately compensate for or offset the residual impacts of the proposed Ellerton Drive Extension are being calculated according to standard methodologies published by the OEH and DoE and in consultation with these agencies. The offset credits generated by any particular site are dependent on the specific ecological quality and characteristics of that site. It ensures offset land of similar habitat quality is maintained or improved upon. The offset land will allow for flora and fauna preservation on a regional scale (in a different location), and will provide all fauna and flora contained within the offset.

The offset strategy has not yet been finalised but work is continuing on securing a suitable offset site within the Queanbeyan area.

With respect to concerns raised over loss of flora and fauna, all comments received that related to the Species Impact Statement (SIS) have been forwarded to nqh Environmental for further review and assessment.

The issues raised in this Submissions Report will be considered in the Determination Report that will be prepared for Council, and any issues raised that are not adequately addressed in the REF will be subject to further assessments or conditions placed on the approval of the project by Council.

The detailed design of the Proposal has not been finalised at this stage. The above comments will be considered during this process.

4.7.2 Inadequate ecology assessment

Number of submissions

A total of 6 submissions raised issues in relation to the inadequate ecological assessment forming part of the REF.

Content summary

- The SIS is insufficient for the Proposal
- The Proposal has not adequately considered impacts to flora and fauna.

Response

See also Section 4.6.4.

The SIS evaluates in detail the potential impacts to flora and fauna species and communities listed as threatened in NSW under the the *NSW Threatened Species Conservation Act 1995* (TSC Act). In addition, the report also considers the potential for impacts to species and communities listed at the Commonwealth level under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The Species Impact Statement (SIS) was undertaken in accordance with the Office of Environment and Heritage's (OEH) Director General's Requirements and was developed in consultation with OEH.

All relevant comments received that related to the SIS have been forwarded to ngh Environmental for further review and assessment.

The issues raised in this Submissions Report will be considered in the Determination Report that will be prepared for Council, and any issues raised that are not adequately addressed in the REF will be subject to further assessments or conditions placed on the approval of the project by Council.

The SIS and REF documents are both reviewed by the Office of Environment and Heritage and the SIS by the Department of Environment as part of the approval process for the project, who will advise if, after expert review, whether additional surveys are necessary.

4.8 Noise and vibration

4.8.1 General noise resulting from increased traffic

Number of submissions

A total of 49 submissions raised issues in relation to the noise that the Proposal will generate during construction and operation.

Comment summary

- Noise in all nearby suburbs will be increased and affect quality of life

- Queanbeyan East, Greenleigh, South Karabar and Jerrabomberra will experience higher volumes of traffic and noise. Acoustic barriers are needed
- Noise resulting from increased traffic will impact on lifestyle
- Increased noise pollution for residents and businesses as a result of increased traffic noise and heavy vehicles
- The Proposal will have unacceptable noise for residents
- Noise to Jerrabomberra Public School will impact classroom productivity
- Jerrabomberra will be too noisy to handle and live in
- A sound barrier between Bluestone Gardens and Edwin Land Drive needs to be installed. Noise will deeply impact on our street
- Night time traffic noise is already an issue
- Noise exposure will be well above the NSW guidelines.

Response

While it is difficult to predict the exact nature of individual responses to road noise, it is acknowledged that the Proposal will result in road noise impacts.

In 2011 the NSW Government approved the *NSW Road Noise Policy* (RNP) which outlines the range of measures needed to minimise road traffic noise and its impacts. The RNP was based on the *Environmental Criteria for Road Traffic Noise* developed and overseen by the NSW Environment Protection Agency (EPA).

Council has undertaken to comply with the *NSW Road Noise Policy* guidelines in accordance with the RNP's 'reasonable and feasible' approach. However following the RNP guidelines will not guarantee that all people would find the resulting level of traffic noise acceptable.

Council has engaged SLR Consulting Australia Pty Ltd (SLR), a leading international environmental consultancy with specialist expertise in industrial acoustics and vibration, to undertake a noise and vibration assessment. SLR assessed the pre and post construction noise levels and made recommendations for a range of noise mitigation options in accordance with the RNP, and published its report *Ellerton Drive Extension, Noise Impact Assessment - Operation and Construction* in December 2014.

This report was placed on public exhibition from 12 December 2014 to 9 February 2015.

The proposed Ellerton Drive Extension project will be designed so as to minimise the impact of road traffic noise on residents along the alignment of the Proposal in accordance with the RNP guidelines. As part of the project's design various measures will be implemented to assist in meeting the noise goals set for the project, using the *NSW Road Noise Policy's* 'reasonable and feasible' approach. These measures include:

- Consideration of the road's overall design and location
- Selection of quieter road surfaces, where appropriate
- Installation of noise barriers either beside the roadway or along property boundaries
- Treatment of residential premises.

Council will continue to work with residents along the alignment to ensure mitigation measures minimise impacts from noise.

The Proposal will have little direct impact on the traffic along Edwin Land Parkway, as it provides an alternative route around the Queanbeyan Central Business District (CBD). It is acknowledged that Jerrabomberra will however be impacted in the future due to overall increased population and general traffic density and the associated impacts due to Queanbeyan's population growth regardless of whether the Proposal proceeds or not.

Jerrabomberra is outside the study area established for the Proposal and was therefore not assessed for noise impacts as part of the project. Council will separately consider noise assessment of these locations as part of Council's Integrated Planning process, in contention with other proposed Council projects.

4.8.2 Noise amplified by the topography of the study area

Number of submissions

A total of 2 submissions raised issues in relation to the noise the Proposal will generate due to the topography of the alignment.

Comment summary

- Noise generated by steep descent in road, which was not anticipated when purchasing property
- Extremely loud noise from truck braking systems on downhill sections of the Proposal near homes. This will be an issue during night / early hours of the morning.

Response

The road design aims to provide a horizontal grade which is as flat as possible, however due to the natural terrain some relatively steep gradients have been unavoidable.

The gradient of the road and natural topography are all factored into the computer noise model, which has been performed by specialist Acoustic Consultants in accordance with the *NSW Road Noise Policy (RNP)* and *RMS Environment Noise Management Manual (ENMM)*, and in accordance with Australian standards and design codes and international best practice.

The noise modelling methodology has been calibrated over many years and for many different projects and types of terrain.

Council will monitor the occurrence of truck braking on the road, and in consultation with RMS will develop strategies to minimise the impact of truck braking. In addition, Council will monitor the overall noise situation over time and strategies will be developed as required to minimise noise impact.

4.8.3 Inadequacy of noise assessment

Number of submissions

A total of 11 submissions raised issues in relation to the noise assessment and whether an adequate assessment was completed.

Comment summary

- Inadequate noise assessment undertaken
- The Queanbeyan River Valley and Eastern Escarpment, which have unique acoustic properties, have been ignored by Council. The noise assessment fails to acknowledge the potential for rebounded noise
- Sound over the bridge will travel deep into the valley
- Noise will rebound off the eastern escarpment
- No noise tests have been done for Barrack Flat Drive and property will be just metres from the Proposal
- Noise monitoring did not test on property closest (and most exposed) to the bridge/road
- Noise impacts are largely understated and noise studies are incomplete. What operational monitoring will be completed
- Concerns over factual errors in the noise report which significantly under-states the number of homes potentially affected by noise and vibration from the Proposal and the number of stories in those homes. Many residents have commented that errors appear to have a pro-road slant and attempt to minimise costs and under-play the impact on residents
- Noise assessment underestimates the properties impacts
- Excess noise will be experienced during construction and operation due to the extreme proximity to residents.

Response

The computer noise modelling and all associated assessments were performed by specialist Acoustic Consultants SLR Consulting Australia Pty Ltd (SLR) in accordance with the *NSW Road Noise Policy (RNP)* and *RMS Environment Noise Management Manual (ENMM)*, and in accordance with Australian standards and design codes and international best practice.

The noise assessment has been completed to address the RNP noise criteria based on the average noise levels in the relevant time periods (day and night time periods) (LAeq). The assessment also considers the relative increase criteria for both day and night time periods as required by the policy.

The noise modelling methodology has been calibrated and validated over many years and for many different projects and types of terrain.

Appropriate ground reflection factors form part of the noise model to account for different kinds of ground cover, e.g. river/water are typically assumed to be fully reflective, etc.. Effects due to the topography and reflectiveness/absorptiveness of the ground/water along the Queanbeyan River Valley and Eastern Escarpment have all been taken into account in the computer noise model.

Calibration and establishment of the baseline noise levels for the noise model was conducted by monitoring ambient noise levels at 11 locations to determine the existing noise environment. In addition, a concurrent traffic count was also conducted at the existing Edwin Land Parkway and Old Cooma Road intersection to allow validation of the measured noise levels in accordance with the NSW Environmental Noise Management Manual.

Issues raised with respect to factual errors in the initial noise report have been addressed and corrected in the updated report *Ellerton Drive Extension, Noise Impact Assessment - Operation and Construction* (12 February 2015) including correction of some minor errors and some additional analysis. This report was issued in February 2015, and placed on Council's website <http://www.qcc.nsw.gov.au/Ellerton-Drive-Extension/EDE> .

Post-construction noise monitoring will be carried out following the opening of the project to monitor and review the effectiveness of the "as built" designs and assess the need for modifications. This noise monitoring will be conducted once traffic flows have stabilised, usually two to 12 months after opening. The results of this monitoring and review will be made available to the community.

A number of the issues raised in this subsection have also been addressed in Section 4.8.1 and Section 4.8.2.

4.8.4 Inadequacy of mitigation measures

Number of submissions

A total of 20 submissions raised issues in relation to the inadequate noise mitigation measures proposed.

Comment summary

- There is no guarantee that noise mitigation will be provided for all homes. What budget has been set aside for mitigation
- Noise barriers need to comply with second storey dwellings, as they currently don't
- Double glazed windows will need to be provided
- Proposed sound wall of 3.6 m is below the approved Federal and NSW height limit of 4.6 m. Wall needs to be higher especially for the large trucks that will be passing through. Past wall installers indicate the wall needs to be double the height to block out the noise from tall trucks
- Property located on the base of the proposed bridge in the valley on the river front will be subject to noise from the bridge itself and the noise will amplify from the valley. No sound barriers are provided based on the plans, and noise will be excessive
- Noise barriers have not been included for areas next to the Proposal
- Higher sound barriers are needed between Taylor Place and the Existing Ellerton Drive
- River Valley will create a large funnel that will project the noise from the Ellerton Drive Extension. Need for insulation and noise reduction mechanisms
- There are unique acoustic properties in the Queanbeyan River valley and a huge potential for car and truck noise to be amplified as it rebounds from the slopes of the Eastern Escarpment. Despite your assertions to the contrary proposed noise barriers are not mandatory, probably ineffective, and installation will be up the NSW RMS
- Mitigation measures must be implemented prior to the road opening.

Response

To assess the noise impacts of the Proposal and recommend appropriate mitigation measures Council has engaged SLR Consulting Australia Pty Ltd (SLR) who is a leading international environmental consultancy with specialist expertise in industrial acoustics and vibration.

The computer noise modelling and all associated assessments were performed in accordance with the *NSW Road Noise Policy* (RNP) and *RMS Environment Noise Management Manual* (ENMM), and in accordance with Australian standards and design codes and international best practice.

The computer noise model uses individual surveyed house floor slab and roof eave heights, topography, the road's overall design, expected traffic volumes and actual recorded ambient noise. From the computer noise model SLR are able to predict the expected noise levels at each property at the time of road opening and based on predicted traffic levels 10 years after opening. SLR are also able to make recommendations as to what mitigation measures are required to bring predicted noise levels down to the criteria set in the RNP.

Council has undertaken to provide all reasonable and feasible noise mitigation measures within the framework of the RNP recommendations. These mitigation measures are included in the current project budget.

The design of the Proposal is still in progress, and steps undertaken to identify and implement mitigation measures will comprise a combination of the following measures:

1. Road design and traffic management
2. Quieter pavement surfaces
3. In-corridor noise barriers/mounds (close to the source i.e. roadway)
4. Localised barriers/mounds (close to the receiver i.e. property boundary)
5. At-property treatments

Whilst Council has made the undertaking to apply the RNP guidelines and take the above approach, it is acknowledged that there will still be an overall increase in noise level in the vicinity of the new roadway and that not all residents will be satisfied with the mitigation measures that will be implemented.

Discussions with relevant individual homeowners will be undertaken on a case-by-case basis to resolve specific on-property noise mitigation measures. Council will work closely with affected residents to resolve noise related issues.

See also Section 4.8.1., Section 4.8.2. and Section 4.8.3.

4.8.5 Altered sleep patterns and health issues

Number of submissions

A total of 5 submissions raised issues in relation to the potential alteration in sleep patterns and health, resulting from the Proposal.

Comment summary

- Increased noise will impact sleep patterns
- Large amount of noise will impact people with mental health
- Exposure to noise will be well above the NSW guidelines, which is a threat to health

- Heavy duty construction machinery will affect health of all those living around the area, including damage to hearing.

Response

The *NSW Road Noise Policy* gives the following guidance:

“From the research on sleep disturbance to date it can be concluded that:

- *maximum internal noise levels below 50–55 dB(A) are unlikely to awaken people from sleep*
- *one or two noise events per night, with maximum internal noise levels of 65–70 dB(A), are not likely to affect health and wellbeing significantly.”*

It is noted that the disruption of a person’s normal sleep patterns or sleep disturbance due to road traffic noise has been the subject of numerous research studies conducted over the last 30 years. Despite intensive research the triggers for and effects of sleep disturbance have not yet been conclusively determined.

Council will endeavour to achieve the noise assessment criteria in the *NSW Road Noise Policy* in accordance with the guidelines. However, achievement of the noise assessment criteria may still not guarantee that all people would find the resulting level of traffic noise acceptable. Council will continue to work with residents to ensure mitigation measures appropriately minimise impacts from noise.

4.8.6 Reduced amenity

Number of submissions

A total of 6 submissions raised issues in relation to the reduced amenity that will result from the Proposal.

Comment summary

- Increased noise will affect home owner amenity
- People will have to live next to concrete barriers
- Increased noise will result in loss of neighbourhood feel
- Noise pollution will be a huge change from current quiet neighbourhoods.

Response

The Proposal will have varying levels of impact on the amenity of the area.

Whilst it is acknowledged that the Proposal will have an effect on the amenity of some properties in the immediate vicinity of the project, the Proposal is aimed at improving amenity and maintaining the overall lifestyle benefits for the whole Queanbeyan population by minimising the impacts of rapid population growth on traffic and road efficiency for the greatest number of Queanbeyan residents, enabling continued safe and efficient travel for residents in and around Queanbeyan.

Council has considered various design options to minimise the effects of the noise walls on the amenity to the adjacent residents such as relocating the walls where technically feasible,

providing translucent material options and adjusting wall materials and heights. The design of the Proposal has not been finalised.

Whilst Council has made the undertaking to apply the RNP guidelines and take the above approach, it is acknowledged that there will still be an overall increase in noise level in the vicinity of the new roadway and that not all residents will be satisfied with the mitigation measures that will be implemented.

4.8.7 General vibration impacts and inadequate mitigation measures

Number of submissions

A total of 13 submissions raised issues in relation to the vibration impacts resulting from the Proposal.

Comment summary

- The Proposal is too close to residential properties and will result in impacts from underground subsonic waves (rumble)
- Vibration will be problematic for residents
- Vibration will not be reduced by proposed sound walls
- Sound barrier behind my house will not eliminate sub ground vibrations, which will be felt in my yard/house
- During construction the vibrations will cause cracks in many of the walls for nearby houses and mitigation measures need to be implemented during construction
- Vibration during operation will cause damage to property.

Response

The *Ellerton Drive Extension Noise Impact Assessment - Operation and Construction* report prepared by SLR Consulting Australia Pty Ltd assessed vibrations related to both the construction and operation of Ellerton Drive Extension:

Construction Vibration

Construction operations are temporary and transient.

- For continuous, transient and intermittent events that are based on a Vibration Dose Value rather than a continuous vibration level (i.e. analysis based on the level and duration of the short-term vibration event, as well as the number of events occurring during the daytime or night-time period): These thresholds will not be exceeded during construction of the road.
- Structural damage vibration. For frequency-dependent vibration limits related to cosmetic damage: These thresholds will not be exceeded during construction of the road.
- Ground-borne (regenerated) noise. For ground-borne (or regenerated) noise present on construction projects from general construction activities that can be transmitted through the ground and into the habitable areas of nearby buildings: These thresholds will not be exceeded during construction of the road.

Prior to construction commencing Council will ensure that dilapidation surveys are undertaken of all buildings potentially subject to construction vibration effects. The purpose of such studies will be to assess the pre-existing condition of each building prior to any works occurring. Photos of pre-existing conditions will usually accompany such studies, and copies provided to the landowner.

Operation Vibration

Heavy trucks passing over normal (smooth) road surfaces generate relatively low vibration levels, typically ranging from 0.01 mm/s to 0.15 mm/s at the footings of buildings located 10 m to 20 m from a roadway. Very large surface irregularities can cause levels up to 5 to 10 times higher, i.e. up to 1.5 mm/s, however this is not likely to be the case for the Proposal as it is being designed to allow for heavy vehicles. Provided that the road is well maintained, vibration associated with heavy truck pass-by is generally not likely to be perceptible.

4.9 Air quality

4.9.1 Implications of construction dust

Number of submissions

A total of 10 submissions raised issues in relation to the construction dust implications on the environment.

Comment summary

- Dust will be problematic for residents
- Limiting the way in which the house is cooled (i.e. breezes)
- Health and wellbeing will be impacted as windows cannot be open due to dust and pollution especially to people in Jerrabomberra.

Response

As part of the Proposal, RMS would undertake the delivery of the road, and the necessary construction environmental management. The construction environmental management plan will include mitigation measures for any impact on air quality, including dust.

Jerrabomberra is not in the vicinity of the Proposal, and generally will not be affected by the construction operations.

4.9.2 Health issues and long term impacts

Number of submissions

A total of 26 submissions raised issues in relation to the health issues associated with the Proposal.

Comment summary

- General air quality impacts on family health
- Destroying the lungs of the city
- Increased traffic pollution for residents

- Vehicle emissions will harm residents health
- Exhaust pollution poisoning the air in the valley where children and families bike, walk and run
- More pollution into people's lungs
- Health will be greatly impacted due to higher pollution levels and loss of natural amenity and bush
- Breathing difficulties to the amount of dust generated.

Response

It is not anticipated that the Proposal itself will significantly reduce overall air quality in Queanbeyan.

With Tralee and Googong developments underway Queanbeyan's population is expected to grow to 56,000 by 2031.

The proposed Ellerton Drive Extension would more likely improve overall air quality by reducing the impact of this expected population growth on traffic congestion throughout Queanbeyan. Improved traffic flow along the proposed route with reduced traffic congestion along Cooma Street and through the CBD as a result of the Proposal is likely to result in an improvement in overall air quality within Queanbeyan as a whole. Due to the open nature of the topography adjacent to the Proposal it is anticipated that exhaust emissions along the Proposal route will be readily dispersed.

Dust will be minimal during operation of the Proposal due to the hard sealed pavement.

4.10 Social economic and land use

4.10.1 Loss of business

Number of submissions

A total of 2 submissions raised issues in relation to a loss of business as a result of vehicles bypassing the CBD.

Content summary

Council is taking traffic from the Queanbeyan CBD which will impact businesses.

Response

Traffic destined for the CBD, if this is the intended destination e.g. to shop or service the local businesses, will still be able to travel there as before.

It is expected that through-traffic flows along Cooma Street, Monaro Street, Morisset Street, Thorpe Avenue, Lowe Street, Crawford Street, Collett Street, Isabella Street and others will all reduce as a result of the construction of the Proposal. The amount of business generated by pure drive-through traffic is considered minimal.

The improvement in network operation for the CBD area is substantial and the additional benefits as a result of improved amenity for residents and businesses along these will be of significant value.

The Queanbeyan Business Council has indicated support for the Proposal and encourages any reduction of traffic in the CBD that improves amenity.

4.10.2 Study area amenity and visual environment

Number of submissions

A total of 31 submissions raised issues in relation to the loss of amenity and visual environment resulting from the Proposal.

Comment summary

- General concerns over the reduced character of the area, and the impacts associated with a bypass through a residential estate, including loss of access to the bush and river
- The scenic natural bushland will be destroyed, as will trails for bushwalkers and joggers
- Disruption to the wildlife corridor will reduce the amenity of the area which is enjoyed by residents
- Sound barriers will be ugly
- Sound will impact the Queanbeyan Community
- Increase in rubbish in the area due to increased vehicles travelling through the area
- There will be less traffic using the main street of Queanbeyan although those trucks and traffic out of the CBD will then be going through Queanbeyan's residential areas
- Loss of privacy
- The main tourist attraction of the eastern escarpment will be lost by a heavy vehicle dominated valley
- Amenity of the Queanbeyan River will be destroyed
- The project will impact negatively on the quality of the country life style that the Council advocates
- Access to the bushland will be unsafe for pedestrians, cyclists
- Bridge overshadowing
- The Proposal is out of the areas character
- Vehicle lights will shine into residences.
- The Proposal will divide suburbs like Jerrabomberra, resulting in social impacts

Response

It is acknowledged that the Proposal will impact the visual environment in its immediate vicinity in the long term by adding road infrastructure. Mitigation measures will be implemented to minimise amenity and visual impacts. The REF addresses the visual environment and amenity.

The Ellerton Drive Extension project is aimed at maintaining the lifestyle benefits for the growing Queanbeyan population by minimising the impacts of rapid population growth on traffic and road efficiency for as many Queanbeyan residents as practicable, enabling continued safe and efficient travel for residents in and around Queanbeyan.

Note that residents along Cooma Street are already experiencing property access difficulties and high levels of noise. Without the Proposal there will be much more traffic travelling in front of these residential properties which are much closer to the traffic due to a smaller road corridor. Amenity and visual environment issues for this area and the CBD will be improved.

The Ellerton Drive Extension project does not reduce or remove access to any public reserves or to public access to the river corridor. Protection of the river corridor is an important issue for Council and the Ellerton Drive Extension design has taken this into account in its design.

Bushland areas to the east of the Ellerton Drive Extension project are private lands and Council is unable to provide active access to these areas.

The Proposal has been planned since the 1970s, and has been on the Queanbeyan Structure Plans since 1974 and the Local Environmental Plan mapping since 1991. Developments alongside the Proposal corridor have been prohibited from having houses with frontages onto the road, thus improving the road safety and reducing the potential visual impact of the road.

The Proposal will have little direct impact on the traffic along Edwin Land Parkway, as it provides an alternative route around the Queanbeyan Central Business District (CBD). Jerrabomberra is not in the vicinity of the Proposal, and generally will not be directly affected by the Proposal.

The above comments will be considered in the design and in the determination recommendations.

It is noted that the Queanbeyan Business Council supports the Proposal and encourages any reduction of traffic in the CBD that improves amenity.

4.10.3 Conflict of interest

Number of submissions

A total of 7 submissions raised issues in relation to general conflicts of interest.

Comment summary

- Having developers on decision making panels is a conflict of interest
- Concerns with developers on technical working group of Traffic Study.

Response

The members of the Technical Working Group (TWG) were representatives from Queanbeyan City Council staff, Roads and Maritime Services (RMS), Canberra Investment Corporation (CIC) and the Village Building Company (VBC). The current Director, Infrastructure from Council was the chair. The role of the TWG was to advise on technical matters that should be included in the study and prepare a draft traffic plan that would be presented to Council for approval. Property Development Corporations were invited to be on the TWG in order to provide advice on the size, scope and timing of their proposed developments, which form major inputs into any traffic model.

The TWG's objective was to identify network scenarios and options to address deficiencies in both the existing and future Queanbeyan road network resulting from the expected development growth. It looked at the network as a whole and identified what routes and intersections are likely to be adversely impacted by the traffic growth.

A specialist transportation engineering consultancy, Traffic Design Group (TDG) (formerly known as Gabites Porter Consultants) was engaged to undertake the traffic modelling. The traffic

model analysed a large range of network scenarios and options to address deficiencies in both the existing and future Queanbeyan road network. The data for the model was based on both the growth information provided by Council and the developers and the travel patterns that were derived from the Sydney Household Travel Survey undertaken by the Bureau of Transport Statistics.

This information was put into a computer model that objectively analysed the scenarios using mathematical processes. The computer model was based on an objective mathematical algorithm. This analysis resulted in a list of projects that would best address the problems Council was trying to resolve for Queanbeyan.

The choice of Ellerton Drive Extension over Dunns Creek Road and other options was made due to its effectiveness within the road network and not in the interests of one development over another. Importantly, the subsequent recommendation report to Council was written entirely by Council staff and the recommendations accepted and adopted by Council.

The connection of Jumping Creek to the Ellerton Drive Extension was never considered by the TWG.

4.10.4 Land use impacts

Number of submissions

A total of 18 submissions raised issues in relation to land use impacts.

Comment summary

- Decrease in property values.

Response

The Ellerton Drive Extension has been planned since the 1970s, and has been on the Queanbeyan Structure Plans since 1974 and the Local Environmental Plan mapping since 1991, allowing potential residents to make informed investment decisions. Development around the road alignment has progressed with the Proposal in mind (i.e. with no property frontages permitted along the road corridor).

4.11 Traffic and access

4.11.1 Impacts from traffic changes

Number of submissions

A total of 70 submissions were received in relation to the traffic impacts associated with the Proposal.

Comment summary

- Concerns over the flow on effects from diverting traffic to a different location and the traffic problems that will result on other roads
- Question relating to what volume of traffic will use the Ellerton Drive Extension rather than the main street

- Question regarding the volume of traffic projected to come out of Googong and down Edwin Lane Parkway every day. Increased traffic along here is problematic
- Traffic will increase hugely at Edwin Lane Parkway and Googong development intersection
- Question regarding the traffic volume that will come out of Tralee onto Tomsitt Drive every day
- Concerns over what plans are in place for the roundabout in Jerrabomberra and on Lanyon Drive to accommodate the 'significant growth in traffic'
- Construction should be planned with consideration of the sporting seasons and the traffic/parking capacity
- The Proposal will worsen traffic and congestion on Yass Road, Pialligo Avenue, Canberra Avenue, Monaro Highway, including the roundabout at Bungendore Road, which already has heavy traffic
- Impact of coastal bound traffic from south Canberra
- Concerns over whether traffic modelling has occurred for Tomsitt and Lanyon Drives
- The data used in the Traffic Study was modelled at AM and PM peak times only, and did not include any ACT traffic using the links and intersections. The Proposal would have a significant 24 hour impact upon residents living along the main thoroughfare (Edwin Land Parkway) in Jerrabomberra and to residents residing in Barracks Flat and Greenleigh, which cannot be only measured during two timeslots
- The blind spot at the top of Barracks Flat hill is currently an issue, and road safety will decrease with more vehicles
- What is the timing on upgrading the following roundabouts that will be strained by the Proposal:
 - Lanyon Drive and Tomsitt Drive, Jerrabomberra
 - Yass Road/Bungendore Road/Ellerton Drive, Queanbeyan.
- Yass Road cannot handle additional traffic

Response

The Queanbeyan region will be impacted in the future due to overall increased population and general traffic density and the associated impacts due to Queanbeyan's population growth.

In order to set out broad development policies for the growing city Queanbeyan City Council has over the years prepared Structure and Strategic Plans to identify areas for possible future urban development and associated infrastructure.

Gabites Porter (now Traffic Design Group), a leading international specialist traffic engineering and transport planning consultancy, were engaged by Council to conduct a fully functioning integrated land use/transport model to analyse Queanbeyan's traffic network. This work was reported in the *Draft Queanbeyan Strategic Traffic Plan (2031)* and was completed in 2009.

On 26 August 2009 Council adopted the *Googong and Tralee Traffic Study (2031)* formerly known as the *Draft Queanbeyan Strategic Traffic Plan (2031)*. The Ellerton Drive Extension was

part of a program of recommended road network improvements identified in that study and subsequently adopted by Council.

The Traffic Study looked at over 34 combinations of road and intersection improvements to address the network deficiencies that are likely to be experienced as a result of the expected development growth in the Canberra-Queanbeyan region. The Traffic Study did not focus on reducing flows in any particular areas of the network but rather looked at the Canberra-Queanbeyan network as a whole.

Proposed road and intersection improvements were identified on the basis of their ability to improve the level of service (LOS) at each location and for the overall road network to LOS “D” or better. Several new routes were proposed as a means of creating additional capacity thereby relieving various areas of congestion, and analyzed in detail in the modelling.

Results from modelling for the *Draft Queanbeyan Strategic Traffic Plan (2031)* showed that Option 05B provided the best combination of traffic improvements to the long term strategic transport plan for all of Queanbeyan. Option 05B includes the Ellerton Drive Extension, the future four-laning of Old Cooma Road and various intersection improvements.

A comprehensive consultation process was undertaken in the lead-up to the decision in 2009 by Council to adopt the *Googong and Tralee Traffic Study (2031)*. In order to ensure a transparent approach to the project community consultation has also subsequently been undertaken in various stages throughout the early concept planning and development of the Proposal up to the commencement of detailed design (discussed in Section 2.12).

Queanbeyan’s population is expected to grow to 56,000 by 2031 including the Tralee and Googong developments. The proposed Ellerton Drive Extension is part of a program of works that would minimise the impact of this expected population growth on the overall Queanbeyan traffic congestion. Without the proposed extension, gridlock is predicted along Cooma Street and across the Queens Bridge by 2017-18.

With the Proposal traffic volume along Monaro Street in 2031, including the anticipated traffic growth over 20 years, will be 5% less than the traffic volume was along Monaro Street in 2011. However as development in Queanbeyan increases, it is estimated that without the Proposal, the traffic volume along Monaro Street in 2031 will be 13% more than in 2011.

Loaded quarry trucks travelling north as well as returning will be mandated to use the Proposal and therefore it is expected that fewer trucks will be travelling along the main street.

The latest modelling still indicates that the Jerrabomberra Circle does not need upgrading for traffic capacity reasons before 2031. Council is however reviewing the need to upgrade the intersection in the short to mid-term for reasons other than traffic capacity, including safety, pedestrian movement, cycle movement or interaction with adjoining intersections.

Council is actively investigating options to address all the issues related to the Jerrabomberra Circle, and this project is still in the planning and development phase.

Council will be proactively upgrading intersections outside the study area as part of their future program of works. Improvements to the Lanyon/Tomsitt intersection are being investigated by Roads and Maritime Services. The Member for Monaro has committed \$5 million towards the improvement of this intersection. Planning work for the Yass Road/Bungendore Road/Ellerton Drive intersection is also progressing, however no construction funds have been committed to date.

In response to concerns raised about the capacity of Yass Road, the addition of Ellerton Drive Extension is not expected to increase traffic along Yass Road. It is estimated that as a result of development growth only, the two-way flow along the Yass-Pialligo corridor will increase from 1400 vehicles per hour in the 2014 AM peak up to only 1600 vehicles per hour in the 2031 AM peak, which is still within its capacity. The Proposal would not add additional traffic but would provide an alternate route around the CBD for traffic already using Cooma Street and the Monaro St-Queens Bridge corridor to get to and from North Canberra. Yass Road and Pialligo Avenue are part of this north/south route and as such traffic will continue to use them regardless of whether the Proposal is constructed or not.

The Proposal will have little direct impact on the traffic along Edwin Land Parkway. Without EDE traffic along Edwin Land Parkway is projected to increase from the current (2014) 4,775 vehicles/day to 9,060 veh/day by 2031, and with EDE traffic along Edwin Land Parkway is projected to increase from the current 4,775 vehicles/day to 9,555 veh/day by 2013.

As noted both Section 4.36 and Section 4.11 highlight numerous technical and other specific responses to the traffic related issues. Many of these issues were raised at the Community Forum and as such have also been included for reference in Appendix B.

4.11.2 Access requirements and bushfire safety

Number of submissions

A total of 22 submissions raised issues in relation to access requirements for bushfire safety.

Comment summary

- Design needs to include a left turn only access from Lonergan Drive to the proposed alignment to allow safe exit for residents in the event of a bushfire.
- Additional accesses on the proposed alignment should be made for bushfire events.
- Lonergan drive will have no access to get to Jerrabomberra. Concern with no right turn during a fire in the area.
- Edwin Land Parkway has only one egress point, which if congested, will have safety impacts during bushfires.
- No planning of emergency escape routes.
- We don't want traffic driving through our estate and used as a rat run.

Response

During its consultation period on the project concept design in 2013 Council asked residents of Greenleigh and Fairlane Estate what sort of connections (if any) they wanted to the Proposal. The majority of Greenleigh residents who provided feedback wanted locked gated emergency access/egress only due to fears their neighbourhood would be used as a "rat run".

As a result Council has included two gated emergency access points for Greenleigh Estate at Lonergan Drive and at the water reservoir off Severne Street in addition to the existing emergency access track running along the Queanbeyan River.

Emergency egress along Edwin Land Parkway is outside the scope of the Proposal.

4.11.3 Reduced safety

Number of submissions

A total of 26 submissions raised issues in relation to the Proposal not adequately addressing safety for residents.

Comment summary

- Monaro Street very dangerous currently and will be even more because of the extension.
- No footpaths provided along Ellerton Drive, putting many lives at risk- huge safety concern must be addressed.
- Children have to cross Ellerton Drive to get to primary school this extension will impact their safety.
- Added congestion will cause safety concerns for school children crossing the Proposal along the extension.
- General reduced safety for children and elderly.
- A large number of quarry trucks will reduce the road safety
- Children will not be able to use private outdoor spaces due to safety concerns.
- School children already at risk of injury or death when crossing the Edwin Land Parkway from the heights to go to Jerrabomberra Public School. The Proposal will increase the risk.
- Safety of children along Tomsitt Road will be reduced.
- Reduced safety in Jerrabomberra.
- The Proposal will increase the accident prone and bottleneck roundabout at Sutton Road and Oaks Estate Road.

Response

Council is aware that the community is concerned over pedestrian and traffic safety as traffic numbers increase due to growth.

For the Proposal safety in design has been considered through a formal risk assessment process that considers the operational health and safety impacts during design, construction, operation and eventual possible demolition.

To address general concerns about safety related to the Proposal, Ellerton Drive Extension has been designed in accordance with all current regulations and Australian Standards, in addition to the AUSTROADS guidelines with RMS supplementation which carefully considers the safety of road geometry and cross section configuration. Intersections are designed in accordance with standard safe sight distances for approach and departure.

The current design for Ellerton Drive Extension includes an off-road shared path along the residential side of the road for the entire length of the Proposal. This will separate pedestrians and traffic.

Quarry truck traffic will be diverted to the Ellerton Drive Extension rather than through the CBD. This has been mandated as part of their conditions of operation once the Ellerton Drive

Extension is operational. As a result truck traffic within the CBD will be reduced and safety improved.

The Proposal has been designed generally as an 80km/h road. Together with the reduction in the number of intersections when compared with the route via the CBD, this would make the Ellerton Drive route more attractive for other trucks and general traffic to use than the CBD.

It is noted that intersections outside the study area are regularly reviewed and form part of Council's forward planning. Improvements to the Lanyon/Tomsitt intersection are being investigated by Roads and Maritime Services and the Member for Monaro has committed \$5 million towards the improvement of this intersection. Design of the Yass Road and Bungendore Road intersection is currently being progressed.

The Proposal will have little direct impact on the traffic along Edwin Land Parkway, as it provides an alternative route around the Queanbeyan Central Business District (CBD), and thus its direct impact of safety in Jerrabomberra is limited. It is acknowledged that Jerrabomberra will however be impacted in the future due to overall increased population and general traffic density and the associated impacts due to Queanbeyan's population growth regardless of whether the Proposal proceeds or not.

The latest modelling still indicates that the Jerrabomberra Circle does not need upgrading for traffic capacity reasons before 2031. Council is however responding to community concerns by reviewing the need to upgrade the intersection in the short to mid-term for reasons other than traffic capacity, including safety, pedestrian movement, cycle movement or interaction with adjoining intersections.

Council has considered a pedestrian overpass, pedestrian underpass and signals. There are concerns that an overpass would create additional issues and would require significant additional work to ensure it was used by pedestrians. An underpass or standalone signalised pedestrian crossing is technically unsuitable for the location. Council is currently undertaking design work for a signalised intersection at the Jerrabomberra Circle which would provide a signalised crossing point for pedestrians.

Council is actively investigating options to address all the issues related to the Jerrabomberra Circle, and this project is still in the planning and development phase.

Council will consider additional items of concern to the community as separate projects during Council's Integrated Planning process where such projects will contend with other proposed projects.

4.11.4 Inadequate traffic assessment and mitigation measures

Number of submissions

A total of 40 submissions raised issues in relation to the inadequate traffic assessment and mitigation measures for reducing impacts.

Content summary

- The 2014 Traffic Study did not consider either Dunns Creek or a northern bypass option as a short to medium term alternative to the Proposal.

- A previous 1995 report concluded that a northern bypass was the best option to divert traffic from Monaro Street and would have a lower environmental impact than that of the Proposal.
- Traffic report mentions little on mitigation measures for connecting roads, meaning adjacent roads and roundabouts are at capacity and will not cope with increased traffic to funnel to the Proposal.
- A comprehensive transport study addressing public transport inadequacies and an assessment of alternate options is required.
- Traffic model fails to consider the cost benefit of a direct link to the Monaro Highway.
- To date all efforts by Council have been limited to traffic flow only
- Inconsistent Traffic Study results provided. New residential development not considered.
- How does the Ellerton Drive Extension proposal fit into the regional transport system context into the next few decades? How does Ellerton Drive fit into the ACT's forward planning?

Response

On 26 August 2009 Council adopted the *Googong and Tralee Traffic Study (2031)* formerly known as the *Draft Queanbeyan Strategic Traffic Plan (2031)*. The Ellerton Drive Extension was part of a program of recommended road network improvements identified in that study and subsequently adopted by Council.

The Traffic Study looked at over 34 combinations of road and intersection improvements to address the network deficiencies that are likely to be experienced as a result of the expected development growth in the Canberra-Queanbeyan region. The Traffic Study did not focus on reducing flows in any particular areas of the network but rather looked at the Canberra-Queanbeyan network as a whole.

Proposed road and intersection improvements were identified on the basis of their ability to improve the level of service (LOS) at each location and for the overall road network to LOS "D" or better. Several new routes were proposed as a means of creating additional capacity thereby relieving various areas of congestion, and analyzed in detail in the modelling.

Results from modelling for the *Draft Queanbeyan Strategic Traffic Plan (2031)* showed that Option 05B provided the best combination of traffic improvements to the long term strategic transport plan for all of Queanbeyan. Option 05B includes the Ellerton Drive Extension, the future four-laning of Old Cooma Road and various intersection improvements.

A comprehensive consultation process was undertaken in the lead-up to the decision in 2009 by Council to adopt the *Googong and Tralee Traffic Study (2031)*. In order to ensure a transparent approach to the project community consultation has also subsequently been undertaken in various stages throughout the early concept planning and development of the Proposal up to the commencement of detailed design (discussed in Section 2.1).

Council's consultation process has followed a progressive process leading on from the decision by Council in 2009 to adopt the Traffic Study to the present exhibition of the REF. Council's purpose with the exhibition of the REF has been to allow community comments on the specific elements of the Proposal design and environmental impacts and protections. In the interests of fully addressing all the recent issues raised by members of the community the arguments

relevant to the adoption of Ellerton Drive over either Dunns Creek Road or the Northern Bypass are included again in the following:

- Dunns Creek Road and the Ellerton Drive Extension service different traffic streams and as a result serve different purposes in the future Queanbeyan road network. The purpose of the Ellerton Drive Extension is to relieve Cooma Street and the Monaro Street - Queens Bridge corridor whereas Dunns Creek Road is to relieve the Old Cooma Road corridor when it reaches capacity. Both projects are beneficial to Queanbeyan, but within different timeframes. The nature of the expected traffic growth and the impact that the growth has on the Cooma St corridor indicates that the Ellerton Drive Extension needs to be implemented sooner as one part of a program of recommended traffic solutions for all of Queanbeyan, rather than later whilst Dunns Creek Road may only be needed sometime after 2036.
- The Northern Bypass has been shown to provide limited relief of traffic volumes along Monaro Street and the Queens Bridge as it is primarily a bypass for non-Queanbeyan traffic to avoid using the Canberra Ave-Monaro Street route through the centre of town. The Northern Bypass provides no relief to local traffic travelling on the north-south route along Old Cooma Road and Cooma St wishing to access Queanbeyan and the northern routes out of Queanbeyan.

With respect to transport strategies, appropriate transport strategies for Queanbeyan need to include of a combination of urban planning, public transport systems and services, and pedestrian and non-motorized transport infrastructure.

Council has undertaken considerable work in the exploration of public transport solutions and overall transport strategies. In September 2011 Council resolved to conduct a public transport forum. Stakeholder groups were invited to discuss pedestrian linkages and facilities, examine community concerns and examine Council's role in the provision of those services.

Council held two public transport forums, on 27 October and 8 December 2011. These were held to help determine strategies Council may be able to use to help the community better understand Council's role with respect to public transport and to inform the Council on community expectation around the provisions of public transport and pedestrian facilities.

Council's work on a variety of transport issues is further discussed in detail in Section 4.5.2.

With respect to a direct link to the Monaro Highway - analysis of 2011 traffic flows shows that only 40% of all traffic created by Queanbeyan has a destination within the ACT, with the remaining 60% of traffic having a destination within Queanbeyan. This is not expected to significantly change in the future. Consequently a substantial proportion of traffic leaving Googong in the morning peak period will proceed north on Old Cooma Road to access destinations within Queanbeyan and use the Bungendore Road, Yass Road and Canberra Avenue routes out to areas outside Queanbeyan. The link to the Monaro Highway is therefore of limited advantage to Queanbeyan.

Council and the NSW Government are actively involved in ongoing discussions with the ACT Government regarding improvements to the regional infrastructure. Sensitivity analyses of changes to ACT road corridors did not materially affect the *Googong and Tralee Traffic Study (2031)* outcomes. Upgrading of the Monaro Highway to six lanes was modelled, but did not reflect much improvement to the Queanbeyan CBD traffic problems. This was due to the fact that the increase in capacity of the Monaro Highway did not draw any additional traffic away from their preferred destinations in the ACT or Queanbeyan, and thus did not materially affect the

projected traffic numbers. This modelling showed that these additional lanes on the Monaro Highway did not remove the need for the Ellerton Drive Extension.

Improvements to the Queanbeyan road network are subject to continuous and ongoing planning and review and roads will be designed and constructed as the needs for them are identified.

4.12 Water quality and flooding

Number of submissions

A total of 23 submissions raised issues in relation to the impacts the Proposal will have on water quality.

Comment summary

- The Proposal will have enormous repercussions and non-reversible impacts on the Queanbeyan River.
- Bridge construction will reduce water quality in the Queanbeyan River.
- Erosion and sedimentation impacts during construction
- Water quality monitoring is needed.
- Removal of vegetation will increase flooding downstream.

Response

The impact of the bridge footings on the river will be minimised in the design of the bridge, and the Proposal will have minimal long term impact on the Queanbeyan River.

Appropriate measures will be implemented to protect the river from construction activities.

Council acknowledges the importance of ensuring that stormwater, erosion and sedimentation, and habitat re-establishment are actively managed within the construction footprint to prevent impacts on downstream water quality. Mitigation measures to protect against adverse construction impacts to the marine biodiversity and ecological values of the river will be implemented.

Roads and Maritime Services (RMS) will undertake the delivery of the road. As part of this project mitigation measures such as erosion and sediment controls will be implemented and managed in accordance with the guidelines “Managing Urban Stormwater, Soil and Construction Guidelines” (the Blue Book), and “Managing Urban Stormwater, Soils and Construction Guidelines, Main Road Construction”.

The contractor will be required to hold an environmental protection licence which will require them to comply with required standards during construction.

The bridge will provide long term benefits to the Queanbeyan community. The Queanbeyan CBD has long been affected by flooding. Any attempts to improve existing bridge crossings and approaches are limited due to the CBD itself flooding in a 1:20year flood. Queanbeyan has flooded nine times since 1974, and during flood events Queanbeyan is divided from east to west. Construction of the Ellerton Drive Extension Bridge will provide a connecting route across the city for substantially larger than 1:100 year flood events, providing access to emergency services during flood events.

4.13 Aboriginal heritage

4.13.1 Loss of Aboriginal identity

Number of submissions

A total of 9 submissions raised issues in relation to the loss of Aboriginal identity.

Comment summary

- The Queanbeyan River and her surroundings are very important to us. The river is a spiritual place where we connect.
- Needs further investigation into 15 potential Aboriginal heritage items at Jumping Creek which is culturally significant and will be deeply impacted by this development.
- Local heritage associated with natural landscape will be destroyed/disrespected.
- Greater respect is warranted to the original custodians of the land.
- Jumping Creek should be seen as a culturally and historically significant site for the Ngunnawal peoples and first settlers and registered as such. Further investigation into 15 potential Aboriginal heritage items at Jumping Creek is needed (p78, NSW Archaeology Pty Ltd).
- The specialist report does not identify what will be done with artefacts in the Proposal alignment.

Response

It is important to distinguish between the impact of the Ellerton Drive Extension proposal within the existing road reserve and the potential impact of the Jumping Creek Development on lands adjacent to the Proposal.

The assessment of the impact of the Proposal on Heritage values within the 80m road corridor defined by the Council is that the overall impacts of the Proposal on Aboriginal heritage will be low within a local context and very low within a regional context.

In contrast the areas around Jumping Creek and Environs are an exception to this, where the landforms present and proximity to permanent water sources lend themselves to more intensive occupation and potential Heritage impact. However these sit outside the impact zone of the Proposal.

Extensive Aboriginal consultation has been completed in the assessment of the road corridor, as discussed in Section 2.5. Feedback and concerns received during consultation have been immediately addressed and incorporated into the Aboriginal Cultural Heritage Archaeological Report.

There has not been any development application lodged with Council by the Jumping Creek Developers at this stage. Any future development of Jumping Creek Estate will have to consider Aboriginal Heritage for the area as a separate project on its own merits.

The Aboriginal assessment for the Proposal has been carried out in accordance with the highest standards of best practice for heritage management and the obligations outlined by the NSW Office of Environment and Heritage, and with the support of the Aboriginal community who

participated in the assessment itself and have been consulted with at multiple stages during the project.

During the two rounds of community consultation undertaken by Council (2012 and 2014), the Aboriginal community did not raise any objections to the quality or standard of the heritage assessment related to the Proposal, nor has the NSW Office of Environment and Heritage. Council will continue to work with the community as the Proposal progresses.

However, mitigation measures will also be implemented to further reduce impacts to the sites identified within the Proposal impact zone and immediate surrounds.

4.14 Climate change

Number of submissions

A total of 10 submissions raised issues in relation to the climate change impacts resulting from the Proposal.

Comment summary

- The Proposal is not a smart option when our environment is so vulnerable with climate change.
- A 'Sustainable Transport Plan' should be completed (in line with the 2012 Queanbeyan City Council Community *Climate Change Action Plan*) before a proposal is contemplated.
- The review of environmental factors lacks consideration of climate change.
- Money should be spent on the environment in response to climate change.

Response

As discussed in Section 4.6.3, Council continues to work on a variety of requirements that fall under the 2012 Queanbeyan City Council Community *Climate Change Action Plan*. These will be further considered during the detailed design phase of the project.

4.15 General comments

Number of submissions

A total of 68 submissions raised issues in relation to general project comments.

Comment summary

The following general comments opposing the Proposal were received:

- Poor choice of route
- The Proposal is from 30 years ago and is not relevant to the needs of the current community
- If a bypass is required, it should be considered after the proposed merge with Palerang, when better alternatives will emerge
- The Proposal needs to be what the community wants
- Council should apply to have Monaro Street de-gazetted as a major NSW road and have the road declared as a load limited local road

- There have been contradictions whether the Proposal is a bypass for heavy vehicles or just an additional road. The outcome of the Proposal should be identified prior to proceeding
- The promoters of the Ellerton Drive Extension make the statement that 'it was already on the map' as the main reason to support this project when in fact the main ulterior motive is for developers to gain access to the housing development of Jumping Creek. This development was originally accepted as a 200-300 block estate, but now the developers are seeking to increase this to 1000 blocks.
- A cost benefit analysis needs to be done with options such as improving and investing in cycle paths and public transport to solve the traffic problem. The analysis needs to take into account the true social cost to residents
- No changes to the Proposal have occurred despite the feedback provided to Council
- Notwithstanding any amount of roadwork, the railway bridge will remain a bottleneck.
- Roads do not reduce congestion
- Tomsitt Drive to Yass Road needs to be a single project.

It should be noted that one submission lodged by a community group included a petition opposing the Proposal, with 855 individual signatures (see Section 3.2.6). The submission opposing the Ellerton Drive Extension was formally lodged with Council at their meeting of 22 April 2015.

The petition objected to the Proposal for the reasons identified in the template feedback, discussed in Section 4.3.1. Matters raised in the petition comments have been included for consideration in this report.

Response

The Proposal is a direct consequence of Council's adoption of the *Googong and Tralee Traffic Study (2031)* formerly known as the *Draft Queanbeyan Strategic Traffic Plan (2031)* on 26 August 2009. The Ellerton Drive Extension was part of a program of recommended road network improvements identified in that study.

As noted in Section 2, Council has been engaging with the community over several years. Over this period the general majority of the community has supported the Proposal.

The Ellerton Drive Extension has been planned since the 1970s, and has been on the Queanbeyan Structure Plans since 1974 and the Local Environmental Plan mapping since 1991.

Consequently, Council has progressively acquired land for this purpose over a significant number of years and has owned most of the road corridor for many years.

Following on from Council's adoption of the recommended suite of road network improvements identified in the Traffic Study, Council has continued to progress the adopted options through concept and preliminary design and relevant specialist studies of the Proposal and related intersections. Council also continues to discuss the possibility of de-gazetting Monaro Street with RMS and turning it into a local road should Ellerton Drive Extension be constructed. This will however be a decision for RMS to make.

As Queanbeyan City Council is both the proponent and the determining authority under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the Review of

Environmental Factors (REF) is the prescribed method of fulfilling Council's obligations under Section 111 of the EP&A Act. The REF was placed on public exhibition for 60 days between 12 December 2014 and 9 February 2015 to allow the community to comment on the details of the Proposal, likely impacts of the Proposal on the environment and to comment on the proposed protective measures to be implemented.

In addition a public meeting (Community Forum) was held on 28 April 2015.

All submissions received during the REF public exhibition period as well as for the period up to and after the Community Forum have been addressed, whether or not the comments made were relevant or outside the scope of the Proposal. General issues have been addressed in the body of this Submissions Report, whilst answers to individual questions are included in the appendices.

The existing railway bridge across Yass Road was constructed to allow for a four lane road underneath. There are several concrete structures that remain in place from previous bridge structures that could be removed to make Yass Road into a four lane road at that location.

Other issues identified above have been noted and will be considered during the detailed design phase of the project.

5. Responses from additional stakeholders

Invitations to comment on the REF were sent directly to the following identified stakeholders:

- NSW Office of Water
- NSW Office of Environment and Heritage
- NSW Department of Primary Industries
- NSW Department of Planning and Environment
- NSW Public Works
- Roads and Maritime Services
- NSW Rural Fire Service
- NSW State Emergency Services
- Transport for NSW
- Queanbeyan Police Department
- Commonwealth Department of the Environment
- Australian Platypus Conservancy.

Responses from the NSW Office of Water, the Environmental Protection Authority and NSW Department of Primary Industries generally referred to mitigation measures to be included in a construction environmental management plan. These responses will be incorporated into the construction documentation where appropriate.

The NSW Office of Environment and Heritage identified outstanding issues with respect to the SIS, including platypus, fauna underpass (location and design), fauna fencing, risk of wildlife getting caught in noise barriers, indirect impacts on flora and fauna, habitat rehabilitation, soil erosion and weed control and protection of the LandCare restoration project at Jumping Creek. Biodiversity issues were discussed in the REF.

The Australian Platypus Conservancy (APC) commented on the impact of the bridge foundation construction on the habitat and breeding of platypus.

General advice regarding infrastructure was provided by Icon Water Ltd, Department of Trade and Investment and Roads and Maritime Services.

All issues identified above have been noted and will be considered in the REF and during the detailed design phase of the project.

6. Responses to Addendum SIS community feedback

Of the submissions received, 21 people had previously made submissions on the Review of Environmental Factors (REF). Submissions received by previous submitters and resubmittals in relation to the ASIS, that have not identified new issues, have been addressed in Section 4 of the Submissions Report.

Submissions raising previously addressed issues included the following with the relevant section of the Submissions Report reference in brackets:

- Adequacy of Consultation Process (4.4.1)
- Funding (4.5)
- Project Funding and Cost (4.5.1)
- Use of Aust. and NSW Govt funding on the EDE (4.5.2)
- Possibility of other options to improve traffic outcomes (4.6.2)
- Inadequate public transport and cyclist facilities (4.6.3)
- Inadequate ecology assessment (4.7.2)
- General noise resulting from increased traffic (4.8.1)
- Noise amplified by the topography of the study area (4.8.2)
- Inadequacy of noise assessment (4.8.3)
- Inadequacy of mitigation measures (4.8.4)
- Altered sleep patterns and health issues (4.8.5)
- Reduced amenity (4.8.6)
- General vibration impacts & inadequate mitigation measures (4.8.7)
- Implications of construction dust (4.9.1)
- Health issues and long term impacts (4.9.2)
- Loss of Business (4.10.1)
- Study area amenity and visual environment (4.10.2)
- Conflict of interest (4.10.3)
- Land Use Impacts (4.10.4)
- Traffic & Access (4.11)
- Impacts from traffic changes (4.11.1)
- Reduced safety (4.11.3)
- Inadequate traffic assessment & mitigation measures (4.11.4)
- Loss of Aboriginal Identity (4.13.1)
- Climate Change (4.14)

Submissions also raised additional issues that are outside the scope of the ASIS and include reference to impacts in relation to the Jumping Creek Estate, compliance with conditions of consent, inability to properly comment on the offset location and additional cost of the expanded area.

It is noted that of the issues raised, one was in regards to loss of flora and fauna with aboriginal heritage significance. Council is therefore separately responding directly with the submitter in relation to these issues and is taking expert advice on the issues raised.

In relation to the matters of native animals raised, it should be noted that these have been addressed according to the relevant legislation, several rounds of Aboriginal consultation have previously been undertaken and opportunity was provided to members of the community to provide feedback.

The EDE is being developed predominantly across private land. However, there will still be access to animals in the adjacent Cuumbuen Nature Reserve and other public areas.

It is acknowledged that the project would have a significant impact on some threatened species and this has determined the need for a Species Impact Statement. Measures proposed to mitigate this impact and to offset the loss of species and habitat include amongst other measures:

- Fauna corridor links such as rope bridges and fauna underpasses
- Maintenance of access under the bridge along the River foreshores
- Provide and protect offsetting habitat areas for identified species by protecting offsite lands into the future elsewhere within the Queanbeyan area.

As noted above, Council is taking expert advice on this so that the impact on the threatened species can be assessed and advice on mitigation measures necessary to address the cultural significance of these impacts on the threatened species can be provided if required.

Overall, new responses were received from 19 people, 14 of which raised issues in relation to the Addendum Species Impact Statement (ASIS). Comments in relation to the ASIS are discussed in Section 6.

The assessments of significance in the SIS characterise the significance of impacts for specific listed entities. The ASIS revisits the key aspects of the Assessment of Significance (AoS), but to save duplication of information, does not redo them – it only assesses any additional impact. The key aspects are:

- The quantity of impact.
- The conclusions of the assessment - significant or not.

In response to the Addendum SIS, submissions were received responding to:

- The offset location. This is further discussed at 6.1.
- Increased impact area of Box Gum Woodland. This is further discussed at 6.2.
- Increased impact on Rosenberg's Goanna. This is further discussed at 6.3.
- Squirrel Gliders. This is further discussed at 6.4.
- Presence of other threatened species. This is further discussed at 6.5.
- Adequacy of assessment methodology. This is further discussed at 6.6.

- Adequacy of the assessment of significance. This is further discussed at 6.7.
- Adequacy of mitigation measures. This is further discussed at 6.8.
- Other issues in relation to the ASIS. These are further discussed at 6.9

Of these new submissions, two submitters provided support for the proposal, however the below responses address only the issues regarding the Addendum SIS.

The SIS and ASIS acknowledge that all potential habitat for subject species would be removed within the development envelope. While this will have an impact on individuals, directly and indirectly, the more important question for considering biodiversity conservation of threatened species is: will this have a significant impact on the local population of this species such that it might decline or become extinct in the local area?

Comments unrelated to the addendum SIS have not been addressed in section 6. Previous consultation has been addressed in Section 3 of the Submissions Report

6.1 Offset location

The following issues were raised in regards to offset locations:

- Many of the proposed offset lands are already on land zoned for environmental conservation or in protected areas, which makes a mockery of the environmental offset process.
- Offset sites directly next to the footprint will become less effective as it will suffer edge effects
- EDE will also have an impact on the connectivity between populations of this and other species, and on other natural vegetation communities.
- No geographical coordinates have been proposed for the proposed offset sites, making it difficult to be certain about the location.
- Three potential offset locations seem to be adjacent to the EDE corridor, or Dunns Creek Road, and therefore cannot be considered as an offset.
 - Curtis Estate - Given the high ecological value of part of this parcel of land, and the steepness of the site, it is improbable that building would ever have occurred and therefore designating this as an offset site does not add to the amount of land conserved.
 - Site 3 - degraded Box Gum Woodland adjacent to the southern end of the EDE – we question how this site could add to the area of conserved land if it is degraded and already in public (council) ownership.
 - Site 6 - land adjacent to the proposed alignment for Dunns Creek Rd – proximity to this preferred road alignment poses risks to the integrity of the offset site in future when Dunns Creek Rd is constructed.
- It is not clear how the offsets will be applied to ensure no net loss of the community.

The below provides comment on the above issues.

Offsets would ensure the land is managed in perpetuity and that the vegetation is conserved.

OEH provides 'additionality' rules that ensure that proponents don't 'double dip' when it comes to selecting offset sites that may already be managed for biodiversity as the primary consideration.

None of the candidate offset sites are currently actively managed specifically for biodiversity outcomes and so all are eligible for consideration. All candidate offset sites are considered to have merit in being able to provide a long term improvement in biodiversity values, through dedicated management for biodiversity outcomes. This takes into account their spatial configuration and location.

It is agreed that offset sites should be selected to minimise edge effects. Sites with large perimeter to edge ratios particularly will suffer edge effects and may require specific management actions such as creation of 'buffer vegetation zones' to address this (to be detailed in the Offset Plan). The selection of the offset sites will consider edge effects.

With respect to connectivity, the ASIS acknowledges and discusses the impact on wildlife links. It considers this issue separately for each subject species; it is a consideration of Assessments of Significance. The ASIS includes mitigation measures to mitigate the impact on the barrier that the EDE may cause for some species. The key consideration of impacting a link, is not area, but considering the integrity of the link as a whole. The key consideration of an SIS is the 'population level impact'. Significant impacts (likely impact on a local population) have been noted as likely for Rosenberg corridor and Speckled Warbler. The key purpose of an SIS is to provide necessary information to OEH to determine if the impacts are acceptable, on balance, with the proposed mitigation package.

It is noted that the area to be impacted by the EDE does not represent the only wildlife corridor. Other wildlife corridors that provide connectivity for wildlife includes the links on the north adjoining reserved land, south through to Mount Jerrabomberra and biolinks in the area (Section 3.3, ASIS).

The final suite of selected offset sites will need to demonstrate that they contribute to landscape connectivity in a manner that offsets the fragmentation caused by the development of the EDE.

As the final suite of offset sites has yet to be confirmed, recommendations included in Section 7.4 of the Addendum SIS advise that the final selection should:

- involve as few separate land owners as possible
- minimise edge areas (and therefore edge effects)
- contribute to landscape connectivity.

An appropriate offset plan with input and endorsement from the NSW Office of Environment and Heritage (OEH) and Commonwealth Department of Environment (DOE) is required (see Section 7.4 of the ASIS). This plan will provide more detail on specific management actions required at each site to ensure biodiversity improvements are seen on each site. Therefore, the final offset package will adhere to requirements of these agencies and ensure that the offsets function in perpetuity to improve biodiversity values.

In relation to the issue of the specific potential offset sites the following are relevant:

- The current E2 Environmental Conservation zoning for Curtis Estate allows restricted development to occur. Regardless of its environmental conservation zoning there are no active management actions for this site and conservation is not held in perpetuity.

Thus it is not protected for the purposes of conservation, and can be appropriately considered as a potential offset site.

- It is noted that disturbed sites are not excluded from being considered as offsets, although they must be viable remnants. They sometimes provide the best biodiversity improvements, under active management for biodiversity conservation. 'Discounts' may apply when there is formal biodiversity management occurring already on a site or in relation to environmental zoning.
- The proposed offset site that has been assessed outside the adopted road corridor for Dunns Creek Road could alone generate more credits than required for the EDE, and would thus require the purchase of only a single property to achieve the required offsets. This proposed offset site does not inhibit the future construction of Dunns Creek Road.

Proposed offset sites are shown in the maps in the AISS Appendix F.

It is noted that, in addition to these offsets, mitigation strategies do include construction of fauna overpasses and weed control. Refer to Section 6 of the SIS and Appendix D of the ASIS.

With reference to how the offsets will be applied to ensure no net loss of the community:- the OEH Biobanking tool has been developed to ensure that the long term improvement in habitat quality of offset sites 'offsets' the removal of vegetation at development sites, and so ensures no net loss. It accomplishes this by taking into account:

- The quality of the habitat being impacted to that being offset
- The extent of the habitat being impacted to that being removed
- The threatened species habitat being impacted to that being offset

It is noted that the offset site(s) will be managed in perpetuity; they cannot be developed in future or actions undertaken that are not consistent with the site's management plan. Over time, they will continue to mature and improve, contributing to the biodiversity conservation area network.

More information on the OEH Biobanking Scheme can be found:

<http://www.environment.nsw.gov.au/biobanking/>

6.2 Increased impact on Box-Gum Woodland

The following issues were raised in regards to the increased impact on Box-Gum Woodland:

- Less than 4% of Box-Gum Woodland is left and EDE will decimate the remainder. Endangered Box Gum Woodland ecological community would be destroyed forever.
- Approximately 43% of the local occurrence of moderate to good condition Box - Gum Woodland would be lost; this is considered a significant impact

The below provides comment on the above issues.

The high level of impact on Box Gum Woodland is acknowledged and is one of the triggers to prepare the SIS. The SIS is required to set out the justification for the impacts.

OEH provide a concurrence role in this project and must be satisfied that the impacts are justified and have been minimised as far as practical. It is a matter for OEH to determine whether the significant impacts should be allowed, given the mitigation package proposed to address specific impacts. Additionally, an appropriate offset plan with input and endorsement from OEH and

Commonwealth DOE to compensate for the loss of Box Gum Woodland EEC in the long term is required.

6.3 Increased impact on Rosenberg's Goanna

The following issues were raised in regards to impacts on the Rosenberg's Goanna:

- Serious questions about how the proposed EDE could possibly ever mitigate the significant risk to Rosenberg's Goanna species when the full force of a major new traffic flow (consisting of regular runs of massive quarry trucks) is unleashed on this area.
- Understated impacts assessment on Rosenberg's Goanna and termite mounds. Removal of 68 termite mounds could result in the loss of an entire breeding season (10)
- The SIS provides that pre clearance surveys would aim to detect signs of breeding around a termite mound, but later notes that it takes approximately 8 months for the eggs to hatch after laying. It is highly possible that of 68 termite mounds that would be destroyed, many of these may contain unhatched eggs. The result being that an entire breeding season of goannas may not eventuate and this loss will result in long term genetic issues and potential loss of the Rosenberg's Goanna.
- The project cannot be justified. Addendum admits 70% of termite mounds and double amount of HBTs will be removed as well as roadkill potential

The below provides comment on the above issues.

The SIS and ASIS consider the potential impacts of traffic on the local population of the Rosenberg's Goanna.

The SIS and ASIS conclude that a significant impact for the Rosenberg's Goanna may result from the project. Habitat for these entities is therefore key in the offset considerations for the project. The SIS and ASIS acknowledge that all potential habitat for the Rosenberg's Goanna would be removed within the development envelope. The aim of the preclearance surveys is to remove the mounds before they can be used for breeding and in this way reduce mortalities due to the construction process. If mounds show signs of activity, they would be cordoned off and protected.

If the mounds are removed first, it is anticipated that the surrounding habitat will be used instead for egg laying. Numerous mounds occur in the local area. These are quantified in Section 7 of the ASIS for the offset sites.

Mounds are not likely to be a limiting factor for this species, given the low population density of the Rosenberg's Goanna and the vast number of termite mounds observed in the local area.

More relevant to the impacts on this species, and the impact driving the likelihood of significant impact, is the potential impacts of road kill. To mitigate this, an underpass would be installed along with exclusion fencing; this will assist in restricting movement of the Rosenberg's Goanna in particular across the road and also in reducing possible vehicle collisions. Vehicle speed limit restrictions and advisory signs support these mechanisms.

The mitigation measures also include preclearance surveys to minimise harm to any Rosenberg's Goannas that may be in the development area at the time of construction.

It is clearly stated on Page 16 of the ASIS, that the 69% of termite mounds to be impacted is based on the 'known' habitat resource and that "*not all of the study area (outside of the subject site) has been surveyed intensively for termite mounds and there are likely to be many that have*

not been recorded". Further, the assessment must consider not just the quantity of impact, but how this impact would affect the local population of subject species. To understand this, the local abundance of the species and the local abundance of the resource (termite mound or HBT) must be considered.

This supports the approach and importance of defining a large study area, bigger than the footprint, so the impacts can be put in context. From a review of existing studies, study area investigations, and from investigation of candidate offset sites, the SIS and ASIS provide good context regarding these features. Although termite mounds and HBTs were not specifically quantified in the broader study area and locality, the investigations determined that:

- There is approximately 7000 ha of similar habitat within the local area where large quantities of termite mounds are found (ELA 2010, GHD 2009) and is suitable habitat for species such as Rosenberg's Goanna.
- Densities of HBTs appear to be similar to those observed within the study area.

Additionally:

- Mitigation measures have been developed to minimise impacts on resident fauna, while termite mounds or HBTs are removed.
- Offset requirements take into account these features, protecting them in the long term in the local area, amid other development pressures.

It is noted that species including the Rosenberg's Goanna have not been identified within the study area but are treated as occurring as a precautionary measure.

OEH provide a concurrence role in this project and must be satisfied that the impacts are justified and have been minimised as far as practical. It is a matter for OEH to determine whether the significant impacts should be allowed, given the mitigation package proposed to address specific impacts.

6.4 Squirrel Gliders

The following issues were raised in regards to impacts on Squirrel Gliders:

- Addendum fails to mention the presence of Squirrel Gliders that inhabit the EDE footprint area as confirmed by numerous glider experts.
- The Addendum SIS is inconclusive on the presence of squirrel gliders.
- Failure by QCC to disprove existence of Squirrel Gliders. Wildcare recently reported a Squirrel Glider caught in fence wire at nearby Burra (13)
- Squirrel Gliders will be wiped out, isolated and fragmented by the EDE.
- The consultants make no mention of horizontal chew cuts across the butts of large apple and yellow box trees
- Inappropriate investigation/Inadequate assessment on squirrel gliders and sugar gliders.
- Issues with reporting of NGH trapping program:
 - Key personnel not appropriately qualified
 - Errors in trapping data – two weeks of trapping data was excluded from the ASIS.

- Failure to collect and clear all traps, resulting in the death of an unrecognisable species in one trap.
 - Minimum overnight temperatures during trapping
 - OEH guidance on trapping only sought after trapping occurred.
 - Failure to record Squirrel Glider sightings, calls heard in July, and receiving of a DVD audio recording. Also incorrect attribution of a statement allegedly made by a community group, and incorrect statement that Squirrel Gliders have not been recorded on Bionet or the NSW Wildlife Atlas (Discussed in Section 6.3).
- Incorrect attribution of a statement allegedly made by Greenleigh Residents Group.
 - NSW Wildlife Atlas/Bionet - Incorrect statement that Squirrel Gliders have not been recorded on Bionet or the NSW Wildlife Atlas
 - Photographic and physical evidence of Squirrel Gliders has been ignored on the grounds that it was anecdotal and they could not find any animals so therefore this species does not exist.

The below provides comment on the above issues.

Squirrel Gliders were not identified as a subject species of the SIS by OEH and as such were not investigated in the SIS.

At the time of the ASIS preparation, the nearest accepted record of this species was in the northern part of Tallaganda State Forest, approximately 40 km east of the subject site. This was the only confirmed record held by OEH of the species within a 50 km radius of the site.

The Squirrel Glider has not been reliably identified as being onsite. Information provided such as confirmation by numerous “glider experts”, or unsubstantiated reports of a captured glider is regarded as anecdotal. None of the information so far presented is ‘hard’ and confirms the species. Anecdotal records have limitations (may not be collected by experienced persons, may not be independent), and thus anecdotal information cannot form the basis of any assessment.

No conclusive evidence has either been collected by or provided to Council or its consultants that reliably confirms the presence of the Squirrel Glider onsite.

The NGH Environmental surveys, conducted in October and November 2015, exceeded the requirements set out by OEH for this species, and these surveys failed to record the species at the site via trapping, spotlighting or stag watching. While no survey can be 100% confident that a species does not occur, given the level of survey effort provided, and the confirmed presence of the closely related Sugar Glider, it is considered highly unlikely that the Squirrel Glider is present within the study area, and accordingly, it is considered unlikely that the species would be impacted by the proposed road extension (refer to Section 5 of the Addendum).

The independent study undertaken by OEH in January 2016 provided the same conclusion, namely that it is considered highly unlikely that the Squirrel Glider is present within the study area.

The ASIS in Section 6.3 recommends at least one rope ladder to ensure that the common Sugar Glider (confirmed as present) is not isolated or fragmented which would also address the management actions required for the Squirrel Glider should it occur. The rope ladder should not be placed south of the Queanbeyan River. It is noted that immediately north of the river is highly disturbed and subject to future subdivision (Jumping Creek Estate) and therefore also not ideal.

While location has not yet been determined, the rope ladder would be located to ensure fauna movement for arboreal fauna in the long term, and therefore, the rope ladder would be located to ensure fauna movement for arboreal fauna in the long term, and therefore, preferentially located:

- In areas of more intact forest structure
- In areas not subject to development in the short/medium term.

Actions were undertaken to address the claims of inconsistencies in the NGH trapping program:-

The glider trapping study was separated into two distinct programs. The first program was conducted in June/July, 2015, and was conducted at the request of QCC; OEH had not become involved or recommended surveys at this time. The second program was conducted in October/November 2015, and was undertaken directly in accordance with the OEH requirements. These two survey programs are described further below in terms of input from Key Personnel.

The June/July survey was initiated by experienced lead ecologist Freya Gordon, with assistance from Sam Patmore and Dave Maynard, and established traps on the property at 35 Lonergan Drive.

(Note: the staff roles of the various personnel that contributed to the glider surveys were incorrectly reported in the ASIS. Specifically, Alana Gordjin should not have been listed as an ecologist with previous experience identifying the Squirrel Glider.)

The aim of this survey was only to capture a glider seen at the residence and collect a tissue sample for DNA analysis to confirm the species identification. It did not include a targeted or systematic spotlighting or stagwatching survey. This initial survey lasted for only two nights before access to the property was denied, at which point the traps were relocated to nearby areas; they continued with Sam Patmore as lead and Brenton Von Takach Dukai as support lead, with Alana Gordijn and Matthew Barber as field assistants (primarily present for safety; to help re-bait the traps and to hold the ladder still while the traps were checked by Sam Patmore). This trapping program successfully caught two gliders, both of which were subsequently confirmed as Sugar Gliders through DNA analysis.

The October/November survey was established specifically to meet the requirements of OEH. Requirements included trapping work being undertaken by staff experienced in identifying this species (as well as temperature and trap placement provisions). For this reason, specialist staff were employed to conduct this work; this included the use of subcontractors with a high level of experience in conducting these surveys. As such, the following staff were appointed as the lead on-ground staff:

- George Madani
- Nick Colman
- Brenton von Takach Dukai
- Freya Gordon

All had experience in identifying Squirrel Gliders in the field. Assistance was provided by Sam Patmore on a number of occasions. At least one of these lead ecologists was present in each OEH directed field survey. Given the short notice (dictated by weather conditions), the team

members changed throughout the program to fit with existing resourcing commitments by these ecologists.

ASIS page C-XVII – shows all surveys in October were led by an experienced glider ecologist (Nick Coleman or George Madani, usually both).

November surveys are reported in a separate letter, not included with the ASIS. The letter to QCC shows that all surveys were led by an experienced glider ecologist (Nick Coleman or Freya Gordon or Brenton von Takach Dukai). A full summary of the staff present during each survey occasion accompanies this response (Attachment A).

In accordance with their specified requirements, prior to the OEH request for targeted surveys, an initial trapping survey was conducted in June/July 2015 by NGH at the direct request of QCC. The aim of this survey was to capture a glider as close as possible to the property at 35 Lonergan Drive where the initial photos of gliders were understood to have been taken, and to collect a tissue sample from a captured animal for DNA analysis to conclusively confirm the species. As stated above, this initial trapping program was led by Freya Gordon and Sam Patmore with support from additional field assistants (mainly for safety and to help re-bait the traps). This survey did not include any systematic or targeted spotlighting, stagwatching or call recording methods as the specific aims of this study was to collect a tissue sample for DNA analysis for a conclusive identification. Two gliders were successfully caught and the species confirmed as Sugar Gliders by DNA analysis.

This initial survey was not able to be run consistently given restrictions on property access imposed upon the field staff, which resulted in a temporary cessation of trapping for about two weeks after an initial trapping period of only two nights from its commencement in early June 2015. Given the initial two nights of trapping occurred on a private property that was subsequently restricted from access, and only two nights of trapping had occurred without a capture, these survey dates were not considered material to report. Importantly, as nothing was caught or seen, the omission of these first two nights of survey dates had no bearing on the overall findings of the study.

The subsequent October/November trapping study was split into two separate trapping efforts, and was completed in accordance with (and in excess of) the OEH requirements (including directions on trap locations, use of spotlighting and stagwatching methods, personnel experience, and temperature constraints). The October study was conducted between the property boundary at 35 Lonergan Drive and the adjacent river, whilst the November study was conducted in the far north and south of the alignment, well away from the neighbouring resident's property. Staff conducting this study whilst undertaking the later spotlighting program would not necessarily have been sighted by the immediate neighbours.

As reported to OEH on 10/12/2015, NGH Environmental had 6 tube traps still out, all open with the covers off, until 9/12/2015. Only 5 traps could be located on the 9/12/15 – all were still open, covers off, no animals in the traps. NGH Environmental took these down on the 9/12/15. The missing 6th trap had been set in a more conspicuous location and NGH believed it had may have been removed. The covers had been placed at the base of the trees and it is possible someone put a cover on and an animal was trapped. As noted to OEH, NGH Environmental were concerned about this event and took steps internally to ensure that traps were not left out for extended periods (without being checked) in places where they may be tampered with.

October and November surveys during the prevailing weather conditions were undertaken under conditions specified by OEH. Detailed temperature data is provided in Section 5.5.6 of the ASIS

which shows that the temperature requirements specified by OEH were met. The total survey effort exceeded that required by OEH.

The discontinuation of surveys at the specific Lonergan Drive residence where roof activity was noted was at the request of the residents. No further on-site investigation of these specimens could be undertaken by NGH.

The June-July surveys were undertaken on direction from Council in response to community reports of potential Squirrel Glider sightings. Council directed NGH Environmental to respond as quickly as possible to the possibility there was a previously unrecorded threatened species present that could be impacted by the proposed EDE.

The June/July survey consisted purely of a trapping program, as the specific aims of this study was to collect a tissue sample for DNA analysis for conclusive species identification. Spotlighting and stagwatching therefore did not form part of the June/July survey program.

It is noted that this initial total survey program exceeded specific OEH requirements and the recommended survey effort in the Threatened Biodiversity survey and assessment: guidelines for developments and activities working draft (DEC 2004).

Due to the lack of evidence to support the presence of Squirrel Gliders in the vicinity of the Lonergan Drive property, Council, in consultation with OEH, then decided to expand the investigation. OEH provided recommendations for survey methodologies and specified locations outside the boundaries of the property, thus restricting spotlighting to areas away from the house. Notwithstanding this, an animal was able to be observed leaving the house, and was confirmed with a high degree of certainty as being a Sugar Glider (based on the white-tipped tail able to be seen on this animal).

It should also be noted that the greatest trapping success was attained during the June/July survey period and that Squirrel Gliders are noted as being detectable year round, though they are less active in colder weather.

The glider call in early July was not able to be conclusively identified by expert analysis as a Squirrel Glider call and therefore was not reported. A single call was briefly heard and later compared to the audio sample on the OEH website, and was not sufficiently similar to be confident of an identification. As noted, the June/July survey was focussed only on the trapping of animals. Any other observations were regarded as anecdotal to this, as no systematic methods were employed in relation to call recording and analysis.

The DVD recording provided to NGH was of a very poor quality with lots of background interference, and therefore was not able to be conclusively identified by expert analysis as a Squirrel Glider call by NGH Environmental. It is important to note that recognising and reporting on data provided by third parties is not accepted practice unless the authenticity of the evidence can be verified. On this basis, the audio recording was therefore not officially noted and reported.

Feedback in relation to the "incorrect attribution of a statement" relates to photographs initially sent to QCC for consideration. In consultation with OEH these photos were sent to and reviewed by NGH Environmental. These photos were sent to NGH by QCC by email on 11 May 2015.

Expert review of these photographs noted that the animals in the photos could be exhibiting morphological characteristics similar to Squirrel Gliders. On advice from NGH, the photos were then forwarded to OEH by QCC for further investigation by OEH experts. NGH understanding is

that these photos were identified as inconclusive by OEH, which lead to the further investigation for a species that:

- was not present on OEH threatened species databases for the local area
- was not a subject species for the SIS

With regards to Squirrel Gliders being recorded on Bionet or the NSW Wildlife Atlas, at the time of the ASIS preparation the nearest accepted record of the Squirrel Glider was in the northern part of Tallaganda State Forest, about 40 km east of the EDE. This was the only confirmed record held by OEH of the species within a 50 km radius of the site.

Any photographs or commentary provided by the public provide context to investigations and may guide investigations. However, such photographs or commentary would not necessarily have been undertaken by suitably experienced and independent ecologists. As they are not part of any OEH endorsed survey program the results if reported are treated as 'anecdotal'. Anecdotal information cannot form the basis of an independent ecological assessment but can be used to guide and inform the assessment.

On the basis of the evidence so far presented, it is considered unlikely the species occurs in the vicinity of the project. OEH conducted their own survey program for the Squirrel Glider and concluded that Squirrel Gliders are unlikely to occur in the area.

6.5 Presence of other threatened species

The following issues were raised in regards to impacts on other threatened species:

- EDE will severely impact the riparian zone of the Queanbeyan River and our ability to protect native animals (particularly the platypus).Lack of assessment on:
 - Hoary Sunray (endangered under the EPBC Act)
 - Pint-tailed Worm-Lizard (vulnerable under EPBC Act and TSC Act)
 - Rosenberg's Goanna (vulnerable under the TSC Act)
 - Brown Treecreeper (vulnerable under the TSC Act)
 - Scarlet Robin Hooded Robin (vulnerable under the TSC Act)
 - Diamond Firetail (vulnerable under TSC Act)
 - Painted Honeyeater (vulnerable under the TSC Act)
 - Gang-gang cockatoo (vulnerable under the TSC Act)
 - Speckled Warber (vulnerable under the TSC Act)
 - Koala (vulnerable under the TSC Act)
 - Eastern False Pipistrelle and Eastern Bentwing Bat (vulnerable under the TSC Act)
 - Golden Sun Moth (critically endangered under the EPBC Act and endangered under the TSC Act.
 - Swift Parrot (vulnerable under the EPBC Act)
- Fails to consider the NSW Scientific Committee D Final Determination on White Box Yellow Box Blakely's Red Gum Woodland – EEC listing, and the NSW National Parks

and Wildlife Service Box Gum Woodland identification guidelines on surveying degraded sites of Box-Gum Woodland

- QCC has insufficient data to assess many aspects of the council area's biodiversity, including major data gaps in species populations and abundance. The ASIS is therefore inadequate (10).
- The following key threats would likely affect species habitat, food sources and population viability:
 - Habitat loss and fragmentation would threaten many of the species.
 - Degradation and erosion from native vegetation clearance
 - Weed invasion
 - Loss of tree hollows and key habitat trees
 - Reduction of river water quality
 - Fox and cat predation of animals, especially at the entrances to the underpasses
 - Egg and nest predation
 - Removal of rocks, termite mounds and fallen timber
 - Increased mortality from moving vehicles
 - Erection of fences providing perching sites for predatory birds
 - Isolation of remnant habitat fragments

The below provides comment on the above issues.

The Platypus is not listed as threatened under NSW or Commonwealth legislation and therefore was not addressed within the SIS or ASIS. Mitigation measures to protect the nesting of platypus within the Queanbeyan River are addressed in the REF.

Consideration of Hoary Sunray species has been made in many assessments. The life cycle of this species is important in considering both:

- The impact on the local population, from removal of individuals and
- The ability to establish this species on other sites.

The Hoary sunray is disturbance loving; germination is increased due to disturbance. This is why it is often seen on road sides and why in places like Queanbeyan, where it is locally abundant, it would be unlikely that the EDE could remove enough individuals or habitat to have an effect on the local population that may place it at risk of extinction.

However, final details of offset site management, including establishment of Hoary Sunray, would require documentation in an Offset Plan that requires input and endorsement from OEH and Commonwealth DOE (refer to Section 7.4 ASIS).

Both the SIS (Sec. 5.2.3) and the ASIS (Sec. 4.3) assess the Pink-tailed Worm-lizard species. The EDE would not remove all of the habitat for the Pink-tailed Worm-lizard species, and the impacts of the EDE would be unlikely to have a significant impact for this species.

Both the SIS (Sec. 5.2.4) and the ASIS (Sec. 4.4) assess the Rosenberg's Goanna. It is acknowledged that a significant impact for the local population of Rosenberg's Goanna may result from the development of the EDE, as stated in the SIS and ASIS. It is noted that several species, including the Rosenberg's Goanna, have not specifically been identified within the study area but are however treated as if they were occurring in the study area as a precautionary measure.

Both the SIS (Sec. 5.2.5) and the ASIS (Sec. 4.5) assess the Brown Treecreeper. Based on the removal of approximately six hectares of potential habitat, the EDE impacts on Brown Treecreeper will not be significant for a local population of this species.

Both the SIS (Sec. 5.2.6) and the ASIS (Sec. 4.6) assess the Scarlet Robin and Hooded Robin. As noted in other parts of Section 5 of the Submission Report, anecdotal information cannot form the basis of the assessment. The Scarlet Robin and Hooded Robin species are assumed to occur. Based on the removal of approximately 28.9 ha of habitat and due to the extent of similar surrounding habitat the EDE impacts will not be significant for a local population of this species... The Scarlet Robin was acknowledged by the SIS to occur in high numbers locally (Section 4.2.3). Given the sedentary and conspicuous nature of the species and that it was not identified onsite, the conclusion is that the site does not provide important habitat (regularly frequented).

Both the SIS (Sec. 5.2.11) and the ASIS (Sec. 4.11) assess the Koala. A non-significant impact was concluded based on the facts that habitat to be impacted is not known to support a Koala population and that the habitat does not contain primary feed trees.

Habitat is referred to as 'potential' where the species (for example the Koala and Rosenberg's Goanna) is not confidently confirmed to occur onsite either by any previous ecological surveys or via listing on the OEH Wildlife Atlas. Given this and considering the extensive areas of similar and known habitat in the local area, it was concluded the impact would not be significant that is, the proposal would be unlikely to place a local population at risk of extinction. The SIS notes that the species is associated preferentially with intact habitat and that the disturbed habitat lacking structural integrity that is predominant in the study area, is not optimal habitat for this species (Section 5.2.6).

Both the SIS (Sec. 5.2.7) and the ASIS (Sec. 4.6) assess the Diamond Firetail. No important habitat for the Diamond Firetail is likely to be impacted. It is not believed the impacts will be significant for a local population of this species, based on the removal of approximately 9.6 ha of habitat, due to the extent of similar surrounding habitat.

Both the SIS and the ASIS assess the Painted Honeyeater (SIS Sec. 5.2.8; ASIS Sec. 4.8), Gang-gang cockatoo (SIS Sec. 5.2.9; ASIS Sec. 4.9), and Speckled Warbler (SIS Sec. 5.2.10; ASIS Sec. 4.10). The EDE impacts will not be significant for a local population of Painted Honeyeater, Gang-gang cockatoo, or Speckled Warbler species.

The following species are not threatened (under NSW or Commonwealth legislation) species and therefore have not been included in the SIS or addendum SIS (ASIS):

- Majestic Eagle
- Wedge Tail Eagle
- Platypus

The Little Eagle is a subject species of the SIS. Specifically, the SIS notes that no raptor nests were found during the surveys and the study area does not support typical habitat for this species.

In terms of the Eastern False Pipistrelle and Eastern Bentwing Bat, investigations included input from a bat expert: this also included advice on call ID and their use of abandoned mine shafts. The investigations determined the value of the habitat to the threatened species was limited. This is discussed in the SIS and ASIS.

The investigations did not conclude impacts would be significant for a local population of Golden Sun Moth species.

The Swift Parrot was assessed as having only marginal potential habitat in the study area. There are no confirmed local records and it was concluded that this species would not be impacted by the EDE. If it is occasionally present, it is still unlikely the EDE footprint provides habitat important to this species, such that an adverse local population impact may occur.

In addressing the key threats to the various species, the purpose of the SIS is to address the impacts of the development on the specific subject species identified by OEH. Impacts such as habitat loss, fragmentation, degradation, weed invasion, loss of tree hollows and other important habitat resources, predation, isolation and operational impacts such as vehicle strike are considered in the SIS Assessment of Significance, for each relevant subject species (SIS Appendix I).

Under both the original and revised layouts, the conclusions of these assessments were that the impacts would not affect the viability of local populations, with the exception of:

- Box Gum Woodland
- Rosenberg's Goanna

This conclusion assumes the effective implementation of mitigation measures set out in the ASIS Appendix D, many developed specifically to address these impacts.

Note: water quality was not a focus of the SIS, and is addressed in the REF.

6.6 Adequacy of assessment methodology

The following issues were raised in regards to the adequacy of the assessment methodology:

- The new proposal "is outside of the original study area in four general locations... totalling 7.0 ha of land not surveyed as part of the original SIS". How in good conscience can a road project be allowed to affect an area that has not been fully surveyed?
- Surveys of the understory of vegetation were completed at one time of the year, when best practice is that assessments should be conducted in both Spring and Autumn.
- The importance of degraded areas to the survival of the listed ecological community should be assessed on a site by site basis.
- Errors in vegetation categories - Vegetation reclassified as Dry Forest when earlier comprehensive vegetation surveys classified it as Box-Gum Woodland; Seeks to re-classify a substantial area of vegetation as Dry Forest when earlier comprehensive vegetation surveys classified it as Box-Gum Woodland; Serious vegetation classification errors; Re-assessment and re-classification of land along the EDE route needed;

Disregard of NSW Box Gum Woodland identification guidelines; Shortfalls in accuracy; Definition of exotic.

- Biodiversity offset strategy - QCC has insufficient data to assess many aspects of the council area's biodiversity, including the existence of major data gaps in species populations and abundance. As such, the data references relied on in the Addendum SIS are inadequate and further field data should be collected in order to provide a comprehensive report on the project area.

The below provides comment on the above issues.

In relation to the extent of the study area:- the ASIS report notes that the additional areas were not surveyed as part of the original SIS. They were however surveyed as part of the ASIS. Specifically Section 3.1.1 of the ASIS states:

The revised subject site is outside of the original study area at four general locations... These areas are relatively small and for the most part comprise existing roads, intersections and disturbed areas. Where native vegetation occurs, general habitat and vegetation types can be extrapolated from adjacent survey locations given the close proximity of the additional areas to the study area.

Additionally:

Further survey was undertaken on 10 April 2015 and 2 February 2016 to identify and record these habitat features in all areas where the revised subject site was outside of the original study area (refer to Figure 2- 1). An additional inspection of vegetation within the proposed stockpile sites within the Jumping Creek area was also undertaken on 18 March 2015 due to the close proximity of the sites to vegetation of conservation significance.

The survey effort has been adequate to record the vegetation types, condition and habitat values of all areas that would be impacted by the development, and thereby the effect of their removal on the subject species of the SIS.

With respect to survey timing, autumn surveys can be important in determining whether a particular site is dominated by native versus exotic perennial species. Native species diversity is generally best assessed in spring. As such, detailed surveys were undertaken in spring to capture the greatest species diversity which allowed for accurate assessment of the EEC status of the vegetation according to both State and Commonwealth guidelines. It was possible at the time of the spring survey to discern between exotic and native annual and perennial species and an autumn survey was not considered necessary to determine whether the groundcover in particular areas was native or exotic dominated.

Degraded land (if it remains viable and can be improved with management) and high quality land can all be considered as offsets and have merit, under long term management for biodiversity values.

To address allegations of classification errors vegetation typing and surveys conform with OEHL guidelines. Specifically:

- Surveys for this community followed a method of assessing grassy ecosystem site quality developed by Rehwinkel (2007), in consultation with OEHL.
- EECs have been defined with reference to NSW and CW definitions (including degraded sites)

Mapping vegetation boundaries is difficult and almost always somewhat subjective as they grade into other vegetation types and vary in their condition and structure. NGH believe that the mapped vegetation boundaries are consistent with both State and Commonwealth definitions for Box-Gum Woodland (including degraded sites).

The inconsistencies between the ASIS and the ELA 2010 report are discussed on Page 13 of the ASIS. Both the SIS and ASIS map Box-Gum Woodland as occurring north of the Queanbeyan River in which vegetation survey plot DS4 was placed. The Box-Gum woodland was considered to occur on the top of the ridge line which is consistent with the description of ELA 2010. However, observations made in the field indicated that on the surrounding slopes, the vegetation intergraded into the Dry Forest vegetation. This is supported by the mapping by BES 2008 and ELA 2010 with both showing Dry Forest vegetation on the boundaries of the mapped Box-Gum Woodland.

The focus of the ASIS is assessment of vegetation that will be impacted. Surrounding vegetation provides important context but is not mapped to the same level of accuracy. The additional survey carried out for EDE has improved previous vegetation mapping for the area.

With regards to accuracy and definition of “exotic”, OEH Biobanking assessment methodology provides standard definitions in relation to vegetation condition. This is based on the percentage of understorey that is native and the overstorey canopy cover for woodlands. In the mapping, these definitions and also what constitutes a viable remnant are considered. Areas that contain only one or two native individuals are not considered viable. They would be considered exotic dominated.

With regards to the sufficiency of data, the survey effort for the SIS was endorsed by OEH. It is carried out with reference to the Draft Threatened Species Guidelines 2004, developed by OEH (then DECC).

In addition to the field surveys conducted for the project area, the SIS considers recorded sightings of species in the OEH administered Wildlife Atlas. The consideration of habitat potential is also applied when assessing impacts on fauna regardless of whether or not there are recorded sightings obtained from field surveys or the Wildlife Atlas. Several species are assumed to occur in the assessment (Rosenberg’s Goanna, for example) despite no individuals being sighted during field surveys.

6.7 Adequacy of the Assessment of Significance (AoS)

The following issues were raised in regards to an inadequate assessment of significance:

- There are no details provided on the methodology used to perform the assessments of significance;
- Assessment of significance has not changed considering the footprint has changed from 23.4ha to 49.6ha.
- Critically endangered Box Woodlands - Photos not representative;
- Key errors and lack of due diligence in the ASIS;
- Failure to record photographic evidence of Scarlet Robins;
- Incorrect credit being given to the OEH regarding mineshafts;
- Precautionary principle not applied to Anabat species;

- Clearing areas of this vegetation community also clearly contravenes the precautionary principle, which the NSW Local Government Act requires council to uphold;
- Significant increase in risk of death/injury.

The below provides comment on the above issues.

The purpose of the SIS is to address the impacts of the development on the specific subject species identified by OEH.

The Assessments of Significance (AoS) are provided in full in Appendix I. The results are summarised in Table 8-1 of the SIS. The AoS (referred to as the seven-part test) is a prescribed format for an assessment to characterise the significance of an impact on a threatened species under the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The assessments were reviewed (not revised) in the ASIS Section 4 based on the project changes. The assessments of significance in the SIS characterise the significance of impacts for specific listed entities. The ASIS revisits the key aspects of the AOS, but to save duplication of information, does not redo them. The key aspects are:

- The quantity of impact
- The conclusions of the assessment - significant or not.

The increased footprint does not impact all species the same way. For some, there is no increase in impact to important resources or habitat.

It is also noted that the increase from 23.4 ha to 49.6ha includes approximately 20.1 ha of developed, highly disturbed or exotic dominated vegetation (Section 2, ASIS).

Photos of the endangered Box Woodlands were not used for the purposes of classification or to define the vegetation. Surveys for this community followed a method of assessing grassy ecosystem site quality developed by Rehwinkel (2007), in consultation with OEH. This assessment method applies a 'floristic value score' to grassy sites based on the number, density and significance of species recorded in 400m² quadrats. The floristic value scores were used to assess the value of the Box-Gum Woodland within the study area and the locality and these scores indicated that the Box-Gum Woodland within proposal site was of high conservation value. The scores become a key input when mapping the vegetation boundaries particularly with regard to defining areas of higher conservation value such as Commonwealth listed Box-Gum Woodland CEEC. An appropriate offset plan with input and endorsement from OEH and Commonwealth DOE to compensate for the loss of Box Gum Woodland EEC in the long term will be prepared to compensate for the impacts.

In relation to feedback about key errors and lack of due diligence in the preparation of the ASIS:

- Scarlet Robin Photos: Photos and commentary provided by the public provide interesting context to investigations and may guide investigations however, they are not part of the OEH endorsed survey program, have not been undertaken by suitably experienced and independent ecologists and therefore the results, if reported, are treated as 'anecdotal'. The presence of Scarlet Robins and the likely importance of habitat proposed to be impacted was investigated by NGH ecologists within the ASIS.

This was a subject species of the SIS and is acknowledged by the SIS to occur in high numbers locally (Section 4.2.3).

The SIS notes that the species is associated preferentially with intact habitat and that the disturbed habitat lacking structural integrity that predominates the study area is not optimal habitat for this species (Section 5.2.6). Given it was not identified onsite, the conclusion is that the site does not provide important habitat (regularly frequented) and the impact would not be significant. Nonetheless, the species is assumed to occur and NGH do not believe the impacts will be significant for a local population of this species, based on the removal of approximately 28.9 ha of habitat, due to the extent of similar surrounding habitat.

- Accreditation for notification of mineshafts: Council was notified of the presence of additional unreported mineshafts by OEH. NGH Environment were directed by QCC to investigate the mine shafts.

The Precautionary Principle, states that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. There should be:

- (i) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and*
- (ii) an assessment of the risk-weighted consequences of various options,*

The precautionary principle has been used as follows in the evaluation of impacts of the EDE:

- A risk based approach is taken to evaluating the potential for impact on a subject species (Table 5.2 SIS).
- Where habitat for a species exists and there are credible local records, the species has been assumed to occur and assessed and mitigated as if it does occur.
- Use of existing disturbed areas would be used for stockpiles etc. where possible, to minimise the project footprint in better areas of habitat

As set out in Section 6 of the SIS, avoidance measures are considered first followed by mitigation and compensation measures.

The SIS and ASIS consider the potential impacts of traffic on the local population of the Rosenberg's Goanna. However, this issue is addressed in greater detail in the REF (Section 6.4.3) which discusses mitigation measures in place to limit or reduce road kill.

6.8 Adequacy of mitigation measures

The following issues were raised in regards to inadequate mitigation measures:

- Adverse impacts cannot be avoided - they should be mitigated. Unsuitable mitigation measures have been identified in the ASIS (7).
- An underpass is an unrealistic mitigation measures for most fauna species (fauna underpasses will be traps for waiting predators, will not be used by kangaroos, inadequate rope ladder if the Jumping Creek Estate development goes ahead) (5)
- Scientific reviews of offsetting note serious concerns as to whether biodiversity offsetting is actually possible given the unique nature and complexity of biological systems.
- The EDE should not be approved until appropriate offset sites have been identified and assessed as adequate.

The below provides comment on the above issues.

Where impacts to flora and fauna species that have been addressed in the SIS cannot be avoided, appropriate mitigation measures to minimise the impacts have been proposed. Mitigation strategies are set out in Section 6 of the SIS and Appendix D of the ASIS.

OEH provide a concurrence role in this project and must be satisfied that the proposed mitigation measures are appropriate and impacts to the flora and fauna have been minimised as far as practical. Where OEH consider mitigations to be inappropriate or inadequate they will impose additional conditions on the project.

The ASIS outlines key strategies that have been previously used on other similar projects to minimise effects on native fauna due to road developments. These include fauna underpasses as one of several mitigation measures.

Barrier fencing and wildlife crossings will be part of the project to reduce the impact of road mortality on fauna (Section 6.3, ASIS and Section 6 SIS). It is acknowledged however that road kill will rise with increasing road construction. Fauna underpasses/ overpasses and fencing are unlikely to mitigate 100% of fauna road mortalities. For the EDE, the area to be impacted does not represent the only wildlife corridor, however. Other wildlife corridors that provide connectivity for wildlife includes the links on the north adjoining reserved land, south through to Mount Jerrabomberra and biolinks in the area (Section 3.3, ASIS).

Recent Australian studies are inconclusive on the factors that influence the success or otherwise of these fauna underpasses (B. Chambers & R. Bencini 2015) and it is acknowledged that in some cases predation rates will increase. Factors that can influence the success of underpasses include cross-sectional area and length and refuge/structures within the underpass. It must be remembered that these factors will affect different species in different ways.

The ASIS recommends at least one rope ladder and that it should not be placed south of the Queanbeyan River. It is noted that immediately north of the river is highly disturbed and subject to future subdivision (Jumping Creek Estate) and therefore also not ideal.

While the location(s) have not yet been determined, the rope ladders would be located to ensure fauna movement for arboreal fauna in the long term and therefore, preferentially located:

- In areas of higher arboreal fauna density
- In areas of more intact forest structure
- In areas not subject to development in the short / medium term.

Rope ladders can also be dominated by individuals, reducing their effectiveness.

No known studies suggest that fauna underpasses or rope ladders should not be installed as part of a mitigation strategy. Underpasses would be installed in association with exclusion fencing which will assist in restricting movement of the Rosenberg's Goanna in particular across the road and reducing possible vehicle collisions. Vehicle speed limit restrictions and advisory signs support these mechanisms.

Where OEH considers the offsets to be insufficient or mitigation measures to be inappropriate or inadequate they will impose additional conditions on the project. OEH provides a concurrence role in this project.

6.9 Other issues in relation to the ASIS

The following issues that cannot be categorised specifically were also raised.

- Stormwater Design – changes to natural and other drainage
- Impact on water quality

The below provides comment on the above issues.

In relation to stormwater design, the rainfall intensity data in mm/hr for various durations and Average Recurrence Intervals (ARI) was taken from the Bureau of Meteorology (BoM) online rainfall Intensity–Frequency–Duration (IFD) Data System. The stormwater design has been undertaken in accordance with Austroads Publications and RMS Supplements to Austroads Guide to Road Design, and relevant Australian Standards.

The project stormwater design will capture and divert the stormwater from the surrounding catchments and direct it through the project to continue along natural watercourses in accordance with standard industry practice.

In relation to the EDE impact on water quality, this issue is dealt with in detail in the REF. The impact of the bridge footings on the river will be minimised in the design of the bridge, and the Proposal will have minimal long term impact on the Queanbeyan River.

Council acknowledges the importance of ensuring that stormwater, erosion and sedimentation, and habitat re-establishment are actively managed within the construction footprint to prevent impacts on downstream water quality. Mitigation measures to minimise adverse construction impacts to the marine biodiversity and ecological values of the river will be implemented.

7. Environmental management

The REF for the Ellerton Drive Extension project identified the required framework for environmental management, including management and mitigation measures that would be adopted to avoid or reduce environmental impacts (Section 7 of the REF).

It is noted that an Environmental Management Plan would be prepared to describe safeguards and management measures identified in the REF. These plans would provide a framework for establishing how these measures will be implemented and who would be responsible for their implementation.

In addition any contractor engaged to undertake the construction of the Proposal works would be required to take out an Environmental Protection Licence with the Environmental Protection Authority (EPA), as well as prepare a Construction Environmental Management Plan which will be monitored by Roads and Maritime Services (RMS) and NSW Office of Environment and Heritage (OEH).

The issues raised in this Submissions Report will be considered in the Determination Report that will be independently prepared for Council, and any issues raised that are not adequately addressed in the REF will be subject to further assessments or conditions placed on the approval of the project by Council.

It should be noted that the general approach and mitigation measures in relation to noise, outlined in Section 4.8.4 have been defined, and are being finalised in the detailed design phase currently underway.

8. **Appendix A**

A.1 Fact Sheets



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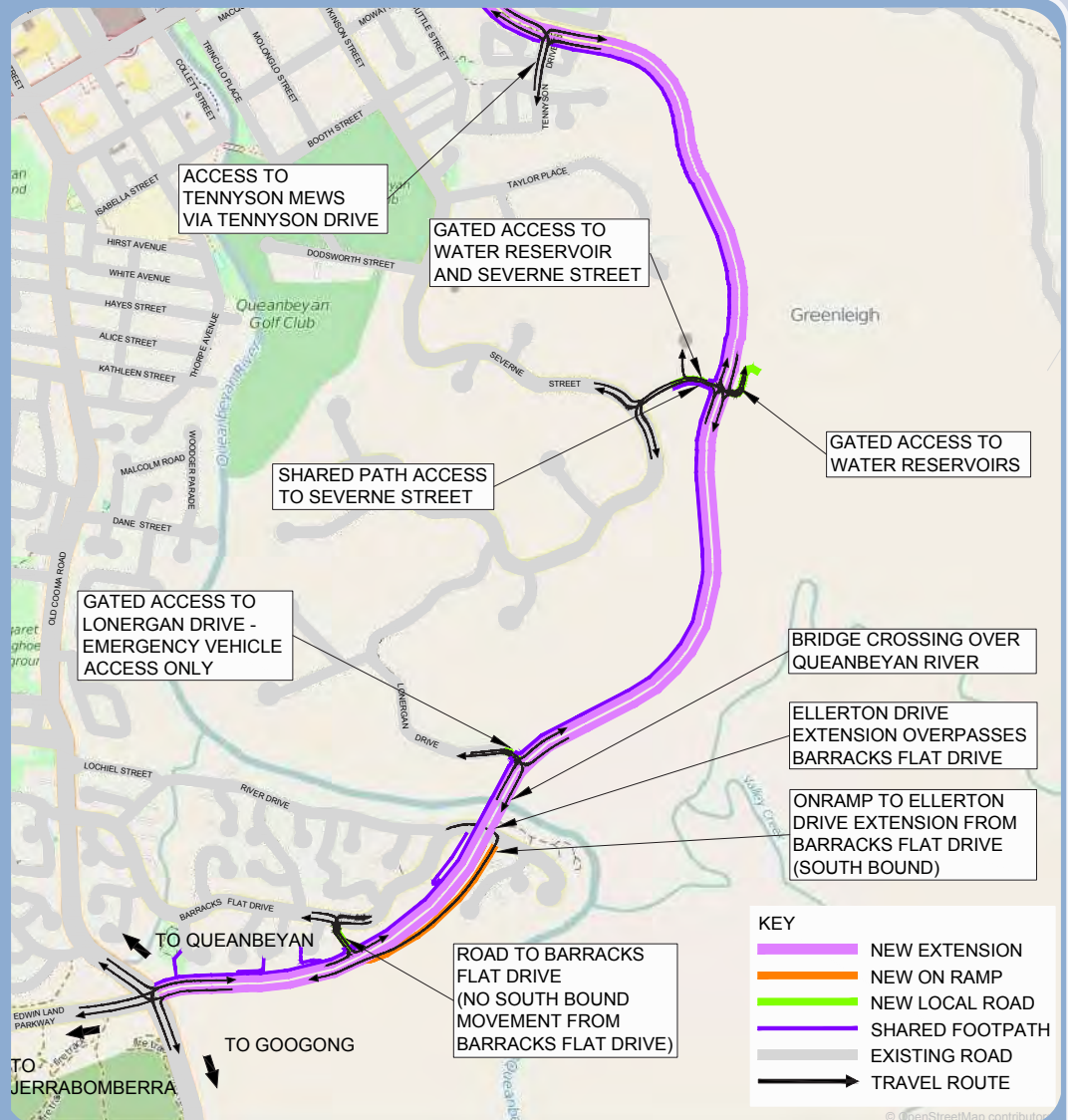
Queanbeyan
City Council

Proposed Ellerton Drive Extension

General information

About the proposed Ellerton Drive Extension

- The proposed extension would connect east Queanbeyan, where the existing Ellerton Drive ends, with Karabar at the new Edwin Land Parkway intersection with Old Cooma Road.
- Motorists would be able to avoid up to 19 intersections and two sets of traffic lights.
- Motorists would enjoy up to a 38 per cent travel time saving compared to the existing route. This would include about 35 per cent in the morning peak and 38 per cent in the afternoon peak.
- The proposed extension would be mostly 80km/h, avoiding the 50km sections of Queanbeyan central business district (CBD) as well as school zones.
- The proposed extension would include an offroad shared path for pedestrians and cyclists.
- The proposed extension would be designed to withstand a minimum of a 1 in 100 year flood. This is an improvement on the current 1 in 10 year flood protection
- Traffic studies carried out in 2010 and updated in 2014 found the best way to improve traffic flow a ease congestion in Queanbeyan CBD was to provide an extension of Ellerton Drive.
- The proposed extension provides infrastructure that can support alternative transport strategies for the future, including cycleways and faster travel for buses.
- The proposed extension would be two lanes in each direction.
- Initial design work for the road and bridge is currently being carried out. This will be finalised following the feedback received as part of the Review of Environmental Factors (REF).



Funding the extension

- The Australian and NSW State Government have each committed \$25 million toward the project.
- Without the funding from the Australian and State Governments, Council would have to contribute about \$20 million from its own funds. Developer contributions would not have covered the full amount.
- There would be no increase in Council rates to help fund this project. Developer contributions would cover the gap between the funding provided by the Australian and State Governments and the total cost of the project. The proposed Ellerton Drive Extension is considered to be the most cost effective solution to increasing the capacity of the road network in Queanbeyan. The construction costs for other options such as Dunns Creek Road are estimated to be double the cost of the proposed Ellerton Drive Extension.

Commercial and businesses

- Heavy vehicles would be expected to travel along the proposed Ellerton Drive Extension. This would mean there will be less traffic using the main street of Queanbeyan.
- The changes to traffic movements in the CBD, provide an opportunity to investigate options for the future of Monaro Street.
- It is expected that up to 140 jobs would be created as part of the construction of the proposed extension.
- Local suppliers and construction-related businesses would benefit from the construction of this project.

Review of Environmental Factors (REF) and community consultation

- The REF will be open for community comment for 60 days until 9 February 2015.
- Queanbeyan City Council acknowledges the Christmas and New Year period can be a difficult time to consult with the community. For this reason we have extended the consultation period. Queanbeyan City Council encourages you to have your say about the project either by attending an information session or submitting your feedback to the project team.
- To find out more about the project, the REF process and to have your say, visit the project website at www.qcc.nsw.gov.au/ellerton-drive-extension

More information can be found at:

Web: www.qcc.nsw.gov.au/ellerton-drive-extension

The weblink provides previous newsletters, fact sheets the REF and other information.

Facebook: www.facebook.com/qbncity

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Queanbeyan
City Council

Proposed Ellerton Drive Extension

Review of Environmental Factors

A preliminary design and Review of Environmental Factors (REF) for the proposed Ellerton Drive Extension is on display for community comment until 9 February 2015.

What does the REF include?

The REF contains specialist studies and investigations including biodiversity, noise and vibration, visual impact, Aboriginal heritage and non-Aboriginal heritage.

It considers the social and community impacts and benefits of the construction and operation of the extension.

The REF and design on display addresses community feedback received by council during consultation in 2013.

Have your say

Queanbeyan City Council has extended the consultation period due to Christmas and New Year. Feedback is invited until 4pm on Monday 9 February 2015. Submissions can be sent by:

Mail: PO Box 90 Queanbeyan NSW,

Email: ede.enquiries@qcc.nsw.gov.au

In person: Council's Customer Service Centre at 257 Crawford Street, Queanbeyan.

What happens next?

Following the display period, planning for the extension will continue to be refined, taking into consideration the feedback from the community. Council will respond to feedback received as part of the consultation process in a submissions report which will be published by mid-2015.

Displays and information sessions

The REF, Species Impact Statement, preliminary design and Heritage Report are available for viewing at the following locations:

- Queanbeyan City Council's Customer Service Centre at 257 Crawford Street Queanbeyan
- Queanbeyan Library at 6 Rutledge Street Queanbeyan
- Council's website at www.qcc.nsw.gov.au/ellerton-drive-extension

You are invited to drop in anytime during our information sessions.

Information sessions will be held at the RB Smith Community Centre (Harry Hesse Room) at Crawford Street on:

- **December 2014 - see website for details**
- **Tuesday 20 January 2015 - 4.30pm to 7.30pm**
- **Tuesday 3 February 2015 - 5.30pm to 7.30pm**

Information sessions will also be held at the Jerrabomberra Community Centre:

- **Thursday 18 December 2014 - 4pm to 6pm**
- **Wednesday 21 January 2015 - 3pm to 4.30pm**
- **Thursday 29 January 2015 - 5pm to 6.30pm**

More information can be found at:

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Queanbeyan
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Proposed Ellerton Drive Extension

Environment and heritage

Minimising the impact

To minimise impacts to the environment, Queanbeyan City Council has carried out a number of environmental and heritage investigations to help inform the most appropriate design of the proposed road.

The route of the proposed Ellerton Drive Extension would affect some flora and fauna. Council is working with other agencies and stakeholders to ensure the proposal has as little impact on the local environment as possible. Council is doing this in a number of ways.

Wildlife underpasses and fencing

Queanbeyan City Council would work to minimise impacts to wildlife by creating underpasses along the road. This would involve putting up fencing to guide animals to the underpasses and designing the area around the road in a way that encourages their use.

The proposed Ellerton Drive Extension has two wildlife underpasses with additional opportunities for wildlife to cross under the bridge supports.

Environmental offsets

Due to the impact that construction projects have on biodiversity, it is a requirement that these impacts are offset with land of a similar environmental quality.

The land must be larger than the affected area and be preserved permanently to compensate for the impacts of the project.

NSW offset strategies will be finalised within 12 months of construction starting.

Requirements for construction

The final Species Impact Statement prepared for the NSW Office of Environment and Heritage recommended that Council finalise wildlife surveys before starting work and time construction to avoid wildlife breeding periods.

The Commonwealth Department of Environment requires their offset strategies to be finalised before construction starts. Queanbeyan City Council would ensure these recommendations and requirements are met.

Noise impacts

Queanbeyan City Council has carried out a noise study to examine existing and future noise levels for the proposed Ellerton Drive Extension. The noise study involves:

- Noise monitoring to measure existing noise levels and the effect of existing noise treatments, such as timber boundary fences.
- Modelling future traffic volumes
- Determining effective noise treatments for construction and operation of the proposed Ellerton Drive Extension.

Queanbeyan City Council will carry out an assessment after the completion of the extension to determine the actual noise levels. Should the monitored noise and traffic volumes be considerably different to the predicted levels, Council will re-evaluate the noise treatment measures.

Queanbeyan City Council will also review noise impacts as part of ongoing management of all its roads.

Aboriginal cultural heritage

Queanbeyan City Council has been working with the Aboriginal community through two rounds of community consultation to identify items of cultural and heritage value.

A number of artefacts have been identified during the process.

Information about these items can be found in the Heritage Report at www.qcc.nsw.gov.au/ellerton-drive-extension.

Review of Environmental Factors and community consultation

The Review of Environmental Factors (REF) will be open for community feedback for 60 days until 9 February 2015.

Queanbeyan City Council acknowledges the Christmas and New Year period can be a difficult time to consult with the community. For this reason we have extended the consultation period.

To find out more about the project, the REF process and to have your say visit the project website at www.qcc.nsw.gov.au/ellerton-drive-extension.

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Proposed Ellerton Drive Extension

Funding the extension

Funding

The traffic study identified that without the proposed Ellerton Drive Extension, gridlock is predicted along Cooma Street and across the Queens Bridge by 2017-18. Federal and State funding has allowed Queanbeyan City Council to progress the proposed extension more quickly than would have otherwise been possible.

Without this support, Council would still need to investigate and supplement its own funding to deliver this project.

Cost effective

The proposed Ellerton Drive Extension is considered to be the most cost effective solution to increasing the capacity of the road network in Queanbeyan.

The construction costs for other options such as Dunns Creek Road are estimated to be double the cost of the proposed extension. Purchasing environmental-offset land for Dunns Creek Road is also estimated to cost a lot more than the proposed Ellerton Drive Extension.

Regional growth

The proposed Ellerton Drive Extension would support regional growth by increasing the road capacity and providing a sustainable road network.

Joint funding

The Federal and NSW Governments have both committed \$25 million towards the construction of the proposed Ellerton Drive Extension. The remaining costs of the extension will be covered by developer contributions collected by Queanbeyan City Council.

Developer contributions

Developers would pay a portion towards the proposed Ellerton Drive Extension. Payments from developers would be made on a staggered basis as new development releases are made. Matching funds would initially be sourced via a loan held by Council, however this would be fully repaid by developers over time. There would be no increase in Council rates to help fund this project.

More information can be found at:

Web: www.qcc.nsw.gov.au/ellerton-drive-extension
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This project is jointly funded by the Australian and NSW governments, Queanbeyan City Council and developers.

Proposed Ellerton Drive Extension

Traffic improvement

Benefits for Queanbeyan and road user

- Up to 38 per cent travel time savings compared to the existing route via the CBD – This will include about 35 per cent in the morning peak and 38 per cent in the afternoon peak.
- The speed limit on the road would be 80km/h.
- This major road project would deliver improvements to traffic flow and to road safety for the Queanbeyan community, by reducing congestion in the Queanbeyan Central Business District (CBD) by about 15 per cent.
- The proposal provides an alternative route around the CBD as well as alternative access into and out of communities such as Barracks Flat.
- The proposed Ellerton Drive Extension is expected to carry about 7,600 vehicles per day by 2031.
- Access would be maintained between the east and west of Queanbeyan during a 1 in 100 year flood event, as a minimum

Traffic Stud

A traffic study of Queanbeyan was carried out in 2010. Modelling found that an extension of Ellerton Drive would be only way to improve traffic flow and ease congestion on both Cooma Street and the Queens Bridge.

Updated traffic stud

Queanbeyan City Council carried out another traffic study in 2014, using the most recent Census data and growth forecasts for both Queanbeyan and Canberra. This study supports the findings of the previous study in 2010.

Future population

Queanbeyan's population is expected to grow to 56,000 by 2031 with Tralee and Googong developments underway. The proposed Ellerton Drive Extension would minimise the impact of this expected population growth on traffic. Without the proposed extension, gridlock is predicted along Cooma Street and across the Queens Bridge by 2017-18.

Transport planning for the future

The proposed extension supports transport planning for the future as it would:

- Improve movement of traffic around Queanbeyan
- Increase capacity for public transport services
- Provide facilities for bicycles and pedestrians
- Provide additional routes for connecting the Queanbeyan community
- Increase capacity of the freight network whilst at the same time reducing heavy vehicle movements in the CBD, particularly B-Doubles.

Reduced heavy vehicle traffic

Heavy vehicles are expected to travel along the proposed Ellerton Drive Extension. This would mean there would be less heavy vehicle traffic using the main street of Queanbeyan. As an example, heavy vehicles from the Holcim Quarry south of Queanbeyan would be required to use the proposed Ellerton Drive Extension once it is operational.

Pedestrians and cyclists

There would be a 2.5 metre wide offroad shared path for pedestrians and cyclists. The shared path would be connected to various neighbourhoods along the extension.

Other intersections

The proposed Ellerton Drive Extension would not include the upgrade of intersections that are not part of the actual Extension. These include the roundabouts at Yass and Bungendore Roads and Tomsitt and Lanyon Drives. These intersections are being looked at separately to see how they can be improved. The operation of the roundabout at Jerrabomberra Circle will continue to be monitored. Council will reassess this connection after the extension has been completed.

Other options

Dunns Creek Road remains a future option for improving traffic capacity in Queanbeyan. However, traffic modelling shows that the expected congestion on both Cooma Street and the Queens Bridge would not improve significantly without the proposed Ellerton Drive Extension. The construction costs for other options such as Dunns Creek Road are estimated to be double the cost of the proposed Ellerton Drive Extension.

More information can be found at:

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Proposed Ellerton Drive Extension

Noise

Noise and vibration guidelines for construction and operations:

These are based on publications managed by the Environment Protection Authority (EPA), including:

- Operational Noise – *Road Noise Policy*, DECCW 2011
- Construction Noise – *Interim Construction Noise Guideline*, DECC 2009

Noise information:

For relevant information for the proposed extension, refer to the following documents:

- The Review of Environmental Factors (REF)
- Ellerton Drive Extension, Noise Impact Assessment - Operation and Construction, dated 9 December 2014

The noise assessment involves Queanbeyan City Council (QCC) determining effective noise treatments for construction and operation of the proposed Ellerton Drive Extension based on predicted noise levels. QCC will carry out an additional assessment after the completion of the proposed extension to determine the actual noise levels and re-evaluate the noise treatment measures should these be considerably different to the predicted levels.

LAeq - equivalent continuous noise level:

Noise levels often fluctuate widely over time and therefore a measurement for average noise values is used, which is called LAeq (equivalent continuous noise level). Sound level metres are used to measure noise over time, which 'capture' the noise levels many times a second and convert them back to an average sound level expressed in decibel – dBA.

Assessment criteria applicable for this project as required by the Road Noise Policy (RNP):

- Daytime LAeq - equivalent continuous noise level, measured over a 15 hour period (7am to 10pm), should be no more than 55 dBA for external noise.
- Night-time LAeq - equivalent continuous noise level, measured over a 9 hour period (10pm to 7am), should be no more than 50 dBA for external noise.

Why is 50 or 55 dBA the specified noise level?

The Road Noise Policy (RNP) sets the criteria for the project. The criteria are based on current well-established international studies.

How loud is 50 – 55 dBA?

- Less than 50 dBA: Rustling leaves (20 dBA), a quiet whisper (at 1m - 30 dBA), a computer (40 dBA), a refrigerator, light traffic or a quiet street (50 dBA).
- More than 50 dBA: Normal conversation 60 dBA, air conditioners (certain sizes outside - 65-70 dBA), a passenger vehicle (close up at 8 metres - 80 dBA).

Note: Loudness doubles for every 10 dBA increase, i.e. a vacuum cleaner at 70 dBA is 4 times louder than a quiet street at 50 dBA.

When am I eligible for further consideration of noise mitigation treatment?

Eligibility for noise mitigation treatment depends on the level of dBA at the building within the property. A range of factors are considered in any assessment and include the relationship between existing and predicted noise. More information can be found in the Ellerton Drive Extension, Noise Impact Assessment available on the website as shown below.

Next steps

Shortly after completion of the community consultation period (ending on 9 February 2015), QCC will be undertaking focus group workshops with residents adjacent to where sound barriers are proposed, to consider the design of the barriers.

More information can be found at:

Web: www.qcc.nsw.gov.au/ellerton-drive-extension

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Proposed Ellerton Drive Extension

Table – Decibel levels and effects

Noise Source*	Decibel Level	Decibel Effect
Jet take-off (at 25 meters)	150	Eardrum rupture
Military jet aircraft take-off from aircraft carrier with afterburner at 50 ft (130 dBA).	130	
Jet take-off (at 305 meters), use of outboard motor, power lawn mower, motorcycle, farm tractor, jackhammer, garbage truck. Boeing 707 or DC-8 aircraft at one nautical mile (1,850m) before landing (106 dBA); jet flyover at 300m (103 dBA); Bell J-2A helicopter at 30m (100 dBA).	100	8 times as loud as 70 dBA. Serious damage possible in 8 hr exposure
Boeing 737 or DC-9 aircraft at one nautical mile (1,850m) before landing (97 dBA); power mower (96 dBA); motorcycle at 8m (90 dBA). Newspaper press (97 dBA).	90	4 times as loud as 70 dBA. Likely damage 8 hr exp
Garbage disposal, dishwasher, average factory, freight train (at 15 meters). Car wash at 6m (89 dBA); propeller plane flyover at 300m (88 dBA); diesel truck 40 mph at 15m (84 dBA); diesel train at 75 kph at 30m (83 dBA). Food blender (88 dBA); milling machine (85 dBA); garbage disposal (80 dBA).	80	2 times as loud as 70 dBA. Possible damage in 8 hr exposure.
Passenger car at 100 kph at 8m (77 dBA); freeway at 15m from pavement edge 10 a.m. (76 dBA). Living room music (76 dBA); radio or TV-audio, vacuum cleaner (70 dBA).	70	Arbitrary base of comparison. Upper 70s are annoyingly loud to some people.
Conversation in restaurant, office, background music, air conditioning unit at 30m	60	Half as loud as 70 dBA. Fairly quiet.
Quiet suburb, conversation at home. Large electrical transformers at 30m	50	One-fourth as loud as 70 dBA.
Library, bird calls (44 dBA); lowest limit of urban ambient sound	40	One-eighth as loud as 70 dBA.
Quiet rural area	30	One-sixteenth as loud as 70 dBA. Very quiet
Whisper, rustling leaves	20	
Breathing	10	Barely audible

*Note: the information for the above table is based on: www.industrialnoisecontrol.com

More information can be found at:

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Proposed Ellerton Drive Extension

Reducing flood impacts and the new bridge

Flood security

The proposed Ellerton Drive Extension includes a new bridge that would maintain a connection between the east and west of Queanbeyan during a 1 in 100 year flood event as a minimum. This is a large improvement on the current 1 in 10 year flood protection

The new bridge would provide access for emergency services during flood events

Cycle access

The new bridge would include pedestrian and cycle access.

About the new bridge

The new bridge would be built out of concrete and will be about 180 metres long and 22 metres above the river.

Previous flood

Queanbeyan has flooded nine times since 1974, causing disruption to business and the community.

Flood effects

During major flood events, Queanbeyan is physically divided between the east and west.

The bridge crossings, approaches and Central Business District (CBD) have been affected by flooding for up to 20 hours during heavy rain

River crossings

There are several river crossings currently used in the Queanbeyan area. They are all affected by the effects of heavy rain.

The Queens Bridge on Bungendore Road is currently the main crossing from east to west Queanbeyan and provides direct access to the CBD. The low level crossing along Morisset Street is easily flooded

More information can be found at:

Web: www.qcc.nsw.gov.au/ellerton-drive-extension
The weblink provides previous newsletters, fact sheets the REF and other information.

Facebook: www.facebook.com/qbncity

Twitter: www.twitter.com/queanbeyancity

Post: PO Box 90 Queanbeyan NSW 2620

Email: ede.enquiries@qcc.nsw.gov.au

Project information line: (02) 6285 6111

This project is jointly funded by the Australian and NSW governments, Queanbeyan City Council and developers.

9. **Appendix B**

- B.1 Questions on Notice December 2014 to April 2015;
- B.2 Questions and Answers asked at the Community Forum 28 April 2015;
- B.3 Written Questions and Answers from Community Forum 28 April 2015;
- B.4 Public Forum Report

Public Forum Questions and Answers from 1 December 2014 to 8 April 2015 in relation to the proposed Ellerton Drive Extension

NOTES:

- The time frame chosen represents the period from the approach to and following the public consultation process (12 December 2014 to 9 February 2015)
- Questions and Answers shown have been copied word for word from the original questions. A full list of all the Questions and Answers is on the Council website.
- Older answers may now have been superseded. The answers shown are those that were correct at the time.
- Questions are shown in reverse order from current (top of document) to December (bottom of document).
- Numbers shown are in order of asking. Where numbers are repeated it is because the questions were asked by different individuals.

Date	Question number	Question	Answer
Jumping Creek Estate			
8/4/2015	1	How many houses are the developers of Jumping Creek Estate now proposing to build on the land?	Some of the pre rezoning work commissioned by the developer was based on a yield of 262 dwellings with a capacity of 300 dwellings although this includes land within the "Deferred Area" and so is yet to be rezoned. Also no development application has been submitted at this time.
8/4/2015	2	How many of these houses are in the portion of the estate that Council declined to rezone in 2012?	The "Deferred Area" has not been rezoned and is still under early investigation to determine the suitability of site for any development. Early concept plans put forward by CIC indicate approximately 50 lots.
8/4/2015	3	Further to responses to questions on 11 March 2015, has Council: a. Conveyed advice from the Office of Environment and Heritage to the proposed developers of Jumping Creek Estate? b. Determined whether it will permit housing to be constructed on the 'deferred' portion of the estate? If so, what was the determination? c. Advised the proposed developers of Jumping Creek Estate that they will be required to modify their plans for development on the site?	Council recently sought comments from NSW Office of Environment and Heritage (OEH) to review a fee proposal/brief from CIC for an urban capability study to assess the feasibility of rezoning the "deferred areas" of Jumping Creek. The urban capability study will inform a planning proposal yet to be prepared. (a) The advice from OEH has been forward to CIC. Council's Engineers are yet to make comment on the response from OEH. (b) Council has not made any determination on the "Deferred Areas". Council must consider whether to proceed with a planning proposal or not for the rezoning of the subject land. (c) Council staff have advised developers of physical constraints of the land and the concerns regarding urban capability. It is understood the developers are undertaking an urban capability study for the "deferred areas" despite the concerns raised by OEH and Council staff.
8/4/2015	4	With respect to responses to the 11 March 2015 public forum concerning remediation of land at Jumping Creek Estate, mentioned in the Review of Environmental Factors report: Has any remediation work been undertaken at Jumping Creek Estate since it was rezoned to allow housing?	No
8/4/2015	5	If so, please provide details.	N/A

Loan funding for proposed Ellerton Drive Extension

8/4/2015	6	Has council sought legal advice about a possible loan funding agreement with the Googong developers for the unfunded sum to construct the proposed Ellerton Drive Extension?	Yes
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Ellerton Drive Extension for Queanbeyan Facebook Page

8/4/2015	7	The following item was posted on 18 March 2015 on the following Facebook Page https://.facebook.com/ellertondrive <i>"For reasons beyond understanding, management at the Queanbeyan City Council have insisted we remove the permanent reference to the EDE information on their website from this Facebook page, despite it being the best source of factual information on the project. So if you want to read the information please visit this link."</i> Which council officer directed the administrators of the Facebook page to remove the link to the EDE information on the QCC website?	The officer responsible for social media.
8/4/2015	8	When did they do this?	18 March 2015
8/4/2015	9	Why did they do this?	It was deemed inappropriate for Council to be linked to this Facebook page. A number of questions had already been asked in relation to Council's link to the page.
8/4/2015	10	How did they contact the administrators of the Facebook Page?	Electronically

Noise mitigation for the proposed EDE

8/4/2015	11	Council provided the following response to this question on 11 March 2015: "1. How does Council propose to fund the noise mitigation measures if the EDE is built?" This information appears to be in conflict with advice Council gave residents during the workshops on noise in February 2015 when residents were told that the only noise mitigation funding included in the current projected budget to build the EDE was for the roadside barriers.	Noise mitigation is part of the overall cost of the project.
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Growth projections

8/4/2015	12	What are the latest ABS population projections for Queanbeyan City?	Information regarding Queanbeyan's projected population is available online via http://forecast.id.com.au/queanbeyan/home
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TDG Tracks Model Report (December 2014)

25/3/2015	1	Can you pls provide me with a copy of the attribution tables (or a web link to them) for the options not chosen, particularly regarding scenarios 1, 2 and 4.	The attributes are graphically represented in the South Jerrabomberra Traffic Analysis – Part 1 report, which is available from Councils website.
25/3/2015	2	If the tables are not available, then pls provide me with all relevant data.	See 1

25/3/2015	3	If the information in questions 1 and/or 2 above is not available, can you please explain why?	See 1
25/3/2015	4	Can you provide me with the underlying assumptions used by and provided to TDG for its Tracks Modelling.	See 1
Googong and Tralee Traffic Study (2009)			
25/3/2015	5	What was/is the projected traffic flow impact of Dunns Creek Road – eg along Dunns Creek road and on the existing road network with and without the ELP.	This option was not modelled.
25/3/2015	6	Can you provide me with the underlining data used.	The 2006 Model Building Report can be viewed on Council's website.
25/3/2015	7	Can you provide me with the travel pattern and other assumptions used for the traffic study	See 6
DCR costings			
25/3/2015	8	What is the most recent estimated cost of Dunns Creek Road? Please provide details that explains the basis of any changes since 2009.	Work is currently underway to finalise the estimate for Dunns Creek Road.
Jumping Creek			
25/3/2015	9	Since the rezoning of Jumping Creek around 2012, has QCC received any further submissions, proposals or other correspondence seeking changes to access arrangements to the Jumping Creek site?	No
25/3/2015	10	If so, what changes have been sought and what has been QCC's response?	Not applicable
25/3/2015	11	Has the owner or developers for Jumping Creek sought, by DA, submission or other correspondence, to increase the number of dwellings for jumping Creek to more than 250 residences?	Some of the pre rezoning work commissioned by the developer was based on a yield of 262 dwellings with a capacity of 300 dwellings although this includes land which is deferred and so is yet to be rezoned. Also no development application has been submitted at this time.
25/3/2015	12	If so, can you pls provide relevant details, including the number of proposed residences?	See above
Noise mitigation one-on-one meetings			
25/3/2015	13	I was contacted by QCC staff today to seek to organise our one on one noise mitigation assessment at our home. I had to emphasise that the EDE is a "proposed" road and not a done deal as implied by the caller. I was also a little surprised that we had nly one day as an option for our in-house assessment and that if we were not available, they could do it from outside in our absence. Is this common practise to suggest this?	The assessment you have referred to is an initial assessment only. It is to provide a preliminary understanding of the individual house so that a basic assessment of what may be required can be done. Council will continue to work closely with residents as the details of house treatments are progressed and there will be more opportunities for further assessments.
25/3/2015	14	How would our preferences regarding noise mitigation options be determined in our absence via an external assessment	See 13

25/3/2015	15	How would the assessors know what room we live or sleep in for example?	See 13
25/3/2015	16	I was informed that due to our unavailability, we could be picked up in future assessments. Does this mean we would miss out on any round one assessments?	See 13
Consultation on the EDE			
11/3/2015	1	How many submissions did Council receive during the consultation on the EDE, ending on 9 February?	Information regarding submissions will be provided as part of the Submissions Report.
11/3/2015	2	Why did Council decide to speak to residents potentially affected by noise after the close of public submissions?	Council is working closely with residents on individual solutions for noise mitigation.
11/3/2015	3	Why wasn't this consultation conducted before submissions closed?	Council is working closely with residents on individual solutions for noise mitigation.
Noise mitigation			
11/3/2015	4	What is the estimated cost of providing noise mitigation measures to all of the houses identified in the Noise Report as potentially requiring treatment?	Council work with residents on determining individual solutions for noise mitigation is ongoing.
11/3/2015	5	How does Council propose to fund the noise mitigation measures if the EDE is built?	Noise mitigation is part of the overall cost of the project.
Jumping Creek Estate			
11/3/2015	6	How many houses were counted at Jumping Creek Estate for the purposes of preparing the 2010 and 2014 traffic studies?	See previous answers in February 2015
11/3/2015	7	Can Council confirm that the developers of Jumping Creek Estate, CIC, are proposing an increase in the number of housing lots on the site, from 300 to 1000?	See previous answers in February 2015
11/3/2015	8	Can Council confirm that developers of Jumping Creek Estate, CIC, provided a document to Council in 2014 depicting a proposed development which included building on land for which rezoning was not agreed to in 2012, being land adjacent to the Queanbeyan River?	Yes
11/3/2015	9	Can Council confirm that it asked the NSW Office of Environment and Heritage to review the proposed development?	Council recently sought comments from NSW Office of Environment and Heritage in relation to the "deferred areas" of Jumping Creek.
11/3/2015	10	What was the outcome of this request to the OEH to review the proposal?	See above
11/3/2015	11	Why is Council proposing to allow the development of 300 plus houses outside of (i.e. on the other side of) a supposed bypass of the city, namely the EDE?	See previous answers in February 2015
11/3/2015	12	Why is the land at Jumping Creek Estate being remediated (see Review of Environmental Factors pg 117)?	The land at Jumping Creek is not currently being remediated
11/3/2015	13	What is the nature of the problem that requires remediation?	See above
11/3/2015	14	Who is paying for the remediation	See above

		work?	
Jumping Creek Estate and EDE intersection			
11/3/2015	15	In response to questions to the December Public forum, Council advised that the final design for an intersection with the EDE at Jumping Creek Estate had not been finalised. How, then, could Council exhibit the plans and other documentation for the EDE if this work was incomplete?	See previous answers in December 2014
11/3/2015	16	When will this design work be completed?	Design work is usually finalised after all conditions of approval are obtained.
EDE design			
11/3/2015	17	<p>The following are excerpts from Council's June 2014 fact sheet about the EDE:</p> <p>"It is envisaged that the road will generally be a two lane road with onroad and offroad cycleways 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)."</p> <p><i>"The timeframe to construct the ultimate 4 lane road is unknown, however the traffic study advises this is not required prior to 2031."</i></p> <p><i>Further to the response to Public Forum questions in January that "Council's traffic modelling shows that the EDE will not need to be a four-lane road. It is being designed as a two-lane road":</i></p> <p>What changed between June 2014, when Council issued a fact sheet advising the road was being designed so as to accommodate a dual carriageway, and January 2015 when Council responded to the Public forum questions?</p>	See previous answers in February 2015
11/3/2015	18	<p>If the road is to be only single carriageway, why does the Review of Environmental Factors (REF) state (pg 11):</p> <p><i>"This study has confirmed the need for the road but has also established that traffic levels in 2031 are unlikely to exceed 900 vehicles per hour in each direction, confirming that the second carriageway would not be required until after 2031. For this reason full development of the second carriageway has not been included in the current proposal. Climbing and overtaking lanes have been included to provide fuel and time savings to road users. (note that the final may have earthworks for four lanes. – as a</i></p>	See previous answers in February 2015

		<i>constructability / earth balance measure.)</i>	
11/3/2015	19	If the road is to be only single carriageway, why did Council issue an artist's impression showing four lanes? See, for example, the artist's impression supplied by Council and published in the Queanbeyan Age on Friday, 13 February, pg 7?	The final design will include passing lanes and turning lanes where required. The artist impressions provide indicative locations where the road will be 4 lanes wide due to requirements for either passing lanes or turning lanes.
Emergency exits for Googong			
11/3/2015	20	Under Council's current roads plan, how would residents of Googong township access Queanbeyan town centre in the event of an accident or emergency that closes Old Cooma Rd between the township and Edwin Land Parkway?	Using the same route they are currently using in an emergency situation.
Googong housing			
11/3/2015	21	Can Council confirm that the Googong township developers plan to construct an additional 1000 houses at Googong, taking the total number of houses to 6,000?	Googong developers have not approached Council with this request.
11/3/2015	22	How many residents would be projected to reside in the town if these additional homes were to be constructed?	Googong developers have not approached Council with this request.
11/3/2015	23	What is the time period proposed for the increased Googong population?	Googong developers have not approached Council with this request.
11/3/2015	24	How would such an increase in population affect traffic and traffic modelling?	Googong developers have not approached Council with this request.
Traffic study 2010			
11/3/2015	25	Who determined the composition of the technical working group that oversaw preparation of the Googong and Tralee Traffic Study 2010?	Participants with sufficient and apposite technical knowledge are included in Technical Working Groups established by the administrative arm of Council.
11/3/2015	26	What role did councillors play in determining the composition of the technical working group that oversaw preparation of the Googong and Tralee Traffic Study 2010?	Participants with sufficient and apposite technical knowledge are included in Technical Working Groups established by the administrative arm of Council.
11/3/2015	27	What consideration has been given to imposing a clearway on Cooma Rd at peak times, as identified in the Googong and Tralee Traffic Study 2010?	This option was considered as part of a variation to Option CBC. Whilst it improved traffic congestion for Cooma St it didn't resolve the gridlock expected at the Queens Bridge. A number of additional side street approaches along Cooma Street were also found to be congested. The increased flow associated with four lane clearways would result in greater noise and decreased ability to access properties along Cooma Street.
11/3/2015	28	What consideration has been given to the combined impact on forecast traffic flows of imposing a clearway on Cooma Rd at peak periods and building Dunns Creek Rd?	The traffic study showed that without the EDE, all other options were unable to effectively solve the congestion on both Cooma St and Monaro St. In addition to this, returning Cooma St to 4 lanes would have a significant and detrimental effect on the ability of Cooma St residents to access and leave their properties as well as causing many

			other side streets in the south Queanbeyan area to be subjected to rat running and shortcutting.
Website			
11/3/2015	1	Has the QCC, the Mayor or any of the Councillors had any involvement in the setting up this pro-EDE website - https://www.facebook.com/ellertondrive	This page was not created and is not administered by Queanbeyan City Council staff.
11/3/2015	2	If so, which part of the QCC and/or which Mayor/Councillor(s) has or had involvement and why?	N/a
11/3/2015	3	Also if so, what has been the cost of setting it up and the projected cost for running it?	N/a
11/3/2015	4	If not, is QCC aware of who or which organisation has set it up. If so, please advise me of the owner and originator of the site	Council is not aware of the administrator of this page
11/3/2015	5	What is QCC's view on the website?	Community members are free to create web pages or social media accounts on whatever topic they wish.
Safety and road upgrades			
11/2/2015	1	Further to the council resolution on 17 December 2014, does the projected cost of the EDE include funds to upgrade the Edwin Land Parkway roundabout, to install traffic lights and/or install a pedestrian overpass or an underpass? If not, how would the works be funded?	The current EDE estimate does not include these items. The upgrade of the Jerra Roundabout is part of the Googong and Tralee Traffic Plan 2031 upgrades. Council has applied for funding for the construction of a pedestrian bridge.
11/2/2015	2	What is the timeline for providing these road treatments?	See above
11/2/2015	3	Does council intend to upgrade the roundabout at Yass Rd and Bungendore Rd if it builds the Ellerton Drive Extension?	Yes
11/2/2015	4	What treatment is proposed?	Traffic Signals
11/2/2015	5	When would this work be undertaken?	Council is undertaking design work and the outcomes from this will further inform the installation of the traffic signals and any associated modifications.
11/2/2015	6	Does the projected cost of the EDE include funds to upgrade this roundabout? If not, how would the work be funded	No. Council will be seeking funding to supplement funding from Googong Township P/L.
Noise studies			
11/2/2015	7	Can council confirm that the noise report for the proposed Ellerton Drive Extension incorrectly identifies houses in Greenleigh as being single storey when they are, in fact, double storey?	Height data obtained from surveying all the houses in the study area has been used in the report.
11/2/2015	8	What other houses have been wrongly described in the noise report?	See 7
11/2/2015	9	How does council propose to address this matter?	See 7
11/2/2015	10	Isn't it a fact that there are very few, if any, effective means to minimise the impact of the projected increase in traffic noise on two-storey houses?	Council is working closely with property owners and residents in relation to noise mitigation measures.

11/2/2015	11	Council's fact sheet on the Ellerton Drive Extension published in June 2014 states that the road would be a dual-carriage way. Since that time, council has said the road would be a single carriageway. Were the noise impact studies undertaken on the basis of a two-lane or four-lane carriageway?	Council's traffic modelling shows that the EDE will not need to be a four lane road. It is being designed as a two lane road. The noise study is consistent with this approach.
11/2/2015	12	Why were no noise studies undertaken along Edwin Land Parkway?	Edwin Land Parkway is not part of the project area.
Traffic modelling			
11/2/2015	13	Isn't it a fact that the Googong and Tralee Traffic Study (2031) 2010 concluded there was very little difference between the proposed Ellerton Drive Extension and Dunns Creek Rd on several measures including mean network speed and delay per vehicle delayed for both the AM and PM peak periods by 2031?	The Dunns Creek route option does not solve traffic congestion issues on Cooma St and in the Queanbeyan CBD. The proposed Ellerton Drive Extension route does solve these issues.
11/2/2015	14	Isn't it a fact that the updated traffic study published in December 2014 concluded that the Ellerton Drive Extension and Dunns Creek Rd would both lead to an increase in traffic congestion on major ACT roads (Monaro Highway, Canberra Avenue and Fairbarn/Pialligo Avenue) in the AM and PM peak periods? In other words, both road options add to, not reduce, traffic congestion in the regional road network?	The Ellerton Drive Extension is part of Queanbeyan's total traffic solution that provides the solution to meet the expected traffic increases in Queanbeyan in the next 20 years.
Factual information			
11/2/2015	15	Why does the diagram of the proposed route of the Ellerton Drive Extension contained in the fact sheet titled General information published on the council website omit any reference to Jumping Creek Estate and the intersection that would be required if this housing project were to be approved?	The Jumping Creek development is not part of this project.
11/2/2015	16	On what basis is the claim made in the fact sheet titled Funding the extension published on the council website that the cost to build Dunns Creek Rd is estimated to be double the cost of the proposed Ellerton Drive Extension?	<p>The South Queanbeyan Roads Cost Estimates February 2009 estimated the cost of the proposed Ellerton Drive Extension as being \$40 million, which was less than half the estimated cost of Dunns Creek Rd at \$83 million from the same report.</p> <p>The Dunns Creek Road route would be nearly twice as long as Ellerton Drive Extension. Due to the length and type of terrain, it would need three times the earthworks, and an equivalent bridge to the Ellerton Drive route. Contributing to the Dunns Creek Road route estimates, the area of flora and fauna to be affected is approximately three times more than the proposed Ellerton Drive Extension. The resultant offset land requirements would thus be significantly greater for Dunns Creek Road.</p> <p>Council is currently working on a revised estimate for Dunns Creek Road to be finalised in mid-</p>

			2015.
11/2/2015	17	Isn't it a fact that no such estimate of the cost of constructing Dunns Creek Rd has been made?	No See 16
11/2/2015	18	In fact, how can council make this claim when it is not even certain of the final cost of the Ellerton Drive Extension?	See 16
11/2/2015	19	Isn't it a fact that the cost of the EDE has doubled since council resolved in 2012 to ask candidates for the seat of Eden-Monaro to agree to a \$40 million, interest free loan to council to pay for the proposed Ellerton Drive Extension?	Estimates are prepared using the best information that is available at the time that they are prepared. This is a typical step in all infrastructure projects that then allows the project to proceed to the next steps, which involves more thorough investigation, design and assessment. Initial estimates were based on concept plans and high level assumptions that were bound to change as the project developed. As the detail of the project is determined, the confidence in the estimate improves. The current estimate will be further refined as the detailed design of the project progresses.
EDE financial risk			
11/2/2015	20	Is it a fact that there is no written agreement with the Googong developers about the proposed loan to fund the Ellerton Drive Extension and its repayment?	The Local Planning Agreement is the document that provides for the payment of funds towards the EDE.
11/2/2015	21	How does council plan to manage the risks associated with the rising cost of the proposed Ellerton Drive Extension?	Estimates are prepared using the best information that is available at the time that they are prepared. This is a typical step in all infrastructure projects that then allows the project to proceed to the next steps, which involves more thorough investigation, design and assessment. Initial estimates were based on concept plans and high level assumptions that were bound to change as the project developed. As the detail of the project is determined, the confidence in the estimate improves. The current estimate will be further refined as the detailed design of the project progresses.
11/2/2015	22	Has council developed a risk management plan; If so, will council make it available to the public?	Yes
11/2/2015	23	For example, what risk treatments are proposed if the cost of the EDE were to rise to \$80m, \$85m, \$90m, \$95m & \$100m?	See above
11/2/2015	24	Do the risks treatments address both servicing the loans and also the opportunity cost in terms of what Queanbeyan will miss out on?	Loan servicing costs are included in the amount recouped from developers.
11/2/2015	25	Have the Googong developers raised the possibility of funding any shortfall in the cost of the Ellerton Drive Extension by drawing on funds set aside for provisions of services and facilities at Googong township?	No
11/2/2015	26	What is council's response to this possibility?	See above
11/2/2015	27	If the Googong developers took such	See above

		action, would council have any recourse under the Voluntary Planning Agreement?	
11/2/2015	28	Would the Queanbeyan community be required to make up any shortfall in funds for services that the Googong developers committed to provide under the Voluntary Planning Agreement?	No
11/2/2015	29	How would council pay for this? Might it need to raise rates to cover the shortfall?	The money recouped from developers will fund the outstanding cost of constructing the EDE. Rates will not be raised as a result of this project.
11/2/2015	30	Is it appropriate to enter a borrowing agreement for \$25 million or more when the council is in discussions with Palerang council about a possible merger?	Queanbeyan City Council and Palerang Council are having preliminary discussions regarding the Fit for the Future initiative and no decision has been made regarding a potential merger as mooted by the State Government. The proposed loan for Ellerton Drive would be fully funded by developers and would have no impact on Palerang residents.
11/2/2015	31	Would Palerang council need to agree to such a loan borrowing?	Not relevant
Purchasing land for the EDE road corridor			
11/2/2015	32	Has all the land required for the road corridor been acquired? Please provide details.	There are two sections of land that are still to be acquired for the corridor. Council is undertaking negotiations (<i>sic</i>) with the affected land owners to transfer ownership to Council.
11/2/2015	33	What is the total cost of land purchases for this purpose?	Total costs will be known on completion of purchase.
11/2/2015	34	Has the cost of land purchases been factored into the total project cost?	Yes
Jumping Creek Estate			
11/2/2015	35	The Googong and Tralee Traffic Study (2031) 2010 identified 300 households at the proposed Jumping Creek Estate (Table 5). No figure was provided in the updated traffic study that Council released in December 2014. Isn't it a fact that the developers of the proposed Jumping Creek Estate are seeking council's agreement to build more than 300 houses, including building in the ecologically sensitive areas near Queanbeyan River?	No development application has been submitted to Council for Jumping Creek at this time.
11/2/2015	36	What is the updated figure for the number of households at the proposed Jumping Creek Estate?	See 35
Googong household projections			
11/2/2015	37	The updated Googong and Tralee Traffic Study council released in December 2014 states that the number of households projected for Googong by 2031 has fallen from 5500 to 4880. Have the traffic models been reviewed in light of this change? If so, when? If not, why not?	The number of households proposed for Googong remains at 5,550. The difference between 5,550 and the amount of 4,880 is because the lots over 4,880 will be delivered after 2031.
Googong Voluntary Planning Agreement			
11/2/2015	38	Have the Googong township developers approached the council	No

		about reducing the per lot contribution agreed under the Voluntary Planning Agreement?	
11/2/2015	39	What reason have the developers given for seeking this reduction in contribution?	See 38
11/2/2015	40	What would be the financial implications of such a change if council agreed to it?	See 38
11/2/2015	41	How does the council propose to respond to this request?	See 38
Discrepancies in EDE documentation			
11/2/2015	42	<p>Can council explain the following discrepancies in its documentation for the Ellerton Drive Extension?</p> <p>a) Size of road footprint – Species Impact Statement (SIS) (2014) 40m – 110; Review of Environmental Factors (REF) 35m – 220m</p> <p>b) Length of road – SIS 4.6km; REF – 5.2km</p> <p>c) Carriageway – SIS – two stages – dual carriageway; REF – single carriageway</p>	<p>These two documents were completed at different times. At the time the SIS was completed, the road corridor was as stated. At the time the REF was completed, the road corridor design provided further detail and included areas for stockpiles and site yards.</p> <p>b) The SIS length refers to the “Greenfield” length of the road. (from Old Cooma Rd Intersection to where the current Ellerton Drive stops). The REF length refers to the full length of the EDE (from Yass Rd Roundabout to Old Cooma Rd).</p> <p>c) The two documents were prepared at different times. When the SIS was completed, the 4 lane option was still proposed. That was then refined to a 2 lane option in the REF.</p>
Community Consultation			
11/2/2015	43	Why did council choose not to directly contact all people living in homes along the route of the proposed EDE, including those whom the noise report identified would be subjected to an increase in noise above the NSW guideline, as part of the consultation?	Council is working closely with property owners and residents in relation to noise mitigation measures.
Project estimates			
11/2/2015	1	Is the current estimated \$75m cost for EDE construction for the full up-front construction and paving of a 4 lane carriageway? If not, who will be paying for costs of duplicating the EDE (ie from 2 to 4 lanes) and paving it in the future? Will it be NSW Taxpayers and/or Queanbeyan ratepayers?	The current estimate is for the construction of a 2 lane carriageway plus climbing lanes where required. Council's traffic modelling indicates that a four lane carriageway is not required for the proposed Ellerton Drive Extension.
11/2/2015	2	What specific aspects of the EDE construction and design have given rise to a \$25m+ increase in estimated construction costs over the last 6 months (ie from an estimated \$50m in mid 2014 to \$75m+ in late 2014)?	<p>Estimates are prepared using the best information that is available at the time that they are prepared. This is a typical step in all infrastructure projects that then allows the project to proceed to the next steps, which involves more thorough investigation, design and assessment.</p> <p>Initial estimates were based on concept plans and high level assumptions that were bound to change as the project developed. As the detail of the project is determined, the confidence in the estimate improves. The current estimate will be further refined as the detailed design of the project progresses.</p>
Financial matters			

3/12/2014	14	Was a business case prepared for the NSW & Australian governments for their \$50 million grant towards the cost of building the Ellerton Drive Extension?	Council and RMS are presently completing the Infrastructure Gateway process for this project.
3/12/2014	15	What costings did council prepare for the Ellerton Drive Extension when it decided in 2009 to proceed with the road?	Cost estimates are being prepared as part of the preliminary design and will be updated once the design is finalised.
3/12/2014	16	<p>With respect to Council's decision of 26 November 2014 to apply for a grant from the National Stronger Regions Grants Program:</p> <ul style="list-style-type: none"> - Who first proposed that council loan the Googong developers \$10 million as a matching contribution to a grant under the program? - When was this first proposed? - Who approved the loan? - How does council intend to finance the loan? - What will be the total cost to council of making the loan to the developers? - What is the term of the loan? - What, if any, security will be provided for the loan? - When will the loan be made and when is repayment to commence? - What due diligence did council undertake to satisfy itself that the loan recipient will be able to repay the loan within the loan period? - Why was none of the above information provided to the public at the time council considered whether to apply for the grant? - What will happen if the grant application is unsuccessful; how will the balance of the cost of building the EDE be financed? 	Council has submitted a GRANT application on 28 November 2014. It is envisaged that successful applicants will be advised in May 2015. Council is continuously examining opportunities for funding for projects that benefit the local community. Matching funds will initially be funded via a loan HELD BY Council, however this will be fully repaid by developers.
Community Consultation			
3/12/2014	17	What is the current timeline for community consultation on the Ellerton Drive Extension?	Community consultation is expected to commence before Christmas 2014 and will remain open for 60 days.
3/12/2014	18	Can council confirm that it is no longer responsible for the community consultation process?	Council is responsible for the community consultation.
3/12/2014	19	Why has responsibility for community consultation been transferred to Roads and Maritime Services (RMS)?	See 18.
3/12/2014	20	When did this happen?	See 18.
Purchase of Curtis Estate			
3/12/2014	21	Why is council negotiating to purchase Curtis Estate, as a biodiversity offset for the Ellerton Drive Extension, when	Council is required to meet actions identified by the Federal and State environmental agencies. In mid 2014 the NSW OEH agreed to the final SIS

		the proposed road has not received state government approval?	for the Ellerton Drive Extension. The SIS recommends that council finalise offset strategies. NSW agencies will require the strategy within 12 months of construction commencing. A separate requirement from the Commonwealth Department of Environment requires an offset strategy prior to construction commencing.
Revised Googong & Tralee Traffic Study			
3/12/2014	22	When will council release the revised Googong and Tralee Traffic Study?	The revised traffic work will be available on 11 December 2014.
Jumping Creek Estate			
3/12/2014	23	Please provide an update on proposals to build housing at Jumping Creek Estate?	<p>Proposals for subdivision of Jumping Creek cannot be progressed until access to the proposed development is provided off the new Ellerton Drive Extension. This is a requirement of the Queanbeyan Local Environmental Plan 2012. Until this occurs and a development application for subdivision is received by Council there are no proposals to begin construction of housing.</p> <p>Notwithstanding the above the subdivision of a small section of land into three parcels to the west of the proposed Ellerton Drive Extension accessed off Woodman Place and known as Pike Place was approved in 2007. These blocks have recently been registered and are similar in size and configuration to other allotments in Greenleigh.</p> <p>Also under the Queanbeyan Local Environmental Plan 2012 parts of Jumping Creek were rezoned to permit the erection of dwelling houses. Other parts were "deferred" until further investigation is carried out. Any further proposal to rezone the "deferred" lands will require public exhibition.</p>
3/12/2014	24	Has council finalised negotiations with the developers of Jumping Creek Estate concerning land for the construction of a signalled intersection?	The developer of Jumping Creek is required to provide and fund suitable intersection on the new Ellerton Drive. The design of this intersection is not completed.
3/12/2014		Has a revised bushfire risk assessment been undertaken for Jumping Creek Estate? If so, please provide details.	<p>A Bushfire Assessment was prepared by Ecological for CIC in 2011. This was considered as part of the rezoning for Jumping Creek under Queanbeyan Local Environmental Plan 2012. The recommendations in the Assessment include the provision of Asset Protection Zones, adequate access, water supply for fire fighting and safe installation of utilities and standards for future dwellings.</p> <p>It was included in the Assessment that the bushfire protection requirements in the assessment provide an adequate standard of bushfire protection for the proposed development.</p>
3/12/2014		When is the proposed construction of Jumping Creek Estate expected to come before the council again?	As indicated above the proposal cannot progress until the EDE has at least reached the approval stage and arrangements have been made for Jumping Creek to be accessed of the EDE. It is then a matter of when the developer wishes to pursue the development.

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Speaker: Mayor Tim Overall	
Presentation	<ul style="list-style-type: none"> • Acknowledgement of country • Welcome Councillors (introduced all the Councillors) and community members • Apologies from John Barilaro (local member and Minister for Regional Development, Minister for Skills, and Minister for Small Business) • Challenge for all communities is ensuring Queanbeyan has adequate infrastructure for the future. • Queanbeyan is the fastest growing inland city in NSW - we know our community is continuing to grow • The traffic is coming to Queanbeyan and we need to be prepared for future growth. • Welcome the fact that the community is coming together at this important time to discuss proposal
Facilitator: Lucy Cole-Edelstein	
<ul style="list-style-type: none"> • Role • Questions answered in 1-2 weeks • On website in next week or so • House rules • Explained how the presentations would work • How questions would work 	<ul style="list-style-type: none"> • Introduced the team <ul style="list-style-type: none"> • Derek Tooth – Manager Engineering Services (QCC) • Phil Hansen – Director Infrastructure (QCC) • Julian Watson – Project Development Manager, Infrastructure Development (RMS) • Zhang Lai – Senior Acoustic Consultant (SLR Consulting Australia Pty Ltd) • Dave Hunter - Senior Principal Transport Engineer (TDG) • Eli Ransland – Projects Engineer (QCC) • Wil Allen Principal Scientist – Ecology (SMEC) • Dave Maynard – Senior Ecologist (nghenvironmental) Not sitting at the table: <ul style="list-style-type: none"> • Michael Hill – Business Manager (Opus International Consultants) • Tanyia Tuckey – Manager Community and Stakeholder Engagement (RMS) • David Corry – Principal Manager, Project Development (RMS) • Outline of running order • Rules of engagement

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

The following table of questions and answers are provided as a summary of the questions that were asked during the forum. The questions have been re-ordered into the broad categories of:

- Traffic
- Noise
- Financing /Costs
- Environmental
- Miscellaneous

The first column is the question as shown on the screen at the Community Forum.

The second column is the question noted with any feedback / comments.

The third column is the summary of the answers provided at the Forum. A small number of questions were taken on notice.

The fourth column is any specific feedback that is derived from the comments.

NOTE: about 150 formal questions were lodged either just prior to (late afternoon of the Forum) or in the days after the forum. Answers to all these questions are being prepared and all these questions and answers will be made available by no later than 20 May 2015. In many instances, these separate questions are a more comprehensive version of the following questions and answers.

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
TRAFFIC			
1. Why will you not consider other options?	Transport strategy has to address options but the Ellerton Drive Extension wasn't included. Why did council lobby for funding for the Ellerton Drive Extension when it was not mentioned in the transport strategy? In light of community opposition why will you not consider other options? You talk about listening!	We have considered many options. We modelled significant numbers of options to look at the traffic problems. The Ellerton Drive Extension is the solution that has come out of the modelling work.	Ellerton Drive Extension was not mentioned in the transport strategy. It should have been.
2. Why hasn't Council	Where is there opportunity of a	Lots of things came into it.	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
conducted a proper Transport Strategy?	strategic response? Should it not be modelled further? It can be manipulated. Why didn't you think about other things?	Council does have an overall plan and the traffic issues and public transport, and types of transport are all part of that plan. See next question (3) as well.	
3. No proper study of the northern bypass.	Phil – it's good you acknowledged you set out to do a transport study and did traffic study instead. Why haven't you done a proper transport study? And thrown the others out specifically the Northern Bypass?	We have done what we proposed to do as part of the transport strategy. All the elements were addressed. For example with buses, two forums were held and actions arose from these. The Pedestrian and Mobility plan and bicycle plans are separate and that's where we decided to stop. In relation to the Northern Bypass, it has had numerous studies. Latest was 2006 and it was reasonably comprehensive across 5 routes. We used the information in that study and turned it into current day figures and the Northern Bypass was a significant part of modelling.	
4. What is Ellerton Drive Extension supposed to bypass?	I travel along the Edwin Land Parkway and I go up through Jerrabomberra every day, what is this (EDE) supposed to bypass?	Some of that will get covered by Dave. We need to look at the Ellerton Drive Extension as part of the whole of Queanbeyan. The solution is the best response for Queanbeyan. Answer as covered by Dave Hunter :	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
		<p>The purpose of the EDE is to provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the entire Queanbeyan area as a result of growth in development throughout Queanbeyan. It also provides in excess of 1:100 year flood free accessibility and connectivity for Queanbeyan.</p> <p>Ellerton Drive Extension is an alternative route for traffic travelling on the north/south route through Queanbeyan. It will contribute to reducing congestion in the built up areas of Cooma Street and the Queanbeyan CBD. It will have fewer intersections and driveways than the current route through Cooma Street and the Queanbeyan CBD ensuring a smoother run for traffic.</p>	
5. Roundabout improvements were originally required in 2031, now you're saying 2018?	Note: See question 5 in Financing/Costs as that question had multiple aspects and is answered there.	Note: See answer to question 5 in Financing/Costs	
6. What recent formal study has been undertaken for Dunns Creek Rd and how	You say the estimate for Dunns Creek Road is \$250M. What formal study has been	Council resolved to produce a concept design and which included costs. It will be	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
can I be sure the Ellerton Drive Extension is a better option?	undertaken? How can I be assured Ellerton Drive Extension is the best option? Where can I get a copy?	delivered to council by June. Options include where it might go (the route). It will be made public when it goes to council.	
7. Has there been any other modelling done now that residents are moving into Googong?	<p>Now that residents are moving into Googong, has there been any other modelling done around numbers of residents actually moving into Googong?</p> <p>Models are wonderful, elegant things, but I want to know what the assumptions behind the models are? What was the assumption of the % of Googong residents going down along Dunns Creek Road or Ellerton Drive extension? You showed few people going across to Canberra – it's possible to survey now.</p>	<p>Yes, we constantly update it, for example based on the latest Census data, the most recent being 2011.</p> <p>Models are made up with populations of people of certain type, uses etc. The portions get broken up and treated separately and trip rates applied to them. Trips of certain kinds are then made.</p> <p>The modelling shows us that it will take traffic from Googong to ACT. Dave – surveys, update.</p> <p>Note: The following response is to the question lodged formally prior to/following Community Forum:</p> <p>The travel patterns were derived from the Sydney HTS undertaken by the BTS every year for over 20 years and surveying over 2000 households throughout an area from</p>	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
		<p>Newcastle in the north to Shoalhaven in the south. This survey determines household trip rates for different household compositions of vehicles and residents. The model uses trip rates only applicable to households of the composition and type present in Queanbeyan in a similar fashion to all the models in the Illawarra. The trip making pattern is consistent with what is expected from households with the population and car availability shown in Queanbeyan.</p> <p>Undertaking a significant Household Interview Survey specifically for Queanbeyan and the ACT would be useful but given the current BTS information is producing travel patterns that are consistent with recorded traffic flows within Queanbeyan and crossing the NSW/ACT border, the additional information derived from such a survey is probably marginal.</p>	
8. Which option would ACT prefer and has there been any consultation with them?	If we went to ACT Minister and asked them, what road would they prefer? It's getting messy at the moment. Have they been consulted?	There was close consultation when we were developing the model. They gave us close insight into their model. All our outputs and solutions have	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
		been shared with the ACT. They never disagreed with our model.	
9. Why are we building a road that is funneling traffic into black spot (Pialligo Ave)?	In relation to Pialligo Ave, why are you building a road that funnels into traffic black spot? Note: See question 21 under Financing / Costs as this is part of that question	The Ellerton Drive Extension does not add significantly to Pialligo Ave traffic. In relation to Pialligo as a separate issue Ave, we recognised the issue does need to be addressed. We are discussing this with the ACT government. They are working on their own budgets in order to include it into their future budgets.	
10. How can traffic studies be valid if they're based on out of date population figures?	We do not feel we were consulted prior to the decision being made. We have gloomy economic forecast in region (financial risk). Population has been revised down. How can the traffic studies be valid if based on out of date population information?	The information about population was based around the most recent census data. When we updated the study in 2014, it did not change the output of the models. We review this periodically, usually after a census.	We do not feel we were consulted prior to the decision being made.
11. Will Council take a regional/strategic approach and hold off making a decision until more conversations are undertaken with ACT Government?	Will council take a regional strategic approach and hold off on making decisions? E.g. ACT de facto bypass.	As far as strategic approach, we work closely with ACT. Any feedback and information from them is added into the model.	
12. I have not seen evidence that the Ellerton Drive Extension is the solution	You did studies with no selection criteria, no plan, we are worried about the project not being quantified and that	It is a whole of Queanbeyan solution. Please see questions as	You did studies with no selection criteria, no plan, worried about project not being quantified and that you are making councillors

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	you are making councillors decide based on assumptions? What evidence is there?	formally lodged with answers to be available on the website by no later than 20 May 2015.	decide based on assumptions.
13. Is the Ellerton Drive Extension the best bang for our buck?	Note: See question 12 in Traffic		
14. Why wasn't ELP included in modelling?	Note: See question 4 in Traffic		
15. What were the assumptions behind the traffic modelling? What was the assumption of the percentage of Googong residents travelling along Dunns Creek Rd or Ellerton Drive Extension?	Note: See question 7 in Traffic		
16. How can we say the Ellerton Drive Extension will work at Yass Rd/Pialligo Ave end? How can we ensure we won't end up with a bigger problem at that end?	Note: See question 28 in Traffic		
17. When will outcomes of meeting with ACT Government re Pialligo Ave be communicated with community and what impact will it have on the Ellerton Drive Extension?	Regarding Pialligo Ave, why are you building a road that funnels into a traffic black spot? What will we lose because of the road?	In relation to Pialligo Ave, we recognised they do need to be addressed. We are discussing with ACT govt. They are working in their own budgets to get them into their budgets	
18. Why wasn't it done years ago?	In relation to traffic being funneled into channels, on Cooma St the traffic is horrendous – east side. Because my job is in the CBD,	The need for the road is driven by the rate that lots get released.	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	<p>we used to start at 6am, nowadays 6am traffic = what used to be at 7.30am. Why the hell wasn't it built years ago? There would be none of this and cost us a lot less.</p>	<p>Note: the following is the formal answer.</p> <p>The EDE has been planned for some time. The decision to build the EDE is based on the need resulting from development growth. As little development growth has occurred until the present, the need for a means of relieving expected congestion along Cooma St and the Queens Bridge has not yet been necessary. Thus, as the need for implementation of the EDE is dependent on demand its implementation is only required now due to actual Googong development growth.</p>	
<p>19. Will Ellerton Drive Extension have slow points like Donald Rd?</p>	<p>EDE previously presented as a bypass, will it have load limits and slow points?</p>	<p>It is designed as an 80kmh roadway, is a local road but as no driveways fronting the road and very few intersections. Therefore there won't be a need to manage speed in the same way.</p>	
<p>20. I do not understand the assumption. No study of Old Cooma Road and Dunns Creek Road four lanes?</p>	<p>There is a presumption that growth is good. Has there been any study on what a sustainable population for Queanbeyan is. Also I am concerned there is an assumption that we need a 4-lane Rd. Also what happens if</p>	<p>The comment on growth is a population issue and one for the state government. The decision has been made for Googong and Tralee. Council cannot stop these developments and we have to manage the population</p>	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	<p>we need an emergency exit (out from Googong?)</p> <p>Note: See Question 29 in Traffic as well as part of the question is answered there.</p>	<p>that comes along with it. In relation to emergencies, you can make the assumption on any route. There are alternative ways. To suggest you should provide a road network to provide an alternative road in an emergency is not a practical possibility.</p>	
<p>21. Quarry trucks can turn left after using Ellerton Drive Extension and go through the CBD?</p>	<p>Note: This question has been taken on notice. See separate formal answers to be provided no later than 20 May.</p>	<p>We will take that question on notice. Trucks will still needs to travel through the CBD to drop things off etc. The Ellerton Drive Extension will be designed so that it is more attractive to use for heavy vehicles.</p>	
<p>22. How do we control other trucks that can't have DA restrictions placed on them?</p>	<p>Note: See Question 20 in Traffic</p>		
<p>23. What is a failed road? Failed compared to what?</p>	<p>What is a failed road? For example, is that compared to Sydney? Are we holding back the tide? Do we change our habits instead?</p>	<p>Level of service F is when a road reaches its capacity. When there are 1700-1800 vehicles per hour in a lane, there is a continual stop/start without any third party cause.</p> <p>We are trying to address exactly those issues to keep a functional road network even with the growing tide of population.</p>	
<p>24. Why aren't we looking at predictability of time, not</p>	<p>Note: Please see answers to formal questions to be</p>		

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
LOS?	provided by 20 May 2015 as this issue has been raised in numerous formal questions.		
25. Terms of reference for the Working Group?	Note: See question 13 in Miscellaneous for question and answer		
26. Who was on the technical working group?	Note: See question 13 in Miscellaneous for question and answer		
27. Why doesn't ultimate traffic solution include four-laning of Pialligo Ave?	Why doesn't your solution include four lanes on Pialligo Ave?	Our traffic solution recognises that Pialligo Ave needs to be developed but Queanbeyan Council does not fund Pialligo Ave as it's in the ACT. We've gone through this with the ACT government and will continue to do so.	
28. How will Ellerton Drive Extension impact on Yass Rd? That traffic is already going through CBD to reach Yass Rd.	Isn't the traffic from the Ellerton Drive Extension going to be dumped on Yass Road? The traffic that's already there?	What you will experience is increases due to growth, and numbers will increase across the board not because of the Ellerton Drive. Ellerton Drive will not add significant traffic to Yass Rd. It will divert traffic already destined for Yass Road out of the CBD.	
29. If the Ellerton Drive Extension is adopted, what happens if Old Cooma Rd is blocked? Would Dunns Creek Rd provide an alternate exit?	Note: See questions 20 and 30 in Traffic for question and answer		
30. If Dunns Creek Road is four	Regarding Dunns Creek Road	The four-lane Dunns Creek	Following answer being provided

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
lanes would you need Ellerton Drive Extension?	with 4 lanes without the Ellerton Drive Extension: was it modelled without the Ellerton Drive.?	Road hasn't been modelled because the two lane Dunns Creek Road was not required until much later.	this comment was made: I think therefore that the whole study is fraudulent, if you don't measure the right thing, you don't get the right answer.
31. Is the model based on coastal traffic models?	In relation to the study, you say you don't make assumptions. But that all the assumptions were based on Sydney and Shoalhaven models. We live in Queanbeyan and we could be surveyed.	The Bureau of Transport Statistics includes very large areas Newcastle to south etc. – it is the most comprehensive survey around.	
32. How much confidence do you have in the traffic model?	How do you modify the models – do you have confidence in them?	Trip rates are based on particular types of houses. I have a lot of confidence in the model. The Queanbeyan/Canberra entity operates a lot like other areas.	
33. Will the Ellerton Drive Extension go around Jerra and into back of Hume (Monaro Hwy)?	Note: See question and answer at 35 in Traffic		
34. Will current issues with traffic lights be addressed?	Note: See question and answer at 35 in Traffic		
35. Will Ellerton Drive Extension connect to the Kings Highway	I have maps from 1970s. Would like to know whether those roads will be considered and whether the Ellerton Drive Extension will connect to the Kings Highway? Also there are some traffic lights that are currently defective.	A connection to the Kings Highway is not part of this project. The other end you described connecting onto Monaro is also not part of this. Something for future and not included in current traffic work. We'll follow up traffic lights.	
36. Can road from Tralee join on to existing roundabouts		Tralee is expected to have sufficient access to service the	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
instead of another intersection along Tomsitt Dr?		development without the need for Dunns Creek Road	
NOISE			
1. Does \$90m include noise mitigation?	Is noise attenuation included as part of the \$90M?	Yes	
2. Why did noise study only provide a single noise station in the valley?	Why only a single noise station in the valley?	One noise receptor is sufficient to establish ambient noise levels from existing road networks in a designated catchment area. Generally the worst case location is selected.	
3. How have noise levels up and down the valley been taken into consideration?	How have noise levels up and down the (peaceful) valley been taken into consideration?	The model takes into account local topography and types of ground cover. The assumption is always towards the worst case scenario.	
4. Does 50 and 55dBA include top range of noise levels?	In relation to noise monitoring, does 50 dBs and 55 dBs include top 10% as it will be the trucks that are noisy?	All noise levels form part of the assessment. The RNP looks at the average but the maximum noise events have been taken into account in calculating the average.	
5. Impact of noise along ELP is quite high.	Noise on the Edwin Land Parkway ELP is quite high based on my own noise measuring instrument which measured B-doubles = 80 dBs. How is mine different from your measuring? How can your measurements be trusted?	Note: See answer to Question 4 Noise. Additionally technical answers can be found in the separate responses to formal questions.	
6. Do we have any comparative data to show	Do we have any comparative data to show noise levels in	This has been included in the model and takes into account	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
noise levels in Cooma/Lowe/Bungendore Sts (route quarry trucks use now)?	Cooma/Lowe/Bungedore?	future noise projections. We do not however have noise receivers on Old Cooma Road. We will be doing a post noise construction survey after Ellerton Drive Extension has been constructed.	
7. How did noise remodelling work?	We were told our house would be affected by the noise. But now told it won't be. Our house is still in the same spot but because of re-modelling we won't be affected? How did it work?	Through the noise study we have done lots of modelling, looking for the best answer. I was wrong in relation to the re-modelling for your house as the advice provided was based on an incorrect address we were given.	
8. Have there been any noise surveys done on the existing Ellerton Drive?	Have there been any noise surveys done on the existing part of the Ellerton Drive Extension?	The existing road is part of our study area and those existing residential properties are part of the study area and noise mitigation is part of the budget.	
9. Were noise studies seasonally adjusted for different breezes etc?	I live in Greenleigh and am worried about noise. In relation to studies, were they seasonally corrected for breeze, cool change from the east that cools the houses down etc.?	It was modeled for the worst case scenario in terms of wind direction.	Worried about noise.
10. Do any homes on the Ellerton Drive Extension route go above appropriate noise levels?	The Road Noise Policy (RNP) based on the World Health Organisation says 30 dBs is the standard. The mitigated dBs on the Ellerton Drive Extension are 40-50 dBs.	The 30 refers to internal dBs. The RNP is about external at 1 metre outside the façade. It comes up in Sec 5 and 6 of the RNP which does not form the assessment criteria in the RNP. Common criteria is accepted in	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	What is your comment that 10% of people will be highly annoyed at 45dBs?	<p>NSW, other jurisdictions and internationally. The criteria is based on Section 2 and that is daytime 55</p> <p>The RNP sets the criteria in NSW. Internationally a lot of comments are that NSW imposes one of the more stringent / robust criteria in the world. That criterion is set to determine to protect 90% of the population. We undertake very detailed modelling and assessment processes in terms of to meet the criteria.</p>	
FINANCING /COSTS			
1. Can developer contributions be used for other things?	You spoke about up to \$40M in developer contributions – can the contribution be used for other things?	No – we have to be specific as we are currently collecting levies for that reason. We would have to give it back if we are not using it for the Ellerton Drive Extension.	
2. At what point does Council say the Ellerton Drive Extension is not feasible - cost wise. Is there a cap on this?	You originally said it was \$40M – and the alternative (Dunns Creek Road) was \$80M. Now we are at \$90M. At what point does the council say it's not feasible as an investment? Is there a cap on this?	In relation to the cap for developers – there is no cap – they pay the difference. In relation to the estimate, Ellerton Drive Extension is estimated at between \$75-90M and when you run Dunns Creek Road, it's now \$250-300M.	
3. Why did cost for Ellerton Drive Extension double and Dunns Creek Rd triple?	Isn't it strange that Ellerton Drive Extension has only doubled in cost, yet Dunns	The 2009 cost were based on broad concept level construction costs only.	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	Creek Road has tripled without any studies?	Roads and Maritime typically escalate these out at about 10% per annum. These costs usually run at much higher than CPI. When we factor in the escalation, we get that type of increase. We know Dunns Creek Road has some similar attributes – it's longer etc. and it is difficult to estimate exactly but we can get relative costs.	
4. Is it justified to spend \$100m when other options would work (specifically clear ways along Cooma St)?	I know you said the Ellerton Drive Extension was the best option. Can you explain is it justifiable to spend \$100M when other options are better?	Ellerton Drive is the best option for the problem we are trying to address. Refer to formal answers for comprehensive response.	
5. How can we have confidence in costings when Jerra roundabout was costed significantly less than it is now?	It's interesting that Dunns Creek Road will cost like the Majura Parkway. How can you have confidence in your costings? For example the Jerrabomberra roundabout. Originally it was said that the Ellerton Drive Extension was needed by 2031 - now by 2017? Note: See Question 5 in Traffic as well	Each project requires a thorough analysis. Note: See separate formal answers to be provided no later than 20 May 2015.	
6. What is developer contribution for Jerra roundabout?	Is the developer getting a free hit? What is the developer contribution? Who is the developer?	No – they'll pay their portion We'll get back to you. Note: See separate formal answers to be provided no	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	Why wasn't it put out?	later than 20 May 2015. It is private land.	
7. What is cost confidence in figures?	Appendix L in relation to cost: What is the confidence in those costs?	We will take it on notice. Note: See separate formal answers to be provided no later than 20 May 2015.	
8. What do we get for our \$75-\$90 million? Does this include other intersections?	What do we get for our \$75-90M?	It will be the Ellerton Drive Extension to the Edwin Land parkway. Details are not yet known but whatever gets built will satisfy what the road is meant to do. Intersections that are not to be included are: Yass Rd Jerrabomberra roundabout Tomsitt / Lanyon	
9. Is it still the intention to borrow money to pay for the gap between cost and grants?	You spoke about developer contributions. There is a gap. You spoke about borrowing the money. How will you pay it back?	Council gets the money from developers as lots are released. It takes a long time but the Ellerton Drive Extension needs to be built early. That is not unusual. Council will borrow and the lots release pays back the loan. Work we've done around that indicates we are quite capable of borrowing the money. Yes, we have done lots of work on how it might be financed.	
10. What proportion of total developer contributions will come from Googong and	What proportion of total is coming out of developers from only Googong and in other	In relation to the proportion we'll get back to you. Note: See separate formal	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
<p>why would contribution not be able to go towards Dunns Creek Rd.</p>	<p>areas? Why is such a contribution not portable as many in Googong are happy to duck across to Dunns Creek Road?</p>	<p>answers to be provided no later than 20 May 2015 for the above point.</p> <p>Every Section 94 includes proportion of all. Rules around Section 94 are that council needs to identify what it is collecting levies for – it cannot change. This has been tested in law. Developer would only need to demonstrate that Dunns Creek Road was not required to not be liable for the levies.</p> <p>In relation to the proportion, please see formal answers</p>	
<p>11. Do Dunns Creek Rd costs include intersections?</p>	<p>Seems that Dunns Creek Road estimates include intersections – what is the total cost including all the intersections that are needed to make the Ellerton Drive Extension work?</p>	<p>The Dunns Creek Road costs do not include intersections. It should be noted a similar number of intersections will need to be upgraded whether Ellerton Drive Extension or Dunns Creek Road is constructed.</p>	
<p>12. What is the total cost of the Ellerton Drive Extension, including intersections to make it work?</p>	<p>Note: This is part of question 11 above.</p>		
<p>13. Developer contributions regarding Dunns Creek Rd?</p>	<p>Developers' contributions for Dunns Creek Road?</p> <p>Note: See question 6 in Financing / Costs</p>	<p>Given that the Traffic Study shows that Dunns Creek Road is not required to manage the expected traffic from developments, it follows that</p>	

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		Council would find it difficult to support a requirement for developers to fund Dunns Creek Road.	
14. Can developers be made to pay mandatory section 94 fees to pay for infrastructure?	In relation to the voluntary agreement (VPA), can it be amended if a road other than Ellerton Drive Extension is built – can that road be included? Wouldn't Tralee also fund Dunns Creek Road? You mentioned challenge in court of law – how can developers say it's not necessary.	When we put a VPA together it needs to be defensible. What we have is a traffic model that says Ellerton Drive Extension is needed. As the traffic modelling does not support Dunns Creek Road at the moment that would be an issue for the developer. It would be unlikely they'd agree to change the VPA to fund Dunns Creek Road.	
15. Will Jumping Creek developer pay contributions?	Q: Who is the developer for Jumping Creek? Q: If it's CIC – why wasn't it put out to tender?	Note See question 2 Miscellaneous	
16. What rate of interest will apply to the loan?	What is the rate of interest for the loan?	The bank rates are sitting at around 5%. We also have an option of borrowing through the state Govt which is a few percent cheaper.	
17. Are there risks associated with borrowing the money and relying on developers to pay the loan?	Would you agree there are risks in borrowing, for example a slowdown in land sales if there is a serious recession?	When we've looked at capacity to repay, we've looked at historic data. Even as worst case, with 300 lot releases per year, the expectation is that it would come in at a suitable rate.	
18. What will happen if ELLERTON DRIVE	I am concerned about debt. Where is the money coming	It's currently estimated \$75-90M which makes this project quite	I am concerned about debt.

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
EXTENSION cost continues to rise?	from? What happens if the Ellerton Drive Extension goes to \$200M? Developers are not an ATM.	an affordable project.	
19. NSW government made statement that funding would include other intersections. Is upgrade to roundabout included in \$90 and where will it come from?	We are concerned about the kids crossing at Jerrabomberra. The local member (Mr. Barilaro) made a statement that funding would include other intersection? Where will the money for the crossing come from?	Council has not received any advice that there are funds available to address the pedestrian safety issue at the Jerrabomberra roundabout however, Council has resolved to address this issue before the EDE is completed. Improvements to this intersection do not form part of the EDE project.	
20. How will be repayments work?	Can we see how the repayments will work?	Yes the reports will come to Council when its approved	
21. What will we miss out on because of the road funding?	<p>What will we lose because of the road?</p> <p>Note; please see question 9 Traffic as well</p>	<p>A: No loss – no impact. Would only limit other programs if you have to find repayments from within Councils funds. We have an identified fund.</p> <p>In relation to CIC, that is a bit of a side issue. However, it does not matter who the developer is, Council can collect levies as the levy is a lien on the land not the developer. So any developer who owns it is liable to pay the levy. Council would therefore seek the levy from the current owner. The issue is that the land can</p>	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
		still produce 5500 lots. If there was a need Council would just re-finance.	
22. If money not is allocated to Ellerton Drive Extension how does that affect project?	I was talking to Barilaro and he said the \$25M was not Ellerton Drive Extension specific?	We cannot comment on that as we have not received any such advice.	
23. Who is paying interest on loan?	We've heard no upfront cost? Who will pay interest? How much will it be?	The interest is only payable from when the loan is taken out. We are already collecting money and the interest will be paid by the developers.	
24. Will Googong section 94 contributions apply to the Ellerton Drive Extension?	You said developers will pay the balance of the Ellerton Drive Extension?	Googong's contributions are included in the VPA. When you look at which means to use, you have either the Section 94 or the Voluntary Planning Agreement (VPA). While Googong's is under a VPA, others nearby will be under Section 94.	
25. How can you fund other safety road work if the ELLERTON DRIVE EXTENSION goes ahead?	Concerned about the fact that the Council may not be able to fund upgrades of safety related matters if the Ellerton Drive Extension goes ahead?	There is no impact. See previous answers	
26. Have we funded the intersections?	Note: See question 8 in Financing /Costs		
27. What is the costing of the whole project including intersections?	Note: See question 8 in Financing /Costs		
ENVIRONMENT			
1. Where are we going in terms of heritage items and	I wrote a letter regarding concerns for the Aboriginal	When we did the consultation with the Aboriginal community,	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
aboriginal items?	environment and some historical material objects (lime kilns). I got a letter back saying there was nothing of significance.	we did a field survey. The only items found were some small items. The lime kilns sit outside the road corridor and are therefore not affected.	
2. Why have previous heritage / environment findings regarding the Ellerton Drive route been ignored?	The land on the route has previously been earmarked as highly sensitive in a study. Why have those findings been completely disregarded apart from Jumping Creek?	We know that alignment was studied in detail and there are no significant impacts. We will take it on notice but it sounds like that study you are referring to was a high level study.	In comparison to Northern Bypass, the Ellerton Drive Extension was highly significant and sensitive.
3. How can there be less pollution using the Ellerton Drive Extension rather than Dunns Creek Rd?	How can there be less pollution using the Ellerton Drive Extension by bringing them through Barracks Creek and into Pialligo Ave?	When you keep traffic moving there is less pollution. What RMS finds is that one of the best ways to reduce vehicle emissions is by having free flowing, not stop-start roads as the best solution. One of the things the Ellerton Drive Extension does, is reduce congestion (on the main street). Having vehicles drive on the Ellerton Drive Extension with few possible stops gives us good emissions management.	
4. Have we looked at strategic benefits (environment) in regards to Ellerton Drive Extension vs Dunns Creek Rd?	As an environmental presentation, noting the route it has taken, once you build the Ellerton Drive Extension, the route for walking will be gone forever. So from a strategic	A 2008 study considered flora and fauna on Dunns Creek Road and at that time we were looking at five route options for Dunns Creek Road. The areas of environmental significance	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	perspective, have we looked at Dunns Creek Road vs Ellerton Drive Extension?	affected by Dunns Creek Road are about three times greater than Ellerton Drive Extension.	
5. Concerned about management of spills into Queanbeyan River. What assurances can QCC give residents that such events will not occur during construction and operation of ELLERTON DRIVE EXTENSION?	We from Queanbeyan Landcare are concerned about Council's ability to manage sediment. What assurances can Council give all residents that such will not occur during construction and after?	As part of the project, RMS will undertake the delivery of the road. RMS will do onsite management of that. We are most aware of erosion and sediment control is a major issue for our projects. We have an environmental management plan as well as a soil and erosion management plan. In addition, the project team is looking at whether an Environmental Protection Licence needs to be sought from the Environment Protection Authority (it covers noise, soil, dust etc.).	Concerned about management of spills into Queanbeyan River.
6. How can you be sure flora and fauna study is accurate as it was only done over one year?	How can you be sure you got the Species Impact Statement right when it was based on only one year?	The SIS is dictated by Office of Environment & Heritage. We conducted the surveys in accordance with those requirements. The survey is just one tool. At Ellerton Drive Extension we conducted surveys over a 2 year period (2012-13) as well as desktop assessment of species, habitats on site and then we make a risk-based assessment.	
7. How will design of road impact on hydrology?	What about drainage lines?	Re hydrology, there are studies regarding rainfall events etc. to	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
		inform the drainage design to be able to take account of those types of events.	
8. How do Dunns Creek Rd environmental impacts compare to ELLERTON DRIVE EXTENSION impacts? And will findings be made public?	In relation to Dunns Creek Road and the types of flora and fauna, how does Dunns Creek Road differ from Ellerton Drive Extension significantly? Will you make the studies available? I have a huge body of evidence.	It's not the value; it's 3 times the area. Note: See question 4 in Environment	
9. Has the visual impact of the road on the escarpment been taken into account?	What about the Eastern escarpment and the scenic value and impact?	It's hard to compare the two. Dunns Creek Road is visible from a greater area. Dunns Creek Road has both box tree and grassland over and above Ellerton Drive Extension	
10. How does the Curtis Land provide an environmental gain?	In relation to environmental offsets, the key principle was that of additionality. This offset has been purchased due to the road. An offset should add not subtract? How does this offset achieve the principle?	Council has not locked down its offset sites. All we have progressed with is portions for the road corridor.	
11. What is the total environmental offset? Have they been identified, where are they etc?	What is the total environmental offset for the Ellerton Drive Extension? If identified where is it; if not why not?	We have not locked in an offset site yet. We are progressing and identifying and looking in the Queanbeyan local area. We are in consultation with the Office of Environment and Heritage and are using bio-banking methodology. We have done some	

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		<p>calculations and when the design is finalised the bio-banking calculation will be updated.</p> <p>It depends on the quality of the offset land as well.</p>	
12. Is Dunns Creek Rd route different land to ELLERTON DRIVE EXTENSION, degraded farm land?	You said the area of the Dunns Creek Road route is three times the size of the Ellerton drive Extension area – but isn't the Dunns Creek Road area degraded land?	No it has lots of significant habitat.	
13. Will Council be doing an environmental impact statement (EIS)?	Will there be an EIS? When reading the REF it indicates there should be an EIS	In NSW, when there are significant impacts for biodiversity, you can also do an REF together with an SIS. The SIS is a pathway that many proponents that take the Part 5 route (Planning) can follow rather than the EIS.	
14. Are there any consents required from the environment minister?	Are there any consents required by the environment (<i>sic</i>) Minister?	No – not at this stage. SIS will go to the Office of Environment & Heritage and then it will be seen if any further permits are required. To note - there will be an Aboriginal heritage Impact Permit.	
15. Has environment and heritage been given submissions lodged with listed species present in the threatened woodlands and will you (whoever is	In reference to the desktop for the SIS. I found flaws in the draft SIS and I was totally outraged. I got access to the atlas which is what is used. I found it so difficult to use and	All submissions will be included when we lodge the SIS. And they will be taken into consideration. We will also let OEH know there have been issues with people using the	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
<p>responsible) be accessing submissions that show endangered species not included in study?</p> <p>Note: Office of Environment & Heritage shown as OEH</p>	<p>put data in that I gave up.</p> <p>Question is; has OEH been given submissions lodged with threatened species and will you (the body concerned) be accessing these submissions to identify the images et?</p>	<p>atlas. You will find we have considered species such as the Swift Parrott and have looked at all threatened species that are known or identified in the southern Monaro. Swift Parrot breeds in Tasmania. Quite likely it's been recorded there on its migratory path and the SIS does go to OEH who will assess whether it has answered.</p>	
MISCELLANEOUS			
<p>1. Is there any pecuniary interest for councillors regarding Jumping Creek.</p>	<p>You mentioned developers contribution 60-70% - given this thing has been on the board for a long, long time, why the sudden interest? Does any councillor have a pecuniary interest, particularly in Jumping Ck.</p> <p>Note See Question 19 in History of the project as well as the answer is for both parts of the question</p>	<p>Googong is one of the developers – all 3 together will fund 100% but Googong developer will fund 70%.</p> <p>Council staff are not aware of any pecuniary interest. You need to raise that with Councillors.</p>	
<p>2. Why wasn't Jumping Creek development put out to tender?</p>	<p>Who is the developer for Jumping Creek?</p> <p>If it's CIC – why wasn't it put out?</p>	<p>We will get back to you.</p> <p>Note: See separate formal answers to be provided no later than 20 May 2015 for the above point.</p> <p>It's private land so not our option to do so.</p>	
<p>3. Does Council feel it's at the point of no return in regards</p>	<p>So many decisions are based on the Ellerton Drive Extension</p>	<p>We cannot change Googong developing with 5500 and</p>	

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to ELLERTON DRIVE EXTENSION and what's the point of consultation?	<p>going ahead: does Council feel it's almost at the point of no return & how much difference can consultation make.</p> <p>(Supplementary): It sounds like all other options impossible?</p>	<p>Tralee, 4000+ lots into the future. It's more that the whole road network will deteriorate if it does not go ahead. That's the point of this road option.</p> <p>This was a 2009 Council decision.</p>	
4. What are the social benefits for Tralee residents?	<p>What are the social benefits for Tralee residents? Part B. In relation to Dunns Creek Road, 80% of people said they'd prefer Dunns Creek Road?</p>	<p>The benefit for Tralee residents is the same as for all those in Queanbeyan in terms of an improved road network</p>	
5. What do we have to do to stop the road?	<p>There is clearly a lot of research for the road. We get the feeling the majority don't want it. What do we have to do to stop this?</p>	<p>What will go to Council for a decision will be the best solution for Queanbeyan.</p>	
6. We aren't being listened to	<p>A question about decision-making processes. We are not being listened to. It's going along and we are being asked to accept it. Here it does not seem there is an ability to change the decision. Please heed this if you are a decision maker.</p>	<p>We understand your concerns. Roads and Maritime work on a range of projects. It is very difficult to deliver infrastructure without impacts. Council has undertaken to try to solve the traffic problems to minimise impacts, but it is very difficult to do so with zero impact.</p>	
7. Will the Ellerton Drive Extension be gazetted as a main road? If not, why not?	<p>Will the Ellerton Drive Extension be gazetted as a main road? If no, why not?</p>	<p>It will be a public, local road. It will not be state road. It could possibly be a regional rd. We have made some approaches to</p>	

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		the state government for a 50/50 and they are still not interested.	
8. When will this issue be resolved?	When will these issues be resolved? (who maintains the road)	The issue of making it a state road centres on who has responsibility for maintaining it in future. That is a matter for council to pursue at some time in the future.	
9. Why are you not listening to the community?	I've always raised concerns in relation to the Terms of Reference (TOR) for the study. When asked why the community wasn't included, the General Manager said we were not engineers. We should have got these answers regarding the TOR in 2009. Question – why are you not listening to the community? Process been done, all too late.	Note: See Question 6 in Miscellaneous	I've always raised concerns in relation to the Terms of Reference (TOR) for the study.
10. Aboriginal community not adequately consulted	Here as a member of traditional owners. Statement re Aboriginal impact was read out. There has been inadequate consultation. Jumping Creek is important to the clan. Wants it noted that a few people doing a survey does not constitute a proper consultation. We are one of 5 registered in the ACT region. Williams and House clan were not invited. If our business not include, we won't make	Council will take their inclusion on notice. Noted that five groups registered their interest.	Note regarding feedback. Community member provided a copy of her issues and new issues will be included in the submission report and any follow up required will be identified.

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	comments on the report. Five out of seven is not adequate.		
11. Is the work subject to independent peer review and if not why not?	Are the consultants work subject to peer review if not why not?	Yes, work is received by the Office of Environment and Heritage and Aboriginal groups were given an opportunity to review the first regional heritage report if they registered interest.	
12. Concerned the people are being totally ignored at what stage do you consider the residents, riding roughshod?	See questions 9 and 6 in Miscellaneous		Concerned the people are being totally ignored
13. Was there a conflict of with developers on the working group?	The TOR regarding the technical working group noted it comprised developers and consultants. Can you confirm they were developers from Googong and Tralee and that the group of 5 was on the group? This is an issue of conflict.	The working group came out of a couple of other processes out of the Dept. of Planning. What the working group was meant to do is the actual question. There were representatives from Googong and Tralee as well as RMS. The consultants were the modeler; there was an RMS (engineer) – overall there were about between 1 and 4 people from RMS at various times and there was Derek from Council. The developers were there because Dept. of Planning felt they needed to have insight from what developers were proposing. What was recommended in the	This is an issue of conflict.

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		end was by Council staff (Phil in particular) and it was Council that adopted the solution. The influence of developers was minimal and related primarily to them providing information	
14. Have any studies been done on what a sustainable population of Queanbeyan is?	See questions 20 in Traffic		
15. Is Council intending to hold additional sessions?	Information provided tonight is important. Clearly not enough time tonight. Will council have more sessions? We've lost 80% of people tonight so that demonstrates we need to have another forum.	Mostly all the issues that have been heard tonight have been received before. If the desire is for us to get all this information in, we have a lot of the information already to be able to answer.	Information provided tonight is important. Clearly not enough time tonight. We've lost 80% of people tonight so that demonstrates we need to have another forum.
16. Do you think councillors have the time to go through studies and check info?	Do you think that the Councillors have the time to go through all the studies to check your work and make recommendations etc?	We do not believe we have provided any incorrect information to the Councillors. Taken on notice. Note: See separate formal answers to be provided no later than 20 May 2015 for the above point.	
17. Will we be sticking around to see it through?	We moved to near River Drive in Karabar knowing this road would be built. People have been talking that the road has been many, many years on the books. Ring roads a way to get around congestion. I came to get the feeling of the	The Ellerton Drive Extension provides the best solution for Queanbeyan.	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	community. How are you putting up with satisfying everyone's needs? (Will be around to see it through?)		
18. No social consideration for impacted suburbs?	After 4 years, there is no social consideration for others and only for Cooma St residents. Why are those residents more valuable?	We are not saying this. The traffic solution is a whole of Queanbeyan solution. It was a 2009 Council decision.	After 4 years, there is no social consideration for others and only for Cooma St residents
19. Why the sudden urgency to build this, it's been on the books for 40 years.	Why does it need to be built now?	The answer which has been drafted to a formal question is: The EDE has been planned for some time. The decision to build the EDE is based on the need resulting from development growth. As little development growth has occurred until the present, the need for a means of relieving expected congestion along Cooma St and the Queens Bridge has not yet been necessary. Thus, as the need for implementation of the EDE is dependent on demand its implementation is only required now due to actual Googong development growth.	
20. Why did Council lobby for a road that was not in 25-year strategic plan?	Note: See question 19 Miscellaneous		

Formal written questions & responses – Ellerton Drive Extension Community Forum - 28 April 2015

The following Questions were submitted in writing either on 28 April 2015 or in the days following the Ellerton Drive Extension Community Forum held on 28 April 2015. A number of the questions were asked at the forum and less formal responses were provided. The questions asked at the forum are listed separately on the Queanbeyan City Council website at <http://www.qcc.nsw.gov.au/Ellerton-Drive-Extension/EDE>

Please note that the content within the questions has not been altered during this process. Therefore any grammatical or spelling errors have been left as they were submitted. Questions have however been subject to formatting in order to make this document consistent and facilitate understanding and readability.

Furthermore, within the document shorthand has been used for ease of reading in certain sections. The following terms are interchangeable throughout:

- EDE – Ellerton Drive Extension
- Council – QCC - Queanbeyan City Council
- CBD – Central Business District
- DCR – Dunns Creek Road

Question number	Question	Answer
TRAFFIC		
1	What problem is the EDE supposed to fix?	<p>The purpose of the EDE is to provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the entire Queanbeyan area as a result of growth in development throughout Queanbeyan. It is one part of a program of recommended traffic solutions for all of Queanbeyan.</p> <p>It also provides in excess of 1:100 year flood free accessibility and connectivity for Queanbeyan.</p>
2	How does the EDE constitute a “bypass” when it is designated as a “local” road, it runs through or very close to most of Queanbeyan’s built up residential areas built in the last 30 years, including a proposed Jumping Creek development, has connecting roads along its path? The definition of a bypass is as follows:	Ellerton Drive Extension has not been designed as a by-pass: it is an alternative route for traffic travelling on the north/south route through Queanbeyan. It will contribute to reducing congestion in the built up areas of Cooma Street and the Queanbeyan CBD. It will have fewer intersections and driveways than the current route

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	<p><i>A bypass is a <u>road</u> or <u>highway</u> that avoids or "bypasses" a built-up area, town, or village, to let through <u>traffic</u> flow without interference from local traffic, to reduce <u>congestion</u> in the built-up area, and to improve <u>road safety</u>. A bypass specifically designated for <u>trucks</u> may be called a truck route.</i></p>	<p>through Cooma Street and the Queanbeyan CBD ensuring a smoother run for traffic.</p>
<p>3</p>	<p>Why build the EDE if it is going to have minimal impact on achieving one of Council's key objectives of reducing CBD congestion (just 5% reduction) and diverting heavy vehicles out of the CBD?</p>	<p>The 5% reduction that has been quoted refers to future 2031 flow along Monaro Street compared to 2011 flow even with 20 years of development growth. What that means is that with EDE the traffic volume along Monaro Street in 2031 including the anticipated traffic growth will be 5% less than the traffic volume was along Monaro Street in 2011.</p> <p>However as development in Queanbeyan increases, it is estimated that without the EDE the traffic volume along Monaro Street in 2031 will be 13% more compared to the traffic volumes that would be experienced with the EDE.</p> <p>The reduction in flow on any particular road is dependent on the road within the CBD area. It is expected that flows along Cooma St, Monaro St, Morrisset St, Thorpe Ave, Lowe St, Crawford St, Collett St, Isabella St and others will all reduce as a result of the construction of the EDE. The improvement in network operation for the CBD area is substantial and the additional benefits as a result of improved amenity for residents and businesses along these are also of value.</p>
<p>4</p>	<p>Where are the formal Terms of Reference for the Googong and Tralee Traffic Study published as there are none in the Study itself? What do they state were the clear objectives of the Study?</p>	<p>The traffic study resulted from a Review of Queanbeyan Residential Economic Strategy 2031 (addendum Dec. 2008) by the NSW Department of Planning whereby Council's Transport Strategy was required to specifically address the need, timing and funding (including the preparation of contributions plans) for required transport infrastructure works.</p>

Formal written questions & responses – Ellerton Drive Extension Community Forum - 28 April 2015

		<p>Traffic Design Group (formerly Gabites Porter) were engaged by Council on the recommendation of RMS to conduct a fully functioning integrated land use / transport model traffic study to analyse Queanbeyan's traffic network. The agreed terms of reference for the study have been included in Gabites Porter's proposal for the work and are commercial in confidence.</p>
<p>5</p>	<ul style="list-style-type: none"> (i) Who were the members and Chair of the Technical Working Group, what was their role and what special and relevant skills and expertise did they bring to the TWG that could not be called in on an ad-hoc basis as required? (ii) Why weren't members of the public and Councillors also invited on as observers? (iii) Were Minutes and notes of deliberations of the Technical Working Group kept on file? (iv) If yes, will you make them publicly available? 	<p>The members of the Technical Working Group (TWG) were representatives from QCC staff, Roads and Maritime Services (RMS), Canberra Investment Corporation (CIC) and Village Building Company (VBC). Council's current Director of Infrastructure was the Chair. The role of the TWG was to prepare a draft traffic plan that would be presented to Council for approval. The developers were invited to be on the TWG in order to provide advice on the size, scope and timing of their proposed developments.</p> <p>Note that the traffic model analysed a large range of network scenarios and options to address deficiencies in both the existing and future Queanbeyan road network. The data for the model was based on both the growth information provided by Council and the developers and the travel patterns that were derived from the Sydney Household Travel Survey undertaken by the Bureau of Transport Statistics. This information was put into a computer model that objectively analysed the scenarios using mathematical processes. This analysis resulted in a list of projects that would best address the problems Council was trying to resolve for Queanbeyan. Note that the subsequent recommendation report to Council was written entirely by Council staff.</p> <p>Members of the public and Councillors were not part of the TWG because the work was technical in nature and the above make-up of the group was considered appropriate at the time.</p>

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		<p>& (iv) Minutes of the meetings were kept and it is not intended to make them public at this time.</p>
6	<p>Given the name of Googong and Tralee Traffic Study suggests it was to address Googong and Tralee traffic, why did the Technical Working Group choose a road that provides no access to the development of Tralee?</p>	<p>The project was commissioned to develop a long term strategic transport plan for Queanbeyan and was originally called the Strategic Queanbeyan Transport Plan. The Technical Working Group's objective was to identify network scenarios and options to address deficiencies in both the existing and future Queanbeyan road network. Tralee is expected to have sufficient access to service the development without the need for Dunns Creek Road.</p> <p>The name of the study was only changed once Council had resolved to adopt the study and its recommendations as per its resolution of 26 August 2009.</p>
7	<p>Do you agree the Googong and Tralee Traffic Study was simply an engineering report – not a triple bottom line analysis of what was the best road for Queanbeyan as a whole? If not, can you explain why not and how social, environmental and financial impacts were taken into account?</p>	<p>The Googong and Tralee Traffic Study was a transportation report on the future operation of the Queanbeyan road network. It did not take into account social, environmental and financial impacts. These requirements are separately addressed on a project by project basis, where required, usually in the form of a Review of Environmental Factors (REF).</p>
8	<p>At the forum, TDG's consultant advised that travel patterns were based on Bureau of Transport Statistics' (BTS) Sydney household survey data. When questioned about the validity of applying Sydney (or even Wollongong) travel pattern data to Queanbeyan residents (given differences in access to public transport and employment sectors), he mentioned that similar BTS statistics could be derived for Queanbeyan and surrounding region if necessary at an estimated cost of \$500K.</p> <p>Would Council consider commissioning this data as it would be very useful for future developments in the region and would provide Queanbeyan-specific travel patterns to validate (or not) current and future traffic modelling? Could grant monies be sought from NSW Govt to assist with this?</p>	<p>The travel patterns were derived from the Sydney Household Travel Survey undertaken by the BTS every year for over 20 years and surveying over 2000 households throughout an area from Newcastle in the north to Shoalhaven in the south. This survey determines household trip rates for different household compositions of vehicles and residents. The model uses trip rates only applicable to households of the composition and type present in Queanbeyan in a similar fashion to all the models in the Illawarra. The trip making pattern is consistent with what is expected from households with the population and car availability shown in Queanbeyan.</p>

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		Undertaking a significant Household Interview Survey specifically for Queanbeyan and the ACT would be useful but given the current BTS information is producing travel patterns that are consistent with recorded traffic flows within Queanbeyan and crossing the NSW/ACT border, the additional information derived from such a survey is probably marginal.
9	<p>At the forum, Council advised that the EDE is a “total traffic solution” for Queanbeyan. How does a total traffic solution not include the duplication of Pialligo Ave as failure to include that at the same time as building the EDE will severely impact the effectiveness of the EDE?</p> <p>How does a total traffic solution also not include the Dunns Creek Rd to provide access to Tralee?</p>	<p>The duplication of Pialligo Ave does not impact on the effectiveness of the EDE. The EDE provides localised relief to traffic using Cooma St, Monaro St, Queens Bridge and various roads within the CBD. The majority of traffic that would be using the EDE would be using Pialligo Ave regardless of whether the EDE was in place or not.</p> <p>(See also question 6)</p> <p>Tralee is expected to have sufficient road access to adequately service the development without the need for Dunns Creek Road. Dunns Creek Road addresses different traffic problems to Ellerton Drive Extension, and is an option only after 2036 when the flow along 4 lanes of Old Cooma Road exceeds LOS E conditions.</p>
10	<p>Council may be able to make Queanbeyan’s Holcim Quarry trucks use the EDE because their latest DA specifies they will have to use it when leaving the quarry – BUT they can just turn onto Monaro Street and go through town from the other side to get to southern Canberra.</p> <p>(i) Do you agree this is just moving traffic from one busy street to another congested one?</p> <p>(ii) How does Council propose to stop the 99.9% of other trucks which can’t have DA restrictions put on them from continuing to using the CBD? It is the Kings Highway after all.</p>	<p>Trucks will travel on roads that they are permitted to travel on. However Holcim Quarry vehicles will not use the main street as described because trucks will choose the quickest route possible. It is unlikely trucks would choose to head north along EDE, head west along Monaro St, only to head south again to get to the southern areas of the ACT.</p> <p>Improvements to the Lanyon/Tomsitt intersection is already being investigated by Roads & Maritime Services and the Local Member has committed \$5 million towards the improvement of this intersection.</p> <p>Council cannot prevent trucks from travelling to the CBD if this is</p>

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		<p>their intended destination e.g. to service the local businesses. However EDE is being designed as an 80km/h road and would have fewer intersections compared to routes through the CBD. This would make the alternate route more attractive to use than the CBD as vehicles will not have to stop at intersections, particularly some of which are on an incline.</p>
11	<p>Why have priorities changed? Is the current Council aware of a previous study that found the Northern Bypass was Queanbeyan's priority road as it was the best option to reduce CBD traffic, had less social economic impacts and less environmental and archaeological impacts than the EDE route and was on par in costs.</p> <p>Why have Council's road priorities changed when the same CBD traffic problem still exists, social and environmental impacts of the EDE still remain and the Northern Bypass is still the best option to reduce CBD traffic? Why was it rejected up-front in the 2009 Traffic Study?</p>	<p>(See also Question 120)</p> <p>The Ring Road Study also identified the need for the Ellerton Drive and Edwin Land Parkway connections. However, that study was completed prior to the inclusion of Googong and Tralee developments within the region's planning horizon. Comparison of the costs in that report relate to <u>entire</u> routes and is not a direct EDE vs Northern Bypass cost comparison. Note that at this point in time many parts of the southern EDE route have already been constructed.</p> <p>The Northern Bypass only has the ability to relieve the Queens Bridge and Monaro St and has no impact on Cooma St and any other major north/south route. Cost estimates have always indicated that the Northern Bypass is significantly more expensive than the EDE as it crosses very rugged terrain and includes features such as two bridges for the two crossings over the Molonglo River and complex intersections with other major roads.</p>
12	<p>This so-called "by-pass" has been on the maps for 40 years, so why haven't previous governments and Councils thought it good enough to fund and build? And why have subsequent Councils approved development all the way along the road corridor, including the previous Council rezoning Jumping Creek for development? 40 years ago, wasn't asbestos a wonder product and smoking cool? Wouldn't a business relying on a 40 year old business plan quickly go out of business?</p>	<p>On 26 August 2009 Council adopted the Googong and Tralee Traffic Study (2031) formerly known as the Draft Queanbeyan Strategic Traffic Plan (2031). The Ellerton Drive Extension was the preferred option identified in that study. It was based on future development growth. As this growth accelerates and traffic increases, the need to proceed with the EDE has grown. Without the development, impacts from the growing population and associated traffic will be experienced by 2018.</p> <p>Subsequent traffic work since the adoption of the Googong and</p>

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		<p>Tralee Traffic Study (2031), has supported the development of the EDE.</p> <p>Development has been permitted around the proposed EDE in full consideration of a major arterial road being constructed there. For example, the road reserve is significantly wider than a standard road and properties do not have direct access to the road. Additionally intersections have been kept to a minimum on the proposed new road.</p>
13	<p>Why wasn't weekend ACT coastal traffic considered as part of the Traffic Study - just peak hour Monday to Friday traffic?</p>	<p>The network impact of weekday peak traffic is generally more significant than the weekend traffic impact. In addition, the occurrence of peak weekday traffic is also far more frequent than weekend coastal traffic and the implications of its impact are therefore greater.</p> <p>Accounting for the weekday peak traffic thus results in a road network that will accommodate weekend traffic.</p>
14	<p>What advice has Council received from Emergency Services regarding access and exit routes for Googong residents and other residents on the outskirts of town in the event of an emergency? Do you agree the DCR would give that traffic, residents and emergency vehicles a direct and alternative exit route out of the area to the ACT in those circumstances?</p>	<p>Council has received no formal advice from Emergency Services to date regarding emergency access routes for Googong residents. Googong does have north and south exits via Old Cooma Road.</p> <p>Dunns Creek Road however would give Googong residents a more direct route to the ACT.</p>
15	<p>EDE makes no difference to LOS at most critical locations. Do you agree that your own data shows that, by 2031, the EDE makes virtually no difference to LOS on most major roads i.e. nearly all critical locations in the network remain at the same LOS <u>with or without</u> the \$75-\$90m+ EDE? Do you agree the addition of the EDE actually worsens LOS at the OCR/ELP traffic signals and on some minor roads in the network i.e. Canberra/Kealman i/s, Yass/Silva i/s, Bungendore/Thurrallilly i/s and Canberra/Cameron i/s? Why do you think this poor outcome represents the best value for money for our \$75-90m?</p>	<p>Part 2 of the South Jerrabomberra and Queanbeyan Traffic Analysis 2014 included investigations into scenarios that both included and did not include the EDE. Scenario 3 included a road network with all suggested road improvements while Scenario 4 included all road improvements except for the EDE.</p> <p>This analysis found that most of the Queanbeyan road network will operate at a Level of Service D or better for both Scenarios 3 and 4, with the exception that in Scenario 4 without the EDE the Level of Service on Cooma St and the Queens Bridge reduces down to</p>

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		<p>LOS E. The improvements on Old Cooma Road/Edwin Land Parkway require only minor work. Regardless of whether the EDE is included into the road network or not, other locations require improvements as they act independently to the EDE.</p> <p>The purpose of the EDE is to provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the area as a result of growth in development throughout Queanbeyan.</p> <p>No one project can provide relief from congestion throughout the entire network and additional network improvements are required in addition to the EDE. The EDE produces a substantial improvement in the network operation and local amenity of roads between Old Cooma Rd and the Queens Bridge and therefore produces sizeable benefits. The redirection of arterial type traffic onto the EDE instead of local roads is expected to introduce changes in delay at a number of intersections however, the implementation of properly designed intersection improvements will cater for this traffic demand and keep delay to a minimum.</p>
<p>16</p>	<p>DCR in the strategic plan but EDE is not. In 2008, the NSW Dept of Planning gave a directive that Council had to develop a transport strategy to service Googong and South Jerrabomberra before any rezoning took place. They stipulated in the “Queanbeyan Residential and Economic Strategy 2031” document that the transport strategy had to address the need and timing of Dunns Creek Rd Arterial (including the reservation of the corridor), ELP, OCR re-alignment (but not duplication), etc. Council made the decision to proceed with the EDE over the DCR in 2009, at a time when it wasn’t even mentioned in the “Queanbeyan Residential and Economic Strategy 2031” (the 25 year residential and economic plan). At the forum, Council advised the document was reviewed in 2012 and had now been amended to include reference to the EDE, but that does not change the fact that a decision was made to proceed with a road in 2009 that was not on the 25 year plan, ahead of one that was clearly identified in that plan as being a priority road.</p> <p>Presented with this fact, on what grounds can Council defend the integrity of its EDE</p>	<p>The Department of Planning (Planning) did not stipulate that Dunns Creek Road needed to be constructed. The requirement from Planning resulted in Council needing to determine the correct traffic answer for Queanbeyan. The 2008 Queanbeyan Residential and Economic Strategy 2031 was adopted by Council with a condition that Council complete a comprehensive traffic study to demonstrate that Queanbeyan could manage the traffic increases expected from the developments proposed in the Queanbeyan Residential and Economic Strategy 2031 (QRES).</p> <p>The Googong and Tralee Traffic Study (2031) adopted by Council in August 2009 is the result of that requirement from Planning and met the objectives of the Queanbeyan Residential and Economic Strategy 2031: it did not identify Dunns Creek Road being required before 2031.</p>

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	<p>decision-making process? Why has Council not developed a transport strategy? Which alignment of Dunns Creek Rd was reserved and when did that happen and why hasn't work commenced as a priority to build the Dunns Creek Rd?</p>	<p>The Dunns Creek Road alignment has not been reserved at this time because the precise route has not been finalised, although the section through the Tralee development is shown on the LEP maps.</p> <p>Council has resolved to complete a concept plan on a selected route, determine the extent of environmental offset requirements and land acquisition and develop an estimate for the road. This work is nearing completion.</p>																																			
<p>17</p>	<p>Council has provided data recently comparing the EDE with the DCR, and validating my own analysis that DCR provides benefits to the whole of Queanbeyan and reduces traffic counts in the entire network by 1000s compared to the EDE (see your data below, provided 23/4/15). My analysis of other options, taking data direct from the traffic flow maps, shows Option C2B (DCR+4I OCR+i/s upgrades – the same as the EDE chosen option but with the DCR in place of the EDE) reduces traffic on most major roads, and also reduces the total in the network but not quite as much as the DCR alone (CIC2). Analysis of options also shows the Northern Bypass has by far the best impacts on CBD traffic and Yass Rd. Can you provide the same data as below for the chosen EDE option (05B), the comparable DCR option (C2B) and the DCR/Nthn Bypass option (02) as I'd like to also validate (or dispel) my analysis on the impacts of each of those options on individual roads and the entire network?</p> <table border="1" data-bbox="311 1027 1205 1401"> <thead> <tr> <th colspan="7">2031 Queanbeyan AMP</th> </tr> <tr> <th></th> <th>Base</th> <th>DCR+ELP (CIC2)</th> <th>Compare to Base</th> <th>EDE+ELP (CIC3)</th> <th>Compare to Base</th> <th>Location</th> </tr> </thead> <tbody> <tr> <td>Cooma St</td> <td>2156</td> <td>1978</td> <td>-178</td> <td>1735</td> <td>-421</td> <td>N of Southbar Rd</td> </tr> <tr> <td>Canberra Ave</td> <td>2622</td> <td>2388</td> <td>-234</td> <td>2628</td> <td>6</td> <td>W of Lanyon Dr</td> </tr> <tr> <td>Queens Bridge</td> <td>1939</td> <td>1930</td> <td>-9</td> <td>1639</td> <td>-300</td> <td>Queens Bridge</td> </tr> </tbody> </table>	2031 Queanbeyan AMP								Base	DCR+ELP (CIC2)	Compare to Base	EDE+ELP (CIC3)	Compare to Base	Location	Cooma St	2156	1978	-178	1735	-421	N of Southbar Rd	Canberra Ave	2622	2388	-234	2628	6	W of Lanyon Dr	Queens Bridge	1939	1930	-9	1639	-300	Queens Bridge	<p>The comparison of flows used by Greenleigh Residents Group (GRG) in comparing CIC2 and CIC3 has specifically concentrated on roads that are more likely to be positively impacted by the inclusion of Dunns Creek Road and disadvantaged by the inclusion of the EDE. It is clear from the nature of the EDE that it is not expected to have much impact on Lanyon Dr, Old Cooma Road (OCR), Edwin Land Parkway, Tompsitt Dr and Canberra Ave and is also likely to result in increased flow along Yass Rd.</p> <p>However, the comparison by GRG does not include roads such as Monaro Hwy and Isabella Hwy where Dunns Creek Road (DCR) increases flow and Monaro St, Morrisset St, Thorpe Ave, Lowe St, Crawford St, Collett St and Isabella St where flows are reduced as a result of the EDE.</p> <p>DCR and the EDE serve different traffic streams and as a result serve different purposes in the future Queanbeyan road network. The EDE is to relieve Cooma St and the Monaro St-Queens Bridge corridor whereas DCR is to relieve the OCR corridor when it reaches capacity. Both projects can exist as beneficial to Queanbeyan. However, the nature of the expected traffic growth and the impact that the growth has on the Cooma St corridor indicates that the EDE needs to be implemented sooner as one part of a program of recommended traffic solutions for all of Queanbeyan, rather than later whilst DCR may only be needed sometime after 2036.</p>
2031 Queanbeyan AMP																																					
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Yass Rd	1922	1874	-48	2104	182	S of Thurrallilly St
Pialligo Ave	2648	2611	-37	2669	21	Pialligo Ave
Tompsitt Dr	1788	1545	-243	1778	-10	E of Lanyon Dr
ELP	1019	468	-551	936	-83	W of Old Cooma Rd
Southbar Rd	864	364	-500	405	-459	W of Cooma Rd
Old Cooma Rd	2550	1788	-762	2523	-27	S of ELP
Lanyon Dr	2030	2063	33	2060	30	N of Tompsitt Dr
Cameroon Rd	510	443	-67	539	29	S of Canberra Ave
AM Total	20048	17452	-2596	19016	-1032	

2031 Queanbeyan PMP

	Base	DCR+ELP (CIC2)	Compare to Base	EDE+ELP (CIC3)	Compare to Base	Location
Cooma St	2293	2131	-162	1804	-489	N of Southbar Rd
Canberra Ave	2701	2440	-261	2733	32	W of Lanyon Dr
Queens Bridge	2145	2160	15	2085	-60	Queens Bridge

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		Yass Rd	1698	1702	4	1800	102	S of Thurrallilly St	
		Pialligo Ave	2662	2645	-17	2677	15	Pialligo Ave	
		Tompsitt Dr	2207	1970	-237	2391	184	E of Lanyon Dr	
		ELP	1346	646	-700	1181	-165	W of Old Cooma Rd	
		Southbar Rd	456	404	-52	465	9	W of Cooma Rd	
		Old Cooma Rd	2871	1966	-905	2825	-46	S of ELP	
		Lanyon Dr	1579	1652	73	1749	170	N of Tompsitt Dr	
		Cameroon Rd	669	566	-103	479	-190	S of Canberra Ave	
		PM Total	20627	18282	-2345	20189	-438		
		AM/PM Total	40675	35734	-4941	39205	-1470		
		<p>NOTE: Figures highlighted in red show additions to traffic on that road compared to the Base Scenario.</p>							
18	<p>Why did the Traffic Study focus on reducing traffic flows in certain areas of the network at the severe expense of other areas in town, when Dunns Creek Rd would benefit the whole town by reducing traffic on more than 90% of major roads and reduce the overall traffic volume coming into town by 1000s?</p>	<p>As per response to question 6, the Traffic Study was commissioned to develop a long term strategic transport plan for all of Queanbeyan; it was originally called the Strategic Queanbeyan Transport Plan. The Technical Working Group's objective was to identify network scenarios and options to address deficiencies in</p>							

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		<p>both the existing and future Queanbeyan road network.</p> <p>The traffic study thus did not focus on reducing flows in certain areas of the network but rather looked at the network as a whole and identified what routes and intersections are likely to be adversely impacted by the expected development growth.</p> <p>Over 34 combinations of projects were looked at in order to produce a set of works that would return Queanbeyan to the LOS D state desired by the QCC. The combination of EDE, four-laning Old Cooma Road and various intersection improvements is expected to produce a future network that operates well for all of Queanbeyan and does not come at the expense of other areas in town.</p>
<p>19</p>	<p>Council's own traffic data shows that Dunns Creek Rd would benefit "the whole of Queanbeyan" – not simply benefit some streets at the significant expense of others as the EDE would. The Traffic Study shows DCR far out-performs the EDE against just about every traffic measure used when comparing like with like.</p> <p>Can you please explain why Dunns Creek Rd was knocked out and how the elimination process was worked through as many suspect that the previous Council was snowed by the flawed Traffic Study, and the EDE was chosen over DCR because the EDE provides the only access to the Jumping Creek development site for the Googong developers who were on Council's advisory group, and because DCR would provide access to the Tralee development, Googong's competitors, which the EDE does not? What were the TWG's reasons for putting the DCR on the back-burner until after 2031, and based on what evidence?</p>	<p>Comparison of one road with another "like for like" out of context of the whole network is not a valid comparison, as each road would affect the whole network differently.</p> <p>The decision to select any particular scenario depends on many things in addition to overall traffic measures. Traffic measures alone do not take into account the volume of vehicles directly affected by a particular scenario, the location and level of impacts throughout the network, the performance of the individual scenario or any possible improvements in safety and local amenity.</p> <p>Whilst Dunns Creek Rd performed reasonably well by itself when modelled, it did not impact sufficiently on the other areas of the network most needing improvement.</p> <p>Whereas the EDE is expected to relieve Cooma St and the Queens Bridge, Dunns Creek Rd is expected to only slightly improve the operation of Old Cooma Rd by 2031.</p> <p>The Traffic Study was commissioned to develop a long term strategic transport plan for Queanbeyan as a whole, to identify</p>

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		<p>network scenarios and options to address deficiencies in both the existing and future Queanbeyan road network.</p> <p>The EDE produces a substantial improvement in the network operation and local amenity of roads between Old Cooma Rd and the Queens Bridge and therefore produces sizeable benefits, irrespective of the existence or otherwise of Jumping Creek Estate.</p> <p>Both developers of Googong and Tralee were part of the Traffic Working Group to ensure that the size, scope and timing of their developments was considered. The choice of EDE over DCR was made due to effectiveness in the road network and not the interests of one development over another.</p>
20	How does a total traffic solution also not include the Dunns Creek Rd to provide access to Tralee?	Tralee is expected to have sufficient access to service the development without the need for Dunns Creek Road.
21	<p>Publicly available evidence does not support the EDE as the best bang for our bucks. Council's own data shows:</p> <ul style="list-style-type: none"> The DCR reduces traffic across the network, significantly on 90% of major roads, including Cooma St, as most Googong traffic does not have to come into town. The Nthn Bypass is the best option to address CBD, Yass Rd and E-W through traffic. A combination of the two is by far the best way of addressing Queanbeyan's traffic problems. There are ways of funding these. In contrast, the chosen EDE option will bring 1000s more traffic unnecessarily into the network and simply shift traffic problems from one area of town to another. It will also be much more expensive than the DCR (DCR = \$70m. EDE option = well in excess of \$100m ie \$43m for EDE, now up to \$90m, + \$36m for OCR 4 lanes + 11 mostly uncosted 	<p>Dunns Creek Road will, provide a valuable means of relieving possible congestion along Old Cooma Road after 2036 and once additional lots are released in addition to Googong's 5,500 lots. However, Dunns Creek Road has been shown not to provide sufficient relief by itself to eliminate the need for either the four-laning of Old Cooma Road in the short term or the construction of the EDE for relief of Cooma St and the Queens Bridge.</p> <p>The Northern Bypass has been shown to provide limited relief of traffic volumes along Monaro St and the Queens Bridge, as it is primarily a bypass for non-Queanbeyan traffic to avoid using the Canberra Ave-Monaro St route through the centre of town. It also provides no relief to local traffic travelling on the north-south route along Old Cooma Road and Cooma St wishing to access Queanbeyan and the northern routes out of Queanbeyan.</p> <p>The progressive implementation of first the EDE, then four-laning of Old Cooma Road and various separate intersection improvements,</p>

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	<p>required intersection upgrades, one of which was costed at \$200K in 2009 but recent tenders show will cost \$9m).</p> <p>I and other residents have spent literally 100s of hours analysing the data in an effort to understand how the advisory working group arrived at the EDE option as the best one for the town. The evidence just does not stack up.</p> <p>(i) Is all the evidence publicly available because everything we've seen points to a flawed option elimination and decision-making process?</p> <p>(ii) If not, can you make it available as soon as possible please?</p>	<p>has been shown to address the expected reduction in network performance and amenity as a result of the planned increase in development throughout Queanbeyan up to 2031.</p> <p>Whilst Dunns Creek Road provides some relief to Old Cooma Road it does not prevent the need for the four-laning of Old Cooma Road and the Study Group considered Dunns Creek Road would be more beneficial after 2036 when Old Cooma Road may require relief due to increase traffic flow from the Googong area.</p> <p>The Googong Tralee Traffic Study (2031) as adopted in August 2009 confirms the EDE as the preferred immediate option.</p> <p>Relevant information can be viewed on Council's website.</p>
22	<p>(i) If a key objective of the EDE is to address traffic from the so-called "self-contained township" of Googong, why then does the latest TDG Tracks Model report show that nearly 50% of Googong traffic (2083/4247) will still travel along Cooma Street during peak hours each day, and less than 25% (988/4247) will use the EDE?</p> <p>(ii) How would the EDE model solve the Googong traffic problem when your own data confirms it forces all that traffic to come into the existing road network, right into Cooma St and connecting roads heading to the ACT via the NW (Southbar Rd, Cameron Rd, Lanyon Rd, Canberra Ave)?</p>	<p>(i) Analysis of 2011 flows shows that only 40% of all traffic created by Queanbeyan has a destination within the ACT with the remaining 60% of traffic having a destination within Queanbeyan. This is not expected to significantly change in the future. Consequently a substantial proportion of traffic leaving Googong in the morning peak period will proceed north on Old Cooma Road to access destinations within Queanbeyan and use the Bungendore Hwy, Yass Rd and Canberra Ave routes out to areas outside Queanbeyan.</p> <p>(ii) Traffic in all of Queanbeyan is expected to grow as a result of the expected increase in development throughout Queanbeyan and the ACT. The EDE is not expected to accommodate all of the increase in traffic from Googong; it will accommodate only that proportion that has a destination to the east of the Queens Bridge or externally along the Bungendore Hwy and Yass Rd. All other traffic will still use Cooma St to either access parts of Queanbeyan to the west of Queens Bridge or use Canberra Ave to access the ACT.</p>

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		<p>The inclusion of Dunns Creek Road is only expected to serve a proportion of the 40% of traffic from Googong expected to travel to the ACT.</p> <p>This therefore does not remove the need for the EDE to relieve the expected increase in traffic along Cooma St.</p>
<p>23</p>	<p>Building the EDE before DCR means that all the Googong and surrounds traffic has no alternative but to come into our existing traffic network, with around 50% of that traffic using Cooma St and only 25% using the EDE. DCR would take most of that traffic to the Monaro Hwy to begin with, so why is DCR not the priority?</p>	<p>(See also question 22)</p> <p>Analysis of 2011 flows shows that only 40% of all traffic created by Queanbeyan has a destination within the ACT with the remaining 60% of traffic having a destination within Queanbeyan. This is not expected to significantly change in the future. Consequently a substantial proportion of traffic leaving Googong in the morning peak period will proceed north on OCR to access destinations within Queanbeyan and use the Bungendore Hwy, Yass Rd and Canberra Ave routes out to areas outside Queanbeyan.</p> <p>The inclusion of DCR is only expected to serve a proportion of the 40% of traffic from Googong expected to travel to the ACT. This therefore does not remove the need for the EDE to relieve the expected increase in traffic along Cooma St.</p>
<p>24</p>	<p>(i) What % of Googong and Tralee traffic travels to work in the ACT? (ii) What % works in which parts of the ACT eg South, North, East, West?</p>	<p>In the 2031 AM peak, the model estimates that 41% of all Googong and Tralee “Home to Work” trips travel to the ACT. Of that traffic, the model estimates that 33% travel to areas north of Lake Burley Griffin, 48% to areas south of Lake Burley Griffin but north of Sulwood Dr and the remaining 19% travel to areas south of Sulwood Dr.</p> <p>It should be noted that modelling also takes into account the fact that not all people who leave home to go to work, go directly to work. For example, they may drop children to day care or school,</p>

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		go to the commercial area to do shopping, buy breakfast, buy fuel, go to the gym, play sport etc. Conversely not all people go home directly from work for the same types of reasons.
25	<p>Thorough local research and asking relevant questions means that assumptions are not needed.</p> <p>(i) What questions did Council or its consultants ask Googong and other residents on the outskirts of town about their preferred travel preferences in arriving at the EDE decision in 2009 and recently?</p> <p>(ii) In both cases, how many residents were spoken to and what were their responses?</p>	<p>(See also questions 8/26)</p> <p>A specific survey of local travel patterns has not been undertaken.</p> <p>Undertaking a significant Household Interview Survey specifically for Queanbeyan and the ACT would be of limited use. This is because the current BTS information is producing travel patterns that are consistent with recorded traffic flows within Queanbeyan and crossing the NSW/ACT border, as well as the fact that the Googong and Tralee have only released) a small proportion of the total lots. The additional information derived from such a survey would probably be marginal.</p> <p>The model travel patterns were derived from the Sydney HTS undertaken by the BTS every year for over 20 years and surveying over 2,000 households throughout an area from Newcastle in the north to Shoalhaven in the south. This survey determines household trip rates for different household compositions of vehicles and residents. The model uses trip rates only applicable to households of the composition and type present in Queanbeyan in a similar fashion to all the models in the Illawarra. The trip making pattern is consistent with what is expected from households with the population and car availability shown in Queanbeyan.</p>
26	<p>(i) What were the underlying travel assumptions in the TDG Tracks Model for Googong residents and road users from other sources?</p> <p>(ii) What were the assumptions based on eg were they sourced from local travel pattern data or travel movements in Sydney?</p> <p>(iii) Will you make them publicly available?</p>	<p>(See also question 8)</p> <p>The model travel patterns were derived from the Sydney Household Travel Survey undertaken by the Bureau of Transport Statistics every year for over 20 years and surveying over 2000 households throughout an area from Newcastle in the north to Shoalhaven in the south. This survey determines household trip</p>

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		<p>rates for different household compositions of vehicles and residents.</p> <p>The Queanbeyan traffic model uses trip rates only applicable to households of the composition and type present in Queanbeyan, in a similar fashion to all the equivalent models used in the Illawarra. The travel patterns and trip generation rates used in the Queanbeyan model and all Illawarra models are also most likely to be consistent with household types in outer residential areas of Sydney and smaller cities such as Newcastle and Wollongong, and can be used to predict local travel patterns.</p> <p>Each zone in the model creates different trips based on each zone's individual composition of cars and people. The current Bureau of Travel Statistics information is producing travel patterns that are consistent with recorded traffic flows within Queanbeyan and crossing the NSW/ACT border.</p> <p>The Traffic Study validation report was placed on public display.</p> <p>The Sydney Household Travel Survey is available to the public from the Bureau of Transport Statistics.</p>
27	<p>(i) Why does the TWG recommend duplication of OCR (at a cost of \$36m) because “no alternative roading project reduced flow along the two lane Old Cooma Rd alignment sufficiently to maintain the suitable level of service” but then they go on to expressly state that DCR would be valuable in reducing traffic on 2 lane OCR (virtually acknowledging that duplication of OCR would not be needed if DCR existed)?</p> <p>(ii) Do you agree these are contradictory statements, sending confused messages about the need for 4 lane OCR?</p>	<p>No project other than the four-laning of Old Cooma Road successfully improves the operation of Old Cooma Road to Level of Service D or better. Dunns Creek Road is expected to remove a proportion of traffic using Old Cooma Rd but the expected reduction in flow along Old Cooma Rd as a result of Dunns Creek Road is insufficient to improve estimated 2031 Level of Service beyond LOS E.</p> <p>The 2009 Googong and Tralee Traffic Study (2031) report stated that:</p> <p>“The Dunns Creek link between the Tralee and Googong developments was seen as being a useful inclusion in the</p>

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		<p>future Queanbeyan network but would not likely be required in the current 2031 planning horizon. The ability of the Dunns Creek link to reduce traffic flow along Old Cooma Rd and the Edwin Land Parkway Extension was seen by the Technical Working Group as being valuable in the future but could not be justified at this time.”</p> <p>Source: Googong and Tralee Traffic Study (2031)</p> <p>At no stage did the Technical Working Group find, or state, that the duplication of Old Cooma Rd would not be needed if Dunns Creek Road was constructed.</p>
<p>28</p>	<p>The Traffic Study showed that a combination of DCR and the Northern Bypass was by far the best option to solving Qbn’s traffic problems – out-performing other options, including the EDE. The ACT’s proposed development of the Eastern Broadacre corridor includes priority development of the land immediately adjacent to the Queanbeyan/ACT border on the Eastern side of Canberra Ave. That area is earmarked for possible land release in 2015-2021 and could include the ACT effectively building a large part of a de-facto Northern Bypass from the Monaro Highway to Pialligo Ave. Public consultations are to be held later this year with approval to proceed with development early next year.</p> <ul style="list-style-type: none"> (i) Will Council take a regional approach and hold off making any decision on roads until we have a clearer idea of what is intended with the ACT’s development of the Eastern Broadacre corridor and associated roads that might solve our problems, saving us significant amounts of money? (ii) Does the traffic modelling take this into account and, if not, why not? (iii) Why isn’t our focus now on DCR (funded primarily by Googong and Tralee developers) as the traffic study showed that the combination of DCR with a Northern Bypass would fix our traffic problems? 	<p>The future model land use includes all planned developments specified by the ACT government at the time of the modelling.</p> <p>The Technical Working Group, following detailed analysis of multiple combinations of network improvement projects, did not find that the combination of Dunns Creek Road and the Northern Bypass would fix all of the expected congestion issues facing Queanbeyan by 2031.</p> <p>The analysis consistently found that neither Dunns Creek Road nor the Northern Bypass reduced traffic flow through Queanbeyan sufficiently to improve Old Cooma Rd, Cooma St, the Queens Bridge and various isolated intersections operation up to the desired Level of Service D.</p>

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<p>29</p>	<p>How can Yass Rd and Pialligo Ave cope with thousands more vehicles as per the EDE model, when it already fails during AM peak hour?</p>	<p>There is expected to be growth in traffic along the Yass-Pialligo corridor as a result of growth in development throughout Queanbeyan and the ACT irrespective of the construction of the EDE. Traffic will continue to use Yass Road and Pialligo Avenue regardless of whether the EDE gets constructed or not.</p> <p>It is estimated that the two-way flow along the Yass-Pialligo corridor will increase from 1400 vehicles per hour in the 2014 AM peak up to 1600 vehicles per hour in the 2031 AM peak as a result of development growth only. The construction of the EDE will only result in an additional 150 vehicles per hour in the 2031 AM peak.</p> <p>Council will continue to work closely with the ACT Government to inform the future planning for transport infrastructure.</p>
<p>30</p>	<ul style="list-style-type: none"> • Strategically, if the EDE model is adopted, what happens to Googong and other traffic on the outskirts of town if Old Cooma Rd is blocked eg due to a major accident, bushfire etc? • Do you agree the DCR would give that traffic and residents a direct and alternative exit route out of the area to the ACT in those circumstances? 	<p>Old Cooma Rd would provide an additional route for Googong traffic however there is already an alternative access route along Old Cooma Rd to the south onto the Monaro Hwy.</p>
<p>31</p>	<p>This so-called “town by-pass” has been on the maps for 40 years, so can you explain why previous governments and Councils haven’t thought it good enough to fund and build?</p> <p>And why have subsequent Councils approved development all the way along the road corridor, including the previous Council rezoning Jumping Creek for development?</p>	<p>The EDE has been planned since the 1970s. It should be noted that the proposal has been included on the Queanbeyan Local Environmental Plan map since 1991.</p> <p>The decision to build the EDE is based on the need resulting from development growth. As lots have been progressively released at Googong, and other development has taken place, traffic is increasing and the EDE is required now to reduce the congestion along Cooma St and the CBD area expected by 2018.</p>

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<p>32</p>	<p>Expectations are very high in some parts of the Queanbeyan community about what the EDE will deliver. We all know how hard it is to get money from govts for roads so if Council gets this wrong, our chances of getting another shot at Govt grant money for another road are very slim. If the EDE does not deliver, the reputations of Councillors who vote for the EDE will be forever tarnished in the community for choosing the dud road that cost us millions.</p> <p>(i) What is Council's plan for managing community expectations?</p> <p>(ii) What are the ramifications for Council's advisers if they have got the assumptions and traffic flows wrong and high community expectations are not met?</p> <p>(iii) How many of the advisers live in Queanbeyan and will have to live every day with the consequences of poor advice if they have got it wrong? (iv) What is Council's back-up plan for getting funding for another road or road fixes when the EDE further congests existing bottle-necks and in other areas?</p>	<p>i) The community expects Council to plan for the expected traffic increases that will come from development that is proposed for the future. Council has done that with the Googong and Tralee Traffic Study (2031) and is confident that it is the correct answer for Queanbeyan.</p> <p>ii) Council is confident that the proposed traffic solution is the most appropriate solution.</p> <p>iii) Council receives advice from many different sources and geographic areas based on their specific expertise. The place of residence of specialists is not relevant to the work they are undertaking. Council is confident that the proposed EDE is the correct traffic solution for Queanbeyan.</p>
<p>33</p>	<p>The NSW Dept of Planning gave a directive that Council had to develop a transport strategy to service Googong and South Jerrabomberra before any rezoning took place. They stipulated in the "Queanbeyan Residential and Economic Strategy 2031" document that the transport strategy had to address the need and timing of Dunns Creek Rd Arterial (including the reservation of the corridor), ELP, OCR re-alignment etc. The EDE was not mentioned in that document so why did Council lobby Federal and NSW governments for funding for the EDE on the grounds that it was the priority road for Queanbeyan when it wasn't even mentioned in the 25 year residential and economic plan?</p> <p>(i) Why has no transport strategy been developed?</p> <p>(ii) Which alignment of DCR was reserved and when did that happen?</p>	<p>(See also Questions 12 and 16)</p> <p>The Department of Planning (Planning) did not stipulate that Dunns Creek Road was needed to be constructed. The requirement from Planning resulted in Council needing to determine the correct traffic answer for Queanbeyan. The 2008 Queanbeyan Residential and Economic Strategy 2031 was adopted by Council with a condition that Council complete a comprehensive traffic study to demonstrate that Queanbeyan could manage the traffic increases expected from the developments proposed in the Queanbeyan Residential and Economic Strategy 2031 (QRES).</p>

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	<p>(iii) Why hasn't work commenced as a priority to build the DCR?</p>	<p>The Googong and Tralee Traffic Study (2031) adopted by Council in August 2009 is the result of that requirement from Planning and met the objectives of the QRES: it did not identify Dunns Creek Road being required before 2031.</p> <p>The Dunns Creek Road alignment has not been reserved at this time because the precise route has not been finalised, although the section through the Tralee development is shown on the LEP maps.</p> <p>Council has resolved to complete a concept plan on a selected route, determine the extent of environmental offset requirements and land acquisition and develop an estimate for the road. This work is nearing completion.</p> <p>As the need for implementation of the Dunns Creek Road is dependent on demand its implementation is only required sometime after 2031 depending on future development growth.</p>
<p>34</p>	<p>How can we have faith in the costings and the traffic study when the study showed that the large Jerrabomberra roundabout upgrade would cost around \$200,000 and be needed by 2031, and just 6 years on actual tenders cost it at almost \$9m and Council says it is required by 2017 – noting that Googong contributions are unbelievably capped at \$56,000 based on the 2009 estimate?</p>	<p>The latest modelling still indicates that the Jerrabomberra Circle does not need upgrading for traffic capacity reasons before 2031. However the need to upgrade the intersection may be required in the short to mid-term for reasons other than traffic capacity, including safety, pedestrian movement, cycle movement or interaction with adjoining intersections.</p> <p>Council is actively investigating options to address all the issues related to the Jerrabomberra Circle. The project is still in the planning and development phase and as such all cost estimates are preliminary budget estimates.</p> <p>The cost estimates included with the Local Planning agreement between Council and Googong Township Pty Ltd (GTPL) are currently not capped. No tenders for the construction of this roundabout have been called.</p>

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		<p>In relation to developer contributions caps in general, capping of developer contributions is a requirement placed on Councils by the Environmental Planning and Assessment Act 1979 (as amended) and is standard practice. The developer contributions negotiated between Council and the Googong developer are larger than the cap that Council would ordinarily achieve through a Section 94 contribution plan. In addition, the GTPL contributions are considered comparatively large when compared with many other developments across the State and represent a voluntary commitment by both Queanbeyan City Council and the Googong developers to ensure that development in Queanbeyan is undertaken in a timely, affordable and equitable manner.</p>
<p>35</p>	<p>Comparing Scenario 3 (All required Qbn infrastructure upgrades) to Scenario 4 (All required Qbn infrastructure upgrades without the EDE) in the TDG QCC Tracks Model Report – Part 2 – Tables 10-13, the data shows:</p> <ul style="list-style-type: none"> • For critical locations in the network, importantly, <u>nearly all roads remain at the same LOS with or without the EDE in 2031.</u> The addition of the \$75-90m+ EDE worsens traffic at the OCR/ELP traffic signals to LOS E. The areas that benefit from the \$75-90m+ EDE are Cooma St and Kings Hwy Bridge. This is likely to be because the Model falsely assumes most Googong traffic will want to come into Qbn’s CBD when most want a direct route to the ACT, to the NW of Qbn’s CBD. • For minor locations in the network, the addition of <u>the EDE actually worsens LOS in some areas</u> ie Canberra/Kealman i/s, Yass/Silva i/s, Bungendore/Thurrallilly i/s and Canberra/Cameron i/s. Areas that benefit from the EDE are Monaro/Crawford i/s and Monaro/Atkinson i/s but, again, this is likely to be because the Model falsely assumes most Googong traffic wants to come through Qbn’s CBD and is actually being forced to do so in this Model as there is no direct alternative for residents to get to/from Googong. 	<p>(See also question 15)</p> <p>Part 2 of the South Jerrabomberra and Queanbeyan Traffic Analysis 2014 included investigations into scenarios that both included and did not include the EDE. Scenario 3 included a road network with all suggested road improvements while Scenario 4 included all road improvements except for the EDE.</p> <p>This analysis found that most of the Queanbeyan road network will operate at a Level of Service D or better for both Scenarios 3 and 4, with the exception that in Scenario 4 without the EDE the Level of Service on Cooma St and the Queens Bridge reduces down to LOS E.</p> <p>The improvements to the intersection of Old Cooma Road/Edwin Land Parkway in order to retain the LOS D requires only minor work.</p> <p>Analysis of 2011 flows shows that only 40% of all traffic created by Queanbeyan has a destination within the ACT with the remaining 60% of traffic having a destination within Queanbeyan. Also refer to Question 24 .</p>

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- (i) Presented with this evidence, does Council think spending up to \$90m+ on the EDE is the best use of our money?
- (ii) What assumptions were made about Googong travel preferences? Our surveys indicate a high proportion would prefer to use DCR to get to the ACT to the S, W and NW and many have no need to come into Qbn.

2031 AMP LOS AT CRITICAL LOCATIONS				
Location	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Old Cooma Rd – Googong Rd to ELP	F	F	-	-
Cooma St – ELP to Southbar Rd	F	E	-	-
Cooma St – North of Southbar Rd	E	-	-	E
Kings Hwy Bridge	E	D	D	E
South Jerrabomberra Access Rd	E	E	-	-
Uriarra Rd Kendall Rd To Canberra Ave	-	-	D	D
Old Cooma / ELP Traffic Signals	D	E	E	D
Tomsitt / Sth Jerrabomberra Traffic Signals	F	F	F	F
Tomsitt / Lanyon Roundabout	E	E	D	D
Isabella / Monaro Intersection	F	F	F	F
Lanyon / Monaro Traffic Signals	D	D	D	D
Lanyon / Canberra Roundabout	F	F	D	D
Yass / Bungendore / Ellerton	E	D	-	-

Table 10: AMP LOS at Critical Locations

This is not expected to significantly change in the future. Consequently a substantial proportion of traffic leaving Googong in the morning peak period will proceed north on Old Cooma Rd to access destinations within Queanbeyan and use the Bungendore Hwy, Yass Rd and Canberra Ave routes out to areas outside Queanbeyan.

The purpose of the EDE is to provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the area as a result of growth in development throughout Queanbeyan.

No one project can provide relief from congestion throughout the entire network and additional network improvements are required in addition to the EDE. Thus regardless of whether the EDE is included into the road network or not, other roads and intersections will also require improvements as they act independently to the EDE.

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2031 PMP LOS AT CRITICAL LOCATIONS				
Location	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Old Cooma Rd – Googong Rd to ELP	F	F	-	-
Cooma St – ELP to Southbar Rd	F	E	-	-
Cooma St – North of Southbar Rd	E	D	D	E
Kings Hwy Bridge	E	D	D	E
South Jerrabomberra Access Rd	D	D	-	-
Uriarra Rd Kendall Rd To Canberra Ave	D	D	D	D
Old Cooma / ELP Traffic Signals	E	E	E	E
Tomsitt / Sth Jerrabomberra Traffic Signals	F	F	D	D
Tomsitt / Lanyon Roundabout	F	E	E	E
Isabella / Monaro Intersection	F	F	F	F
Lanyon / Monaro Traffic Signals	E	E	E	E
Lanyon / Canberra Roundabout	F	F	E	E
Yass / Bungendore / Ellerton	D	D	D	D

Table 11: PMP LOS at Critical Locations

2031 AMP LOS AT MINOR LOCATIONS				
Location	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Lanyon / Gilmore Intersection	E	E	-	-
Lanyon / Southbar Intersection	D	D	D	D
Canberra / Kealman Intersection	-	-	D	-
Canberra / Kendall Intersection	E	F	E	E
Canberra / Donald Intersection	-	-	-	-
Canberra / Cameron Intersection	E	F	-	-
Monaro / Crawford Intersection	D	-	-	E
Monaro / Atkinson Intersection	D	-	D	E
Yass / Shropshire Intersection	-	-	-	-
Yass / Endurance Intersection	-	-	-	-
Yass / Thurrallilly Intersection	D	D	D	D
Yass / Silva Intersection	-	D	D	-
Bungendore / Thurrallilly Intersection	-	-	D	-

Table 12: AMP LOS at Minor Locations

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2031 PMP LOS AT MINOR LOCATIONS				
Location	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Lanyon / Gilmore Intersection	F	F	-	-
Lanyon / Southbar Intersection	D	-	-	-
Canberra / Kealman Intersection	-	-	D	D
Canberra / Kendall Intersection	E	E	E	E
Canberra / Donald Intersection	-	F	F	F
Canberra / Cameron Intersection	D	E	D	-
Monaro / Crawford Intersection	-	-	-	-
Monaro / Atkinson Intersection	D	-	-	E
Yass / Shropshire Intersection	-	D	-	-
Yass / Endurance Intersection	D	E	-	-
Yass / Thurrallilly Intersection	D	D	D	D
Yass / Silva Intersection	D	E	D	D
Bungendore / Thurrallilly Intersection	D	D	D	D

Table 13: PMP LOS at Minor Locations

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Why was the EDE chosen by Council prior to public consultation and any social, tourism, economic or environmental studies being completed?

Council's Meeting on 24 June 2009 resolved to place the Draft Queanbeyan Strategic Traffic Plan 2031 on public exhibition for 28 days. The public exhibition of the draft plan closed on 14 August 2009.

The community had the opportunity then to assess and comment on the strategic approach of Queanbeyan City Council to the city's transport network as a result of all development expected to occur up until 2031. Council staff considered all submissions in developing its final recommendations to Council at its August 2009 meeting.

Council's Meeting of 26 August 2009 resolved to adopt the Draft Queanbeyan Strategic Traffic Plan 2031, known as the Googong and Tralee Traffic Study (2031), which recommended Ellerton Drive Extension as the preferred solution for the Queanbeyan's traffic needs.

Note however that as a forward planning tool, the purpose of the

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		<p>Googong and Tralee Traffic Study 2031 was to develop a long term strategic traffic plan for the Queanbeyan road network, not to specifically assess social, environmental and financial impacts of any particular detailed component of the plan.</p> <p>It is a legislative requirement that other impacts are assessed under the Environment Planning & Assessment Act (1979) (EP&A Act 1979) once details of the project have been defined.</p> <p>For the EDE and other similar projects, this assessment is undertaken through the Review of Environmental Factors document which considers matters prescribed by clause 228 of the Environmental Planning and Assessment Regulation 2000. These matters include archaeological, anthropological, cultural, recreational and environmental impacts of the proposal on the present and future generations. The REF then determines whether the project can be justified under the objectives of the EP&A Act 1979 and has been the subject of the current community consultation period.</p> <p>This is the part of the process that the proposed EDE is currently undergoing.</p>
<p>37</p>	<p>Did the fact that the EDE provide access to Jumping Creek (for which the Googong developer CIC is the proponent) get discussed at all by the TWG in its deliberations on which road to recommend?</p>	<p>(See also question 19)</p> <p>The Traffic Study was commissioned to develop a long term strategic transport plan for Queanbeyan as a whole, to identify network scenarios and options to address deficiencies in both the existing and future Queanbeyan road network. The EDE produces a substantial improvement in the network operation and local amenity of roads between Old Cooma Rd and the Queens Bridge and therefore produces sizeable benefits, irrespective of the existence or otherwise of Jumping Creek Estate.</p> <p>The road connection from Jumping Creek to the EDE was never considered by the Technical Working Group.</p>

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<p>38</p>	<p>On the presentation by Dave Hunter on traffic, it did not show any studies of the effect on Edwin Land Parkway. There was no indication of traffic flow or whether that road would end up as a red or blue road by 2031. It also stated on the study that "Flow validated on 2011 counts". It is now 2015 and the traffic flow has changed considerably since then due to the Googong development. Your statistics need to be updated and more recent before any decisions are made, please. You must take into consideration the impact on other roads and their communities in the vicinity of any such major development.</p>	<p>The Edwin Land Parkway has always been included in all of the analyses, as are all roads in the Queanbeyan model. The ELP is shown on plots as a ordinary line simply because the ELP is expected to be operating at better than Level of Service D in 2031, and is thus not flagged by a line representing LOS D, LOS E or LOS F .</p> <p>The model has been validated to 2011 flows as a result of land use being based on the 2011 Census. Models of this kind are updated and revalidated at regular intervals following the 5 year Census interval and therefore the model is expected to be revalidated sometime after 2018 using the 2015 Census data released that year.</p> <p>The Googong development has approximately 250 households currently in place and it is unlikely that the flow associated with the development is impacting on the operation of the surrounding roads at this point in time.</p>
<p>39</p>	<p>I also noted on an information sheet regarding the EDE that the road would see 15% reduction of traffic in the CBD. Is this really a good enough outcome for committing \$90 million? I would be hoping that the return on diverting traffic to the EDE would be a little more than this! Is it really worth this investment?</p>	<p>(See also question 3)</p> <p>The reduction in flow on any particular road is dependent on the road within the CBD area. It is expected that flows along Cooma St, Monaro St, Morrisset St, Thorpe Ave, Lowe St, Crawford St, Collett St, Isabella St and others will all reduce as a result of the construction of the EDE. The improvement in network operation for the CBD area is substantial and the additional benefits as a result of improved amenity for residents and businesses along these are also of value.</p> <p>The 5% (not 15%) reduction that has been quoted refers to future 2031 flow compared to 2011 flow even with 20 years of development growth. That is with EDE the traffic volume along Monaro Street in 2031 including the anticipated traffic growth will</p>

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		<p>be 5% less than the traffic volume was along Monaro Street in 2011.</p> <p>However as development in Queanbeyan increases, it is estimated that the traffic volume along Monaro Street in 2031 will be 13% more without EDE compared to the traffic volumes we would experience if EDE was in place.</p> <p>Note that the reduction in CBD traffic needs to be considered in light of a significant increase in overall traffic that will be caused by ongoing development in the region. A traffic solution that ensures that the amount of traffic in the CBD decreases over a period when actual traffic on all of the other roads in the city increases is a significant and beneficial outcome demonstrated by the modelling work and well worth the expenditure proposed for the EDE.</p>
40	<p>There is no “road emergency”. Population forecasts have been significantly revised downwards and there is a gloomy economic outlook for the ACT region so Council has time time to hit the pause on the now \$140m+ EDE package for at least the next 12 mths. That would be the “financially responsible” thing for Councillors to do. In the meantime, Council should also have a firmer idea of DCR costings and environmental impacts, and a range of regional developments and initiatives which would further inform Councillors’ decision on which road/s to opt for.</p> <p>Will Council hold off taking any decision on taking out loans or progressing the EDE until the outcomes of the following are known? If not, why not?</p> <ul style="list-style-type: none"> • Public consultation process on the ACT’s Eastern Broadacre Corridor development is due in the second half of this year, with expected approval to proceed to the planning and re-zoning stage in 2016. Potential exists for Council to influence road planning in that area including the possibility of a part-ACT Govt funded de-facto Northern bypass from Canberra Ave to Pialligo Ave – so Queanbeyan need only fund part of a Northern bypass • Discussions with the ACT government on duplication of Pialligo Ave pending; • Consideration by the ACT government of possibly 6 laning the Monaro Highway 	<p>The adoption by Council of the Googong and Tralee Traffic Study (2031) in August 2009 followed from an extensive planning process which identified the EDE as one part of a program of recommended traffic solutions for Queanbeyan.</p> <p>Council is confident that this is the most financially responsible solution for Queanbeyan. Council will continue to work with other Authorities in the region to ensure that future road planning continue to be informed and coordinated as much as possible.</p> <p>Council has and will continue to lobby the ACT Government for improvements to roads within the ACT that need to be upgraded.</p> <p>It has been shown in the Googong and Tralee Traffic Study (2031) that both the Northern Bypass and Dunns Creek Road are not required to manage traffic expected from ongoing development until at least 2031.</p>

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	<p>from Isabella Drive to Hindmarsh Drive pending</p> <ul style="list-style-type: none"> • The outcomes of the Fit for the Future amalgamation of Councils initiative pending • Dunns Creek Rd environmental studies pending • Dunns Creek Rd costings pending 	
COSTINGS		
41	<p>This decision is probably the most important one, and most expensive, Councillors will have had to make in decades so its vitally important Councillors choose the right road for the town, the best bang for our bucks - not the cheapest or seemingly easiest option. Does the town want the most effective road or the cheapest? Can you explain how the EDE is the most effective road or the cheapest? The available evidence indicates its unlikely to be either.</p>	<p>The Googong and Tralee Traffic Study (2031) has demonstrated that the EDE is one part of a program of recommended traffic solutions for Queanbeyan not only in the short term, but also for the future.</p> <p>Additional studies have also shown EDE to be the most economical solution.</p>
42	<p>Is there a cap on EDE costs, noting that the cost estimate for the EDE alone (ie without all the expensive additional road upgrades needed to make the perform marginally better than just the DCR) has sky-rocketed from \$43m to \$75m+ in just the last few months?</p>	<p>(See also Question 112)</p> <p>Initial estimates are usually based on construction only concept plans and high level assumptions that were bound to change as the project developed.</p> <p>The current cost estimate is based on a concept design level analysis of total project costs, which includes additional activities such as project development (all the environmental and related studies, approval requirements, community consultation processes, etc.), site investigations and design, project management services, property acquisitions, environmental offsets and final handover costs, which all add significantly to the overall project costs.</p> <p>There is not an arbitrary “cap” on EDE costs. The project design will be progressed, with increasing levels of confidence in the related cost estimates. The scope of works will be adjusted to</p>

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		ensure that the project remains affordable for Council without compromising the essential elements of the project.
43	Cost estimates and funding. At the forum, Council advised that costs can go up significantly as more work is done. Given EDE costs have risen nearly \$50m in just 6 months, and more work is still being done, is there an end cost at which Council is likely to say “the EDE is not worth it?”	<p>(See also Question 42)</p> <p>Initial estimates are usually based on construction only concept plans and high level assumptions that were bound to change as the project developed.</p> <p>The current cost estimate is based on a concept design level analysis of total project costs, which includes additional activities such as project development (all the environmental and related studies, approval requirements, community consultation processes, etc.), site investigations and design, project management services, property acquisitions, environmental offsets and final handover costs, which all add significantly to the overall project costs.</p> <p>There is not an arbitrary “cap” on EDE costs. The project design will be progressed, with increasing levels of confidence in the related cost estimates. The scope of works will be adjusted to ensure that the project remains affordable for Council without compromising the essential elements of the project.</p>
44	Is it true the latest estimated cost of the EDE just by itself, without the dozen or so intersections and OCR upgrades, is closer to \$90m?	The cost estimate for the EDE without any other intersection is between \$75m and \$90m.
45	If the latest estimated cost of the EDE is \$75-90m what do we get for that money? If it doesn't include the cost of the OCR duplication and EDE associated i/s upgrades, how much will they cost, where will Council find the money for those upgrades and what will ratepayers exposure to those additional costs be?	<p>The estimate includes only the construction of Ellerton Drive from Old Cooma Road to approximately the entrance to Council's Depot located on Ellerton Drive. Other intersection and road improvements are not part of the EDE project and as such are not included in the EDE cost estimate.</p> <p>Council's most recent estimate for direct construction and environmental offset for the Old Cooma Road Stage 2 project is</p>

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		<p>\$21M. This estimate excludes further land purchase and project management or design costs.</p> <p>Note that the Old Cooma Road Stage 2 project is still in the stages of planning and design and no designs have been finalised. Cost estimates are at the planning stage based on preliminary details.</p> <p>The Old Cooma Road Stage 2 project is included in the LPA and will be funded by the developers in accordance with that document, at no additional cost to ratepayers.</p>
<p>46</p>	<p>(i) What is the latest cost estimate for staged upgrades to the OCR, including duplication of OCR in the longer term, and what % is to be funded by Googong developers and what, if any, is the capped amount?</p> <p>(ii) Will you make current cost estimates publicly available?</p>	<p>Council's most recent estimate for direct construction and environmental offset for the Old Cooma Road Stage 2 project is \$21M. This estimate excludes further land purchase and project management or design costs.</p> <p>Note that the project is still in the stages of planning and design and no designs have been finalised. Cost estimates are at the planning stage based on preliminary details and are likely to change with additional detail.</p> <p>The Old Cooma Road upgrade is currently divided into 3 Stages:</p> <p>Stage 1 is a bypass of the previous quarry bends and has already been completed.</p> <p>Stage 2 includes duplication of the road from ELP to Googong, not including the intersections at either end.</p> <p>Stage 3 is duplication from Southbar road to ELP including the upgrade of the Southbar and Barracks Flat signals.</p> <p>All of these projects will be funded at 86% of the actual cost of the project by the Googong Developers. There is no capped amount.</p> <p>Costs will be made available when they are put up for public consultation or when they are submitted to Council for consideration.</p>

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<p>47</p>	<ul style="list-style-type: none"> (i) Does the \$75-90m+ cost estimate being quoted include covering the cost of the 11 multi-million dollar intersection upgrades associated with the EDE option proposed in the Traffic Study? (ii) What is the latest cost estimate for these 11 traffic intersection improvements? (iii) Will you make current cost estimates publicly available? (iv) What is ratepayers' exposure to these costs? 	<p>(i) The estimate includes only the construction of Ellerton Drive from Old Cooma Road to approximately the entrance to Council's Depot located on Ellerton Drive. Other intersection and road improvements are not part of the EDE project and as such are not included in the EDE cost estimate. Council will seek separate developer funding, external grants and other funding mechanisms for the development and implementation of these intersections and improvements, the majority of which would be required regardless of the construction of the EDE</p> <p>(ii) Council has not yet carried out further costing works on the intersections included in the 2010 - 05B traffic solution.</p> <p>(iii) Updated costs will be made available when they are put up for public consultation or when they are submitted to Council for consideration. Some of the estimates will be imbedded within estimates for road projects and others will be stand-alone.</p> <p>(iv) The apportionment of costs for each of intersections is included within the Googong and Tralee Traffic Study (2031) and the South Jerrabomberra and Queanbeyan Traffic Analysis 2014 traffic reports.</p>
<p>48</p>	<ul style="list-style-type: none"> (i) Were costings done as part of the 2009 Traffic Study on each of the road options? If yes, where are the costings? (ii) Why were other options (eg Northern Bypass) dismissed on cost grounds virtually up-front with no evidence of costings? 	<p>(See also Questions 47 and 53)</p> <p>The current cost estimate for EDE is between \$75M and \$90M.</p> <p>Other intersection and road improvements are not part of the EDE project and as such are not included in the EDE cost estimate. Council will seek separate developer funding, external grants and other funding mechanisms for the development and implementation of these intersections and improvements, the majority of which would be required regardless of the construction of the EDE.</p>

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		<p>These projects are currently in the early planning and design stages, and estimates for all the individual projects have not yet been prepared.</p>
49	<ul style="list-style-type: none"> (i) Is there any legal reason preventing tenders to be sought for the EDE and Dunn Creek Rd before QCC votes to take out a loan of \$25-50 million? (ii) If so, what is it? (iii) If not, then why sign a blank cheque at our expense before we know the cost? 	<p>In accordance with the Tendering Guidelines for NSW Local Government, which are prepared by the Director General of the NSW Department of Premier and Cabinet Division of Local Government, under section 23A of the Local Government Act 1993, Council is not able to go to tender for work until sufficient funds are available to complete the work.</p> <p>The estimating process is used to provide information to determine the amount of funding required to be held before Council can proceed with calling for tenders.</p>
50	<ul style="list-style-type: none"> (i) Were costings done as part of the 2009 Traffic Study on each of the road options? If yes, where are the costings? (ii) Why were other options (eg Northern Bypass) dismissed on cost grounds virtually up-front with no evidence of costings? 	<p>The 2009 Traffic Study considered many options, including the Northern Bypass. The options providing the best traffic solutions for Queanbeyan were shortlisted and preliminary cost estimates were prepared for the final shortlisted scenarios 03B, 05B, CBC & C2B. These preliminary cost estimates are included in the Report for South Queanbeyan Roads Cost Estimates February 2009.</p> <p>Both the Googong Tralee Traffic Study (2031) and the Report for South Queanbeyan Roads Cost Estimates were considered by the Traffic Working in making its recommendations to Council on the preferred traffic solutions for Queanbeyan.</p> <p>Note that cost estimates for the Northern Bypass were first prepared in 1996 and further updated again in 2006/7. The northern bypass was not considered on the final shortlist because it does not provide the required traffic solution for Queanbeyan as well as having excessive costs.</p> <p>Decisions were primarily made on each scenario's ability to benefit the whole of Queanbeyan's road network</p>

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<p>51</p>	<p>(i) Why was there no concept plan for the EDE in the 2009 GHD costings when one was done for Dunns Creek Rd costings at that time?</p> <p>(ii) Why the discrepancies between contingencies in the GHD costings for the DCR (30%) vs the EDE (50%)?</p>	<p>Project estimates in 2009 were undertaken for each project with the respective information available at the time.</p> <p>Several concept designs were carried out for Dunns Creek Road to determine the feasibility and potential alignment of the project. This work was undertaken to assess whether the Dunns Creek Road project was feasible.</p> <p>Previous works already completed on EDE had determined that the EDE project was feasible.</p> <p>Appropriate contingencies were adopted based on relative information and detail available for each respective project at the time.</p>
<p>52</p>	<p>Given the inconsistencies between the DCR and EDE costings, and the recent blow-out in estimated EDE costs, do you agree those 2009 costings should not have been used as evidence by the former Council on which to make a comparative cost analysis?</p>	<p>Cost estimates undertaken in 2009 were used to compare costs across potential projects. These cost estimates when escalated to current day costs remain in similar ratio to each other. As such, the basis for the decision is appropriate.</p>
<p>53</p>	<p>Why was the EDE option publicly stated to cost \$43m when the total cost (in 2009) was closer to \$95m (excluding the unknown multi-million costs of the 11 needed intersections), and is now in excess of \$130m given recent cost blow outs?</p>	<p>(See also Question 47 and 48)</p> <p>The early cost estimates for EDE were based on construct only costs appropriate for the comparisons undertaken in 2009.</p> <p>The current cost estimate is based on a concept design level analysis of total project costs, which includes additional activities such as project development (all the environmental and related studies, approval requirements, community consultation processes, etc.), site investigations and design, project management services, property acquisitions, environmental offsets and final handover costs, which all add significantly to the overall project costs.</p> <p>The current cost estimate is between \$75M and \$90M. See</p>

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		<p>questions 42-44</p> <p>Other intersection and road improvements are not part of the EDE project and as such are not included in the EDE cost estimate. Council will seek separate developer funding, external grants and other funding mechanisms for the development and implementation of these intersections and improvements, the majority of which would be required regardless of the construction of the EDE.</p>
<p>54</p>	<p>(i) Given the high degree of uncertainty with the EDE cost estimates versus the DCR in 2009, how is it that DCR cost estimate is now said to have nearly tripled (from \$70m in 2009 to up to \$200m in 2014) when the original EDE cost estimate, with no design work, is said to have only doubled over that same time period (from \$43m to \$75-90m+, albeit rising)?</p> <p>(ii) Will you make the latest DCR costings on which the RMS/Council advice is based publicly available?</p>	<p>(See also Question 66)</p> <p>Preliminary project budget estimates in 2009 were undertaken for each project based on the respective relative stage of planning and design, and information available at the time. Appropriate contingencies were adopted based on relative information and detail available for each respective project at the time.</p> <p>Updates to these cost estimates have been made since then based on subsequent additional studies and investigations, adjustment of contingencies and changes to specific scopes of work that have affected the price relativity.</p> <p>Costs will be made available when they are put up for public consultation or when they are submitted to Council for consideration.</p>
<p>55</p>	<p>The Traffic Study showed that a combination of DCR and the Northern Bypass was by far the best option to solving Qbn's traffic problems – far out-performing other options, including the EDE. Council has said informally that the Northern Bypass was estimated to cost in the order of \$120m in 2006 dollars – far less than the current estimated cost of the EDE package (EDE+4 lane OCR+ 11 intersection upgrades).</p> <p>Given part of the Northern Bypass is in the ACT, and would have attracted funds from the ACT along with NSW and Federal funding, why wasn't the combined Northern</p>	<p>The Googong Tralee Traffic Study (2031) shows that neither Dunns Creek Road nor the Northern Bypass achieves a suitable traffic solution for Queanbeyan and both options were shown to be significantly more expensive than the EDE.</p> <p>Council cannot assume that the ACT would fund any part of a Northern Bypass, however Council will continue to work closely with the ACT government to exchange information and inform future planning for transport infrastructure.</p>

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	Bypass/DCR pursued as an option when the Northern Bypass been found to be by far the best road to address CBD traffic issues and has the least social impact, and Dunns Creek Rd could be funded substantially by Googong and Tralee developers?	The traffic study has shown that Dunns Creek Road is not required to address the traffic expected from the Googong and Tralee developments and therefore cannot be charged to the developers.
56	<p>(i) How do you reconcile the 2006 costings of \$120m for the Northern Bypass in 2006 and the latest EDE estimated costs (\$75-90m+), with the earlier costings done by ARUP for the Qbn Ring Road Study in the 1990s that estimated similar costs for the Northern Bypass and the EDE/ELP route (\$20-30m)?</p> <p>(ii) Why haven't the two roads gone up in price at similar rates since then?</p> <p>(iii) How can we have any confidence in your costings when there are such glaring inconsistencies?</p>	<p>See Question 42. In addition:</p> <p>Initial estimates were based on construction only concept plans and high level assumptions that were bound to change as the project developed.</p> <p>The different project estimates include vastly different scopes of work, different contingencies, rates and project elements. Project estimates that have been undertaken for each project are appropriate given the respective information available at the time.</p> <p>A current cost estimate for the Northern Bypass would provide for an increase at a similar rate as the EDE if the same assumptions were to be made with respect to the project design elements and expectations (e.g. width of road shoulders, environmental protection, design goals, etc.) However, as project details are developed they tend to change in relative price due to particular issues related to each specific project.</p>
57	If construction of the EDE is agreed to by Council, and costs continue to rise, what safeguards are in place to ensure that Council isn't simply signing a blank cheque with ratepayers' and taxpayers' money?	<p>(See Question 42)</p> <p>The project design will be progressed, with increasing levels of confidence in the related cost estimates. The scope of works will be adjusted to ensure that the project remains affordable for Council without compromising the essential elements of the project.</p>
58	How can we have confidence in your costings when signalling the Jerrabomberra	(See Question 34)

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	<p>roundabout was costed 6 years ago at around \$200,000 and now tenders cost it at almost \$9m?</p> <p>Will ratepayers pay for your mistakes if the EDE costs blow out?</p>	<p>Council is actively investigating options to address all the issues related to the Jerrabomberra Circle. The project is still in the planning and development phase and as such all cost estimates are preliminary budget estimates. The cost estimates included with the Local Planning agreement between Council and Googong Township Pty Ltd are currently not capped. No tenders for the construction of this roundabout have been called.</p> <p>The full cost of the EDE will be covered by developer contributions at no cost to ratepayers.</p>
59	<p>\$ for EDE land acquisition. How much will the acquisition of the rest of the land for the EDE corridor cost Queanbeyan ratepayers who are already \$15 million in debt?</p>	<p>The land acquisition process is ongoing. Final costs will not be known until negotiations with land owners are finalised. Land acquisition costs are included in the project cost estimate and budget.</p>
60	<p>What is the cost of the EDE “1 in 100 year” flood bridge? It was costed at \$6.75m in 2009.</p>	<p>Base construction estimated cost is only \$10.9m: the fully factored estimated cost is \$17.5m. The fully factored cost includes additional activities such as project development (all the environmental and related studies, approval requirements, community consultation processes, etc.), site investigations and design, project management services, property acquisitions, environmental offsets and final handover costs, which all add significantly to the base construction costs.</p>
61	<p>\$ for EDE duplication. Is the proposed loan simply to cover costs of a 2 lane EDE? How much more will Queanbeyan ratepayers be up for when we need to duplicate it?</p>	<p>(See also Questions 63, 104)</p> <p>The Traffic study has shown that the EDE only needs to be a 2 lane road. Based on current population growth forecasts duplication of the road in the future is not required.</p>
62	<p>What is Council’s preferred route for Dunns Creek Rd? What is the estimated cost for Council’s preferred route and what is the evidence for your answer?</p>	<p>A preferred route for Dunns Creek Road has not been determined.</p> <p>A proposed alignment currently under consideration for Dunns Creek Road has two different possible alignments at each end. The</p>

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		<p>centre section of these alignments is roughly the same for both options.</p> <ol style="list-style-type: none"> 1. The two possible alignments at the western end are: <ol style="list-style-type: none"> a. Over the railway line to join the Monaro Highway at Isabella Dr. b. Over the railway line and joining the Monaro Highway at the Sheppard Street traffic signals at Hume. 2. The two possible alignments at the eastern end are: <ol style="list-style-type: none"> a. Connection to Old Cooma Road to the north of Googong Dam Road south of Holcim Quarry b. Connection to Old Cooma Road at Googong Dam Road. <p>Councils' preferred connection for Dunns Creek Road to the ACT is through Sheppard Street (point 1b above). However, the ACT Government advised Council in September 2014 that they do not endorse Council's preferred route.</p> <p>Council is currently reviewing the Dunns Creek Road alignment (concept design), environmental (review of flora and fauna constraints) and estimating work that was completed in 2009. The review and updated costing will be released when completed.</p> <p>Costs will be made available when they are put up for public consultation or when they are submitted to Council for consideration.</p>
63	<p>If the EDE is now said to only need to be 2 lanes, doesn't this just confirm it will be a \$100m+ ineffective road which doesn't significantly reduce traffic levels across the</p>	<p>(See also Questions 61, 104)</p> <p>The Googong and Tralee Traffic Study (2031) shows that the two</p>

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	whole network?	lane EDE will accommodate the growth in traffic through to 2031 and beyond. The purpose of the EDE is to provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the area as a result of growth in development throughout Queanbeyan.
64	Can you explain how the cost of the DCR is roughly equivalent to the 4 lane Majura Parkway which has multiple bridges etc?	<p>Dunns Creek Road and Majura Parkway are projects with different scopes of work and costs prepared over different timeframes.</p> <p>The Majura Parkway is a highway project with two travel lanes in each direction, across relatively flat terrain and an announced pre-construction project cost of \$288 million, with no announced final cost. The Dunns Creek Road covers more challenging terrain with a bridge in excess of 400m over 25 metres in height required and complex connections.</p> <p>The one-on-one comparisons of cost estimates, even if time-adjusted, would be misleading without a comprehensive analysis of relative project scopes of work.</p>
65	<p>Can you confirm Mr Hansen's statement at the forum that the projected cost of the Yass Rd intersection upgrade is \$10m?</p> <p>Has that gone to tender yet?</p> <p>Given it is an upgrade that forms part of the EDE package, will it be funded from the NSW/Federal govt grants for the EDE?</p> <p>How much will the Googong and other developers contribute to that?</p>	<p>The cost stated at the Community Forum was for the typical cost for an intersection of that size and complexity.</p> <p>The design of the Yass Road intersection has not been completed at this point in time. A contract for this design has recently been awarded and further detailing of costs will be possible when the design has been progressed.</p> <p>The Yass Road intersection is not part of the EDE project and as such is not included in the EDE cost estimate. Council will seek separate developer funding, external grants and other funding mechanisms for the development and implementation of this intersection.</p> <p>Yass Road intersection was one of the several intersections and road upgrades that were recommended in the Googong and Tralee</p>

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		<p>Traffic Study (2031), and the upgrade of the intersection is required to cope with the overall increase in traffic that is occurring in Queanbeyan due to growth. Improvements to this and other intersections will be undertaken as separate projects, and will not be funded from the current NSW/Federal Govt grants.</p> <p>Funding for the intersection upgrade will be in proportion to the contribution split based on the traffic contribution results in the traffic study.</p>
<p>66</p>	<p><u>Inconsistencies in cost estimate rises:</u> Given the high degree of uncertainty with the EDE cost estimates versus the DCR in 2009, how is it that DCR cost estimate is now said to have nearly tripled (from \$70m in 2009 to up to \$200m in 2014) when the original EDE cost estimate, with no design work, is said to have doubled over that same time period (from \$43m to \$75-90m+, albeit rising)?</p> <p>Can you explain why they haven't increased at similar rates as, in fact, you'd expect the EDE to have risen at a higher rate given the 50% contingencies built in and no concept plan in the original costings?</p> <p>Will you make the latest DCR costings on which the RMS/Council advice is based publicly available?</p>	<p>(See also Question 54)</p> <p>Preliminary project budget estimates in 2009 were undertaken for each project based on the respective relative stage of planning and design, and information available at the time. Appropriate contingencies were adopted based on relative information and detail available for each respective project at the time.</p> <p>Updates to these cost estimates have been made since then based on subsequent additional studies and investigations, adjustment of contingencies and changes to specific scopes of work that have affected the price relativity.</p> <p>Costs will be made available when they are put up for public consultation or when they are submitted to Council for consideration.</p>
<p>67</p>	<p>Can you confirm the EDE will be classed as a "local" road?</p> <p>If so, can you confirm that Council will be required to maintain the EDE?</p> <p>Has Council budgeted for annual ongoing maintenance costs for the EDE?</p> <p>What is the likely annual maintenance cost of the EDE?</p>	<p>Ellerton Drive Extension will be classed as a local road, and Council will be responsible for the maintenance of this road. EDE will be included in Council's total asset management system once construction has been completed and the road handed over to Council. The maintenance costs cannot be determined at this early stage, but is expected to be similar to other local roads designed to the same standard.</p>

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68	<p>Why is the surface of the recent upgrade to Old Cooma Rd already breaking up? Who is responsible for rectifying it and making it 4 lanes?</p>	<p>The spray sealed wearing course on Old Cooma Road has failed in some locations due in part to a diesel spill the day after the application of the road surface.</p> <p>Council is responsible for the maintenance.</p> <p>The future duplication of Old Cooma Road will be funded in accordance with the relevant Local Planning Agreement between QCC and the Googong developers.</p>
69	<p>Who will be responsible for maintaining the 4 lane Old Cooma Rd?</p>	<p>Queanbeyan City Council</p>
<p>FUNDING</p>		
70	<p>I think there are four contributors to funding for this road and all of the associated projects that (according to my reading) are needed to make the EDE work.</p> <ol style="list-style-type: none"> 1. The State Government \$25 million (and some of that I hear is for the Jerrabomberra signals) 2. The Federal Government 3. The developers (I thought it was only CIC, but I think I heard at the forum that there are more) 4. Queanbeyan City Council. <p>Are there any others?</p>	<p>No, there are no others.</p> <p>Council has not received any advice that there are funds available to address the pedestrian safety issue at the Jerrabomberra roundabout. However, Council has resolved to address this issue before the EDE is completed. Improvements to this intersection do not form part of the EDE project.</p>
71	<p>Assuming a miracle occurs and this whole project comes in at \$90million:</p> <ol style="list-style-type: none"> 1. How is the funding applied? (I assume there are progress payment, just like building a house) 	<p>The terms of the Australian Commonwealth Government and NSW State Government grant funds are not yet advised. It is Council's intention to expend the grant monies first, then use the loan/development funds provided by Council.</p>

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	<p>2. At what point is QCC exposed to financial risk i.e. lets say that a \$45 million loan is arranged by QCC and 1 million is drawn down in week 60 of the project. Will there be a payment needed in week 64? Who will pay that?</p> <p>3. At what point do the developers pay ?</p> <p>If there are house number triggers, what happens if they don't reach that level at the time a payment is needed? What I want to see is a spreadsheet that shows the drawdowns of the funding, week by week or month, whatever you do, and at what point loan repayments are made and where that money is coming from. Also, I want to see the risks listed on that sheet. In other words, the points where QCC and ratepayers are bearing a risk.</p>	<p>Council will become responsible for the loan repayment as soon as the loan is drawn upon.</p> <p>Developers are already paying towards the EDE. Development lots have progressively been released, and as each lot is released, the developers pay their contributions.</p> <p>A lot trigger is a measure of the rate at which lots are released in order to determine the timing of when any infrastructure needs to be in place, e.g. for every say 100 lots released then certain infrastructure needs to be in place.</p> <p>Lot triggers are not related to when the developers need to pay their contributions. They apply only when the piece of infrastructure needs to be delivered.</p> <p>The drawdown schedule for the funding is not known at this time and is linked to the road construction timetable, which will not be known until a tender has been accepted.</p>
72	<p>I was really disturbed to hear that apparently the developers are an ATM, and no matter what this project costs, they will be paying all of the bills and QCC has no exposure whatsoever. If I was a developer and that was my money, there is absolutely no way I would put my name to an agreement like that - so I was surprised. If the developers have done that, why have they done it? because financially, it makes no sense, unless that are betting their business on it.</p>	<p>These types of arrangements are common with developer contribution plans.</p>
73	<p>What is the level of confidence associated with the costings at Appendix L in the documents provided by the Council?</p>	<p>The estimate has been prepared utilising an RMS p(90) estimating template,(i.e. applying assumptions and contingencies that provide the project with a 90% expectation of being within the estimate) with some exclusions. Note that as the 2014 EDE estimate was prepared before RMS involvement with the project, the estimate has certain exclusions including project management, property and</p>

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		offsets, and was not subject to a full set of probability analyses that RMS customarily uses. It will be updated in the normal course of the detailed design process.
74	<p>At the community forum, the Project Team advised that the costs associated with the project were between \$75m and \$90m. The only information I can find on the costs associated with the project from the official sources (website) list a total project cost of \$76m (including project management and client representation fees).</p> <p>What are the potential additional costs that could see the project cost up to a total of \$90m? Where can members of the public gain access to this information?</p>	<p>The cost range of between \$70M and \$90M reflects a range of estimates based on inclusion and/or exclusion of various project elements that will be presented for Council to consider. Cost estimates will be made public once they are tabled for Council approval.</p>
75	<p>What evidence was used by the Technical Working Group to decide that Queanbeyan rate-payers/NSW Government should be required to pay a % of EDE costs and how was it possible for the Technical Working Group to arrive at the conclusion of “additional benefits to existing residents” when no social impacts were considered as part of the Traffic Study?</p>	<p>The proportion of funding contribution to the EDE or any other identified road improvement is attributable to the percentage of traffic using the improvement from each development group.</p> <p>Existing Queanbeyan residents were also considered as a “developer group” as they are contributors to traffic volumes on our roads. Whilst the need for the new improvement is as a result of overall development growth, many existing residents are expected to take advantage of new infrastructure and are thus allocated a proportion of road improvement costs. All other traffic has been attributed to either specific development locations (like Googong and Tralee) or ACT based road users.</p> <p>The proportional approach taken to determine the contributions required for the EDE is the standard accepted method to determine developer contributions.</p> <p>Note that existing Queanbeyan residents also benefit from road improvements as these new infrastructures improve the connectivity and liveability of the community.</p>

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<p>76</p>	<p>If the Traffic Study was developed primarily in response to the Googong/Tralelee developments, why weren't all the road options to be funded 100% by the developers?</p>	<p>(See also question 75)</p> <p>The Googong and Tralee Traffic Study (2031) was developed to specifically address the need, timing and funding (including the preparation of contributions plans) for required transport infrastructure works for the whole of Queanbeyan driven by development throughout Queanbeyan, including the Googong/Tralelee developments.</p> <p>The proportion of funding contribution to the EDE or any other identified road improvement is attributable to the percentage of traffic using the improvement from each development group.</p> <p>Existing Queanbeyan residents were also considered as a "developer group" as they are contributors to traffic volumes on our roads. Whilst the need for the new improvement is as a result of overall development growth, many existing residents are expected to take advantage of new infrastructure and are thus allocated a proportion of road improvement costs. All other traffic has been attributed to either specific development locations (like Googong and Tralee) or ACT based road users. The proportional approach taken to determine the contributions required for the road improvements is the standard accepted method to determine developer contributions.</p> <p>Note that the portion of costs attributable to existing Queanbeyan residents is paid by Council. However, Council's portion of costs is covered by the respective Australian Commonwealth Government and NSW State Government grant funds, resulting in no additional costs to ratepayers.</p>
<p>77</p>	<p>In dollar terms, based on estimated costs for the EDE, how much did the decision to apportion partial EDE costs to Queanbeyan ratepayers result in savings to the Googong developers?</p>	<p>(see also question 75 and 76)</p> <p>The proportion of funding contribution to the EDE or any other identified road improvement is attributable to the percentage of</p>

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		<p>traffic using the improvement from each development group.</p> <p>Existing Queanbeyan residents were also considered as a "developer group" as they are contributors to traffic volumes on our roads. Whilst the need for the new improvement is as a result of overall development growth, many existing residents are expected to take advantage of new infrastructure and are thus allocated a proportion of road improvement costs. All other traffic has been attributed to either specific development locations (like Googong and Tralee) or ACT based road users. The proportional approach taken to determine the contributions required for the road improvements is the standard accepted method to determine developer contributions.</p> <p>The portion of costs attributable to existing Queanbeyan residents is paid by Council, not the developers. However, Council's portion of costs is covered by the respective Australian Commonwealth Government and NSW State Government grant funds, resulting in no additional costs to ratepayers. Council will take out a loan to cover the gap between the grants and the project final costs, but as developers pay their contributions, their contributions will fully repay that loan including interest.</p> <p>Googong developers were never responsible to pay Council's portion.</p>
78	<p>(i) What % of construction costs would the Googong developers had to have paid for Dunns Creek Rd, if that road had been selected by the Technical Working Group?</p> <p>(ii) Would it have cost them more in \$ terms for Dunns Creek Road than what they were required to pay for the EDE?</p>	<p>(see also question 77)</p> <p>The same proportional funding and loan approach would have been applied to Dunns Creek Road as has been applied to EDE. The actual amounts have not been calculated.</p> <p>As the cost of Dunns Creek Road is much higher than the EDE it follows that contributions that might have been made to Dunns Creek Road would also have been higher. As the same loan approach would apply to Dunns Creek Road it also follows that</p>

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		Council would be required to take out a larger loan amount to cover any gap between grants and the project final costs until such time as developer contributions were paid to cover the gap.
79	Queanbeyan ratepayers were previously required to fund 18% of the EDE. Can you explain why that is no longer the case?	(See also Question 77) The \$50 million of Australian Commonwealth Government and NSW State Government grant funds, has resulted in Council not having any long term liability for the EDE costs as Council's contribution to the EDE has been fully funded from the two grants.
80	Size and duration of loan + interest. How much will the Council loan be for and how many years will it be taken out for?	The final amount of the loan is not known at this stage. Repayments would depend on the applicable interest rates at the time the loan was taken out. The term would be either 20 or 25 years. As developers pay their contributions, their contributions will fully repay that loan including interest.
81	At the forum, Council advised the interest rate on the loan was likely to be around 5.1%. Would that be a fixed rate or variable? What is the estimated interest bill annually and over the life of the loan?	Council would seek a fixed interest rate. This would depend on the interest rate applicable to this loan at that time. The bank rates are currently approximately 5% and Council will also have an option of borrowing through the NSW Government, which provides funding a few percent lower than the bank rate. As developers pay their contributions, their contributions will fully repay that loan including interest.
82	Impact on Qbn's borrowing capacity. What is Council's current maximum borrowing capacity? What percentage of Council's borrowing capacity will be taken up by the loan?	Council's current debt service ratio is about 5%. The Office of Local Government has advised that a debt service ratio of up to 10% would be appropriate for a Council such as Queanbeyan. It should be noted that a loan for the EDE will have no impact on Council's debt service ratio as income from developer contributions will be used to fully fund the loan and interest.
83	Increased loan due to use of Govt \$ on non-EDE items. Has, or will, any of the combined \$50m pledge by the Federal and NSW Govts been used on anything other	It is not proposed to expend any of the \$50 million of Australian Commonwealth Government and NSW State Government grant funds on anything except for the costs for the EDE project (which

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	than the EDE e.g. intersection upgrades, land acquisition etc.? If yes, how much will be spent and how much more than the \$25-40m will Council's loan be as a result?	includes land acquisitions for the EDE road corridor and offsets).
84	<p>What percentage of:</p> <p>(a) the town's borrowing capacity, and</p> <p>(b) our rates revenue (a huge liability for ratepayers) does Council estimate will be taken up in paying off the EDE loan, when developers had previously committed to paying for a large chunk of it up-front?</p>	<p>(See also Question 82)</p> <p>Council's current debt service ratio is about 5%. The Office of Local Government has advised that a debt service ratio of up to 10% would be appropriate for a Council such as Queanbeyan.</p> <p>It should be noted that a loan for the EDE will have no impact on Council's debt service ratio as income from developer contributions will be used to fully fund the loan plus interest.</p> <p>Developers are already paying towards the EDE. Development lots have progressively been released, and as each lot is released, the developers pay their contributions. It is standard practice that Councils receive developer contributions as lots are released and therefore Queanbeyan City Council would receive these contributions over the life of the development and not upfront.</p>
85	Consequences to residents from the loan. Will this loan mean reduced services, less maintenance on ageing infrastructure, no new infrastructure and/or higher rates for residents and ratepayers or all of the above?	The EDE project will not reduce Council's ability to provide the services and maintenance currently undertaken. There will not be any increase in rates caused by the EDE project as it is fully funded from grants and developer contributions.
86	<p>Covering loan payments until developers pay up. At the forum, Council advised that the developer's contributions will mostly be received in the later half of the construction period for Googong – possibly many years down the track. How will Council make the loan and interest repayments pending receipt of monies from the developers? Where will that money come from?</p> <p>What happens if EDE estimated costs continue to rise eg is there a limit to how much Council can or is prepared to borrow and what safeguards are in place to ensure Council isn't signing a blank cheque with our money?</p>	<p>(See also Questions 42, 43, 57, 71, 113)</p> <p>It is Council's intention to expend the Federal and State grant monies first, then use the loan/development funds.</p> <p>As soon as Council draws on the loan it would be required to begin meeting the repayments and interest out of funds received from developer contributions.</p>

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		<p>Developers are already paying towards the EDE. Development lots have already been released, and as each further lot is released, the developers pay their contributions.</p> <p>If collection of contributions did become a problem for some reason, Council has the capacity to refinance the remainder of the loan for a longer term.</p> <p>There is not an arbitrary “cap” on EDE costs. The project design will be progressed, with increasing levels of confidence in the related cost estimates. The scope of works will be adjusted to ensure that the project remains affordable for Council without compromising the essential elements of the project.</p> <p>Estimates for the proposed project will be provided to Council for approval to proceed. Only proposals that can be afforded by Council will be put to Council for approval.</p>
<p>87</p>	<p>Is it true that the Googong developers would be required to make voluntary (not mandatory) repayments of only 64% of the loan amount (not the whole loan amount), and excluding interest, over a period of 20+ years as Googong blocks are sold? Is it true their contributions are capped at \$25.4m based on 64% of the 2009 GHD costings of \$43m for the EDE? If not, how were they calculated? Now that EDE estimated costs have risen to up to \$90m, will their contributions be re-assessed? If so, what is their new contribution amount and when does it have to be paid by?</p>	<p>(See also Question 77 and 88)</p> <p>Developer contributions are compulsory, not voluntary, and will include interest. Council uses Section 94 of the Environmental Planning and Assessment Act to levy these contributions on developers. A S94 Plan and a Local Planning Agreement (LPA) are both legally enforceable.</p> <p>The funding gap between the \$50M grants and the total final cost of the project will be fully paid for by the developers in their respective proportions, including any interest.</p> <p>The Googong Local Planning Agreement (LPA) provides the mechanism to cover any increase to the cost of the EDE (as well as all other offsite road works) paid for by the Googong developer. This contribution is not capped.</p>

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		<p>All other developers will be subject to a S94 Plan whose contributions are capped due to State legislative requirements.</p> <p>Developer contributions are paid as each lot is released.</p>
88	<p>Can you explain how the Googong developers would be required to make voluntary (not mandatory) capped repayments of only 64% of the loan amount (not the whole loan amount), and excluding interest, over a period of 20+ years as Googong blocks are sold?</p> <p>Is it true their contributions are capped at \$25.4m plus CPI based on 64% of the 2009 GHD costings of \$43m for the EDE - now known to be ridiculously under-estimated? If not, how were they calculated?</p>	<p>(See also Question 77 and 87)</p> <p>Developer contributions are compulsory, not voluntary, and will include interest. Council uses Section 94 of the Environmental Planning and Assessment Act to levy these contributions on developers. A S94 Plan and a Local Planning Agreement (LPA) are both legally enforceable.</p> <p>The funding gap between the \$50M grants and the total final cost of the project will be fully paid for by the developers in their respective proportions.</p> <p>The Googong Local Planning Agreement (LPA) provides the mechanism to cover any increase to the cost of the EDE (as well as all other offsite road works) paid for by the Googong developer. This contribution is not capped.</p> <p>All other developers will be subject to a S94 Plan whose contributions are capped due to State legislative requirements.</p>
89	<p>If EDE costs continue to rise, will you assure Googong residents that none of the promised amenities and infrastructure listed in the Googong VPA will be delayed or not built by the developers as currently proposed?</p>	<p>(See also Question 90)</p> <p>Googong is under a Local Planning Agreement (LPA). Both a Local Planning Agreement (LPA) and a S94 Plan are legally enforceable.</p> <p>The LPA provides for a greater contribution than would be required under a S94 Plan, and thus more infrastructure would be provided under that agreement. However Council cannot guarantee that the promised amenities and infrastructure listed in the Googong LPA will necessarily be provided.</p>

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		The developers may amend their Local Planning Agreement (LPA) listed amenities and infrastructure subject to Council's concurrence. However any changes to promised infrastructure cannot be made without Council's agreement, and no changes would be agreed to by Council that would provide less infrastructure than a S94 Plan.
90	If Council cannot give an assurance as requested in the previous question, will Council undertake that ratepayers in the Shire will not have to build or bare the cost of any amenities etc not built by the Googong developers?	<p>(See also Question 89)</p> <p>The Googong developers have not advised Council that they intend to reduce the amenities that are detailed in the Googong LPA. However Council cannot guarantee that the promised amenities and infrastructure listed in the Googong LPA will necessarily be provided.</p> <p>Note that the developers may not amend their Local Planning Agreement (LPA) listed amenities and infrastructure without Council's concurrence. Any changes to promised infrastructure cannot be made without Council's agreement, and no changes would be agreed to by Council that would provide less infrastructure than a S94 Plan.</p>
91	<u>Lost Googong infrastructure:</u> If developers are allowed use their s94 contributions to help pay off Council's interest on the loan, what promised amenities will Googong residents lose or will ratepayers have to fund them instead of the developers? Like Jerrabomberra, will Googong residents lose their promised aquatic centre, parks, minimal pavements etc?	The Googong developers have not advised Council that they intend to reduce the amenities that are detailed in the Googong LPA.
92	Can we please have a copy of the Offsite Local Roads MOU signed in 2008 between Googong developers (CIC) and Council?	This information is available on Council's website.
93	Googong's VPA specifies that 2 lane EDE "works to be completed by Council by the	Googong Township Pty Ltd's lot release level is currently at

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	<p>date on which the Developer makes application for a Subdivision Certificate for the creation of lots which are proposed to accommodate the “3734th Equivalent Person”. What “Equivalent Person” is CIC up to in its development? When does Council anticipate CIC will reach the 3734th Equivalent Person, given slowing population growth and a gloomy economic forecast for the region?</p>	<p>approximately 1500 Equivalent Person (EP’s). Their latest forecasts have projected the 3734th EP’s to be reached approximately by the end of 2016. The LPA allows the delivery timeframes for infrastructure to be reviewed.</p>
<p>94</p>	<p><u>Re-setting contributions:</u> Now that EDE estimated costs have risen to up to \$90m, will the developer’s contributions be re-assessed? If so, what is their new contribution amount and when does it have to be paid by?</p>	<p>(See also Questions 87, 88)</p> <p>The funding gap between the \$50M grants and the total final cost of the project will be fully paid for by the developers. Developer contributions are compulsory and will include interest. They are based on that development’s share of the final cost of the project</p> <p>The Googong LPA provides the mechanism to cover any increase to the cost of the EDE (as well as all other offsite road works) paid for by the Googong developer. This contribution is not capped.</p> <p>All other developers will be subject to a S94 Plan whose contributions are capped due to State legislative requirements.</p> <p>.Developer contributions are paid as each lot is released.</p>
<p>95</p>	<p><u>Voluntary capped \$ vs s94 mandatory contributions:</u> Is it true that the VPA between Googong developers and Council (s20) precludes the application of s94 contributions to Googong for development-related infrastructure (other than for the Googong town centre)?</p> <p>If yes, can you please explain how entering into the voluntary agreement with the Googong developers, that appears to cap their EDE contributions at a ridiculously low level based on dubious 2009 costings, is a better deal for Queanbeyan ratepayers than if the developers had been required to provide mandatory s94 contributions from each lot sold for development-related infrastructure? What would be the s94 contribution per residential dwelling or lot for a greenfield area such as Googong if s94 contributions</p>	<p>Googong is under a Local Planning Agreement (LPA). The Googong LPA takes the place of a S94 plan.</p> <p>The Googong LPA provides the mechanism to cover any increase to the cost of the EDE (as well as all other offsite road works) payable by the Googong developer.</p> <p>All other developers subjected to a S94 Plan have their contributions capped due to State legislative requirements.</p> <p>Note that S94 plans are capped whereas the Googong LPA is not capped.</p>

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	<p>applied and what is the voluntary contribution per dwelling or lot in Googong's VPA?</p>	<p>Developer contributions are compulsory and will include interest. They are based on the that development's share of the final project cost.</p>
96	<p>Re-allocation of funds to another road. The Googong developer's VPA with Council (s29) indicates that the VPA could be reviewed or modified by the parties in a range of circumstances. If Dunns Creek Rd was said to be one of Council's new priorities, could Googong's VPA be amended to reflect that the developer would now be required to contribute to its construction in lieu of the EDE and duplication of Old Cooma Rd which would not be needed?</p> <p>If DCR had been chosen, what % of costs would Googong have had to pay, noting that Tralee had previously committed to paying 50% when it was expected to have approx 5000 lots?</p> <p>Assuming Tralee would be expected to pay 25% of DCR costs, given Tralee lots have reduced by 50%, wouldn't amending Googong's VPA to transfer contributions to DCR, attract similar % attribution to that negotiated for the EDE ie 64%, or possibly higher given DCR travels directly from Googong to the ACT and would likely take less traffic from Queanbeyan proper?</p> <p>Wouldn't the combined Tralee and Googong developer contributions then fund at least 90% of DCR?</p>	<p>The Googong and Tralee Traffic Study (2031) and South Jerrabomberra and Queanbeyan Traffic Analysis 2014 established that Dunns Creek Road is not required to manage the traffic generated by the developments through to 2031. It follows that because there is no demonstrated nexus between the traffic study and Dunns Creek Road, Council could not charge any of the developers for Dunns Creek Road unless they voluntarily agreed.</p> <p>In addition, the Googong and Tralee Traffic Study (2031) demonstrated that Dunns Creek Road does not address the traffic issues created by the development growth created in Googong and Tralee and it also did not remove the need to construct Old Cooma Road to 4 lanes.</p> <p>Council cannot reallocate funds collected for the EDE to any other road.</p> <p>Note that due to the significantly higher cost of Dunns Creek Road the funding gap between \$50million grant funding and the final project cost would be substantially greater, and would require significantly greater loans to be raised by Council.</p> <p>The assumptions on the % of funding that could be rearranged for Dunns Creek Road in the question are not accurate.</p>
97	<p>Please explain if there are any factors preventing Council from:</p> <ul style="list-style-type: none"> (i) re-directing its support to DCR as the priority road for Queanbeyan (to be largely funded by developers); (ii) amending Googong's VPA to reflect this and re-evaluating their contributions 	<ul style="list-style-type: none"> i) See Question 96 ii) See Question 96 iii) These discussions have already been undertaken.

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	<p>to the priority road ie DCR;</p> <p>(iii) holding strategic discussions with the ACT Govt on their road and development priorities in the short term that might impact on Queanbeyan (6 laning of Monaro Hwy, duplication of Pialligo Ave, development of Eastern Broadacre Corridor and Kowen on our borders); and</p> <p>(iv) seeking re-allocation of NSW and Federal funding to new road priorities that are determined by Council after more is known about the ACT's priorities (eg possibly contributing to a de-facto Northern Bypass that might be partly funded by ACT and Federal govts)?</p>	<p>iv) The current grant funds are project specific. Australian and NSW funding priorities would need to be revisited from first principles again if a request to reallocate funds were to be made. It would be difficult to support a case for any option other than EDE when Council's Googong and Tralee Traffic Study (2031) does not support either a Northern Bypass or Dunns Creek Road.</p>
98	<p>At the forum, Council stated that it is possible Googong developers could challenge in court any amendment of the VPA requiring them to contribute to DCR in lieu of EDE, particularly if it results in them having to pay more than they would have with the EDE. Are they legally required to pay development contributions towards offsite local roads that service their development? If so, on what grounds could they challenge such an amendment to their VPA?</p> <p>Could they instead be forced to pay mandatory s94 contributions towards DCR and have reference to voluntary development contributions for the EDE removed from Schedule 1 of their VPA?</p>	<p>In as much as developers are legally required to pay contributions, Councils are required to demonstrate that the work that the contributions are intended to fund have a nexus to the development.</p> <p>The Googong and Tralee Traffic Study (2031) has demonstrated that neither Dunns Creek Road nor the Northern Bypass is currently required. This would mean that the Googong developers would have a high probability of successfully legally challenging any requirement that Council might impose on them to make contributions towards Dunns Creek Road and/or the Northern Bypass.</p>
99	<p>Given the voluntary nature of the Googong agreement, will Council be able to enforce loan repayments from the Googong developer if they get into financial difficulty or simply choose not to make the repayments, without incurring significant legal fees for pursuing this in the courts?</p>	<p>(See also Question 109)</p> <p>The Local Planning Agreement (LPA) is voluntarily entered into by both the Developer and Council. However, once entered into it becomes a legally binding contract and the terms are no longer "voluntary" but enforceable in law.</p>
100	<p>(i) What is the cost of the EDE at which point Council will need to source additional funding, bearing in mind the Googong developer's contributions are capped at \$25.4m?</p> <p>(ii) Where does Council propose sourcing additional funds from if needed?</p>	<p>Googong contributions are not capped.</p> <p>Council will loan fund the difference between the final project costs and the Australian Commonwealth Government and NSW State</p>

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		Government grant funding, which is fully recoverable from developer contributions.
101	Do you agree that the ridiculously under-estimated 2009 EDE costings that were used as the basis for the Googong developer's voluntary capped contributions to the EDE (up to a max. \$25.4m), now means that taxpayers and Qbn ratepayers will be footing a substantial percentage of the EDE construction bill?	<p>Project estimates in 2009 were undertaken for each project with the respective information available at the time, and were informed by the information available at the early concept stage.</p> <p>Googong contributions are not capped.</p> <p>The EDE will be fully funded from Australian Commonwealth Government and NSW State Government grant funding and developer contributions with no impact to Queanbeyan ratepayers.</p> <p>See Questions 77 and 79</p>
102	<p>(i) How much more than the \$25-40m+ loan is acquisition of the rest of the land for the EDE corridor going to cost Queanbeyan ratepayers who are already \$15 million in debt?</p> <p>(ii) If Queanbeyan is already going backwards in expenditure, why is Council even considering taking out such a huge loan to service and risking future massive rates increases?</p>	<p>The total estimated cost of the EDE project is between \$75m and \$90m. These estimates include the acquisition of land for the project.</p> <p>The EDE will be fully funded from Australian Commonwealth Government and NSW State Government grant funding and developer contributions. This project will not result in increases to rates.</p>
103	<p>(i) If Council is so confident that the Googong developers are financially rock-solid, why did Council lobby Federal and NSW governments to gift \$50m of taxpayers' money to the developers, when the developers were previously committed to paying 64% of the full cost of the EDE?</p> <p>(ii) Why didn't Council instead lobby governments for that \$50m to go towards construction of DCR or the Northern Bypass?</p>	<p>Council seeks grants for many different projects. It was appropriate to seek a grant for this particular project as the proposed EDE will make a significant positive improvement to the road network of Queanbeyan.</p> <p>Additionally, by successfully securing the funding from the Australian Commonwealth Government and NSW State Government, Council has reduced its direct liability for the EDE to zero over the long-term. This is a very positive gain for the</p>

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		community. The Googong and Tralee Traffic Study (2031) demonstrated that Dunns Creek Road and the Northern Bypass were not required to address the immediate traffic issues expected from future development proposed for Queanbeyan before 2031.
104	<ul style="list-style-type: none"> (i) Is the proposed loan simply to cover costs of a 2 lane EDE? (ii) How much more will Queanbeyan ratepayers be up for when we need to duplicate it? (iii) Where does Council intend on obtaining extra money from if construction costs blow out significantly? 	<p>(See also Questions 61, 63)</p> <p>The Traffic study has shown that the EDE only needs to be a 2 lane road. Based on current population growth forecasts duplication of the road in the future is not required.</p> <p>The full cost of the EDE will be covered by Australian Commonwealth Government and NSW State Government grant funds and developer contributions at no cost to ratepayers.</p>
105	<ul style="list-style-type: none"> (i) Why does the VPA between Googong developers and Council (s20) preclude the application of s94 contributions to Googong for development-related infrastructure (other than for the Googong town centre)? (ii) Can you please explain how entering into the voluntary agreement with the Googong developers, that caps their contributions at a ridiculously low level based on dubious 2009 costings, is a better deal for Queanbeyan ratepayers than if the developers had been required to provide mandatory s94 contributions from each lot sold for development-related infrastructure? 	<ul style="list-style-type: none"> i) Any individual developer could be subject to either a LPA or a Section 94 Plan. They cannot be subject to both. ii) The LPA does not cap the developer contributions whereas State legislation caps developer contributions under a S94 Plan. The contributions in the LPA are equivalent to or better than the contributions that would be in a S94 Plan.
106	<p>Our pollies have done a good job getting \$50m in Govt grants on advice that the EDE is the key solution to all our traffic problems BUT they are unlikely to be able to get more Govt money if needed. The estimated cost of the EDE is now \$75-90m and rising every day – a shortfall of \$25-40m+ over and above Govt grants.</p> <ul style="list-style-type: none"> (i) If Council takes out a loan to fund the shortfall, who will be paying the interest bill? 	<ul style="list-style-type: none"> i) Interest will be included in the contributions payable by developers. ii) There is no cap for the Googong developer. The developers will fully fund the interest. iii) The Googong developer has agreed to provide the services detailed in the LPA.

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	<ul style="list-style-type: none"> (ii) Can the developer be made to pay off the interest bill on top of its capped \$25.4m contributions? (iii) If yes, what guarantees can Council give Googong residents that it won't adversely impact on their chances of getting all promised facilities from the developer? (iv) If no, can the developer be made to repay loan instalments plus accruing interest until they reach their \$25.4m cap? (v) If yes, won't that diminish the developer's contribution to paying off the principle and simply place a further financial burden on Queanbeyan ratepayers to pay off the rest ie if EDE costs continue to rise as anticipated and Googong's \$25.4m capped contributions are exhausted, will Qbn ratepayers be required to pay for the rest of the costs? 	<ul style="list-style-type: none"> iv) Not required. v) No
107	Over what period is the loan likely to be taken out and when will the Googong developer start paying back Qbn ratepayers for the loan repayments we'll have to carry?	The term would be either 20 or 25 years. Developer contributions are paid as each lot is released. The Googong developers have already commenced paying for the EDE under current contribution plans.
108	The Googong VPA (s26) says there must be a deed of guarantee provided by Googong developers to Council. What level of security does that deed of guarantee provide (eg personal guarantees from the executives of those companies?) and can it be made publicly available?	The relevant information can be viewed on Council's website.
109	Given the voluntary nature of the agreement, will Council be able to enforce loan repayments from the Googong developer if they get into financial difficulty or simply choose not to make the repayments, without incurring significant legal fees for pursuing this in the courts?	(See Question 99)
110	If Council decides there are other more effective solutions to Qbn's traffic problems, could the Federal and NSW Govt grants be transferred to the new priority areas?	<p>(See also Questions 96 and 97)</p> <p>The current grant funds are project specific. Australian Commonwealth Government and NSW State Government funding</p>

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		<p>priorities would need to be revisited from first principles again if a request to reallocate funds were to be made.</p> <p>The Googong and Tralee Traffic Study (2031) has shown that the most effective traffic solution for Queanbeyan includes the EDE.</p> <p>Council cannot reallocate funds collected for the EDE to any other road.</p>
111	<p>The Googong developer's VPA with Council (s29) indicates that the VPA could be reviewed or modified by the parties in a range of circumstances. If Dunns Creek Rd was said to be one of Council's new priorities, could Googong's VPA be amended to reflect that the developer would now be required to contribute to its construction in lieu of the EDE and duplication of Old Cooma Rd which would not be needed?</p>	<p>(See Question 96)</p> <p>The Googong and Tralee Traffic Study (2031) established that Dunns Creek Road is not required to manage the traffic growth through to 2031. It follows that because there is no demonstrated nexus between the traffic study and Dunns Creek Road, Council could not charge any of the developers for Dunns Creek Road unless they voluntarily agreed.</p> <p>Council cannot reallocate funds collected for the EDE to any other road.</p> <p>The traffic studies show that construction of Old Cooma Road to 4 lanes is required even if Dunns Creek Road is built.</p>
112	<p>(i) Is there a limit on how much Council is prepared to borrow to pay for the balance of the road? What is Council's current maximum borrowing capacity?</p> <p>(ii) What % of that borrowing capacity would be taken away by the proposed EDE loan? What happens if there is unforeseen expenditures eg Mr Fluffy MkII that needs to be covered financially?</p>	<p>(See also Questions 42, 82, 84)</p> <p>Council's current debt service ratio is about 5%. The Office of Local Government has advised that a debt service ratio of up to 10% would be appropriate for a Council such as Queanbeyan. Council has the capacity to raise the required loan funding for EDE.</p> <p>Council will loan fund the difference between the final project costs and the Australian Commonwealth Government and NSW State Government grant funding.</p>

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		It should be noted that a loan for the EDE will have no impact on Council's debt service ratio as income from developer contributions will be used to fully fund the loan.
113	<p>Queanbeyan's population projections have been significantly revised downwards recently due, in part, to slowing Googong development. There is also a gloomy economic forecast for the region which does not bode well for the Googong developers. This reduces the capacity of Council to collect the required voluntary contributions from the developer in the original anticipated time frame.</p> <p>(i) If Council takes out a loan to fund the shortfall in costs not covered by the Govt grants, how does Council propose covering the repayments + interest over an extended period if there is to be no increase in Council rates to fund this project?</p> <p>(ii) Does Council have spare money somewhere the public is not aware of when we know Council is already \$15m in debt?</p> <p>(iii) Has Council spoken to (or intend to speak to) NSW and Federal MPs, formally or informally, about obtaining more \$ to cover rising EDE costs and/or other needed roads?</p> <p>(iv) If yes, how much is being sought and for which road projects?</p> <p>(v) What have been Govt responses on each request?</p>	<p>Reductions in population projections or growth do not reduce the capacity of Council to collect the contributions. Irrespective of population figures, the developer must pay the contributions before any lot is released. Reductions in population growth may however cause the developer to delay some lot releases and thereby cause the period of time over which the contributions are collected to be extended. Any interest that accumulates over this time is payable by the developer.</p> <p>The proposed EDE project is fully funded from grants and developer contributions. None of the project will be funded from rate revenue.</p> <p>Council has unsuccessfully applied for a grant for EDE under the National Stronger Regions Fund. At this point in time Council has not applied for any further grants for the EDE. However Council is constantly seeking to take advantage of any grants that may become available.</p>
114	Strategic regional approach needed: The Traffic Study showed that a combination of DCR and the Northern Bypass is by far the best option to solving Qbn's traffic problems. A number of strategic regional initiatives and developments could potentially work in our favour to achieve this combination of roads at reduced cost to Queanbeyan:	See Questions 28 and 55
115	We understand ACT govt is considering triple laning the Monaro Highway from Isabella Dr to Hindmarsh Dr adding further strength to the effectiveness of DCR.	Modelling was undertaken in the Googong and Tralee Traffic Study (2031) to determine the effect of providing an extra lane on the Monaro Hwy. This modelling showed that these additional lanes did not remove the need for the EDE.

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<p>116</p>	<p>The ACT's Eastern Broadacre corridor includes priority development of Harman Investigation Area. This area is ear-marked for land release in 2015-2021 and could include the ACT effectively building a large part of a de-facto Northern Bypass from the Monaro Highway to Pialligo Ave. Public consultations are to be held later this year with approval to proceed with development early next year.</p>	<p>This is noted. However the modelling in the Googong and Tralee Traffic Study (2031) showed that the Northern Bypass did not remove the need for the EDE.</p>
<p>117</p>	<p>Under “Fit for the Future”, Palerang Council could merge with the QCC, bringing with it opportunities in terms of future transport corridors for the region – but also noting unknown financial risks.</p>	<p>Noted</p>
<p>118</p>	<p>Will Council take a strategic, regional approach and hold off making any decisions on roads until we have a clearer idea of what is intended with Monaro Highway upgrades, the Eastern Broadacre corridor and associated roads that might solve our problems, saving us significant amounts of money, as well as the outcome of the Fit for the Future initiative?</p> <ul style="list-style-type: none"> (i) Does the traffic modelling take these developments into account, and what is stopping us from putting our focus now on DCR (funded primarily by Googong and Tralee developers), with the likelihood of a de-facto Northern Bypass (largely funded by ACT and Federal governments) – a combination that would actually fix our traffic problems at reduced cost? (ii) Has Council discussed these proposals with the ACT govt and what do you know? If not, why not? (iii) What consideration has Council given to opportunities for alternative road corridors posed by the likelihood we amalgamate with Palerang? 	<p>(See also Questions 28 and 55)</p> <ul style="list-style-type: none"> i) Council is involved in ongoing discussions with the ACT Government regarding improvements to the regional infrastructure. Sensitivity analyses of changes to ACT road corridors did not materially affect the Googong and Tralee Traffic Study (2031) outcomes. Upgrading of the Monaro Highway to six lanes was modelled, but did not reflect much improvement to the Queanbeyan CBD traffic problems. ii) Traffic modelling has taken into account all of the ACT's forward planning and growth predictions. The Technical Working Group, following detailed analysis of multiple combinations of network improvement projects, did not find that the combination of Dunns Creek Road and the Northern Bypass would fix all of the expected congestion issues facing Queanbeyan by 2031. iii) Council is involved in ongoing discussions with the ACT Government regarding improvements to the regional infrastructure. The improvement to the Queanbeyan road network is subject to continuous and ongoing planning and review and roads will be designed and constructed as the needs for them are identified. iv) No detailed discussions have been held to date with Palerang Council regarding common traffic issues.

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ENVIRONMENTAL		
119	<p>This is not about lines on a map or the number of cars in a simulated traffic model. This is about real people and the look and feel of the town we call home. Most of us want to be proud of Queanbeyan – our heritage buildings, the river corridor running through the heart of town and the natural bushland on our doorsteps that is the lungs of the town. But it will be hard to be proud of this town if we end up putting cars and development ahead of quality of life for existing residents and our natural heritage for our kids and grandkids. Once that's gone, its gone forever. Why weren't social, environmental and financial impacts considered in the Googong and Tralee Traffic Study <u>before</u> a preferred road option was chosen ... not considered afterwards?</p>	<p>See Question 36. In addition:</p> <p>This is the part of the process that the proposed EDE is currently undergoing.</p> <p>Note that the EDE project does not reduce or remove access to any public reserves as the bushland to the east of the road corridor is privately owned and not for public use. It also does not restrict access to the river corridor nor does it affect any heritage buildings.</p>
120	<p>Why was the 2009 Googong and Tralee Traffic Study, that focused only on traffic flows, considered necessary when a previous comprehensive Queanbeyan Ring Road Study, considering social, environmental and financial impacts, had been done before?</p>	<p>The Ring Road Study also identified the need for the Ellerton Drive and Edwin Land Parkway connections. However, that study was completed prior to the inclusion of Googong and Tralee developments within the region's planning horizon.</p> <p>Previous studies would not have accounted for this expected growth and would have included out-dated information.</p>
121	<p>Why was the Northern Bypass ruled out up-front on cost grounds in the Googong and Tralee Traffic Study when it had been found in the previous study to rate better than the EDE in social cost benefit terms, in reducing CBD traffic, and be on par with EDE costs?</p>	<p>The Northern Bypass only has the ability to relieve the Queens Bridge and Monaro St. It is primarily a bypass for non-Queanbeyan traffic to avoid using the Canberra Ave-Monaro St route through the centre of town. It has no impact on Cooma St and any other major north/south route.</p> <p>Cost estimates have always indicated that the Northern Bypass is significantly more expensive than the EDE as it crosses very rugged terrain and includes features such as two bridges for the two crossings over the Molonglo River and complex intersections with other major roads.</p>

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<p>122</p>	<p>(i) Given the land through which the EDE would travel has been ear-marked as highly sensitive on historical, archaeological and environmental grounds just a few years prior, why have those findings been completely disregarded and not picked up in the latest studies?</p> <p>(ii) What has changed?</p>	<p>Previous studies were reviewed as part of the study undertaken for EDE.</p> <p>The Archaeological and Cultural Heritage Review for EDE found no significant impact.</p> <p>It is unclear from the question, what other specific studies are being referred to.</p> <p>Note that there have been previous studies for the Jumping Creek Estate area but no known studies on the specific route for Ellerton Drive Extension. Previous studies in the Jumping Creek Estate area have indicated sensitive historical, archaeological and environmental issues in the Estate but these are outside the boundaries of the EDE route.</p>
<p>123</p>	<p>(i) Where is the evidence for the claims that Dunns Creek Rd will have triple the environmental impacts of the EDE?</p> <p>(ii) Will you make the latest environmental evidence, including any studies, on Dunns Creek Rd publicly available?</p>	<p>A flora and fauna assessment of the area bounded by Hume, Jerrabomberra, Old Cooma Road and Fernleigh Park was conducted in 2008 and included desktop studies as well as two field survey periods. This area was found to contain high quality habitat for a number of threatened species and threatened ecological communities listed under both the Threatened Species Conservation Act and The Environment Protection and Biodiversity Conservation (EPBC) Act regardless of which alignment option was chosen.</p> <p>Due to its greater length, Dunns Creek Road is expected to have a larger area of impact to threatened species and threatened ecological communities than Ellerton Drive Extension.</p> <p>This is in part supported by feedback Council received in 2009 from community groups during the public display of the Googong and Tralee Traffic Study (2031) noting their concern about serious environmental issues on the proposed Dunns Creek road route. At that time Council undertook that these issues would be addressed</p>

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		<p>during any future approvals process for the construction of Dunns Creek Road.</p> <p>These findings will be included in the current investigative work being conducted for Dunns Creek Road and will be made available to the public once it has been submitted to Council for consideration.</p>
<p>124</p>	<p><u>DCR environmental impacts:</u> At the forum, Council advised that DCR is triple the length of the EDE so it can be assumed to have triple the environmental impacts but this claim does not appear to be substantiated by hard evidence. The EDE length is equivalent to DCR when you include the OCR duplication that is said to be needed with it. Council mentioned the environmental sensitivity of the land along the OCR duplication route and also mentioned the impacts on rare Box Gum woodland, Golden Sun Moth and the brown treecreeper in the DCR route. OCR duplication is part of the chosen EDE package and all of the latter species have also been identified in the EDE corridor. The proposed EDE route also runs through an important biolink (the Jumping Creek area, primarily lightly timbered grassland slopes with natural creeks, flanked on 3 sides by the Queanbeyan River corridor, eucalypt woodland on the Queanbeyan Escarpment and the semi-rural Greenleigh estate - all of which have been identified in Queanbeyan's planning documents (Community Vision 2021 and Queanbeyan LES 2011) as being areas of '<i>natural beauty</i>' and of '<i>high conservation value</i>'). The EDE was found in an earlier study to have significant environmental, historical and archaeological sensitivities with some being of regional significance.</p> <p>What has changed since the earlier study? Where is the robust and rigorous evidence for claims that Dunns Creek Rd will have triple the environmental impacts of the EDE? What specifically are the identified environmental issues for DCR? How do they differ significantly from the EDE environmental impacts? Will you make the latest environmental evidence, including any studies, on Dunns Creek Rd publicly available?</p>	<p>See Question 123.</p> <p>Additionally:</p> <p>The Googong and Tralee Traffic Study (2031) found that duplication of Old Cooma Road was needed under all the modelled scenarios including those incorporating Dunns Creek Road. The environmental impacts of Old Cooma Road are therefore also applicable to the traffic scenarios that include Dunns Creek Road.</p> <p>While it is acknowledged that Ellerton Drive Extension (a north/south route) will reduce the extent of the available habitat on the western edge of this biolink by a relatively minor amount it does not fragment this biolink. The proposal will not affect movement of the species through these biolinks as a strong connection corridor will remain to the east of the study area through to Cuumbuen Nature Reserve.</p> <p>In comparison Dunns Creek Road, which is an east/west route, will cut through the north/south regional biolink entirely.</p>

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<p>125</p>	<p>Will you substantially increase the number of wildlife underpasses – 2 is woeful?</p>	<p>The two fauna under-crossings included in the design have been located in areas of appropriate topography and where there is suitable vegetation on either side of where the majority of animals are expected to cross. Fauna fencing is proposed for 100 m either side of each underpass to encourage its use.</p> <p>Additional fauna crossing points will occur under the bridge as well as through drainage culverts.</p>
<p>126</p>	<p>The EDE will ringbark Queanbeyan and turn it into just a cheaper accommodation location for people working in or visiting Canberra. The EDE will ringbark Queanbeyan and cut it off from the beautiful Eastern Escarpment – meaning it is lost to walkers, bike riders and tourists alike. Forget about Council’s branding of “Country Living; City Benefits”. The old tags “Struggle town”, “the poor cousin of Canberra” or worse “the arse end of Canberra” will be re-instated for our town.</p> <p>(i) Why not use the EDE corridor to pursue eco-tourism and give visitors and residents more to do and reason to stay in the town?</p> <p>(ii) Has Council assessed that area from an eco-tourism perspective?</p> <p>(iii) If yes, where is the report? If not, why not?</p>	<p>The EDE project is aimed at maintaining the lifestyle benefits for the growing Queanbeyan population by minimising the impacts of rapid population growth on traffic and road efficiency for as many Queanbeyan residents as practicable, enabling continued safe and efficient travel for residents in and around the City.</p> <p>The EDE project does not reduce or remove access to any public reserves or to public access to the river corridor. Bushland areas to the east of the EDE project are private lands and Council is unable to provide active access to these areas. Protection of the river corridor is an important issue for Council and the EDE design has taken this into account in its design.</p>
<p>127</p>	<p>There are flaws in the SIS, will QCC pass on all information regarding raised concerns, including species identified in submissions, to Office of Environment and Heritage as well as Federal Government bodies such as the Threatened Species Commissioner?</p>	<p>Concerns about the draft SIS raised with Council by the community have been forwarded to the relevant consultants who have developed the SIS and REF for review.</p> <p>If concerns are found to be significant in nature, they will be included in the SIS (for threatened species) and in the REF (for all species).</p> <p>Members of the Community can also submit their concerns directly to the Office of Environment and Heritage (OEH).</p> <p>The SIS and REF documents are both reviewed by the Office of Environment and Heritage and other appropriate authorities as part of the approval process for the project</p>

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<p>128</p>	<p>I am concerned about the influencing nature of the wording within the SIS which minimises the significance of identified threatened species. When this is coupled with inaccurate data (of threatened species), the integrity of this document must be questioned. Will community concerns about the SIS be passed on to the Director General?</p> <p>Some residents noted the difficulties they had entering their wildlife observations into the NSW Wildlife Atlas which was used by as part of the desktop study undertaken by SMEC. As a result, there is likely to be a great deal of long-term, local, first-hand knowledge and evidence of flora and fauna that has not been picked up in your process. As part of the environmental impacts assessment, will SMEC/Council consider evidence presented by residents, many who have lived along the EDE route for 20+ years, who have observed many flora and fauna species (some vulnerable or threatened and others migratory) that do not appear to have been picked up in your Species Impact Statement?</p>	<p>(See also Question 127)</p> <p>As part of the finalisation of the SIS and REF documents, all evidence and concerns presented by residents will be considered and included into document by the relevant consultant who developed them.</p> <p>Note that the SIS and REF documents are both reviewed by the Office of Environment and Heritage and other appropriate authorities as part of the approval process for the project.</p> <p>Members of the Community can also submit their concerns directly to the Office of Environment and Heritage (OEH).</p> <p>Technical issues regarding the NSW Wildlife Atlas should be referred to the NSW Office of Environment and Heritage as managers of the Atlas.</p> <p>As part of the EPBC legislative process, the Species Impact Statement will be placed on display for public comment in the near future.</p>
<p>129</p>	<p>What is the total environmental offset required for the EDE? Have these offsets been identified? If so, where are they? Will all offsets be within the Shire?</p>	<p>The offset strategy for the residual impacts of the Ellerton Drive Extension is being developed in consultation with the NSW Office of Environment and Heritage (OEH) and the Commonwealth Department of Environment, who must be satisfied with the adequacy of the strategy prior to any construction activities.</p> <p>The quantum of the required offset will be determined by applying the NSW BioBanking Assessment Methodology which is a methodology developed and promoted by the NSW OEH using a credit system. The offset credits generated by any particular site are dependent on the specific ecological quality and characteristics of that site.</p>

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		The offset strategy has not been finalised but work is continuing on securing a suitable offset site within the Queanbeyan area.
130	<p>What is the total environmental offset required for Dunns Creek Rd? Where is the evidence, given no EIS has been conducted?</p>	<p>(See also question 123)</p> <p>A flora and fauna assessment of the area bounded by Hume, Jerrabomberra, Old Cooma Road and Fernleigh Park was conducted in 2008 and included desktop studies as well as two field survey periods. This area was found to contain high quality habitat for a number of threatened species and threatened ecological communities listed under both the Threatened Species Conservation Act and The Environment Protection and Biodiversity Conservation (EPBC) Act regardless of which alignment option was chosen.</p> <p>Due to its greater length, Dunns Creek Road is expected to have a larger area of impact to threatened species and threatened ecological communities than Ellerton Drive Extension.</p> <p>This is in part supported by feedback Council received in 2009 from community groups during the public display of the Googong and Tralee Traffic Study (2031) noting their concern about serious environmental issues on the proposed Dunns Creek road route. At that time Council undertook that these issues would be addressed during any future approvals process for the construction of Dunns Creek Road.</p>
131	<p>To Council – what are your top 5 country benefits that residents will enjoy after the town is ringbarked by the noisy EDE and after the Eastern Escarpment and river corridor is lost to residents and eco-tourism opportunities alike?</p>	<p>(See also question 126)</p> <p>The EDE project is aimed at maintaining the lifestyle benefits for the growing Queanbeyan population by minimising the impacts of rapid population growth on traffic and road efficiency for as many Queanbeyan residents as practicable, enabling continued safe and efficient travel for residents in and around the City.</p>

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		The EDE project does not reduce or remove access to any public reserves or to public access to the river corridor. Bushland areas to the east of the EDE project are private lands and Council is unable to provide active access to these areas. Protection of the river corridor is an important issue for Council and the EDE design has taken this into account in its design.
132	My father passed away from an asthma attack, I get asthma along with other family members. Our asthma is under control at the moment however, if the EDE goes ahead, air quality will be greatly reduced due to dust and car emissions, which are asthma triggers. How is QCC going to stop polluted air from coming into my backyard or into my home which would risk health of asthmatics in my household?	It is not anticipated that the EDE project will significantly reduce air quality. Improved traffic flow with reduced traffic congestion is likely to result in an improvement in air quality within Queanbeyan as a whole.
SOCIAL		
133	<p>Why weren't noise assessments conducted at critical locations within the entire network given that the EDE is claimed to be a "whole of Queanbeyan" road solution?</p> <p>How will we know how residents on Yass Rd or ELP will be impacted by increased traffic, including more trucks from Holcim, if you haven't assessed noise levels for those areas.</p> <p>How do we know how other areas in the network might be impacted? Can this be undertaken?</p>	<p>The noise assessments were conducted in accordance with the NSW Environment Protection Authority's (EPA) Road Noise Policy.</p> <p>Yass Road and Edwin Land Parkway are outside the study area established for the EDE project and were therefore not assessed as part of this project.</p> <p>The future traffic projections for stage two of the Edwin Land Parkway project (Stringy Bark Drive to Old Cooma Road) were modelled at the time of construction of this project, and were taken into consideration in the design and construction of that section of road.</p> <p>EDE will not result in significant traffic increases on Yass Road. Holcim Quarry trucks already use Yass Road. The construction of EDE will just provide an alternative route to get there.</p> <p>Should residents of these roads feel there is an issue with noise,</p>

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		Council will consider a noise assessment of these locations as a separate project during Councils' Integrated Planning process where the project will contend with other proposed projects.
134	<p>The Noise Report says that many residences adjacent to the EDE will have less than a 20dB increase in noise levels. Official documents describe 20dB as “leaves rustling in the breeze”.</p> <p>(i) Can you expect residents to believe trucks driving up and down 8.5-10 degree steep roads will be no noisier than leaves rustling in the breeze?</p> <p>(ii) How can we have any faith in the noise study or abatement measures when this is what is said to be the case?</p>	<p>There is a difference between a “noise level of 20dB” and an “<u>increase</u> in noise levels of 20dB”.</p> <p>A noise level of 20dB is approximately the equivalent noise level of rustling leaves.</p> <p>However an increase of 20dB would depend on the starting noise level.</p> <p>The Road Noise Policy sets out the assessment criteria guidelines in terms of recommended noise limits. Mitigation measures are required once noise levels reach these criteria. One of these assessment criteria is called the “Relative Increase Criteria”, and recommends treatment for <u>relative</u> noise increase in excess of 12 dBA.</p>
135	<p>(i) In assessing likely noise levels, what steps were taken by the noise consultants to take into account the unique topography of the area and prevailing winds impacting on how noise travels eg Eastern Escarpment (including deep cut-ins to the side of the hill), Jumping Creek Valley (like an amphitheatre), Queanbeyan River corridor (like a noise funnel), steep incline in Fairlane (attracting truck compression braking and noisy acceleration), SE prevailing winds, etc?</p> <p>(ii) What factors assist noise to carry further?</p> <p>(iii) Does noise travel more easily across water?</p> <p>(iv) What about up-hill?</p>	<p>The computer noise modelling and all associated assessments were performed in accordance to the NSW Road Noise Policy (RNP) and RMS Environment Noise Management Manual (ENMM), and in accordance with Australian standards and design codes and international best practice.</p> <p>The noise modelling methodology has been calibrated over many years and for many different projects and types of terrain.</p> <p>Appropriate ground reflection factors form part of the noise model to account for different kind of ground cover, e.g. river/water are typically assumed to be fully reflective. Effects due to the topography and reflectiveness/absorptiveness of the ground have all been taken into account in the computer noise model.</p> <p>Validation of the noise model for this project was performed based</p>

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		on noise monitoring conducted at the Edwin Land Parkway road reserve and 12 Alfred Place, Karabar, in accordance with the Road Noise Policy guidelines.
136	Why are the peak noises taken out of the equation when these are clearly the noises that wake you up at night and annoy people the most, impacting on people's quality of life?	<p>The current noise assessment has been conducted to address the noise criteria as stated in the NSW Road Noise Policy, which is based on the average (LAeq) noise levels in the relevant time periods (day and night time periods). The assessment also considers the Relative Increase Criteria for both day and night time periods as required by the RNP.</p> <p>Note that the peak noise values are considered in the calculation of the average (LAeq) noise levels.</p> <p>It is however acknowledged that whilst the proposed EDE will have a relatively low proportion of heavy vehicles during the night time, there will still remain the potential for isolated maximum (peak) noise events to result in sleep disturbance during the night time period. However, in the Road Noise Policy this is not applied as a decisive criterion in itself.</p>
137	Why are some residents quite close to the proposed bridge and backing onto the river considered not noise-affected?	<p>The effects of noise generated by traffic diminishes with distance as well as from obstacles in the "line of sight". Effects due to distance, topography and reflectiveness (the way sound is reflected) / absorptiveness (the way sound is absorbed) of the various surfaces, have all been taken into account in the computer noise model to predict noise levels at each house (receiver).</p> <p>Where the resulting equivalent continuous noise levels or relative noise level increases at a particular property are below the criteria set in the Road Noise Policy no remediation measures are recommended.</p>
138	Why do the Noise Maps show that noise on the proposed bridge across the river stops at the edges of the bridge when residents in the area already know how easily even	<p>See Question 135. In addition:</p> <p>Appropriate ground reflection factors form part of the noise model</p>

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	light noise can travel along and across the river?	<p>to account for different kind of ground cover, e.g. river/water are typically assumed to be fully reflective. Effects due to the topography and reflectiveness/absorptiveness of the ground have all been taken into account in the computer noise model.</p> <p>The maps included in the Noise Assessment Report originally on public display only showed the noise contours for daytime average mitigated noise levels of 55dB and night-time mitigated noise level of 50dB, which are the Road Noise Policy noise level criteria above which mitigation would be required. These maps have since been updated to include additional contours showing decreasing noise levels.</p>
139	<p>(i) What is the budget for noise mitigation measures?</p> <p>(ii) What happens if the cost of noise mitigation measures blows out eg will noise mitigation measures not be provided or does the money get taken from elsewhere in the EDE budget?</p>	<p>There are a range of measures included in the noise mitigation measures, including road design, surfacing, noise walls, in-house treatments, etc. that make it difficult to accurately isolate the “budget” for noise mitigation. Noise mitigation costs are included in the overall project budget.</p> <p>Council will endeavour to achieve the noise assessment criteria in the Road Noise Policy using a ‘reasonable and feasible’ approach. However, achieving the noise assessment criteria would not guarantee that all people would find the resulting level of traffic noise acceptable.</p>
140	In deciding which road surface to use, how much weight will be given to costs of various road surfacing materials vis a vis their noise generation capacities vis a vis their durability?	<p>Council has a financial responsibility to consider both initial capital and “whole of life” costs for all aspects of the proposed project. Suitable noise reducing road surfacing materials will be considered where both technically and economically appropriate.</p> <p>As noted at Question 139, Council will endeavour to achieve the noise assessment criteria in the Road Noise Policy using a ‘reasonable and feasible’ approach.</p>
141	If predicted increases in noise prove to be under-stated, what enforceable remedies will residents have? Greenleigh residents strongly said they want it as a condition of	Post-construction monitoring will be carried out following the opening of the project to monitor and review the effectiveness of

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	<p>approval of the EDE that:</p> <p>(a) one year after opening, noise meter readings are taken again at <u>all</u> residences in each NCA area and reviewed to see how the actual noise levels compare with predicted noise levels; and</p> <p>(b) make it an enforceable condition that Council must make further necessary improvements to noise mitigation measures to address actual noise levels which exceed the predicted noise levels. Will Council/RMS publicly commit to this?</p>	<p>the “as built” designs and assess the need for modifications. The results of this monitoring and review will be made available to the community.</p> <p>Noise monitoring will be conducted once traffic flows have stabilised, usually two to twelve months after opening. Where residents in the vicinity of the proposed road feel there is a continuing issue with noise, this should be raised with Council. Council will consider further noise assessment of the affected locations as a separate project as part of Council’s Integrated Planning process, where it will be considered along with other proposed projects.</p>
142	<p>Council/RMS said that residences would be given the choice of noise mitigation treatments on their house or noise walls (roadside or at the house).</p> <p>What happens if 50% of residences in an area state they want individual treatments and the other 50% state they’d prefer roadside noise barriers? Would one preclude the other and who decides which one?</p>	<p>Council has undertaken to provide all reasonable and feasible noise mitigation measures within the framework of the Road Noise Policy recommendations.</p> <p>Discussions with relevant individual homeowners will be undertaken on a case-by-case basis to resolve specific noise mitigation measures. Council will work closely with affected residents to resolve any differences.</p>
143	<p>If the EDE is classed as a “local” road, requiring Council to fund ongoing maintenance, what assurances can Council give residents along the EDE corridor that, in deciding which road surface to use, more weight won’t be given to keeping ongoing maintenance costs down over keeping noise impacts down ie by choosing noisier but cheaper and possibly more durable road surfacing materials over more expensive but less noisy materials?</p>	<p>Council has a financial responsibility to consider both initial capital and “whole of life” costs for all aspects of the proposed project. Suitable noise reducing road surfacing materials will be considered where both technically and economically appropriate.</p> <p>However as noted above, Council will endeavour to achieve the noise assessment criteria in the Road Noise Policy using a ‘reasonable and feasible’ approach.</p>
144	<p>The noise was also raised and I would ask the question, would any councillor buy or own a house backing onto the proposed EDE or the Edwin Land Parkway if the traffic flow were increased as suggested? I think not!</p>	<p>Noted</p>

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<p>145</p>	<p>If the EDE goes ahead, my home will be one of the worst effected by noise and vibration. Most of my home is 2 storeys and looks out at the path of the road with a natural rain run-off between, behind my back fence. A wall height of at least 18 foot would be needed at my back fence which would turn my home into a noisy prison. I do NOT want a wall at my back fence. How is this wall going to stop noise from entering my home?</p>	<p>As Council endeavours to achieve the noise assessment criteria in the Road Noise Policy using a ‘reasonable and feasible’ approach, the steps undertaken to identify mitigation measures are taken in the following order of priority:</p> <ol style="list-style-type: none"> 1. Road design and traffic management 2. Quieter pavement surfaces 3. In-corridor noise barriers/mounds (close to the source i.e. roadway) 4. Localised barriers/mounds (close to the receiver i.e. property) 5. At-property treatments <p>Whilst adopting the above approach it should be noted that achieving the noise assessment criteria would not guarantee that all people would find the resulting level of traffic noise acceptable. Council will continue to work with residents to minimise impacts from noise.</p>
<p>146</p>	<p>I have sensitive hearing and suffer from migraines occasionally. How am I going to be able to rest and heal?</p>	<p>See Question 145. In addition:</p> <p>While it is difficult to predict the exact nature of responses to road noise, it is acknowledged that the proposed project will have road noise impacts. As such the project is subject to the NSW Road Noise Policy (RNP), developed and overseen by the NSW Environment Protection Agency. The RNP aims to identify strategies to address road noise from new road and road development projects, such as the Ellerton Drive Extension.</p> <p>The proposed Ellerton Drive Extension project will be developed in alignment with the RNP so as to minimise, wherever practicable, the impact of road traffic noise on residents. As part of the project’s development, various measures will be introduced to the project to assist in the meeting of the noise goals set for the project, using the Road Noise Policy’s ‘reasonable and feasible’ approach. These</p>

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		<p>measures include:</p> <ul style="list-style-type: none"> • Consideration of the road's overall design and location • Selection of quieter road surfaces, where appropriate • Installation of noise barriers • Treatment of residential premises
147	<p>This will affect my children's schooling and behaviour due to being unrested. How are we going to be able to sleep due to excess noise?</p>	<p>(See also question 145-146 and 151). In addition:</p> <p>The Road Noise Policy gives the following guidance:</p> <p>From the research on sleep disturbance to date it can be concluded that:</p> <ul style="list-style-type: none"> • maximum internal noise levels below 50–55 dB(A) are unlikely to awaken people from sleep • one or two noise events per night, with maximum internal noise levels of 65–70 dB(A), are not likely to affect health and wellbeing significantly.
148	<p>Aboriginal children can tend to have more sensitive ears. How are you going to be able to ensure my children's hearing won't be compromised while they play in the backyard?</p>	<p>Noise levels above 85 dBA are recognised as posing a significant risk of potential hearing damage is. The noise modelling for both construction and operational noise for this proposed project indicates noise levels significantly below that threshold.</p>
149	<p>How are we going to be able to sleep through noise?</p>	<p>See Questions 145 to 148</p>
150	<p>How am I going to be able to practice my religion or meditate in my garden?</p>	<p>Council will endeavour to achieve the noise assessment criteria in the Road Noise Policy using a 'reasonable and feasible' approach. However, achieving the noise assessment criteria would not guarantee that all people would find the resulting level of traffic noise acceptable.</p>

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<p>151</p>	<p>There is also an intention to put off-ramps downhill and uphill from my home. This would mean extra traffic in front of my home as well as EDE traffic noise behind.</p> <p>Has these extra impacts been factored in to the study?</p> <p>What does QCC plan to do about this issue as many families health and homes along this stretch of Barracks Flat Drive, will be greatly impacted?</p>	<p>See Questions from 145 to 147 and 149 to 150. In addition:</p> <p>When considered relative to the overall traffic noise effects from the EDE, the noise generated from the traffic on the off-ramps will be minor. Mitigation measures to deal with the EDE noise impact should remediate the off-ramp noise as well.</p> <p>The Road Noise Policy gives the following guidance:</p> <p>From the research on sleep disturbance to date it can be concluded that:</p> <ul style="list-style-type: none"> • maximum internal noise levels below 50–55 dB(A) are unlikely to awaken people from sleep • one or two noise events per night, with maximum internal noise levels of 65–70 dB(A), are not likely to affect health and wellbeing significantly. <p>QCC will to work with individual homeowners / residents to provide site specific resolution to any noise related issues.</p>
<p>HERITAGE</p>		
<p>152</p>	<p>Areas of cultural and spiritual significance, in my opinion, have been poorly addressed. The Archaeology report also attempts to influence the reader by minimising the significance of artefacts.</p> <p>Will community concerns regarding the inadequate consultation process with the Indigenous community be looked into?</p>	<p>Two rounds of community consultation have been undertaken by QCC, the first in 2012 and the second in 2014.</p> <p>The area was subject to a detailed and thorough heritage assessment in 2012, which satisfied the Aboriginal community representatives involved. All community representatives who registered interest in the study were invited to participate in the survey and all have approved the proposed methodology for impact mitigation. 100% of the study area was surveyed.</p>

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		<p>The survey and assessment was undertaken by a specialist in the field with some 18 years of experience in the field and in the identification and interpretation of Aboriginal stone artefacts; including a 1st class honours degree, PhD and post doctoral fellowship.</p> <p>The assessment was therefore undertaken by an archaeologist possessing the highest possible qualifications in the field, with the full support of the Aboriginal community who participated in the assessment itself and have been consulted with in full at multiple stages during the project. The Aboriginal community has not raised any objections to the quality or standard of the heritage assessment, nor has the Office of Environment and Heritage who are the regulators of the field. The assessment has been carried out in accordance with the highest standards of best practice for heritage management and the moral and legal obligations outlined by the NSW Office of Environment and Heritage.</p>
CONFLICTS OF INTEREST		
153	<p>Has the Mayor or any Councillors and/or their families/family trusts had any involvement with the setting up, funding, promotion or operation of the Pro-EDE Facebook site at #ede4qbn?</p> <p>If yes, could this constitute a conflict of interest and/or a breach of Council's Code of Conduct? If not, why not?</p>	Council has no information on who set this site up.
154	Do you agree that the community could view the developers' involvement on the Technical Working Group as a real or perceived conflict of interest?	See questions 5 and 36

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<p>155</p>	<p>In relation to the EDE and Jumping Creek development, for all members of the Technical Working Group and Councillors involved in the 2009 decision:</p> <ul style="list-style-type: none"> (i) What pecuniary and/or fiduciary interests (directly or indirectly through family trusts and/or close business connections) existed at the time of the decision and/or now? (ii) If such interests are found to have existed at the time of the 2009 decision, what are the consequences for that decision? (iii) If such interests are found to exist now, what are the consequences for the 2009 decision? 	<p>See questions 5 and 36.</p> <p>Members of the Technical Working Group were employed by Canberra Investment Corporation (CIC). CIC have an option to purchase the Jumping Creek Estate.</p> <p>The connection of Jumping Creek to the EDE was never considered by the Technical Working Group. This interest did not affect the outcome of the Technical Working Group.</p> <p>The 2009 decision still stands.</p>
<p>156</p>	<p>For <i>current</i> Councillors and Council staff involved in the decision-making process now and going forward:</p> <ul style="list-style-type: none"> (i) What pecuniary and/or fiduciary interests (directly or indirectly through family trusts and/or close business connections) exist? (ii) Will they be required to formally declare any, and the nature of them, before any decision is made on the EDE going forward? (iii) Will any Councillors with pecuniary or fiduciary interests, directly or indirectly through family and close business associates, be required to abstain from EDE and Jumping Creek related decisions? 	<p>This matter should be referred to Queanbeyan Council's declarations of interest for staff and Councillors.</p>
<p>MISCELLANEOUS</p>		
<p>157</p>	<p>Will Council hold a true EDE community "forum" allowing residents to debate the EDE and related issues, present their case and to exchange views and ideas, including on alternatives, rather than the forum we've just had which entailed residents asking Qs but then being required to simply listen to what has already been done, how and why? Such a forum would be very different to the last Q and A "forum" but would complement it. The definition of forum is as follows:</p>	<p>This request has been noted.</p>

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	<p><i>A <u>meeting or medium</u> where <u>ideas and views</u> on a <u>particular issue</u> can be <u>exchanged</u>: we <u>hope</u> these <u>pages</u> act as a forum for debate</i></p>	
<p>158</p>	<p>There have already been rock falls along the river which occurred around the time of the upgrade of Old Cooma Road. Many homes will have structural damage caused by earthworks and ongoing vibration post-construction, is QCC going to do something to prevent this?</p>	<p>Council will ensure that dilapidation studies are undertaken of all buildings subject to construction vibration effects to assess pre and post construction condition.</p> <p>For post-construction operational vibration, traffic including heavy trucks passing over normal (smooth) road surfaces generate relatively low vibration levels, typically ranging from 0.01 mm/s to 0.15 mm/s at the footings of buildings located 10 m to 20 m from a roadway. Very large surface irregularities such as potholes can cause levels up to 5 to 10 times higher, i.e. up to 1.5 mm/s, however this is not likely to be the case for EDE as it is being designed for heavy traffic. Provided that the road is well maintained, vibration associated with heavy truck pass-by is generally not likely to be perceptible.</p>
<p>159</p>	<p>Does Appendix K on the Council website represent the full list of risks that the Project Team has identified in relation to the project?</p>	<p>No. Appendix K lists the risks related to the design of the Ellerton Drive Extension identified by the OPUS design team at the time of the preparation of the Preliminary Sketch Plan Design Report. The project team has also held a strategic risk workshop in mid 2014 as well as a Value and Risk Management workshop in late 2014.</p>

Community forum – Ellerton Drive Extension

28 April 2015

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Background

On the 25 February 2015 Queanbeyan City Council (QCC) passed the following motion:

1. Organise an independently facilitated community forum on the Ellerton Drive Extension at the Bicentennial Hall with the traffic study engineers to present and to answer questions.
2. Also invite the people who conducted the environmental impact assessment to answer questions,
3. Invite Roads and Maritime Services
4. Invite both local members to attend.
5. Promote the forum to the community through letterbox delivery, media release, social media, direct notification to all submitters on Ellerton Drive Extension(EDE), community groups and any other method deemed suitable.
6. That feedback be considered as part of the EDE feedback process and future forums and consultation also be implemented if deemed necessary by the council.
7. That the forum be held in April

A public forum was held on 28 April 2015 at the Bicentennial Hall, 253 Crawford Street, in Queanbeyan and was independently facilitated by Lucy Cole-Edelstein, Director of Straight Talk a Sydney based business.

The forum was promoted to the community via a direct mail out to all residents in Queanbeyan, QCC facebook page, advertisements in the Queanbeyan Age and the Chronicle, a media release and an email sent to all those who had made a submission or registered their details as part of the Review of Environmental Factors public display.

Format

The forum started at 6:30pm and finished at 11:25pm. The format of the evening was as follows:

Time	Topic	Presenter
6:30pm	Welcome and Acknowledgement of Country	Mayor, Tim Overall
6:40pm	Outline format of evening House keeping	Lucy Cole-Edelstein, facilitator
6:45pm	Background and funding	Phil Hanson, Director Infrastructure Services, QCC
6:55pm - Questions		
8:40pm	Review of Environmental Factors	Wil Allen, SMEC
8:45pm Questions		
9:15pm	Traffic modelling	Dave Hunter, Senior Principal Transportation Engineer, Traffic Design Group Limited
9:30pm Questions		
10:30pm	Species Impact Statement	NGH Environmental, Senior Ecologist
10:35pm Questions		
10:45pm	Noise impacts	ZhangLai, Senior Acoustic Consultant, SLR Consulting Australia
10:55pm Questions		
11:25pm	Close	Lucy Cole-Edelstein

As questions were asked they were paraphrased, typed up and placed on the screens at the front of the room.

The comments, questions and answers were also summarised during the forum and were made available on the QCC website a fortnight latter.

Attendees

273 people signed into the event however the project team believe there could have been up to 350 people in attendance.

By about 8:30pm approximately one third of attendees had left and by about 9:30pm half had left. By 10:30pm there was about 20 percent of the audience remaining. Photos showing community attendance are in attachment A.

Of the 49 attendees who completed the survey (attachment B), 30 indicated they had made a submission, attended an information session or spoken to a member of the project team during the recent display of the Review of Environmental Factors. 16 respondents did not indicate whether they had been involved previously and 3 indicated that they hadn't been involved in the recent consultation.

Feedback

A summary of the feedback issues received by the project team during the public display of the Review of Environmental Factors was summarised and put on each of the tables (attachment B). Additionally this feedback was printed on posters and placed around the room (attachment C) with blank pages placed adjacent to allow attendee's to provide additional feedback.

Feedback was also received in the surveys completed on the night.

There were 49 surveys completed by attendees and there were 2 comments written up on the blank display boards during the forum. A range of comments were also made by attendees during question time.

All feedback has been received by the project team and feedback will be added and responded to in the submissions report. All questions and answers have been made available for download on the Queanbeyan City Council website.

In analysing the feedback from the forum the only new feedback, that hadn't previously been captured in the recent consultation was:

- The design should include an emergency exit for flash flooding.
- The Ellerton Drive extension will provide better access to the golf club and assist with their financial situation.

This will be responded to as part of the submissions report along with other feedback received as part of the public display of the Review of Environmental Factors.

In addition to the feedback on the proposed road, 17 attendees gave feedback on the forum itself. The feedback was varied and included such comments as:

- The event was carried out more in the form of a lecture than a community forum
- Poorly run consultation, traffic issues weren't addressed after 2.5 hours
- Very interesting event, thank you, obviously a very complex development
- Given the obvious extreme interest of the community in the EDE, the inability to cover all speakers and community questions in the time allowed, can council please provide additional forums
- The presentations should have been first then questions
- Good job tonight
- The number of questions should have been limited and the same people should not have been allowed to keep asking questions
- The forum did not address the community concern
- Responses to basic decision making have not been explained
- The facilitator was a dismal failure and conspiracy theorists may think it was planned to make people leave early

Roads and Maritime Services carried out an informal exit survey of 39 attendees leaving the forum to gain an understanding of why they were leaving early and what they thought of the forum.

The feedback included:

- 250 million for Dunns Creek Road is exorbitant and false information – 22 people
- Costing are not truly comparable, one included a roundabout etc. one doesn't – 22 people
- There isn't an alternative to the Ellerton Drive extension – 3 people
- The P 50 and P 90 explanation was a lie I'm an engineer and I know this – 1 person
- Queanbeyan City Council are giving a "free kick" to developers via Jumping Creek – 9 people
- The event catered too long to the grandstanders. Same people asking questions. Over and over. They kept just asking the same questions a different way - 17 people
- You couldn't win cause if you didn't let them keep talking they would have disrupted the meeting anyway - 16 people
- You answered several times about the funding but they just didn't want to listen- 6 people
- The first presenter was really, really good and would have liked to hear from the others - 9 people
- I want to hear about noise but doubt you will get to it -1 person
- It's already done and dusted. Councillors should be standing up and speaking and not hiding behind Council staff. I want to hear straight from the Councillors. Where were the Councillors tonight - 18 people
- This is all just to develop Jumping Creek – 6 people

Post forum

Questions and answers to the more than one hundred questions asked at the forum have been placed on the Queanbeyan City Council web page and Council have notified those in attendance that it is available for viewing (attachment E).

About 150 formal questions along with some presentations prepared by community members were lodged either just prior to (late afternoon of the forum) or in the days after the forum. Answers to all these questions have been made available on the Council website (attachment E). In many instances, these separate questions are a more comprehensive version of the questions asked on the night.

Attachment A

Start of forum 6:30pm



About 9:30pm



Towards the end of the forum about 11pm



Attachment B

Participant information form

Name:		
Contact details:		
During the recent community consultation, did you (please tick if relevant):		
Make a submission, ask a question or provide feedback?	Attend an information session at the RB Smith Community Centre or Jerrabomberra community centre?	Speak to a member of the project team at a shopping centre?
Is there any feedback you have not already provided which you would like to have considered?		

Attachment C

Feedback received to date and placed on tables

Your Concerns About	What You Said
Consultation	<ul style="list-style-type: none"> • We want a community meeting • Consultation is not meaningful as we cannot change the outcome • Council has not properly engaged with the community since the EDE was first considered • The surveys are biased
Environmental	
Natural Environment	<ul style="list-style-type: none"> • The SIS is insufficient for the EDE • Environmental offsets are irrelevant for animal welfare • Water quality in Queanbeyan River will be affected • Peace, quiet and beautiful bushland are at risk • Erosion and drainage are not properly addressed • Flora/fauna impacts from the EDE • Bridge will cause soil erosion • The visual landscape will be changed forever • Loss of sunlight because of the EDE (bridge, noise walls) • Council needs to reduce greenhouse gases • Planning for the EDE fails to protect biodiversity • The decision to pursue the EDE fails to address climate change • Offsets are inadequate mitigation • The EDE will disrupt important regional bio link/wildlife corridor • There will be a loss of unique fauna
Vibration	<ul style="list-style-type: none"> • Traffic and construction will cause vibrations to my property • Vibrations will cause damage to my house • Vibrations will impact my health
Bushfire	<ul style="list-style-type: none"> • We are concerned over emergency access at Lonergan Dr • Insufficient exit points in case of fire
Air Quality	<ul style="list-style-type: none"> • Destroying air quality • Dusty during construction • There will be more air pollution? • Fumes from extra trucks and cars will make my family sick.
Noise	<ul style="list-style-type: none"> • Noise will impact on us • Additional noise from the road will affect our sleep • Noise, dust and vibration during construction will affect my sleep

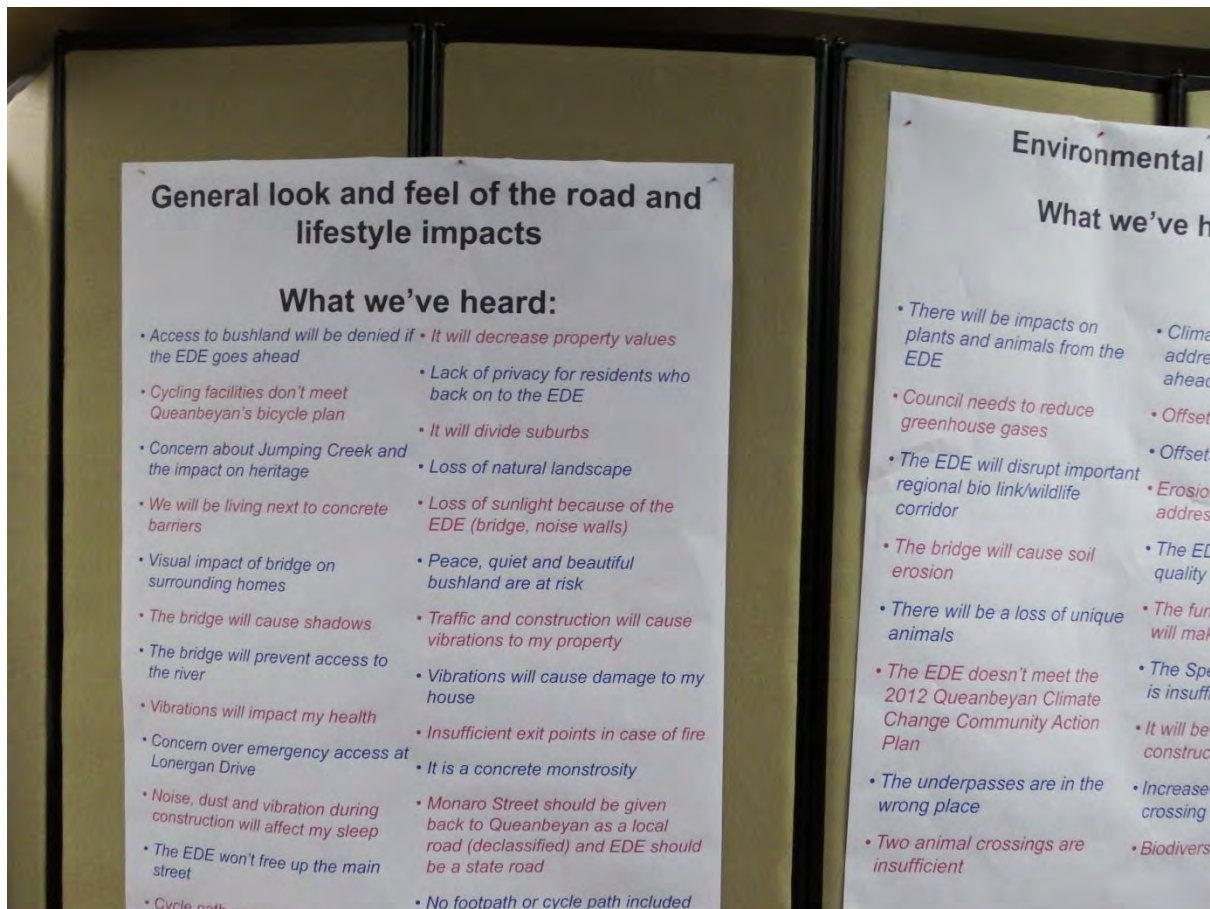
Your Concerns About	What You Said
	<ul style="list-style-type: none"> • There will be added noise from the use of compression braking in steep areas • Noise mitigation won't work • Car and truck noise will be amplified through the river corridor and escarpment • How can we be sure we will be protected from noise • There will be increased noise along Edwin Land Parkway • Exposure to noise is well above NSW guidelines • There will be insufficient protection for noise from the bridge for properties nearby • Concern about the impact of noise on animals
Traffic and Transport	
Traffic	<ul style="list-style-type: none"> • Increased traffic (large trucks) movements will affect Yass Rd • There will be an increased number of quarry trucks on the road because of the EDE • Traffic will be diverted from CBD into residential areas if the EDE goes ahead • Why wasn't the Dunns Creek study completed when it got money from government to finish it? • Jerrabomberra needs another access road • There is no consideration of impacts from increased coastal traffic on our streets • EDE will not resolve problems on Laynon, Canberra and Cooma St
Safety	<ul style="list-style-type: none"> • We are concerned about safety around intersections, especially for children who will be at risk • The added congestion will cause safety concerns on ELP • We want a safe pedestrian crossing on ELP • The EDE will affect operation of Canberra Airport due to lighting and intrusion of air space • Dunns Creek Road will improve safety more than the EDE • Monaro St will be more dangerous than it is now. • Increased danger to animals crossing the EDE
Sustainable Transport Solutions	<ul style="list-style-type: none"> • It would be better to spend money on public transport It would be better to spend money on public transport • The EDE doesn't meet the 2012 Queanbeyan Climate Change Community Action Plan • We need to promote other types of transport and have proper alternative sustainable transport solutions

Your Concerns About	What You Said
Project Scope and Design	
Design	<ul style="list-style-type: none"> • The EDE won't free up the main street • The Northern Bypass has been proven to be a better solution • Has traffic modelling been done on other roads? • No footpath or cycle path included in design. • Monaro St should be given back to Queanbeyan as a local road (declassified) and EDE should be a state road • Cycle path has too many crossings • Cycle path needs to be designed to standards (gradients, widths) • Two animal crossings are insufficient • The underpasses are in the wrong place • EDE doesn't provide alternative access for low level bridge closures
Project Scope	<ul style="list-style-type: none"> • Needs Cost Benefit analysis • There is a lack of planning information around the EDE • Please explain the purpose of EDE • EDE doesn't stack up compared to Dunns Creek Road • The EDE solution is out of date • We have concern with Jumping Creek developer conflict of interest • We have concern with developers on technical working group of traffic study
Financial	<ul style="list-style-type: none"> • It should be held off until the Palerang merger • EDE will cost more than Dunns Creek Road as it requires more earthworks • It is too expensive • The community cannot afford it • Modelling fails to consider cost benefits of direct link to Monaro Hwy • We are concerned about the cost impact to future generation • The cost has more than doubled since original estimate (\$40M) - Council underestimated the cost • Developers won't be made to pay interest on any loan Council takes out • \$80M a lot to spend for little reduction in traffic • It will be a burden to ratepayers if costs more than \$75M • The community needs money for other uses / infrastructure • Money could be better spent
General Amenity and Lack of Benefits	

Your Concerns About	What You Said
Lifestyle and Amenity	<ul style="list-style-type: none"> • The EDE will change my bush outlook • Access to bushland will be denied if the EDE goes ahead • Headlights from vehicles will affect my house at night. • Cycling facilities don't meet Queanbeyan's bicycle plan • It will decrease property values • We are concerned about Jumping Creek (aboriginal perspective) • We will be living next to concrete barriers. • I like walking my dog /enjoy unrestricted access to the reserve • Lack of privacy as trucks will be able to see over my fence • It will divide suburbs • There will be a loss of natural landscape • There will be a visual impact of bridge on surrounding homes • The bridge will cause shadows • Loss of sunlight because of the EDE (bridge, noise walls) • The bridge will prevent access to the river • Peace, quiet and beautiful bushland are at risk
Economic	<ul style="list-style-type: none"> • It will decrease property values • Diverting traffic will impact local businesses
General Opposition	<ul style="list-style-type: none"> • It is a soulless concrete monstrosity
General Support	<ul style="list-style-type: none"> • Just build it - it's long overdue • It will save travel time • It's been planned for years • There will be less heavy vehicles in the CBD • Great to have a separate cycleway • It's a logical, viable option • Safer exit at (where?)

Attachment D

Feedback received to date.



Attachment E - questions and answers

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Speaker: Mayor Tim Overall	
Presentation	<ul style="list-style-type: none">• Acknowledgement of country• Welcome Councillors (introduced all the Councillors) and community members• Apologies from John Barilaro (local member and Minister for Regional Development, Minister for Skills, and Minister for Small Business)• Challenge for all communities is ensuring Queanbeyan has adequate infrastructure for the future.• Queanbeyan is the fastest growing inland city in NSW - we know our community is continuing to grow• The traffic is coming to Queanbeyan and we need to be prepared for future growth.• Welcome the fact that the community is coming together at this important time to discuss proposal
Facilitator: Lucy Cole-Edelstein	
<ul style="list-style-type: none">• Role• Questions answered in 1-2 weeks• On website in next week or so• House rules• Explained how the presentations would work• How questions would work	<ul style="list-style-type: none">• Introduced the team<ul style="list-style-type: none">• Derek Tooth – Manager Engineering Services (QCC)• Phil Hansen – Director Infrastructure (QCC)• Julian Watson – Project Development Manager, Infrastructure Development (RMS)• Zhang Lai – Senior Acoustic Consultant (SLR Consulting Australia Pty Ltd)• Dave Hunter - Senior Principal Transport Engineer (TDG)• Eli Ransland – Projects Engineer (QCC)• Wil Allen Principal Scientist – Ecology (SMEC)• Dave Maynard – Senior Ecologist (nghenvironmental)• Not sitting at the table:<ul style="list-style-type: none">• Michael Hill – Business Manager (Opus International Consultants)• Tanyia Tuckey – Manager Community and Stakeholder Engagement (RMS)• David Corry – Principal Manager, Project Development (RMS)• Outline of running order• Rules of engagement

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The following Questions were submitted in writing either on 28 April 2015 or in the days following the Ellerton Drive Extension Community Forum held on 28 April 2015. A number of the questions were asked at the forum and less formal responses were provided. The questions asked at the forum are listed separately on the Queanbeyan City Council website at <http://www.qcc.nsw.gov.au/Ellerton-Drive-Extension/EDE>

Please note that the content within the questions has not been altered during this process. Therefore any grammatical or spelling errors have been left as they were submitted. Questions have however been subject to formatting in order to make this document consistent and facilitate understanding and readability.

Furthermore, within the document shorthand has been used for ease of reading in certain sections. The following terms are interchangeable throughout:

- EDE – Ellerton Drive Extension
- Council – QCC - Queanbeyan City Council
- CBD – Central Business District
- DCR – Dunns Creek Road

Question number	Question	Answer
TRAFFIC		
1	What problem is the EDE supposed to fix?	<p>The purpose of the EDE is to provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the entire Queanbeyan area as a result of growth in development throughout Queanbeyan. It is one part of a program of recommended traffic solutions for all of Queanbeyan.</p> <p>It also provides in excess of 1:100 year flood free accessibility and connectivity for Queanbeyan.</p>
2	How does the EDE constitute a “bypass” when it is designated as a “local” road, it runs through or very close to most of Queanbeyan’s built up residential areas built in the last 30 years, including a proposed Jumping Creek development, has connecting roads along its path? The definition of a bypass is as follows:	Ellerton Drive Extension has not been designed as a by-pass: it is an alternative route for traffic travelling on the north/south route through Queanbeyan. It will contribute to reducing congestion in the built up areas of Cooma Street and the Queanbeyan CBD. It will have fewer intersections and driveways than the current route

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	<p><i>A bypass is a <u>road</u> or <u>highway</u> that avoids or "bypasses" a built-up area, town, or village, to let through <u>traffic</u> flow without interference from local traffic, to reduce <u>congestion</u> in the built-up area, and to improve <u>road safety</u>. A bypass specifically designated for <u>trucks</u> may be called a truck route.</i></p>	<p>through Cooma Street and the Queanbeyan CBD ensuring a smoother run for traffic.</p>
3	<p>Why build the EDE if it is going to have minimal impact on achieving one of Council's key objectives of reducing CBD congestion (just 5% reduction) and diverting heavy vehicles out of the CBD?</p>	<p>The 5% reduction that has been quoted refers to future 2031 flow along Monaro Street compared to 2011 flow even with 20 years of development growth. What that means is that with EDE the traffic volume along Monaro Street in 2031 including the anticipated traffic growth will be 5% less than the traffic volume was along Monaro Street in 2011.</p> <p>However as development in Queanbeyan increases, it is estimated that without the EDE the traffic volume along Monaro Street in 2031 will be 13% more compared to the traffic volumes that would be experienced with the EDE.</p> <p>The reduction in flow on any particular road is dependent on the road within the CBD area. It is expected that flows along Cooma St, Monaro St, Morrisset St, Thorpe Ave, Lowe St, Crawford St, Collett St, Isabella St and others will all reduce as a result of the construction of the EDE. The improvement in network operation for the CBD area is substantial and the additional benefits as a result of improved amenity for residents and businesses along these are also of value.</p>
4	<p>Where are the formal Terms of Reference for the Googong and Tralee Traffic Study published as there are none in the Study itself? What do they state were the clear objectives of the Study?</p>	<p>The traffic study resulted from a Review of Queanbeyan Residential Economic Strategy 2031 (addendum Dec. 2008) by the NSW Department of Planning whereby Council's Transport Strategy was required to specifically address the need, timing and funding (including the preparation of contributions plans) for required transport infrastructure works.</p>

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		<p>Traffic Design Group (formerly Gabites Porter) were engaged by Council on the recommendation of RMS to conduct a fully functioning integrated land use / transport model traffic study to analyse Queanbeyan's traffic network. The agreed terms of reference for the study have been included in Gabites Porter's proposal for the work and are commercial in confidence.</p>
<p>5</p>	<ul style="list-style-type: none"> (i) Who were the members and Chair of the Technical Working Group, what was their role and what special and relevant skills and expertise did they bring to the TWG that could not be called in on an ad-hoc basis as required? (ii) Why weren't members of the public and Councillors also invited on as observers? (iii) Were Minutes and notes of deliberations of the Technical Working Group kept on file? (iv) If yes, will you make them publicly available? 	<p>The members of the Technical Working Group (TWG) were representatives from QCC staff, Roads and Maritime Services (RMS), Canberra Investment Corporation (CIC) and Village Building Company (VBC). Council's current Director of Infrastructure was the Chair. The role of the TWG was to prepare a draft traffic plan that would be presented to Council for approval. The developers were invited to be on the TWG in order to provide advice on the size, scope and timing of their proposed developments.</p> <p>Note that the traffic model analysed a large range of network scenarios and options to address deficiencies in both the existing and future Queanbeyan road network. The data for the model was based on both the growth information provided by Council and the developers and the travel patterns that were derived from the Sydney Household Travel Survey undertaken by the Bureau of Transport Statistics. This information was put into a computer model that objectively analysed the scenarios using mathematical processes. This analysis resulted in a list of projects that would best address the problems Council was trying to resolve for Queanbeyan. Note that the subsequent recommendation report to Council was written entirely by Council staff.</p> <p>Members of the public and Councillors were not part of the TWG because the work was technical in nature and the above make-up of the group was considered appropriate at the time.</p>

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		<p>& (iv) Minutes of the meetings were kept and it is not intended to make them public at this time.</p>
6	<p>Given the name of Googong and Tralee Traffic Study suggests it was to address Googong and Tralee traffic, why did the Technical Working Group choose a road that provides no access to the development of Tralee?</p>	<p>The project was commissioned to develop a long term strategic transport plan for Queanbeyan and was originally called the Strategic Queanbeyan Transport Plan. The Technical Working Group's objective was to identify network scenarios and options to address deficiencies in both the existing and future Queanbeyan road network. Tralee is expected to have sufficient access to service the development without the need for Dunns Creek Road.</p> <p>The name of the study was only changed once Council had resolved to adopt the study and its recommendations as per its resolution of 26 August 2009.</p>
7	<p>Do you agree the Googong and Tralee Traffic Study was simply an engineering report – not a triple bottom line analysis of what was the best road for Queanbeyan as a whole? If not, can you explain why not and how social, environmental and financial impacts were taken into account?</p>	<p>The Googong and Tralee Traffic Study was a transportation report on the future operation of the Queanbeyan road network. It did not take into account social, environmental and financial impacts. These requirements are separately addressed on a project by project basis, where required, usually in the form of a Review of Environmental Factors (REF).</p>
8	<p>At the forum, TDG's consultant advised that travel patterns were based on Bureau of Transport Statistics' (BTS) Sydney household survey data. When questioned about the validity of applying Sydney (or even Wollongong) travel pattern data to Queanbeyan residents (given differences in access to public transport and employment sectors), he mentioned that similar BTS statistics could be derived for Queanbeyan and surrounding region if necessary at an estimated cost of \$500K.</p> <p>Would Council consider commissioning this data as it would be very useful for future developments in the region and would provide Queanbeyan-specific travel patterns to validate (or not) current and future traffic modelling? Could grant monies be sought from NSW Govt to assist with this?</p>	<p>The travel patterns were derived from the Sydney Household Travel Survey undertaken by the BTS every year for over 20 years and surveying over 2000 households throughout an area from Newcastle in the north to Shoalhaven in the south. This survey determines household trip rates for different household compositions of vehicles and residents. The model uses trip rates only applicable to households of the composition and type present in Queanbeyan in a similar fashion to all the models in the Illawarra. The trip making pattern is consistent with what is expected from households with the population and car availability shown in Queanbeyan.</p>

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		Undertaking a significant Household Interview Survey specifically for Queanbeyan and the ACT would be useful but given the current BTS information is producing travel patterns that are consistent with recorded traffic flows within Queanbeyan and crossing the NSW/ACT border, the additional information derived from such a survey is probably marginal.
9	<p>At the forum, Council advised that the EDE is a “total traffic solution” for Queanbeyan. How does a total traffic solution not include the duplication of Pialligo Ave as failure to include that at the same time as building the EDE will severely impact the effectiveness of the EDE?</p> <p>How does a total traffic solution also not include the Dunns Creek Rd to provide access to Tralee?</p>	<p>The duplication of Pialligo Ave does not impact on the effectiveness of the EDE. The EDE provides localised relief to traffic using Cooma St, Monaro St, Queens Bridge and various roads within the CBD. The majority of traffic that would be using the EDE would be using Pialligo Ave regardless of whether the EDE was in place or not.</p> <p>(See also question 6)</p> <p>Tralee is expected to have sufficient road access to adequately service the development without the need for Dunns Creek Road. Dunns Creek Road addresses different traffic problems to Ellerton Drive Extension, and is an option only after 2036 when the flow along 4 lanes of Old Cooma Road exceeds LOS E conditions.</p>
10	<p>Council may be able to make Queanbeyan’s Holcim Quarry trucks use the EDE because their latest DA specifies they will have to use it when leaving the quarry – BUT they can just turn onto Monaro Street and go through town from the other side to get to southern Canberra.</p> <p>(i) Do you agree this is just moving traffic from one busy street to another congested one?</p> <p>(ii) How does Council propose to stop the 99.9% of other trucks which can’t have DA restrictions put on them from continuing to using the CBD? It is the Kings Highway after all.</p>	<p>Trucks will travel on roads that they are permitted to travel on. However Holcim Quarry vehicles will not use the main street as described because trucks will choose the quickest route possible. It is unlikely trucks would choose to head north along EDE, head west along Monaro St, only to head south again to get to the southern areas of the ACT.</p> <p>Improvements to the Lanyon/Tomsitt intersection is already being investigated by Roads & Maritime Services and the Local Member has committed \$5 million towards the improvement of this intersection.</p> <p>Council cannot prevent trucks from travelling to the CBD if this is</p>

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		<p>their intended destination e.g. to service the local businesses. However EDE is being designed as an 80km/h road and would have fewer intersections compared to routes through the CBD. This would make the alternate route more attractive to use than the CBD as vehicles will not have to stop at intersections, particularly some of which are on an incline.</p>
11	<p>Why have priorities changed? Is the current Council aware of a previous study that found the Northern Bypass was Queanbeyan's priority road as it was the best option to reduce CBD traffic, had less social economic impacts and less environmental and archaeological impacts than the EDE route and was on par in costs.</p> <p>Why have Council's road priorities changed when the same CBD traffic problem still exists, social and environmental impacts of the EDE still remain and the Northern Bypass is still the best option to reduce CBD traffic? Why was it rejected up-front in the 2009 Traffic Study?</p>	<p>(See also Question 120)</p> <p>The Ring Road Study also identified the need for the Ellerton Drive and Edwin Land Parkway connections. However, that study was completed prior to the inclusion of Googong and Tralee developments within the region's planning horizon. Comparison of the costs in that report relate to <u>entire</u> routes and is not a direct EDE vs Northern Bypass cost comparison. Note that at this point in time many parts of the southern EDE route have already been constructed.</p> <p>The Northern Bypass only has the ability to relieve the Queens Bridge and Monaro St and has no impact on Cooma St and any other major north/south route. Cost estimates have always indicated that the Northern Bypass is significantly more expensive than the EDE as it crosses very rugged terrain and includes features such as two bridges for the two crossings over the Molonglo River and complex intersections with other major roads.</p>
12	<p>This so-called "by-pass" has been on the maps for 40 years, so why haven't previous governments and Councils thought it good enough to fund and build? And why have subsequent Councils approved development all the way along the road corridor, including the previous Council rezoning Jumping Creek for development? 40 years ago, wasn't asbestos a wonder product and smoking cool? Wouldn't a business relying on a 40 year old business plan quickly go out of business?</p>	<p>On 26 August 2009 Council adopted the Googong and Tralee Traffic Study (2031) formerly known as the Draft Queanbeyan Strategic Traffic Plan (2031). The Ellerton Drive Extension was the preferred option identified in that study. It was based on future development growth. As this growth accelerates and traffic increases, the need to proceed with the EDE has grown. Without the development, impacts from the growing population and associated traffic will be experienced by 2018.</p> <p>Subsequent traffic work since the adoption of the Googong and</p>

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		<p>Tralee Traffic Study (2031), has supported the development of the EDE.</p> <p>Development has been permitted around the proposed EDE in full consideration of a major arterial road being constructed there. For example, the road reserve is significantly wider than a standard road and properties do not have direct access to the road. Additionally intersections have been kept to a minimum on the proposed new road.</p>
13	<p>Why wasn't weekend ACT coastal traffic considered as part of the Traffic Study - just peak hour Monday to Friday traffic?</p>	<p>The network impact of weekday peak traffic is generally more significant than the weekend traffic impact. In addition, the occurrence of peak weekday traffic is also far more frequent than weekend coastal traffic and the implications of its impact are therefore greater.</p> <p>Accounting for the weekday peak traffic thus results in a road network that will accommodate weekend traffic.</p>
14	<p>What advice has Council received from Emergency Services regarding access and exit routes for Googong residents and other residents on the outskirts of town in the event of an emergency? Do you agree the DCR would give that traffic, residents and emergency vehicles a direct and alternative exit route out of the area to the ACT in those circumstances?</p>	<p>Council has received no formal advice from Emergency Services to date regarding emergency access routes for Googong residents. Googong does have north and south exits via Old Cooma Road.</p> <p>Dunns Creek Road however would give Googong residents a more direct route to the ACT.</p>
15	<p>EDE makes no difference to LOS at most critical locations. Do you agree that your own data shows that, by 2031, the EDE makes virtually no difference to LOS on most major roads i.e. nearly all critical locations in the network remain at the same LOS <u>with or without</u> the \$75-\$90m+ EDE? Do you agree the addition of the EDE actually worsens LOS at the OCR/ELP traffic signals and on some minor roads in the network i.e. Canberra/Kealman i/s, Yass/Silva i/s, Bungendore/Thurrallilly i/s and Canberra/Cameron i/s? Why do you think this poor outcome represents the best value for money for our \$75-90m?</p>	<p>Part 2 of the South Jerrabomberra and Queanbeyan Traffic Analysis 2014 included investigations into scenarios that both included and did not include the EDE. Scenario 3 included a road network with all suggested road improvements while Scenario 4 included all road improvements except for the EDE.</p> <p>This analysis found that most of the Queanbeyan road network will operate at a Level of Service D or better for both Scenarios 3 and 4, with the exception that in Scenario 4 without the EDE the Level of Service on Cooma St and the Queens Bridge reduces down to</p>

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		<p>LOS E. The improvements on Old Cooma Road/Edwin Land Parkway require only minor work. Regardless of whether the EDE is included into the road network or not, other locations require improvements as they act independently to the EDE.</p> <p>The purpose of the EDE is to provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the area as a result of growth in development throughout Queanbeyan.</p> <p>No one project can provide relief from congestion throughout the entire network and additional network improvements are required in addition to the EDE. The EDE produces a substantial improvement in the network operation and local amenity of roads between Old Cooma Rd and the Queens Bridge and therefore produces sizeable benefits. The redirection of arterial type traffic onto the EDE instead of local roads is expected to introduce changes in delay at a number of intersections however, the implementation of properly designed intersection improvements will cater for this traffic demand and keep delay to a minimum.</p>
<p>16</p>	<p>DCR in the strategic plan but EDE is not. In 2008, the NSW Dept of Planning gave a directive that Council had to develop a transport strategy to service Googong and South Jerrabomberra before any rezoning took place. They stipulated in the “Queanbeyan Residential and Economic Strategy 2031” document that the transport strategy had to address the need and timing of Dunns Creek Rd Arterial (including the reservation of the corridor), ELP, OCR re-alignment (but not duplication), etc. Council made the decision to proceed with the EDE over the DCR in 2009, at a time when it wasn’t even mentioned in the “Queanbeyan Residential and Economic Strategy 2031” (the 25 year residential and economic plan). At the forum, Council advised the document was reviewed in 2012 and had now been amended to include reference to the EDE, but that does not change the fact that a decision was made to proceed with a road in 2009 that was not on the 25 year plan, ahead of one that was clearly identified in that plan as being a priority road.</p> <p>Presented with this fact, on what grounds can Council defend the integrity of its EDE</p>	<p>The Department of Planning (Planning) did not stipulate that Dunns Creek Road needed to be constructed. The requirement from Planning resulted in Council needing to determine the correct traffic answer for Queanbeyan. The 2008 Queanbeyan Residential and Economic Strategy 2031 was adopted by Council with a condition that Council complete a comprehensive traffic study to demonstrate that Queanbeyan could manage the traffic increases expected from the developments proposed in the Queanbeyan Residential and Economic Strategy 2031 (QRES).</p> <p>The Googong and Tralee Traffic Study (2031) adopted by Council in August 2009 is the result of that requirement from Planning and met the objectives of the Queanbeyan Residential and Economic Strategy 2031: it did not identify Dunns Creek Road being required before 2031.</p>

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	<p>decision-making process? Why has Council not developed a transport strategy? Which alignment of Dunns Creek Rd was reserved and when did that happen and why hasn't work commenced as a priority to build the Dunns Creek Rd?</p>	<p>The Dunns Creek Road alignment has not been reserved at this time because the precise route has not been finalised, although the section through the Tralee development is shown on the LEP maps.</p> <p>Council has resolved to complete a concept plan on a selected route, determine the extent of environmental offset requirements and land acquisition and develop an estimate for the road. This work is nearing completion.</p>																																			
<p>17</p>	<p>Council has provided data recently comparing the EDE with the DCR, and validating my own analysis that DCR provides benefits to the whole of Queanbeyan and reduces traffic counts in the entire network by 1000s compared to the EDE (see your data below, provided 23/4/15). My analysis of other options, taking data direct from the traffic flow maps, shows Option C2B (DCR+4I OCR+i/s upgrades – the same as the EDE chosen option but with the DCR in place of the EDE) reduces traffic on most major roads, and also reduces the total in the network but not quite as much as the DCR alone (CIC2). Analysis of options also shows the Northern Bypass has by far the best impacts on CBD traffic and Yass Rd. Can you provide the same data as below for the chosen EDE option (05B), the comparable DCR option (C2B) and the DCR/Nthn Bypass option (02) as I'd like to also validate (or dispel) my analysis on the impacts of each of those options on individual roads and the entire network?</p> <table border="1" data-bbox="311 1027 1205 1401"> <thead> <tr> <th colspan="7">2031 Queanbeyan AMP</th> </tr> <tr> <th></th> <th>Base</th> <th>DCR+ELP (CIC2)</th> <th>Compare to Base</th> <th>EDE+ELP (CIC3)</th> <th>Compare to Base</th> <th>Location</th> </tr> </thead> <tbody> <tr> <td>Cooma St</td> <td>2156</td> <td>1978</td> <td>-178</td> <td>1735</td> <td>-421</td> <td>N of Southbar Rd</td> </tr> <tr> <td>Canberra Ave</td> <td>2622</td> <td>2388</td> <td>-234</td> <td>2628</td> <td>6</td> <td>W of Lanyon Dr</td> </tr> <tr> <td>Queens Bridge</td> <td>1939</td> <td>1930</td> <td>-9</td> <td>1639</td> <td>-300</td> <td>Queens Bridge</td> </tr> </tbody> </table>	2031 Queanbeyan AMP								Base	DCR+ELP (CIC2)	Compare to Base	EDE+ELP (CIC3)	Compare to Base	Location	Cooma St	2156	1978	-178	1735	-421	N of Southbar Rd	Canberra Ave	2622	2388	-234	2628	6	W of Lanyon Dr	Queens Bridge	1939	1930	-9	1639	-300	Queens Bridge	<p>The comparison of flows used by Greenleigh Residents Group (GRG) in comparing CIC2 and CIC3 has specifically concentrated on roads that are more likely to be positively impacted by the inclusion of Dunns Creek Road and disadvantaged by the inclusion of the EDE. It is clear from the nature of the EDE that it is not expected to have much impact on Lanyon Dr, Old Cooma Road (OCR), Edwin Land Parkway, Tompsitt Dr and Canberra Ave and is also likely to result in increased flow along Yass Rd.</p> <p>However, the comparison by GRG does not include roads such as Monaro Hwy and Isabella Hwy where Dunns Creek Road (DCR) increases flow and Monaro St, Morrisset St, Thorpe Ave, Lowe St, Crawford St, Collett St and Isabella St where flows are reduced as a result of the EDE.</p> <p>DCR and the EDE serve different traffic streams and as a result serve different purposes in the future Queanbeyan road network. The EDE is to relieve Cooma St and the Monaro St-Queens Bridge corridor whereas DCR is to relieve the OCR corridor when it reaches capacity. Both projects can exist as beneficial to Queanbeyan. However, the nature of the expected traffic growth and the impact that the growth has on the Cooma St corridor indicates that the EDE needs to be implemented sooner as one part of a program of recommended traffic solutions for all of Queanbeyan, rather than later whilst DCR may only be needed sometime after 2036.</p>
2031 Queanbeyan AMP																																					
	Base	DCR+ELP (CIC2)	Compare to Base	EDE+ELP (CIC3)	Compare to Base	Location																															
Cooma St	2156	1978	-178	1735	-421	N of Southbar Rd																															
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Yass Rd	1922	1874	-48	2104	182	S of Thurrallilly St
Pialligo Ave	2648	2611	-37	2669	21	Pialligo Ave
Tompsitt Dr	1788	1545	-243	1778	-10	E of Lanyon Dr
ELP	1019	468	-551	936	-83	W of Old Cooma Rd
Southbar Rd	864	364	-500	405	-459	W of Cooma Rd
Old Cooma Rd	2550	1788	-762	2523	-27	S of ELP
Lanyon Dr	2030	2063	33	2060	30	N of Tompsitt Dr
Cameroon Rd	510	443	-67	539	29	S of Canberra Ave
AM Total	20048	17452	-2596	19016	-1032	

2031 Queanbeyan PMP

	Base	DCR+ELP (CIC2)	Compare to Base	EDE+ELP (CIC3)	Compare to Base	Location
Cooma St	2293	2131	-162	1804	-489	N of Southbar Rd
Canberra Ave	2701	2440	-261	2733	32	W of Lanyon Dr
Queens Bridge	2145	2160	15	2085	-60	Queens Bridge

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		Yass Rd	1698	1702	4	1800	102	S of Thurrallilly St	
		Pialligo Ave	2662	2645	-17	2677	15	Pialligo Ave	
		Tompsitt Dr	2207	1970	-237	2391	184	E of Lanyon Dr	
		ELP	1346	646	-700	1181	-165	W of Old Cooma Rd	
		Southbar Rd	456	404	-52	465	9	W of Cooma Rd	
		Old Cooma Rd	2871	1966	-905	2825	-46	S of ELP	
		Lanyon Dr	1579	1652	73	1749	170	N of Tompsitt Dr	
		Cameroon Rd	669	566	-103	479	-190	S of Canberra Ave	
		PM Total	20627	18282	-2345	20189	-438		
		AM/PM Total	40675	35734	-4941	39205	-1470		
		<p>NOTE: Figures highlighted in red show additions to traffic on that road compared to the Base Scenario.</p>							
18	<p>Why did the Traffic Study focus on reducing traffic flows in certain areas of the network at the severe expense of other areas in town, when Dunns Creek Rd would benefit the whole town by reducing traffic on more than 90% of major roads and reduce the overall traffic volume coming into town by 1000s?</p>	<p>As per response to question 6, the Traffic Study was commissioned to develop a long term strategic transport plan for all of Queanbeyan; it was originally called the Strategic Queanbeyan Transport Plan. The Technical Working Group's objective was to identify network scenarios and options to address deficiencies in</p>							

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		<p>both the existing and future Queanbeyan road network.</p> <p>The traffic study thus did not focus on reducing flows in certain areas of the network but rather looked at the network as a whole and identified what routes and intersections are likely to be adversely impacted by the expected development growth.</p> <p>Over 34 combinations of projects were looked at in order to produce a set of works that would return Queanbeyan to the LOS D state desired by the QCC. The combination of EDE, four-laning Old Cooma Road and various intersection improvements is expected to produce a future network that operates well for all of Queanbeyan and does not come at the expense of other areas in town.</p>
<p>19</p>	<p>Council's own traffic data shows that Dunns Creek Rd would benefit "the whole of Queanbeyan" – not simply benefit some streets at the significant expense of others as the EDE would. The Traffic Study shows DCR far out-performs the EDE against just about every traffic measure used when comparing like with like.</p> <p>Can you please explain why Dunns Creek Rd was knocked out and how the elimination process was worked through as many suspect that the previous Council was snowed by the flawed Traffic Study, and the EDE was chosen over DCR because the EDE provides the only access to the Jumping Creek development site for the Googong developers who were on Council's advisory group, and because DCR would provide access to the Tralee development, Googong's competitors, which the EDE does not? What were the TWG's reasons for putting the DCR on the back-burner until after 2031, and based on what evidence?</p>	<p>Comparison of one road with another "like for like" out of context of the whole network is not a valid comparison, as each road would affect the whole network differently.</p> <p>The decision to select any particular scenario depends on many things in addition to overall traffic measures. Traffic measures alone do not take into account the volume of vehicles directly affected by a particular scenario, the location and level of impacts throughout the network, the performance of the individual scenario or any possible improvements in safety and local amenity.</p> <p>Whilst Dunns Creek Rd performed reasonably well by itself when modelled, it did not impact sufficiently on the other areas of the network most needing improvement.</p> <p>Whereas the EDE is expected to relieve Cooma St and the Queens Bridge, Dunns Creek Rd is expected to only slightly improve the operation of Old Cooma Rd by 2031.</p> <p>The Traffic Study was commissioned to develop a long term strategic transport plan for Queanbeyan as a whole, to identify</p>

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		<p>network scenarios and options to address deficiencies in both the existing and future Queanbeyan road network.</p> <p>The EDE produces a substantial improvement in the network operation and local amenity of roads between Old Cooma Rd and the Queens Bridge and therefore produces sizeable benefits, irrespective of the existence or otherwise of Jumping Creek Estate.</p> <p>Both developers of Googong and Tralee were part of the Traffic Working Group to ensure that the size, scope and timing of their developments was considered. The choice of EDE over DCR was made due to effectiveness in the road network and not the interests of one development over another.</p>
20	How does a total traffic solution also not include the Dunns Creek Rd to provide access to Tralee?	Tralee is expected to have sufficient access to service the development without the need for Dunns Creek Road.
21	<p>Publicly available evidence does not support the EDE as the best bang for our bucks. Council's own data shows:</p> <ul style="list-style-type: none"> The DCR reduces traffic across the network, significantly on 90% of major roads, including Cooma St, as most Googong traffic does not have to come into town. The Nthn Bypass is the best option to address CBD, Yass Rd and E-W through traffic. A combination of the two is by far the best way of addressing Queanbeyan's traffic problems. There are ways of funding these. In contrast, the chosen EDE option will bring 1000s more traffic unnecessarily into the network and simply shift traffic problems from one area of town to another. It will also be much more expensive than the DCR (DCR = \$70m. EDE option = well in excess of \$100m ie \$43m for EDE, now up to \$90m, + \$36m for OCR 4 lanes + 11 mostly uncosted 	<p>Dunns Creek Road will, provide a valuable means of relieving possible congestion along Old Cooma Road after 2036 and once additional lots are released in addition to Googong's 5,500 lots. However, Dunns Creek Road has been shown not to provide sufficient relief by itself to eliminate the need for either the four-laning of Old Cooma Road in the short term or the construction of the EDE for relief of Cooma St and the Queens Bridge.</p> <p>The Northern Bypass has been shown to provide limited relief of traffic volumes along Monaro St and the Queens Bridge, as it is primarily a bypass for non-Queanbeyan traffic to avoid using the Canberra Ave-Monaro St route through the centre of town. It also provides no relief to local traffic travelling on the north-south route along Old Cooma Road and Cooma St wishing to access Queanbeyan and the northern routes out of Queanbeyan.</p> <p>The progressive implementation of first the EDE, then four-laning of Old Cooma Road and various separate intersection improvements,</p>

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	<p>required intersection upgrades, one of which was costed at \$200K in 2009 but recent tenders show will cost \$9m).</p> <p>I and other residents have spent literally 100s of hours analysing the data in an effort to understand how the advisory working group arrived at the EDE option as the best one for the town. The evidence just does not stack up.</p> <p>(i) Is all the evidence publicly available because everything we've seen points to a flawed option elimination and decision-making process?</p> <p>(ii) If not, can you make it available as soon as possible please?</p>	<p>has been shown to address the expected reduction in network performance and amenity as a result of the planned increase in development throughout Queanbeyan up to 2031.</p> <p>Whilst Dunns Creek Road provides some relief to Old Cooma Road it does not prevent the need for the four-laning of Old Cooma Road and the Study Group considered Dunns Creek Road would be more beneficial after 2036 when Old Cooma Road may require relief due to increase traffic flow from the Googong area.</p> <p>The Googong Tralee Traffic Study (2031) as adopted in August 2009 confirms the EDE as the preferred immediate option.</p> <p>Relevant information can be viewed on Council's website.</p>
22	<p>(i) If a key objective of the EDE is to address traffic from the so-called "self-contained township" of Googong, why then does the latest TDG Tracks Model report show that nearly 50% of Googong traffic (2083/4247) will still travel along Cooma Street during peak hours each day, and less than 25% (988/4247) will use the EDE?</p> <p>(ii) How would the EDE model solve the Googong traffic problem when your own data confirms it forces all that traffic to come into the existing road network, right into Cooma St and connecting roads heading to the ACT via the NW (Southbar Rd, Cameron Rd, Lanyon Rd, Canberra Ave)?</p>	<p>(i) Analysis of 2011 flows shows that only 40% of all traffic created by Queanbeyan has a destination within the ACT with the remaining 60% of traffic having a destination within Queanbeyan. This is not expected to significantly change in the future. Consequently a substantial proportion of traffic leaving Googong in the morning peak period will proceed north on Old Cooma Road to access destinations within Queanbeyan and use the Bungendore Hwy, Yass Rd and Canberra Ave routes out to areas outside Queanbeyan.</p> <p>(ii) Traffic in all of Queanbeyan is expected to grow as a result of the expected increase in development throughout Queanbeyan and the ACT. The EDE is not expected to accommodate all of the increase in traffic from Googong; it will accommodate only that proportion that has a destination to the east of the Queens Bridge or externally along the Bungendore Hwy and Yass Rd. All other traffic will still use Cooma St to either access parts of Queanbeyan to the west of Queens Bridge or use Canberra Ave to access the ACT.</p>

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		<p>The inclusion of Dunns Creek Road is only expected to serve a proportion of the 40% of traffic from Googong expected to travel to the ACT.</p> <p>This therefore does not remove the need for the EDE to relieve the expected increase in traffic along Cooma St.</p>
<p>23</p>	<p>Building the EDE before DCR means that all the Googong and surrounds traffic has no alternative but to come into our existing traffic network, with around 50% of that traffic using Cooma St and only 25% using the EDE. DCR would take most of that traffic to the Monaro Hwy to begin with, so why is DCR not the priority?</p>	<p>(See also question 22)</p> <p>Analysis of 2011 flows shows that only 40% of all traffic created by Queanbeyan has a destination within the ACT with the remaining 60% of traffic having a destination within Queanbeyan. This is not expected to significantly change in the future. Consequently a substantial proportion of traffic leaving Googong in the morning peak period will proceed north on OCR to access destinations within Queanbeyan and use the Bungendore Hwy, Yass Rd and Canberra Ave routes out to areas outside Queanbeyan.</p> <p>The inclusion of DCR is only expected to serve a proportion of the 40% of traffic from Googong expected to travel to the ACT. This therefore does not remove the need for the EDE to relieve the expected increase in traffic along Cooma St.</p>
<p>24</p>	<p>(i) What % of Googong and Tralee traffic travels to work in the ACT? (ii) What % works in which parts of the ACT eg South, North, East, West?</p>	<p>In the 2031 AM peak, the model estimates that 41% of all Googong and Tralee “Home to Work” trips travel to the ACT. Of that traffic, the model estimates that 33% travel to areas north of Lake Burley Griffin, 48% to areas south of Lake Burley Griffin but north of Sulwood Dr and the remaining 19% travel to areas south of Sulwood Dr.</p> <p>It should be noted that modelling also takes into account the fact that not all people who leave home to go to work, go directly to work. For example, they may drop children to day care or school,</p>

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		<p>go to the commercial area to do shopping, buy breakfast, buy fuel, go to the gym, play sport etc. Conversely not all people go home directly from work for the same types of reasons.</p>
<p>25</p>	<p>Thorough local research and asking relevant questions means that assumptions are not needed.</p> <ul style="list-style-type: none"> (i) What questions did Council or its consultants ask Googong and other residents on the outskirts of town about their preferred travel preferences in arriving at the EDE decision in 2009 and recently? (ii) In both cases, how many residents were spoken to and what were their responses? 	<p>(See also questions 8/26)</p> <p>A specific survey of local travel patterns has not been undertaken.</p> <p>Undertaking a significant Household Interview Survey specifically for Queanbeyan and the ACT would be of limited use. This is because the current BTS information is producing travel patterns that are consistent with recorded traffic flows within Queanbeyan and crossing the NSW/ACT border, as well as the fact that the Googong and Tralee have only released) a small proportion of the total lots. The additional information derived from such a survey would probably be marginal.</p> <p>The model travel patterns were derived from the Sydney HTS undertaken by the BTS every year for over 20 years and surveying over 2,000 households throughout an area from Newcastle in the north to Shoalhaven in the south. This survey determines household trip rates for different household compositions of vehicles and residents. The model uses trip rates only applicable to households of the composition and type present in Queanbeyan in a similar fashion to all the models in the Illawarra. The trip making pattern is consistent with what is expected from households with the population and car availability shown in Queanbeyan.</p>
<p>26</p>	<ul style="list-style-type: none"> (i) What were the underlying travel assumptions in the TDG Tracks Model for Googong residents and road users from other sources? (ii) What were the assumptions based on eg were they sourced from local travel pattern data or travel movements in Sydney? (iii) Will you make them publicly available? 	<p>(See also question 8)</p> <p>The model travel patterns were derived from the Sydney Household Travel Survey undertaken by the Bureau of Transport Statistics every year for over 20 years and surveying over 2000 households throughout an area from Newcastle in the north to Shoalhaven in the south. This survey determines household trip</p>

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		<p>rates for different household compositions of vehicles and residents.</p> <p>The Queanbeyan traffic model uses trip rates only applicable to households of the composition and type present in Queanbeyan, in a similar fashion to all the equivalent models used in the Illawarra. The travel patterns and trip generation rates used in the Queanbeyan model and all Illawarra models are also most likely to be consistent with household types in outer residential areas of Sydney and smaller cities such as Newcastle and Wollongong, and can be used to predict local travel patterns.</p> <p>Each zone in the model creates different trips based on each zone's individual composition of cars and people. The current Bureau of Travel Statistics information is producing travel patterns that are consistent with recorded traffic flows within Queanbeyan and crossing the NSW/ACT border.</p> <p>The Traffic Study validation report was placed on public display.</p> <p>The Sydney Household Travel Survey is available to the public from the Bureau of Transport Statistics.</p>
27	<p>(i) Why does the TWG recommend duplication of OCR (at a cost of \$36m) because “no alternative roading project reduced flow along the two lane Old Cooma Rd alignment sufficiently to maintain the suitable level of service” but then they go on to expressly state that DCR would be valuable in reducing traffic on 2 lane OCR (virtually acknowledging that duplication of OCR would not be needed if DCR existed)?</p> <p>(ii) Do you agree these are contradictory statements, sending confused messages about the need for 4 lane OCR?</p>	<p>No project other than the four-laning of Old Cooma Road successfully improves the operation of Old Cooma Road to Level of Service D or better. Dunns Creek Road is expected to remove a proportion of traffic using Old Cooma Rd but the expected reduction in flow along Old Cooma Rd as a result of Dunns Creek Road is insufficient to improve estimated 2031 Level of Service beyond LOS E.</p> <p>The 2009 Googong and Tralee Traffic Study (2031) report stated that:</p> <p>“The Dunns Creek link between the Tralee and Googong developments was seen as being a useful inclusion in the</p>

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		<p>future Queanbeyan network but would not likely be required in the current 2031 planning horizon. The ability of the Dunns Creek link to reduce traffic flow along Old Cooma Rd and the Edwin Land Parkway Extension was seen by the Technical Working Group as being valuable in the future but could not be justified at this time.”</p> <p>Source: Googong and Tralee Traffic Study (2031)</p> <p>At no stage did the Technical Working Group find, or state, that the duplication of Old Cooma Rd would not be needed if Dunns Creek Road was constructed.</p>
<p>28</p>	<p>The Traffic Study showed that a combination of DCR and the Northern Bypass was by far the best option to solving Qbn’s traffic problems – out-performing other options, including the EDE. The ACT’s proposed development of the Eastern Broadacre corridor includes priority development of the land immediately adjacent to the Queanbeyan/ACT border on the Eastern side of Canberra Ave. That area is earmarked for possible land release in 2015-2021 and could include the ACT effectively building a large part of a de-facto Northern Bypass from the Monaro Highway to Pialligo Ave. Public consultations are to be held later this year with approval to proceed with development early next year.</p> <ul style="list-style-type: none"> (i) Will Council take a regional approach and hold off making any decision on roads until we have a clearer idea of what is intended with the ACT’s development of the Eastern Broadacre corridor and associated roads that might solve our problems, saving us significant amounts of money? (ii) Does the traffic modelling take this into account and, if not, why not? (iii) Why isn’t our focus now on DCR (funded primarily by Googong and Tralee developers) as the traffic study showed that the combination of DCR with a Northern Bypass would fix our traffic problems? 	<p>The future model land use includes all planned developments specified by the ACT government at the time of the modelling.</p> <p>The Technical Working Group, following detailed analysis of multiple combinations of network improvement projects, did not find that the combination of Dunns Creek Road and the Northern Bypass would fix all of the expected congestion issues facing Queanbeyan by 2031.</p> <p>The analysis consistently found that neither Dunns Creek Road nor the Northern Bypass reduced traffic flow through Queanbeyan sufficiently to improve Old Cooma Rd, Cooma St, the Queens Bridge and various isolated intersections operation up to the desired Level of Service D.</p>

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<p>29</p>	<p>How can Yass Rd and Pialligo Ave cope with thousands more vehicles as per the EDE model, when it already fails during AM peak hour?</p>	<p>There is expected to be growth in traffic along the Yass-Pialligo corridor as a result of growth in development throughout Queanbeyan and the ACT irrespective of the construction of the EDE. Traffic will continue to use Yass Road and Pialligo Avenue regardless of whether the EDE gets constructed or not.</p> <p>It is estimated that the two-way flow along the Yass-Pialligo corridor will increase from 1400 vehicles per hour in the 2014 AM peak up to 1600 vehicles per hour in the 2031 AM peak as a result of development growth only. The construction of the EDE will only result in an additional 150 vehicles per hour in the 2031 AM peak.</p> <p>Council will continue to work closely with the ACT Government to inform the future planning for transport infrastructure.</p>
<p>30</p>	<ul style="list-style-type: none"> • Strategically, if the EDE model is adopted, what happens to Googong and other traffic on the outskirts of town if Old Cooma Rd is blocked eg due to a major accident, bushfire etc? • Do you agree the DCR would give that traffic and residents a direct and alternative exit route out of the area to the ACT in those circumstances? 	<p>Old Cooma Rd would provide an additional route for Googong traffic however there is already an alternative access route along Old Cooma Rd to the south onto the Monaro Hwy.</p>
<p>31</p>	<p>This so-called “town by-pass” has been on the maps for 40 years, so can you explain why previous governments and Councils haven’t thought it good enough to fund and build?</p> <p>And why have subsequent Councils approved development all the way along the road corridor, including the previous Council rezoning Jumping Creek for development?</p>	<p>The EDE has been planned since the 1970s. It should be noted that the proposal has been included on the Queanbeyan Local Environmental Plan map since 1991.</p> <p>The decision to build the EDE is based on the need resulting from development growth. As lots have been progressively released at Googong, and other development has taken place, traffic is increasing and the EDE is required now to reduce the congestion along Cooma St and the CBD area expected by 2018.</p>

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<p>32</p>	<p>Expectations are very high in some parts of the Queanbeyan community about what the EDE will deliver. We all know how hard it is to get money from govts for roads so if Council gets this wrong, our chances of getting another shot at Govt grant money for another road are very slim. If the EDE does not deliver, the reputations of Councillors who vote for the EDE will be forever tarnished in the community for choosing the dud road that cost us millions.</p> <p>(i) What is Council's plan for managing community expectations?</p> <p>(ii) What are the ramifications for Council's advisers if they have got the assumptions and traffic flows wrong and high community expectations are not met?</p> <p>(iii) How many of the advisers live in Queanbeyan and will have to live every day with the consequences of poor advice if they have got it wrong? (iv) What is Council's back-up plan for getting funding for another road or road fixes when the EDE further congests existing bottle-necks and in other areas?</p>	<p>i) The community expects Council to plan for the expected traffic increases that will come from development that is proposed for the future. Council has done that with the Googong and Tralee Traffic Study (2031) and is confident that it is the correct answer for Queanbeyan.</p> <p>ii) Council is confident that the proposed traffic solution is the most appropriate solution.</p> <p>iii) Council receives advice from many different sources and geographic areas based on their specific expertise. The place of residence of specialists is not relevant to the work they are undertaking. Council is confident that the proposed EDE is the correct traffic solution for Queanbeyan.</p>
<p>33</p>	<p>The NSW Dept of Planning gave a directive that Council had to develop a transport strategy to service Googong and South Jerrabomberra before any rezoning took place. They stipulated in the "Queanbeyan Residential and Economic Strategy 2031" document that the transport strategy had to address the need and timing of Dunns Creek Rd Arterial (including the reservation of the corridor), ELP, OCR re-alignment etc. The EDE was not mentioned in that document so why did Council lobby Federal and NSW governments for funding for the EDE on the grounds that it was the priority road for Queanbeyan when it wasn't even mentioned in the 25 year residential and economic plan?</p> <p>(i) Why has no transport strategy been developed?</p> <p>(ii) Which alignment of DCR was reserved and when did that happen?</p>	<p>(See also Questions 12 and 16)</p> <p>The Department of Planning (Planning) did not stipulate that Dunns Creek Road was needed to be constructed. The requirement from Planning resulted in Council needing to determine the correct traffic answer for Queanbeyan. The 2008 Queanbeyan Residential and Economic Strategy 2031 was adopted by Council with a condition that Council complete a comprehensive traffic study to demonstrate that Queanbeyan could manage the traffic increases expected from the developments proposed in the Queanbeyan Residential and Economic Strategy 2031 (QRES).</p>

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	<p>(iii) Why hasn't work commenced as a priority to build the DCR?</p>	<p>The Googong and Tralee Traffic Study (2031) adopted by Council in August 2009 is the result of that requirement from Planning and met the objectives of the QRES: it did not identify Dunns Creek Road being required before 2031.</p> <p>The Dunns Creek Road alignment has not been reserved at this time because the precise route has not been finalised, although the section through the Tralee development is shown on the LEP maps.</p> <p>Council has resolved to complete a concept plan on a selected route, determine the extent of environmental offset requirements and land acquisition and develop an estimate for the road. This work is nearing completion.</p> <p>As the need for implementation of the Dunns Creek Road is dependent on demand its implementation is only required sometime after 2031 depending on future development growth.</p>
<p>34</p>	<p>How can we have faith in the costings and the traffic study when the study showed that the large Jerrabomberra roundabout upgrade would cost around \$200,000 and be needed by 2031, and just 6 years on actual tenders cost it at almost \$9m and Council says it is required by 2017 – noting that Googong contributions are unbelievably capped at \$56,000 based on the 2009 estimate?</p>	<p>The latest modelling still indicates that the Jerrabomberra Circle does not need upgrading for traffic capacity reasons before 2031. However the need to upgrade the intersection may be required in the short to mid-term for reasons other than traffic capacity, including safety, pedestrian movement, cycle movement or interaction with adjoining intersections.</p> <p>Council is actively investigating options to address all the issues related to the Jerrabomberra Circle. The project is still in the planning and development phase and as such all cost estimates are preliminary budget estimates.</p> <p>The cost estimates included with the Local Planning agreement between Council and Googong Township Pty Ltd (GTPL) are currently not capped. No tenders for the construction of this roundabout have been called.</p>

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		<p>In relation to developer contributions caps in general, capping of developer contributions is a requirement placed on Councils by the Environmental Planning and Assessment Act 1979 (as amended) and is standard practice. The developer contributions negotiated between Council and the Googong developer are larger than the cap that Council would ordinarily achieve through a Section 94 contribution plan. In addition, the GTPL contributions are considered comparatively large when compared with many other developments across the State and represent a voluntary commitment by both Queanbeyan City Council and the Googong developers to ensure that development in Queanbeyan is undertaken in a timely, affordable and equitable manner.</p>
<p>35</p>	<p>Comparing Scenario 3 (All required Qbn infrastructure upgrades) to Scenario 4 (All required Qbn infrastructure upgrades without the EDE) in the TDG QCC Tracks Model Report – Part 2 – Tables 10-13, the data shows:</p> <ul style="list-style-type: none"> • For critical locations in the network, importantly, <u>nearly all roads remain at the same LOS with or without the EDE in 2031.</u> The addition of the \$75-90m+ EDE worsens traffic at the OCR/ELP traffic signals to LOS E. The areas that benefit from the \$75-90m+ EDE are Cooma St and Kings Hwy Bridge. This is likely to be because the Model falsely assumes most Googong traffic will want to come into Qbn’s CBD when most want a direct route to the ACT, to the NW of Qbn’s CBD. • For minor locations in the network, the addition of <u>the EDE actually worsens LOS in some areas</u> ie Canberra/Kealman i/s, Yass/Silva i/s, Bungendore/Thurrallilly i/s and Canberra/Cameron i/s. Areas that benefit from the EDE are Monaro/Crawford i/s and Monaro/Atkinson i/s but, again, this is likely to be because the Model falsely assumes most Googong traffic wants to come through Qbn’s CBD and is actually being forced to do so in this Model as there is no direct alternative for residents to get to/from Googong. 	<p>(See also question 15)</p> <p>Part 2 of the South Jerrabomberra and Queanbeyan Traffic Analysis 2014 included investigations into scenarios that both included and did not include the EDE. Scenario 3 included a road network with all suggested road improvements while Scenario 4 included all road improvements except for the EDE.</p> <p>This analysis found that most of the Queanbeyan road network will operate at a Level of Service D or better for both Scenarios 3 and 4, with the exception that in Scenario 4 without the EDE the Level of Service on Cooma St and the Queens Bridge reduces down to LOS E.</p> <p>The improvements to the intersection of Old Cooma Road/Edwin Land Parkway in order to retain the LOS D requires only minor work.</p> <p>Analysis of 2011 flows shows that only 40% of all traffic created by Queanbeyan has a destination within the ACT with the remaining 60% of traffic having a destination within Queanbeyan. Also refer to Question 24 .</p>

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- (i) Presented with this evidence, does Council think spending up to \$90m+ on the EDE is the best use of our money?
- (ii) What assumptions were made about Googong travel preferences? Our surveys indicate a high proportion would prefer to use DCR to get to the ACT to the S, W and NW and many have no need to come into Qbn.

2031 AMP LOS AT CRITICAL LOCATIONS				
Location	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Old Cooma Rd – Googong Rd to ELP	F	F	-	-
Cooma St – ELP to Southbar Rd	F	E	-	-
Cooma St – North of Southbar Rd	E	-	-	E
Kings Hwy Bridge	E	D	D	E
South Jerrabomberra Access Rd	E	E	-	-
Uriarra Rd Kendall Rd To Canberra Ave	-	-	D	D
Old Cooma / ELP Traffic Signals	D	E	E	D
Tomsitt / Sth Jerrabomberra Traffic Signals	F	F	F	F
Tomsitt / Lanyon Roundabout	E	E	D	D
Isabella / Monaro Intersection	F	F	F	F
Lanyon / Monaro Traffic Signals	D	D	D	D
Lanyon / Canberra Roundabout	F	F	D	D
Yass / Bungendore / Ellerton	E	D	-	-

Table 10: AMP LOS at Critical Locations

This is not expected to significantly change in the future. Consequently a substantial proportion of traffic leaving Googong in the morning peak period will proceed north on Old Cooma Rd to access destinations within Queanbeyan and use the Bungendore Hwy, Yass Rd and Canberra Ave routes out to areas outside Queanbeyan.

The purpose of the EDE is to provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the area as a result of growth in development throughout Queanbeyan.

No one project can provide relief from congestion throughout the entire network and additional network improvements are required in addition to the EDE. Thus regardless of whether the EDE is included into the road network or not, other roads and intersections will also require improvements as they act independently to the EDE.

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2031 PMP LOS AT CRITICAL LOCATIONS				
Location	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Old Cooma Rd – Googong Rd to ELP	F	F	-	-
Cooma St – ELP to Southbar Rd	F	E	-	-
Cooma St – North of Southbar Rd	E	D	D	E
Kings Hwy Bridge	E	D	D	E
South Jerrabomberra Access Rd	D	D	-	-
Uriarra Rd Kendall Rd To Canberra Ave	D	D	D	D
Old Cooma / ELP Traffic Signals	E	E	E	E
Tomsitt / Sth Jerrabomberra Traffic Signals	F	F	D	D
Tomsitt / Lanyon Roundabout	F	E	E	E
Isabella / Monaro Intersection	F	F	F	F
Lanyon / Monaro Traffic Signals	E	E	E	E
Lanyon / Canberra Roundabout	F	F	E	E
Yass / Bungendore / Ellerton	D	D	D	D

Table 11: PMP LOS at Critical Locations

2031 AMP LOS AT MINOR LOCATIONS				
Location	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Lanyon / Gilmore Intersection	E	E	-	-
Lanyon / Southbar Intersection	D	D	D	D
Canberra / Kealman Intersection	-	-	D	-
Canberra / Kendall Intersection	E	F	E	E
Canberra / Donald Intersection	-	-	-	-
Canberra / Cameron Intersection	E	F	-	-
Monaro / Crawford Intersection	D	-	-	E
Monaro / Atkinson Intersection	D	-	D	E
Yass / Shropshire Intersection	-	-	-	-
Yass / Endurance Intersection	-	-	-	-
Yass / Thurrallilly Intersection	D	D	D	D
Yass / Silva Intersection	-	D	D	-
Bungendore / Thurrallilly Intersection	-	-	D	-

Table 12: AMP LOS at Minor Locations

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2031 PMP LOS AT MINOR LOCATIONS				
Location	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Lanyon / Gilmore Intersection	F	F	-	-
Lanyon / Southbar Intersection	D	-	-	-
Canberra / Kealman Intersection	-	-	D	D
Canberra / Kendall Intersection	E	E	E	E
Canberra / Donald Intersection	-	F	F	F
Canberra / Cameron Intersection	D	E	D	-
Monaro / Crawford Intersection	-	-	-	-
Monaro / Atkinson Intersection	D	-	-	E
Yass / Shropshire Intersection	-	D	-	-
Yass / Endurance Intersection	D	E	-	-
Yass / Thurrallilly Intersection	D	D	D	D
Yass / Silva Intersection	D	E	D	D
Bungendore / Thurrallilly Intersection	D	D	D	D

Table 13: PMP LOS at Minor Locations

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Why was the EDE chosen by Council prior to public consultation and any social, tourism, economic or environmental studies being completed?

Council's Meeting on 24 June 2009 resolved to place the Draft Queanbeyan Strategic Traffic Plan 2031 on public exhibition for 28 days. The public exhibition of the draft plan closed on 14 August 2009.

The community had the opportunity then to assess and comment on the strategic approach of Queanbeyan City Council to the city's transport network as a result of all development expected to occur up until 2031. Council staff considered all submissions in developing its final recommendations to Council at its August 2009 meeting.

Council's Meeting of 26 August 2009 resolved to adopt the Draft Queanbeyan Strategic Traffic Plan 2031, known as the Googong and Tralee Traffic Study (2031), which recommended Ellerton Drive Extension as the preferred solution for the Queanbeyan's traffic needs.

Note however that as a forward planning tool, the purpose of the

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		<p>Googong and Tralee Traffic Study 2031 was to develop a long term strategic traffic plan for the Queanbeyan road network, not to specifically assess social, environmental and financial impacts of any particular detailed component of the plan.</p> <p>It is a legislative requirement that other impacts are assessed under the Environment Planning & Assessment Act (1979) (EP&A Act 1979) once details of the project have been defined.</p> <p>For the EDE and other similar projects, this assessment is undertaken through the Review of Environmental Factors document which considers matters prescribed by clause 228 of the Environmental Planning and Assessment Regulation 2000. These matters include archaeological, anthropological, cultural, recreational and environmental impacts of the proposal on the present and future generations. The REF then determines whether the project can be justified under the objectives of the EP&A Act 1979 and has been the subject of the current community consultation period.</p> <p>This is the part of the process that the proposed EDE is currently undergoing.</p>
37	<p>Did the fact that the EDE provide access to Jumping Creek (for which the Googong developer CIC is the proponent) get discussed at all by the TWG in its deliberations on which road to recommend?</p>	<p>(See also question 19)</p> <p>The Traffic Study was commissioned to develop a long term strategic transport plan for Queanbeyan as a whole, to identify network scenarios and options to address deficiencies in both the existing and future Queanbeyan road network. The EDE produces a substantial improvement in the network operation and local amenity of roads between Old Cooma Rd and the Queens Bridge and therefore produces sizeable benefits, irrespective of the existence or otherwise of Jumping Creek Estate.</p> <p>The road connection from Jumping Creek to the EDE was never considered by the Technical Working Group.</p>

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<p>38</p>	<p>On the presentation by Dave Hunter on traffic, it did not show any studies of the effect on Edwin Land Parkway. There was no indication of traffic flow or whether that road would end up as a red or blue road by 2031. It also stated on the study that "Flow validated on 2011 counts". It is now 2015 and the traffic flow has changed considerably since then due to the Googong development. Your statistics need to be updated and more recent before any decisions are made, please. You must take into consideration the impact on other roads and their communities in the vicinity of any such major development.</p>	<p>The Edwin Land Parkway has always been included in all of the analyses, as are all roads in the Queanbeyan model. The ELP is shown on plots as a ordinary line simply because the ELP is expected to be operating at better than Level of Service D in 2031, and is thus not flagged by a line representing LOS D, LOS E or LOS F .</p> <p>The model has been validated to 2011 flows as a result of land use being based on the 2011 Census. Models of this kind are updated and revalidated at regular intervals following the 5 year Census interval and therefore the model is expected to be revalidated sometime after 2018 using the 2015 Census data released that year.</p> <p>The Googong development has approximately 250 households currently in place and it is unlikely that the flow associated with the development is impacting on the operation of the surrounding roads at this point in time.</p>
<p>39</p>	<p>I also noted on an information sheet regarding the EDE that the road would see 15% reduction of traffic in the CBD. Is this really a good enough outcome for committing \$90 million? I would be hoping that the return on diverting traffic to the EDE would be a little more than this! Is it really worth this investment?</p>	<p>(See also question 3)</p> <p>The reduction in flow on any particular road is dependent on the road within the CBD area. It is expected that flows along Cooma St, Monaro St, Morrisset St, Thorpe Ave, Lowe St, Crawford St, Collett St, Isabella St and others will all reduce as a result of the construction of the EDE. The improvement in network operation for the CBD area is substantial and the additional benefits as a result of improved amenity for residents and businesses along these are also of value.</p> <p>The 5% (not 15%) reduction that has been quoted refers to future 2031 flow compared to 2011 flow even with 20 years of development growth. That is with EDE the traffic volume along Monaro Street in 2031 including the anticipated traffic growth will</p>

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		<p>be 5% less than the traffic volume was along Monaro Street in 2011.</p> <p>However as development in Queanbeyan increases, it is estimated that the traffic volume along Monaro Street in 2031 will be 13% more without EDE compared to the traffic volumes we would experience if EDE was in place.</p> <p>Note that the reduction in CBD traffic needs to be considered in light of a significant increase in overall traffic that will be caused by ongoing development in the region. A traffic solution that ensures that the amount of traffic in the CBD decreases over a period when actual traffic on all of the other roads in the city increases is a significant and beneficial outcome demonstrated by the modelling work and well worth the expenditure proposed for the EDE.</p>
40	<p>There is no “road emergency”. Population forecasts have been significantly revised downwards and there is a gloomy economic outlook for the ACT region so Council has time time to hit the pause on the now \$140m+ EDE package for at least the next 12 mths. That would be the “financially responsible” thing for Councillors to do. In the meantime, Council should also have a firmer idea of DCR costings and environmental impacts, and a range of regional developments and initiatives which would further inform Councillors’ decision on which road/s to opt for.</p> <p>Will Council hold off taking any decision on taking out loans or progressing the EDE until the outcomes of the following are known? If not, why not?</p> <ul style="list-style-type: none"> • Public consultation process on the ACT’s Eastern Broadacre Corridor development is due in the second half of this year, with expected approval to proceed to the planning and re-zoning stage in 2016. Potential exists for Council to influence road planning in that area including the possibility of a part-ACT Govt funded de-facto Northern bypass from Canberra Ave to Pialligo Ave – so Queanbeyan need only fund part of a Northern bypass • Discussions with the ACT government on duplication of Pialligo Ave pending; • Consideration by the ACT government of possibly 6 laning the Monaro Highway 	<p>The adoption by Council of the Googong and Tralee Traffic Study (2031) in August 2009 followed from an extensive planning process which identified the EDE as one part of a program of recommended traffic solutions for Queanbeyan.</p> <p>Council is confident that this is the most financially responsible solution for Queanbeyan. Council will continue to work with other Authorities in the region to ensure that future road planning continue to be informed and coordinated as much as possible.</p> <p>Council has and will continue to lobby the ACT Government for improvements to roads within the ACT that need to be upgraded.</p> <p>It has been shown in the Googong and Tralee Traffic Study (2031) that both the Northern Bypass and Dunns Creek Road are not required to manage traffic expected from ongoing development until at least 2031.</p>

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	<p>from Isabella Drive to Hindmarsh Drive pending</p> <ul style="list-style-type: none"> • The outcomes of the Fit for the Future amalgamation of Councils initiative pending • Dunns Creek Rd environmental studies pending • Dunns Creek Rd costings pending 	
COSTINGS		
41	<p>This decision is probably the most important one, and most expensive, Councillors will have had to make in decades so its vitally important Councillors choose the right road for the town, the best bang for our bucks - not the cheapest or seemingly easiest option. Does the town want the most effective road or the cheapest? Can you explain how the EDE is the most effective road or the cheapest? The available evidence indicates its unlikely to be either.</p>	<p>The Googong and Tralee Traffic Study (2031) has demonstrated that the EDE is one part of a program of recommended traffic solutions for Queanbeyan not only in the short term, but also for the future.</p> <p>Additional studies have also shown EDE to be the most economical solution.</p>
42	<p>Is there a cap on EDE costs, noting that the cost estimate for the EDE alone (ie without all the expensive additional road upgrades needed to make the perform marginally better than just the DCR) has sky-rocketed from \$43m to \$75m+ in just the last few months?</p>	<p>(See also Question 112)</p> <p>Initial estimates are usually based on construction only concept plans and high level assumptions that were bound to change as the project developed.</p> <p>The current cost estimate is based on a concept design level analysis of total project costs, which includes additional activities such as project development (all the environmental and related studies, approval requirements, community consultation processes, etc.), site investigations and design, project management services, property acquisitions, environmental offsets and final handover costs, which all add significantly to the overall project costs.</p> <p>There is not an arbitrary “cap” on EDE costs. The project design will be progressed, with increasing levels of confidence in the related cost estimates. The scope of works will be adjusted to</p>

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		ensure that the project remains affordable for Council without compromising the essential elements of the project.
43	Cost estimates and funding. At the forum, Council advised that costs can go up significantly as more work is done. Given EDE costs have risen nearly \$50m in just 6 months, and more work is still being done, is there an end cost at which Council is likely to say “the EDE is not worth it?”	<p>(See also Question 42)</p> <p>Initial estimates are usually based on construction only concept plans and high level assumptions that were bound to change as the project developed.</p> <p>The current cost estimate is based on a concept design level analysis of total project costs, which includes additional activities such as project development (all the environmental and related studies, approval requirements, community consultation processes, etc.), site investigations and design, project management services, property acquisitions, environmental offsets and final handover costs, which all add significantly to the overall project costs.</p> <p>There is not an arbitrary “cap” on EDE costs. The project design will be progressed, with increasing levels of confidence in the related cost estimates. The scope of works will be adjusted to ensure that the project remains affordable for Council without compromising the essential elements of the project.</p>
44	Is it true the latest estimated cost of the EDE just by itself, without the dozen or so intersections and OCR upgrades, is closer to \$90m?	The cost estimate for the EDE without any other intersection is between \$75m and \$90m.
45	If the latest estimated cost of the EDE is \$75-90m what do we get for that money? If it doesn't include the cost of the OCR duplication and EDE associated i/s upgrades, how much will they cost, where will Council find the money for those upgrades and what will ratepayers exposure to those additional costs be?	<p>The estimate includes only the construction of Ellerton Drive from Old Cooma Road to approximately the entrance to Council's Depot located on Ellerton Drive. Other intersection and road improvements are not part of the EDE project and as such are not included in the EDE cost estimate.</p> <p>Council's most recent estimate for direct construction and environmental offset for the Old Cooma Road Stage 2 project is</p>

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		<p>\$21M. This estimate excludes further land purchase and project management or design costs.</p> <p>Note that the Old Cooma Road Stage 2 project is still in the stages of planning and design and no designs have been finalised. Cost estimates are at the planning stage based on preliminary details.</p> <p>The Old Cooma Road Stage 2 project is included in the LPA and will be funded by the developers in accordance with that document, at no additional cost to ratepayers.</p>
<p>46</p>	<p>(i) What is the latest cost estimate for staged upgrades to the OCR, including duplication of OCR in the longer term, and what % is to be funded by Googong developers and what, if any, is the capped amount?</p> <p>(ii) Will you make current cost estimates publicly available?</p>	<p>Council's most recent estimate for direct construction and environmental offset for the Old Cooma Road Stage 2 project is \$21M. This estimate excludes further land purchase and project management or design costs.</p> <p>Note that the project is still in the stages of planning and design and no designs have been finalised. Cost estimates are at the planning stage based on preliminary details and are likely to change with additional detail.</p> <p>The Old Cooma Road upgrade is currently divided into 3 Stages:</p> <p>Stage 1 is a bypass of the previous quarry bends and has already been completed.</p> <p>Stage 2 includes duplication of the road from ELP to Googong, not including the intersections at either end.</p> <p>Stage 3 is duplication from Southbar road to ELP including the upgrade of the Southbar and Barracks Flat signals.</p> <p>All of these projects will be funded at 86% of the actual cost of the project by the Googong Developers. There is no capped amount.</p> <p>Costs will be made available when they are put up for public consultation or when they are submitted to Council for consideration.</p>

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<p>47</p>	<ul style="list-style-type: none"> (i) Does the \$75-90m+ cost estimate being quoted include covering the cost of the 11 multi-million dollar intersection upgrades associated with the EDE option proposed in the Traffic Study? (ii) What is the latest cost estimate for these 11 traffic intersection improvements? (iii) Will you make current cost estimates publicly available? (iv) What is ratepayers' exposure to these costs? 	<p>(i) The estimate includes only the construction of Ellerton Drive from Old Cooma Road to approximately the entrance to Council's Depot located on Ellerton Drive. Other intersection and road improvements are not part of the EDE project and as such are not included in the EDE cost estimate. Council will seek separate developer funding, external grants and other funding mechanisms for the development and implementation of these intersections and improvements, the majority of which would be required regardless of the construction of the EDE</p> <p>(ii) Council has not yet carried out further costing works on the intersections included in the 2010 - 05B traffic solution.</p> <p>(iii) Updated costs will be made available when they are put up for public consultation or when they are submitted to Council for consideration. Some of the estimates will be imbedded within estimates for road projects and others will be stand-alone.</p> <p>(iv) The apportionment of costs for each of intersections is included within the Googong and Tralee Traffic Study (2031) and the South Jerrabomberra and Queanbeyan Traffic Analysis 2014 traffic reports.</p>
<p>48</p>	<ul style="list-style-type: none"> (i) Were costings done as part of the 2009 Traffic Study on each of the road options? If yes, where are the costings? (ii) Why were other options (eg Northern Bypass) dismissed on cost grounds virtually up-front with no evidence of costings? 	<p>(See also Questions 47 and 53)</p> <p>The current cost estimate for EDE is between \$75M and \$90M.</p> <p>Other intersection and road improvements are not part of the EDE project and as such are not included in the EDE cost estimate. Council will seek separate developer funding, external grants and other funding mechanisms for the development and implementation of these intersections and improvements, the majority of which would be required regardless of the construction of the EDE.</p>

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		<p>These projects are currently in the early planning and design stages, and estimates for all the individual projects have not yet been prepared.</p>
49	<ul style="list-style-type: none"> (i) Is there any legal reason preventing tenders to be sought for the EDE and Dunn Creek Rd before QCC votes to take out a loan of \$25-50 million? (ii) If so, what is it? (iii) If not, then why sign a blank cheque at our expense before we know the cost? 	<p>In accordance with the Tendering Guidelines for NSW Local Government, which are prepared by the Director General of the NSW Department of Premier and Cabinet Division of Local Government, under section 23A of the Local Government Act 1993, Council is not able to go to tender for work until sufficient funds are available to complete the work.</p> <p>The estimating process is used to provide information to determine the amount of funding required to be held before Council can proceed with calling for tenders.</p>
50	<ul style="list-style-type: none"> (i) Were costings done as part of the 2009 Traffic Study on each of the road options? If yes, where are the costings? (ii) Why were other options (eg Northern Bypass) dismissed on cost grounds virtually up-front with no evidence of costings? 	<p>The 2009 Traffic Study considered many options, including the Northern Bypass. The options providing the best traffic solutions for Queanbeyan were shortlisted and preliminary cost estimates were prepared for the final shortlisted scenarios 03B, 05B, CBC & C2B. These preliminary cost estimates are included in the Report for South Queanbeyan Roads Cost Estimates February 2009.</p> <p>Both the Googong Tralee Traffic Study (2031) and the Report for South Queanbeyan Roads Cost Estimates were considered by the Traffic Working in making its recommendations to Council on the preferred traffic solutions for Queanbeyan.</p> <p>Note that cost estimates for the Northern Bypass were first prepared in 1996 and further updated again in 2006/7. The northern bypass was not considered on the final shortlist because it does not provide the required traffic solution for Queanbeyan as well as having excessive costs.</p> <p>Decisions were primarily made on each scenario's ability to benefit the whole of Queanbeyan's road network</p>

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<p>51</p>	<p>(i) Why was there no concept plan for the EDE in the 2009 GHD costings when one was done for Dunns Creek Rd costings at that time?</p> <p>(ii) Why the discrepancies between contingencies in the GHD costings for the DCR (30%) vs the EDE (50%)?</p>	<p>Project estimates in 2009 were undertaken for each project with the respective information available at the time.</p> <p>Several concept designs were carried out for Dunns Creek Road to determine the feasibility and potential alignment of the project. This work was undertaken to assess whether the Dunns Creek Road project was feasible.</p> <p>Previous works already completed on EDE had determined that the EDE project was feasible.</p> <p>Appropriate contingencies were adopted based on relative information and detail available for each respective project at the time.</p>
<p>52</p>	<p>Given the inconsistencies between the DCR and EDE costings, and the recent blow-out in estimated EDE costs, do you agree those 2009 costings should not have been used as evidence by the former Council on which to make a comparative cost analysis?</p>	<p>Cost estimates undertaken in 2009 were used to compare costs across potential projects. These cost estimates when escalated to current day costs remain in similar ratio to each other. As such, the basis for the decision is appropriate.</p>
<p>53</p>	<p>Why was the EDE option publicly stated to cost \$43m when the total cost (in 2009) was closer to \$95m (excluding the unknown multi-million costs of the 11 needed intersections), and is now in excess of \$130m given recent cost blow outs?</p>	<p>(See also Question 47 and 48)</p> <p>The early cost estimates for EDE were based on construct only costs appropriate for the comparisons undertaken in 2009.</p> <p>The current cost estimate is based on a concept design level analysis of total project costs, which includes additional activities such as project development (all the environmental and related studies, approval requirements, community consultation processes, etc.), site investigations and design, project management services, property acquisitions, environmental offsets and final handover costs, which all add significantly to the overall project costs.</p> <p>The current cost estimate is between \$75M and \$90M. See</p>

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		<p>questions 42-44</p> <p>Other intersection and road improvements are not part of the EDE project and as such are not included in the EDE cost estimate. Council will seek separate developer funding, external grants and other funding mechanisms for the development and implementation of these intersections and improvements, the majority of which would be required regardless of the construction of the EDE.</p>
<p>54</p>	<p>(i) Given the high degree of uncertainty with the EDE cost estimates versus the DCR in 2009, how is it that DCR cost estimate is now said to have nearly tripled (from \$70m in 2009 to up to \$200m in 2014) when the original EDE cost estimate, with no design work, is said to have only doubled over that same time period (from \$43m to \$75-90m+, albeit rising)?</p> <p>(ii) Will you make the latest DCR costings on which the RMS/Council advice is based publicly available?</p>	<p>(See also Question 66)</p> <p>Preliminary project budget estimates in 2009 were undertaken for each project based on the respective relative stage of planning and design, and information available at the time. Appropriate contingencies were adopted based on relative information and detail available for each respective project at the time.</p> <p>Updates to these cost estimates have been made since then based on subsequent additional studies and investigations, adjustment of contingencies and changes to specific scopes of work that have affected the price relativity.</p> <p>Costs will be made available when they are put up for public consultation or when they are submitted to Council for consideration.</p>
<p>55</p>	<p>The Traffic Study showed that a combination of DCR and the Northern Bypass was by far the best option to solving Qbn's traffic problems – far out-performing other options, including the EDE. Council has said informally that the Northern Bypass was estimated to cost in the order of \$120m in 2006 dollars – far less than the current estimated cost of the EDE package (EDE+4 lane OCR+ 11 intersection upgrades).</p> <p>Given part of the Northern Bypass is in the ACT, and would have attracted funds from the ACT along with NSW and Federal funding, why wasn't the combined Northern</p>	<p>The Googong Tralee Traffic Study (2031) shows that neither Dunns Creek Road nor the Northern Bypass achieves a suitable traffic solution for Queanbeyan and both options were shown to be significantly more expensive than the EDE.</p> <p>Council cannot assume that the ACT would fund any part of a Northern Bypass, however Council will continue to work closely with the ACT government to exchange information and inform future planning for transport infrastructure.</p>

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	Bypass/DCR pursued as an option when the Northern Bypass been found to be by far the best road to address CBD traffic issues and has the least social impact, and Dunns Creek Rd could be funded substantially by Googong and Tralee developers?	The traffic study has shown that Dunns Creek Road is not required to address the traffic expected from the Googong and Tralee developments and therefore cannot be charged to the developers.
56	<p>(i) How do you reconcile the 2006 costings of \$120m for the Northern Bypass in 2006 and the latest EDE estimated costs (\$75-90m+), with the earlier costings done by ARUP for the Qbn Ring Road Study in the 1990s that estimated similar costs for the Northern Bypass and the EDE/ELP route (\$20-30m)?</p> <p>(ii) Why haven't the two roads gone up in price at similar rates since then?</p> <p>(iii) How can we have any confidence in your costings when there are such glaring inconsistencies?</p>	<p>See Question 42. In addition:</p> <p>Initial estimates were based on construction only concept plans and high level assumptions that were bound to change as the project developed.</p> <p>The different project estimates include vastly different scopes of work, different contingencies, rates and project elements. Project estimates that have been undertaken for each project are appropriate given the respective information available at the time.</p> <p>A current cost estimate for the Northern Bypass would provide for an increase at a similar rate as the EDE if the same assumptions were to be made with respect to the project design elements and expectations (e.g. width of road shoulders, environmental protection, design goals, etc.) However, as project details are developed they tend to change in relative price due to particular issues related to each specific project.</p>
57	If construction of the EDE is agreed to by Council, and costs continue to rise, what safeguards are in place to ensure that Council isn't simply signing a blank cheque with ratepayers' and taxpayers' money?	<p>(See Question 42)</p> <p>The project design will be progressed, with increasing levels of confidence in the related cost estimates. The scope of works will be adjusted to ensure that the project remains affordable for Council without compromising the essential elements of the project.</p>
58	How can we have confidence in your costings when signalling the Jerrabomberra	(See Question 34)

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	<p>roundabout was costed 6 years ago at around \$200,000 and now tenders cost it at almost \$9m?</p> <p>Will ratepayers pay for your mistakes if the EDE costs blow out?</p>	<p>Council is actively investigating options to address all the issues related to the Jerrabomberra Circle. The project is still in the planning and development phase and as such all cost estimates are preliminary budget estimates. The cost estimates included with the Local Planning agreement between Council and Googong Township Pty Ltd are currently not capped. No tenders for the construction of this roundabout have been called.</p> <p>The full cost of the EDE will be covered by developer contributions at no cost to ratepayers.</p>
59	<p>\$ for EDE land acquisition. How much will the acquisition of the rest of the land for the EDE corridor cost Queanbeyan ratepayers who are already \$15 million in debt?</p>	<p>The land acquisition process is ongoing. Final costs will not be known until negotiations with land owners are finalised. Land acquisition costs are included in the project cost estimate and budget.</p>
60	<p>What is the cost of the EDE “1 in 100 year” flood bridge? It was costed at \$6.75m in 2009.</p>	<p>Base construction estimated cost is only \$10.9m: the fully factored estimated cost is \$17.5m. The fully factored cost includes additional activities such as project development (all the environmental and related studies, approval requirements, community consultation processes, etc.), site investigations and design, project management services, property acquisitions, environmental offsets and final handover costs, which all add significantly to the base construction costs.</p>
61	<p>\$ for EDE duplication. Is the proposed loan simply to cover costs of a 2 lane EDE? How much more will Queanbeyan ratepayers be up for when we need to duplicate it?</p>	<p>(See also Questions 63, 104)</p> <p>The Traffic study has shown that the EDE only needs to be a 2 lane road. Based on current population growth forecasts duplication of the road in the future is not required.</p>
62	<p>What is Council’s preferred route for Dunns Creek Rd? What is the estimated cost for Council’s preferred route and what is the evidence for your answer?</p>	<p>A preferred route for Dunns Creek Road has not been determined.</p> <p>A proposed alignment currently under consideration for Dunns Creek Road has two different possible alignments at each end. The</p>

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		<p>centre section of these alignments is roughly the same for both options.</p> <ol style="list-style-type: none"> 1. The two possible alignments at the western end are: <ol style="list-style-type: none"> a. Over the railway line to join the Monaro Highway at Isabella Dr. b. Over the railway line and joining the Monaro Highway at the Sheppard Street traffic signals at Hume. 2. The two possible alignments at the eastern end are: <ol style="list-style-type: none"> a. Connection to Old Cooma Road to the north of Googong Dam Road south of Holcim Quarry b. Connection to Old Cooma Road at Googong Dam Road. <p>Councils' preferred connection for Dunns Creek Road to the ACT is through Sheppard Street (point 1b above). However, the ACT Government advised Council in September 2014 that they do not endorse Council's preferred route.</p> <p>Council is currently reviewing the Dunns Creek Road alignment (concept design), environmental (review of flora and fauna constraints) and estimating work that was completed in 2009. The review and updated costing will be released when completed.</p> <p>Costs will be made available when they are put up for public consultation or when they are submitted to Council for consideration.</p>
63	<p>If the EDE is now said to only need to be 2 lanes, doesn't this just confirm it will be a \$100m+ ineffective road which doesn't significantly reduce traffic levels across the</p>	<p>(See also Questions 61, 104)</p> <p>The Googong and Tralee Traffic Study (2031) shows that the two</p>

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	whole network?	lane EDE will accommodate the growth in traffic through to 2031 and beyond. The purpose of the EDE is to provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the area as a result of growth in development throughout Queanbeyan.
64	Can you explain how the cost of the DCR is roughly equivalent to the 4 lane Majura Parkway which has multiple bridges etc?	<p>Dunns Creek Road and Majura Parkway are projects with different scopes of work and costs prepared over different timeframes.</p> <p>The Majura Parkway is a highway project with two travel lanes in each direction, across relatively flat terrain and an announced pre-construction project cost of \$288 million, with no announced final cost. The Dunns Creek Road covers more challenging terrain with a bridge in excess of 400m over 25 metres in height required and complex connections.</p> <p>The one-on-one comparisons of cost estimates, even if time-adjusted, would be misleading without a comprehensive analysis of relative project scopes of work.</p>
65	<p>Can you confirm Mr Hansen's statement at the forum that the projected cost of the Yass Rd intersection upgrade is \$10m?</p> <p>Has that gone to tender yet?</p> <p>Given it is an upgrade that forms part of the EDE package, will it be funded from the NSW/Federal govt grants for the EDE?</p> <p>How much will the Googong and other developers contribute to that?</p>	<p>The cost stated at the Community Forum was for the typical cost for an intersection of that size and complexity.</p> <p>The design of the Yass Road intersection has not been completed at this point in time. A contract for this design has recently been awarded and further detailing of costs will be possible when the design has been progressed.</p> <p>The Yass Road intersection is not part of the EDE project and as such is not included in the EDE cost estimate. Council will seek separate developer funding, external grants and other funding mechanisms for the development and implementation of this intersection.</p> <p>Yass Road intersection was one of the several intersections and road upgrades that were recommended in the Googong and Tralee</p>

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		<p>Traffic Study (2031), and the upgrade of the intersection is required to cope with the overall increase in traffic that is occurring in Queanbeyan due to growth. Improvements to this and other intersections will be undertaken as separate projects, and will not be funded from the current NSW/Federal Govt grants.</p> <p>Funding for the intersection upgrade will be in proportion to the contribution split based on the traffic contribution results in the traffic study.</p>
<p>66</p>	<p><u>Inconsistencies in cost estimate rises:</u> Given the high degree of uncertainty with the EDE cost estimates versus the DCR in 2009, how is it that DCR cost estimate is now said to have nearly tripled (from \$70m in 2009 to up to \$200m in 2014) when the original EDE cost estimate, with no design work, is said to have doubled over that same time period (from \$43m to \$75-90m+, albeit rising)?</p> <p>Can you explain why they haven't increased at similar rates as, in fact, you'd expect the EDE to have risen at a higher rate given the 50% contingencies built in and no concept plan in the original costings?</p> <p>Will you make the latest DCR costings on which the RMS/Council advice is based publicly available?</p>	<p>(See also Question 54)</p> <p>Preliminary project budget estimates in 2009 were undertaken for each project based on the respective relative stage of planning and design, and information available at the time. Appropriate contingencies were adopted based on relative information and detail available for each respective project at the time.</p> <p>Updates to these cost estimates have been made since then based on subsequent additional studies and investigations, adjustment of contingencies and changes to specific scopes of work that have affected the price relativity.</p> <p>Costs will be made available when they are put up for public consultation or when they are submitted to Council for consideration.</p>
<p>67</p>	<p>Can you confirm the EDE will be classed as a "local" road?</p> <p>If so, can you confirm that Council will be required to maintain the EDE?</p> <p>Has Council budgeted for annual ongoing maintenance costs for the EDE?</p> <p>What is the likely annual maintenance cost of the EDE?</p>	<p>Ellerton Drive Extension will be classed as a local road, and Council will be responsible for the maintenance of this road. EDE will be included in Council's total asset management system once construction has been completed and the road handed over to Council. The maintenance costs cannot be determined at this early stage, but is expected to be similar to other local roads designed to the same standard.</p>

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68	<p>Why is the surface of the recent upgrade to Old Cooma Rd already breaking up? Who is responsible for rectifying it and making it 4 lanes?</p>	<p>The spray sealed wearing course on Old Cooma Road has failed in some locations due in part to a diesel spill the day after the application of the road surface.</p> <p>Council is responsible for the maintenance.</p> <p>The future duplication of Old Cooma Road will be funded in accordance with the relevant Local Planning Agreement between QCC and the Googong developers.</p>
69	<p>Who will be responsible for maintaining the 4 lane Old Cooma Rd?</p>	<p>Queanbeyan City Council</p>
<p>FUNDING</p>		
70	<p>I think there are four contributors to funding for this road and all of the associated projects that (according to my reading) are needed to make the EDE work.</p> <ol style="list-style-type: none"> 1. The State Government \$25 million (and some of that I hear is for the Jerrabomberra signals) 2. The Federal Government 3. The developers (I thought it was only CIC, but I think I heard at the forum that there are more) 4. Queanbeyan City Council. <p>Are there any others?</p>	<p>No, there are no others.</p> <p>Council has not received any advice that there are funds available to address the pedestrian safety issue at the Jerrabomberra roundabout. However, Council has resolved to address this issue before the EDE is completed. Improvements to this intersection do not form part of the EDE project.</p>
71	<p>Assuming a miracle occurs and this whole project comes in at \$90million:</p> <ol style="list-style-type: none"> 1. How is the funding applied? (I assume there are progress payment, just like building a house) 	<p>The terms of the Australian Commonwealth Government and NSW State Government grant funds are not yet advised. It is Council's intention to expend the grant monies first, then use the loan/development funds provided by Council.</p>

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	<p>2. At what point is QCC exposed to financial risk i.e. lets say that a \$45 million loan is arranged by QCC and 1 million is drawn down in week 60 of the project. Will there be a payment needed in week 64? Who will pay that?</p> <p>3. At what point do the developers pay ?</p> <p>If there are house number triggers, what happens if they don't reach that level at the time a payment is needed? What I want to see is a spreadsheet that shows the drawdowns of the funding, week by week or month, whatever you do, and at what point loan repayments are made and where that money is coming from. Also, I want to see the risks listed on that sheet. In other words, the points where QCC and ratepayers are bearing a risk.</p>	<p>Council will become responsible for the loan repayment as soon as the loan is drawn upon.</p> <p>Developers are already paying towards the EDE. Development lots have progressively been released, and as each lot is released, the developers pay their contributions.</p> <p>A lot trigger is a measure of the rate at which lots are released in order to determine the timing of when any infrastructure needs to be in place, e.g. for every say 100 lots released then certain infrastructure needs to be in place.</p> <p>Lot triggers are not related to when the developers need to pay their contributions. They apply only when the piece of infrastructure needs to be delivered.</p> <p>The drawdown schedule for the funding is not known at this time and is linked to the road construction timetable, which will not be known until a tender has been accepted.</p>
72	<p>I was really disturbed to hear that apparently the developers are an ATM, and no matter what this project costs, they will be paying all of the bills and QCC has no exposure whatsoever. If I was a developer and that was my money, there is absolutely no way I would put my name to an agreement like that - so I was surprised. If the developers have done that, why have they done it? because financially, it makes no sense, unless that are betting their business on it.</p>	<p>These types of arrangements are common with developer contribution plans.</p>
73	<p>What is the level of confidence associated with the costings at Appendix L in the documents provided by the Council?</p>	<p>The estimate has been prepared utilising an RMS p(90) estimating template,(i.e. applying assumptions and contingencies that provide the project with a 90% expectation of being within the estimate) with some exclusions. Note that as the 2014 EDE estimate was prepared before RMS involvement with the project, the estimate has certain exclusions including project management, property and</p>

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		offsets, and was not subject to a full set of probability analyses that RMS customarily uses. It will be updated in the normal course of the detailed design process.
74	<p>At the community forum, the Project Team advised that the costs associated with the project were between \$75m and \$90m. The only information I can find on the costs associated with the project from the official sources (website) list a total project cost of \$76m (including project management and client representation fees).</p> <p>What are the potential additional costs that could see the project cost up to a total of \$90m? Where can members of the public gain access to this information?</p>	<p>The cost range of between \$70M and \$90M reflects a range of estimates based on inclusion and/or exclusion of various project elements that will be presented for Council to consider. Cost estimates will be made public once they are tabled for Council approval.</p>
75	<p>What evidence was used by the Technical Working Group to decide that Queanbeyan rate-payers/NSW Government should be required to pay a % of EDE costs and how was it possible for the Technical Working Group to arrive at the conclusion of “additional benefits to existing residents” when no social impacts were considered as part of the Traffic Study?</p>	<p>The proportion of funding contribution to the EDE or any other identified road improvement is attributable to the percentage of traffic using the improvement from each development group.</p> <p>Existing Queanbeyan residents were also considered as a “developer group” as they are contributors to traffic volumes on our roads. Whilst the need for the new improvement is as a result of overall development growth, many existing residents are expected to take advantage of new infrastructure and are thus allocated a proportion of road improvement costs. All other traffic has been attributed to either specific development locations (like Googong and Tralee) or ACT based road users.</p> <p>The proportional approach taken to determine the contributions required for the EDE is the standard accepted method to determine developer contributions.</p> <p>Note that existing Queanbeyan residents also benefit from road improvements as these new infrastructures improve the connectivity and liveability of the community.</p>

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<p>76</p>	<p>If the Traffic Study was developed primarily in response to the Googong/Tralelee developments, why weren't all the road options to be funded 100% by the developers?</p>	<p>(See also question 75)</p> <p>The Googong and Tralee Traffic Study (2031) was developed to specifically address the need, timing and funding (including the preparation of contributions plans) for required transport infrastructure works for the whole of Queanbeyan driven by development throughout Queanbeyan, including the Googong/Tralelee developments.</p> <p>The proportion of funding contribution to the EDE or any other identified road improvement is attributable to the percentage of traffic using the improvement from each development group.</p> <p>Existing Queanbeyan residents were also considered as a "developer group" as they are contributors to traffic volumes on our roads. Whilst the need for the new improvement is as a result of overall development growth, many existing residents are expected to take advantage of new infrastructure and are thus allocated a proportion of road improvement costs. All other traffic has been attributed to either specific development locations (like Googong and Tralee) or ACT based road users. The proportional approach taken to determine the contributions required for the road improvements is the standard accepted method to determine developer contributions.</p> <p>Note that the portion of costs attributable to existing Queanbeyan residents is paid by Council. However, Council's portion of costs is covered by the respective Australian Commonwealth Government and NSW State Government grant funds, resulting in no additional costs to ratepayers.</p>
<p>77</p>	<p>In dollar terms, based on estimated costs for the EDE, how much did the decision to apportion partial EDE costs to Queanbeyan ratepayers result in savings to the Googong developers?</p>	<p>(see also question 75 and 76)</p> <p>The proportion of funding contribution to the EDE or any other identified road improvement is attributable to the percentage of</p>

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		<p>traffic using the improvement from each development group.</p> <p>Existing Queanbeyan residents were also considered as a "developer group" as they are contributors to traffic volumes on our roads. Whilst the need for the new improvement is as a result of overall development growth, many existing residents are expected to take advantage of new infrastructure and are thus allocated a proportion of road improvement costs. All other traffic has been attributed to either specific development locations (like Googong and Tralee) or ACT based road users. The proportional approach taken to determine the contributions required for the road improvements is the standard accepted method to determine developer contributions.</p> <p>The portion of costs attributable to existing Queanbeyan residents is paid by Council, not the developers. However, Council's portion of costs is covered by the respective Australian Commonwealth Government and NSW State Government grant funds, resulting in no additional costs to ratepayers. Council will take out a loan to cover the gap between the grants and the project final costs, but as developers pay their contributions, their contributions will fully repay that loan including interest.</p> <p>Googong developers were never responsible to pay Council's portion.</p>
78	<p>(i) What % of construction costs would the Googong developers had to have paid for Dunns Creek Rd, if that road had been selected by the Technical Working Group?</p> <p>(ii) Would it have cost them more in \$ terms for Dunns Creek Road than what they were required to pay for the EDE?</p>	<p>(see also question 77)</p> <p>The same proportional funding and loan approach would have been applied to Dunns Creek Road as has been applied to EDE. The actual amounts have not been calculated.</p> <p>As the cost of Dunns Creek Road is much higher than the EDE it follows that contributions that might have been made to Dunns Creek Road would also have been higher. As the same loan approach would apply to Dunns Creek Road it also follows that</p>

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		Council would be required to take out a larger loan amount to cover any gap between grants and the project final costs until such time as developer contributions were paid to cover the gap.
79	Queanbeyan ratepayers were previously required to fund 18% of the EDE. Can you explain why that is no longer the case?	(See also Question 77) The \$50 million of Australian Commonwealth Government and NSW State Government grant funds, has resulted in Council not having any long term liability for the EDE costs as Council's contribution to the EDE has been fully funded from the two grants.
80	Size and duration of loan + interest. How much will the Council loan be for and how many years will it be taken out for?	The final amount of the loan is not known at this stage. Repayments would depend on the applicable interest rates at the time the loan was taken out. The term would be either 20 or 25 years. As developers pay their contributions, their contributions will fully repay that loan including interest.
81	At the forum, Council advised the interest rate on the loan was likely to be around 5.1%. Would that be a fixed rate or variable? What is the estimated interest bill annually and over the life of the loan?	Council would seek a fixed interest rate. This would depend on the interest rate applicable to this loan at that time. The bank rates are currently approximately 5% and Council will also have an option of borrowing through the NSW Government, which provides funding a few percent lower than the bank rate. As developers pay their contributions, their contributions will fully repay that loan including interest.
82	Impact on Qbn's borrowing capacity. What is Council's current maximum borrowing capacity? What percentage of Council's borrowing capacity will be taken up by the loan?	Council's current debt service ratio is about 5%. The Office of Local Government has advised that a debt service ratio of up to 10% would be appropriate for a Council such as Queanbeyan. It should be noted that a loan for the EDE will have no impact on Council's debt service ratio as income from developer contributions will be used to fully fund the loan and interest.
83	Increased loan due to use of Govt \$ on non-EDE items. Has, or will, any of the combined \$50m pledge by the Federal and NSW Govts been used on anything other	It is not proposed to expend any of the \$50 million of Australian Commonwealth Government and NSW State Government grant funds on anything except for the costs for the EDE project (which

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	than the EDE e.g. intersection upgrades, land acquisition etc.? If yes, how much will be spent and how much more than the \$25-40m will Council's loan be as a result?	includes land acquisitions for the EDE road corridor and offsets).
84	<p>What percentage of:</p> <p>(a) the town's borrowing capacity, and</p> <p>(b) our rates revenue (a huge liability for ratepayers) does Council estimate will be taken up in paying off the EDE loan, when developers had previously committed to paying for a large chunk of it up-front?</p>	<p>(See also Question 82)</p> <p>Council's current debt service ratio is about 5%. The Office of Local Government has advised that a debt service ratio of up to 10% would be appropriate for a Council such as Queanbeyan.</p> <p>It should be noted that a loan for the EDE will have no impact on Council's debt service ratio as income from developer contributions will be used to fully fund the loan plus interest.</p> <p>Developers are already paying towards the EDE. Development lots have progressively been released, and as each lot is released, the developers pay their contributions. It is standard practice that Councils receive developer contributions as lots are released and therefore Queanbeyan City Council would receive these contributions over the life of the development and not upfront.</p>
85	Consequences to residents from the loan. Will this loan mean reduced services, less maintenance on ageing infrastructure, no new infrastructure and/or higher rates for residents and ratepayers or all of the above?	The EDE project will not reduce Council's ability to provide the services and maintenance currently undertaken. There will not be any increase in rates caused by the EDE project as it is fully funded from grants and developer contributions.
86	<p>Covering loan payments until developers pay up. At the forum, Council advised that the developer's contributions will mostly be received in the later half of the construction period for Googong – possibly many years down the track. How will Council make the loan and interest repayments pending receipt of monies from the developers? Where will that money come from?</p> <p>What happens if EDE estimated costs continue to rise eg is there a limit to how much Council can or is prepared to borrow and what safeguards are in place to ensure Council isn't signing a blank cheque with our money?</p>	<p>(See also Questions 42, 43, 57, 71, 113)</p> <p>It is Council's intention to expend the Federal and State grant monies first, then use the loan/development funds.</p> <p>As soon as Council draws on the loan it would be required to begin meeting the repayments and interest out of funds received from developer contributions.</p>

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		<p>Developers are already paying towards the EDE. Development lots have already been released, and as each further lot is released, the developers pay their contributions.</p> <p>If collection of contributions did become a problem for some reason, Council has the capacity to refinance the remainder of the loan for a longer term.</p> <p>There is not an arbitrary “cap” on EDE costs. The project design will be progressed, with increasing levels of confidence in the related cost estimates. The scope of works will be adjusted to ensure that the project remains affordable for Council without compromising the essential elements of the project.</p> <p>Estimates for the proposed project will be provided to Council for approval to proceed. Only proposals that can be afforded by Council will be put to Council for approval.</p>
<p>87</p>	<p>Is it true that the Googong developers would be required to make voluntary (not mandatory) repayments of only 64% of the loan amount (not the whole loan amount), and excluding interest, over a period of 20+ years as Googong blocks are sold? Is it true their contributions are capped at \$25.4m based on 64% of the 2009 GHD costings of \$43m for the EDE? If not, how were they calculated? Now that EDE estimated costs have risen to up to \$90m, will their contributions be re-assessed? If so, what is their new contribution amount and when does it have to be paid by?</p>	<p>(See also Question 77 and 88)</p> <p>Developer contributions are compulsory, not voluntary, and will include interest. Council uses Section 94 of the Environmental Planning and Assessment Act to levy these contributions on developers. A S94 Plan and a Local Planning Agreement (LPA) are both legally enforceable.</p> <p>The funding gap between the \$50M grants and the total final cost of the project will be fully paid for by the developers in their respective proportions, including any interest.</p> <p>The Googong Local Planning Agreement (LPA) provides the mechanism to cover any increase to the cost of the EDE (as well as all other offsite road works) paid for by the Googong developer. This contribution is not capped.</p>

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		<p>All other developers will be subject to a S94 Plan whose contributions are capped due to State legislative requirements.</p> <p>Developer contributions are paid as each lot is released.</p>
88	<p>Can you explain how the Googong developers would be required to make voluntary (not mandatory) capped repayments of only 64% of the loan amount (not the whole loan amount), and excluding interest, over a period of 20+ years as Googong blocks are sold?</p> <p>Is it true their contributions are capped at \$25.4m plus CPI based on 64% of the 2009 GHD costings of \$43m for the EDE - now known to be ridiculously under-estimated? If not, how were they calculated?</p>	<p>(See also Question 77 and 87)</p> <p>Developer contributions are compulsory, not voluntary, and will include interest. Council uses Section 94 of the Environmental Planning and Assessment Act to levy these contributions on developers. A S94 Plan and a Local Planning Agreement (LPA) are both legally enforceable.</p> <p>The funding gap between the \$50M grants and the total final cost of the project will be fully paid for by the developers in their respective proportions.</p> <p>The Googong Local Planning Agreement (LPA) provides the mechanism to cover any increase to the cost of the EDE (as well as all other offsite road works) paid for by the Googong developer. This contribution is not capped.</p> <p>All other developers will be subject to a S94 Plan whose contributions are capped due to State legislative requirements.</p>
89	<p>If EDE costs continue to rise, will you assure Googong residents that none of the promised amenities and infrastructure listed in the Googong VPA will be delayed or not built by the developers as currently proposed?</p>	<p>(See also Question 90)</p> <p>Googong is under a Local Planning Agreement (LPA). Both a Local Planning Agreement (LPA) and a S94 Plan are legally enforceable.</p> <p>The LPA provides for a greater contribution than would be required under a S94 Plan, and thus more infrastructure would be provided under that agreement. However Council cannot guarantee that the promised amenities and infrastructure listed in the Googong LPA will necessarily be provided.</p>

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		The developers may amend their Local Planning Agreement (LPA) listed amenities and infrastructure subject to Council's concurrence. However any changes to promised infrastructure cannot be made without Council's agreement, and no changes would be agreed to by Council that would provide less infrastructure than a S94 Plan.
90	If Council cannot give an assurance as requested in the previous question, will Council undertake that ratepayers in the Shire will not have to build or bare the cost of any amenities etc not built by the Googong developers?	<p>(See also Question 89)</p> <p>The Googong developers have not advised Council that they intend to reduce the amenities that are detailed in the Googong LPA. However Council cannot guarantee that the promised amenities and infrastructure listed in the Googong LPA will necessarily be provided.</p> <p>Note that the developers may not amend their Local Planning Agreement (LPA) listed amenities and infrastructure without Council's concurrence. Any changes to promised infrastructure cannot be made without Council's agreement, and no changes would be agreed to by Council that would provide less infrastructure than a S94 Plan.</p>
91	<u>Lost Googong infrastructure:</u> If developers are allowed use their s94 contributions to help pay off Council's interest on the loan, what promised amenities will Googong residents lose or will ratepayers have to fund them instead of the developers? Like Jerrabomberra, will Googong residents lose their promised aquatic centre, parks, minimal pavements etc?	The Googong developers have not advised Council that they intend to reduce the amenities that are detailed in the Googong LPA.
92	Can we please have a copy of the Offsite Local Roads MOU signed in 2008 between Googong developers (CIC) and Council?	This information is available on Council's website.
93	Googong's VPA specifies that 2 lane EDE "works to be completed by Council by the	Googong Township Pty Ltd's lot release level is currently at

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	<p>date on which the Developer makes application for a Subdivision Certificate for the creation of lots which are proposed to accommodate the “3734th Equivalent Person”. What “Equivalent Person” is CIC up to in its development? When does Council anticipate CIC will reach the 3734th Equivalent Person, given slowing population growth and a gloomy economic forecast for the region?</p>	<p>approximately 1500 Equivalent Person (EP’s). Their latest forecasts have projected the 3734th EP’s to be reached approximately by the end of 2016. The LPA allows the delivery timeframes for infrastructure to be reviewed.</p>
94	<p><u>Re-setting contributions:</u> Now that EDE estimated costs have risen to up to \$90m, will the developer’s contributions be re-assessed? If so, what is their new contribution amount and when does it have to be paid by?</p>	<p>(See also Questions 87, 88)</p> <p>The funding gap between the \$50M grants and the total final cost of the project will be fully paid for by the developers. Developer contributions are compulsory and will include interest. They are based on that development’s share of the final cost of the project</p> <p>The Googong LPA provides the mechanism to cover any increase to the cost of the EDE (as well as all other offsite road works) paid for by the Googong developer. This contribution is not capped.</p> <p>All other developers will be subject to a S94 Plan whose contributions are capped due to State legislative requirements.</p> <p>.Developer contributions are paid as each lot is released.</p>
95	<p><u>Voluntary capped \$ vs s94 mandatory contributions:</u> Is it true that the VPA between Googong developers and Council (s20) precludes the application of s94 contributions to Googong for development-related infrastructure (other than for the Googong town centre)?</p> <p>If yes, can you please explain how entering into the voluntary agreement with the Googong developers, that appears to cap their EDE contributions at a ridiculously low level based on dubious 2009 costings, is a better deal for Queanbeyan ratepayers than if the developers had been required to provide mandatory s94 contributions from each lot sold for development-related infrastructure? What would be the s94 contribution per residential dwelling or lot for a greenfield area such as Googong if s94 contributions</p>	<p>Googong is under a Local Planning Agreement (LPA). The Googong LPA takes the place of a S94 plan.</p> <p>The Googong LPA provides the mechanism to cover any increase to the cost of the EDE (as well as all other offsite road works) payable by the Googong developer.</p> <p>All other developers subjected to a S94 Plan have their contributions capped due to State legislative requirements.</p> <p>Note that S94 plans are capped whereas the Googong LPA is not capped.</p>

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	applied and what is the voluntary contribution per dwelling or lot in Googong's VPA?	Developer contributions are compulsory and will include interest. They are based on the that development's share of the final project cost.
96	<p>Re-allocation of funds to another road. The Googong developer's VPA with Council (s29) indicates that the VPA could be reviewed or modified by the parties in a range of circumstances. If Dunns Creek Rd was said to be one of Council's new priorities, could Googong's VPA be amended to reflect that the developer would now be required to contribute to its construction in lieu of the EDE and duplication of Old Cooma Rd which would not be needed?</p> <p>If DCR had been chosen, what % of costs would Googong have had to pay, noting that Tralee had previously committed to paying 50% when it was expected to have approx 5000 lots?</p> <p>Assuming Tralee would be expected to pay 25% of DCR costs, given Tralee lots have reduced by 50%, wouldn't amending Googong's VPA to transfer contributions to DCR, attract similar % attribution to that negotiated for the EDE ie 64%, or possibly higher given DCR travels directly from Googong to the ACT and would likely take less traffic from Queanbeyan proper?</p> <p>Wouldn't the combined Tralee and Googong developer contributions then fund at least 90% of DCR?</p>	<p>The Googong and Tralee Traffic Study (2031) and South Jerrabomberra and Queanbeyan Traffic Analysis 2014 established that Dunns Creek Road is not required to manage the traffic generated by the developments through to 2031. It follows that because there is no demonstrated nexus between the traffic study and Dunns Creek Road, Council could not charge any of the developers for Dunns Creek Road unless they voluntarily agreed.</p> <p>In addition, the Googong and Tralee Traffic Study (2031) demonstrated that Dunns Creek Road does not address the traffic issues created by the development growth created in Googong and Tralee and it also did not remove the need to construct Old Cooma Road to 4 lanes.</p> <p>Council cannot reallocate funds collected for the EDE to any other road.</p> <p>Note that due to the significantly higher cost of Dunns Creek Road the funding gap between \$50million grant funding and the final project cost would be substantially greater, and would require significantly greater loans to be raised by Council.</p> <p>The assumptions on the % of funding that could be rearranged for Dunns Creek Road in the question are not accurate.</p>
97	<p>Please explain if there are any factors preventing Council from:</p> <ul style="list-style-type: none"> (i) re-directing its support to DCR as the priority road for Queanbeyan (to be largely funded by developers); (ii) amending Googong's VPA to reflect this and re-evaluating their contributions 	<ul style="list-style-type: none"> i) See Question 96 ii) See Question 96 iii) These discussions have already been undertaken.

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	<p>to the priority road ie DCR;</p> <p>(iii) holding strategic discussions with the ACT Govt on their road and development priorities in the short term that might impact on Queanbeyan (6 laning of Monaro Hwy, duplication of Pialligo Ave, development of Eastern Broadacre Corridor and Kowen on our borders); and</p> <p>(iv) seeking re-allocation of NSW and Federal funding to new road priorities that are determined by Council after more is known about the ACT's priorities (eg possibly contributing to a de-facto Northern Bypass that might be partly funded by ACT and Federal govts)?</p>	<p>iv) The current grant funds are project specific. Australian and NSW funding priorities would need to be revisited from first principles again if a request to reallocate funds were to be made. It would be difficult to support a case for any option other than EDE when Council's Googong and Tralee Traffic Study (2031) does not support either a Northern Bypass or Dunns Creek Road.</p>
98	<p>At the forum, Council stated that it is possible Googong developers could challenge in court any amendment of the VPA requiring them to contribute to DCR in lieu of EDE, particularly if it results in them having to pay more than they would have with the EDE. Are they legally required to pay development contributions towards offsite local roads that service their development? If so, on what grounds could they challenge such an amendment to their VPA?</p> <p>Could they instead be forced to pay mandatory s94 contributions towards DCR and have reference to voluntary development contributions for the EDE removed from Schedule 1 of their VPA?</p>	<p>In as much as developers are legally required to pay contributions, Councils are required to demonstrate that the work that the contributions are intended to fund have a nexus to the development.</p> <p>The Googong and Tralee Traffic Study (2031) has demonstrated that neither Dunns Creek Road nor the Northern Bypass is currently required. This would mean that the Googong developers would have a high probability of successfully legally challenging any requirement that Council might impose on them to make contributions towards Dunns Creek Road and/or the Northern Bypass.</p>
99	<p>Given the voluntary nature of the Googong agreement, will Council be able to enforce loan repayments from the Googong developer if they get into financial difficulty or simply choose not to make the repayments, without incurring significant legal fees for pursuing this in the courts?</p>	<p>(See also Question 109)</p> <p>The Local Planning Agreement (LPA) is voluntarily entered into by both the Developer and Council. However, once entered into it becomes a legally binding contract and the terms are no longer "voluntary" but enforceable in law.</p>
100	<p>(i) What is the cost of the EDE at which point Council will need to source additional funding, bearing in mind the Googong developer's contributions are capped at \$25.4m?</p> <p>(ii) Where does Council propose sourcing additional funds from if needed?</p>	<p>Googong contributions are not capped.</p> <p>Council will loan fund the difference between the final project costs and the Australian Commonwealth Government and NSW State</p>

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		Government grant funding, which is fully recoverable from developer contributions.
101	Do you agree that the ridiculously under-estimated 2009 EDE costings that were used as the basis for the Googong developer's voluntary capped contributions to the EDE (up to a max. \$25.4m), now means that taxpayers and Qbn ratepayers will be footing a substantial percentage of the EDE construction bill?	<p>Project estimates in 2009 were undertaken for each project with the respective information available at the time, and were informed by the information available at the early concept stage.</p> <p>Googong contributions are not capped.</p> <p>The EDE will be fully funded from Australian Commonwealth Government and NSW State Government grant funding and developer contributions with no impact to Queanbeyan ratepayers.</p> <p>See Questions 77 and 79</p>
102	<p>(i) How much more than the \$25-40m+ loan is acquisition of the rest of the land for the EDE corridor going to cost Queanbeyan ratepayers who are already \$15 million in debt?</p> <p>(ii) If Queanbeyan is already going backwards in expenditure, why is Council even considering taking out such a huge loan to service and risking future massive rates increases?</p>	<p>The total estimated cost of the EDE project is between \$75m and \$90m. These estimates include the acquisition of land for the project.</p> <p>The EDE will be fully funded from Australian Commonwealth Government and NSW State Government grant funding and developer contributions. This project will not result in increases to rates.</p>
103	<p>(i) If Council is so confident that the Googong developers are financially rock-solid, why did Council lobby Federal and NSW governments to gift \$50m of taxpayers' money to the developers, when the developers were previously committed to paying 64% of the full cost of the EDE?</p> <p>(ii) Why didn't Council instead lobby governments for that \$50m to go towards construction of DCR or the Northern Bypass?</p>	<p>Council seeks grants for many different projects. It was appropriate to seek a grant for this particular project as the proposed EDE will make a significant positive improvement to the road network of Queanbeyan.</p> <p>Additionally, by successfully securing the funding from the Australian Commonwealth Government and NSW State Government, Council has reduced its direct liability for the EDE to zero over the long-term. This is a very positive gain for the</p>

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		community. The Googong and Tralee Traffic Study (2031) demonstrated that Dunns Creek Road and the Northern Bypass were not required to address the immediate traffic issues expected from future development proposed for Queanbeyan before 2031.
104	<ul style="list-style-type: none"> (i) Is the proposed loan simply to cover costs of a 2 lane EDE? (ii) How much more will Queanbeyan ratepayers be up for when we need to duplicate it? (iii) Where does Council intend on obtaining extra money from if construction costs blow out significantly? 	<p>(See also Questions 61, 63)</p> <p>The Traffic study has shown that the EDE only needs to be a 2 lane road. Based on current population growth forecasts duplication of the road in the future is not required.</p> <p>The full cost of the EDE will be covered by Australian Commonwealth Government and NSW State Government grant funds and developer contributions at no cost to ratepayers.</p>
105	<ul style="list-style-type: none"> (i) Why does the VPA between Googong developers and Council (s20) preclude the application of s94 contributions to Googong for development-related infrastructure (other than for the Googong town centre)? (ii) Can you please explain how entering into the voluntary agreement with the Googong developers, that caps their contributions at a ridiculously low level based on dubious 2009 costings, is a better deal for Queanbeyan ratepayers than if the developers had been required to provide mandatory s94 contributions from each lot sold for development-related infrastructure? 	<ul style="list-style-type: none"> i) Any individual developer could be subject to either a LPA or a Section 94 Plan. They cannot be subject to both. ii) The LPA does not cap the developer contributions whereas State legislation caps developer contributions under a S94 Plan. The contributions in the LPA are equivalent to or better than the contributions that would be in a S94 Plan.
106	<p>Our pollies have done a good job getting \$50m in Govt grants on advice that the EDE is the key solution to all our traffic problems BUT they are unlikely to be able to get more Govt money if needed. The estimated cost of the EDE is now \$75-90m and rising every day – a shortfall of \$25-40m+ over and above Govt grants.</p> <ul style="list-style-type: none"> (i) If Council takes out a loan to fund the shortfall, who will be paying the interest bill? 	<ul style="list-style-type: none"> i) Interest will be included in the contributions payable by developers. ii) There is no cap for the Googong developer. The developers will fully fund the interest. iii) The Googong developer has agreed to provide the services detailed in the LPA.

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	<ul style="list-style-type: none"> (ii) Can the developer be made to pay off the interest bill on top of its capped \$25.4m contributions? (iii) If yes, what guarantees can Council give Googong residents that it won't adversely impact on their chances of getting all promised facilities from the developer? (iv) If no, can the developer be made to repay loan instalments plus accruing interest until they reach their \$25.4m cap? (v) If yes, won't that diminish the developer's contribution to paying off the principle and simply place a further financial burden on Queanbeyan ratepayers to pay off the rest ie if EDE costs continue to rise as anticipated and Googong's \$25.4m capped contributions are exhausted, will Qbn ratepayers be required to pay for the rest of the costs? 	<ul style="list-style-type: none"> iv) Not required. v) No
107	Over what period is the loan likely to be taken out and when will the Googong developer start paying back Qbn ratepayers for the loan repayments we'll have to carry?	The term would be either 20 or 25 years. Developer contributions are paid as each lot is released. The Googong developers have already commenced paying for the EDE under current contribution plans.
108	The Googong VPA (s26) says there must be a deed of guarantee provided by Googong developers to Council. What level of security does that deed of guarantee provide (eg personal guarantees from the executives of those companies?) and can it be made publicly available?	The relevant information can be viewed on Council's website.
109	Given the voluntary nature of the agreement, will Council be able to enforce loan repayments from the Googong developer if they get into financial difficulty or simply choose not to make the repayments, without incurring significant legal fees for pursuing this in the courts?	(See Question 99)
110	If Council decides there are other more effective solutions to Qbn's traffic problems, could the Federal and NSW Govt grants be transferred to the new priority areas?	<p>(See also Questions 96 and 97)</p> <p>The current grant funds are project specific. Australian Commonwealth Government and NSW State Government funding</p>

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		<p>priorities would need to be revisited from first principles again if a request to reallocate funds were to be made.</p> <p>The Googong and Tralee Traffic Study (2031) has shown that the most effective traffic solution for Queanbeyan includes the EDE.</p> <p>Council cannot reallocate funds collected for the EDE to any other road.</p>
111	<p>The Googong developer's VPA with Council (s29) indicates that the VPA could be reviewed or modified by the parties in a range of circumstances. If Dunns Creek Rd was said to be one of Council's new priorities, could Googong's VPA be amended to reflect that the developer would now be required to contribute to its construction in lieu of the EDE and duplication of Old Cooma Rd which would not be needed?</p>	<p>(See Question 96)</p> <p>The Googong and Tralee Traffic Study (2031) established that Dunns Creek Road is not required to manage the traffic growth through to 2031. It follows that because there is no demonstrated nexus between the traffic study and Dunns Creek Road, Council could not charge any of the developers for Dunns Creek Road unless they voluntarily agreed.</p> <p>Council cannot reallocate funds collected for the EDE to any other road.</p> <p>The traffic studies show that construction of Old Cooma Road to 4 lanes is required even if Dunns Creek Road is built.</p>
112	<p>(i) Is there a limit on how much Council is prepared to borrow to pay for the balance of the road? What is Council's current maximum borrowing capacity?</p> <p>(ii) What % of that borrowing capacity would be taken away by the proposed EDE loan? What happens if there is unforeseen expenditures eg Mr Fluffy MkII that needs to be covered financially?</p>	<p>(See also Questions 42, 82, 84)</p> <p>Council's current debt service ratio is about 5%. The Office of Local Government has advised that a debt service ratio of up to 10% would be appropriate for a Council such as Queanbeyan. Council has the capacity to raise the required loan funding for EDE.</p> <p>Council will loan fund the difference between the final project costs and the Australian Commonwealth Government and NSW State Government grant funding.</p>

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		It should be noted that a loan for the EDE will have no impact on Council's debt service ratio as income from developer contributions will be used to fully fund the loan.
113	<p>Queanbeyan's population projections have been significantly revised downwards recently due, in part, to slowing Googong development. There is also a gloomy economic forecast for the region which does not bode well for the Googong developers. This reduces the capacity of Council to collect the required voluntary contributions from the developer in the original anticipated time frame.</p> <p>(i) If Council takes out a loan to fund the shortfall in costs not covered by the Govt grants, how does Council propose covering the repayments + interest over an extended period if there is to be no increase in Council rates to fund this project?</p> <p>(ii) Does Council have spare money somewhere the public is not aware of when we know Council is already \$15m in debt?</p> <p>(iii) Has Council spoken to (or intend to speak to) NSW and Federal MPs, formally or informally, about obtaining more \$ to cover rising EDE costs and/or other needed roads?</p> <p>(iv) If yes, how much is being sought and for which road projects?</p> <p>(v) What have been Govt responses on each request?</p>	<p>Reductions in population projections or growth do not reduce the capacity of Council to collect the contributions. Irrespective of population figures, the developer must pay the contributions before any lot is released. Reductions in population growth may however cause the developer to delay some lot releases and thereby cause the period of time over which the contributions are collected to be extended. Any interest that accumulates over this time is payable by the developer.</p> <p>The proposed EDE project is fully funded from grants and developer contributions. None of the project will be funded from rate revenue.</p> <p>Council has unsuccessfully applied for a grant for EDE under the National Stronger Regions Fund. At this point in time Council has not applied for any further grants for the EDE. However Council is constantly seeking to take advantage of any grants that may become available.</p>
114	Strategic regional approach needed: The Traffic Study showed that a combination of DCR and the Northern Bypass is by far the best option to solving Qbn's traffic problems. A number of strategic regional initiatives and developments could potentially work in our favour to achieve this combination of roads at reduced cost to Queanbeyan:	See Questions 28 and 55
115	We understand ACT govt is considering triple laning the Monaro Highway from Isabella Dr to Hindmarsh Dr adding further strength to the effectiveness of DCR.	Modelling was undertaken in the Googong and Tralee Traffic Study (2031) to determine the effect of providing an extra lane on the Monaro Hwy. This modelling showed that these additional lanes did not remove the need for the EDE.

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<p>116</p>	<p>The ACT's Eastern Broadacre corridor includes priority development of Harman Investigation Area. This area is ear-marked for land release in 2015-2021 and could include the ACT effectively building a large part of a de-facto Northern Bypass from the Monaro Highway to Pialligo Ave. Public consultations are to be held later this year with approval to proceed with development early next year.</p>	<p>This is noted. However the modelling in the Googong and Tralee Traffic Study (2031) showed that the Northern Bypass did not remove the need for the EDE.</p>
<p>117</p>	<p>Under “Fit for the Future”, Palerang Council could merge with the QCC, bringing with it opportunities in terms of future transport corridors for the region – but also noting unknown financial risks.</p>	<p>Noted</p>
<p>118</p>	<p>Will Council take a strategic, regional approach and hold off making any decisions on roads until we have a clearer idea of what is intended with Monaro Highway upgrades, the Eastern Broadacre corridor and associated roads that might solve our problems, saving us significant amounts of money, as well as the outcome of the Fit for the Future initiative?</p> <ul style="list-style-type: none"> (i) Does the traffic modelling take these developments into account, and what is stopping us from putting our focus now on DCR (funded primarily by Googong and Tralee developers), with the likelihood of a de-facto Northern Bypass (largely funded by ACT and Federal governments) – a combination that would actually fix our traffic problems at reduced cost? (ii) Has Council discussed these proposals with the ACT govt and what do you know? If not, why not? (iii) What consideration has Council given to opportunities for alternative road corridors posed by the likelihood we amalgamate with Palerang? 	<p>(See also Questions 28 and 55)</p> <ul style="list-style-type: none"> i) Council is involved in ongoing discussions with the ACT Government regarding improvements to the regional infrastructure. Sensitivity analyses of changes to ACT road corridors did not materially affect the Googong and Tralee Traffic Study (2031) outcomes. Upgrading of the Monaro Highway to six lanes was modelled, but did not reflect much improvement to the Queanbeyan CBD traffic problems. ii) Traffic modelling has taken into account all of the ACT's forward planning and growth predictions. The Technical Working Group, following detailed analysis of multiple combinations of network improvement projects, did not find that the combination of Dunns Creek Road and the Northern Bypass would fix all of the expected congestion issues facing Queanbeyan by 2031. iii) Council is involved in ongoing discussions with the ACT Government regarding improvements to the regional infrastructure. The improvement to the Queanbeyan road network is subject to continuous and ongoing planning and review and roads will be designed and constructed as the needs for them are identified. iv) No detailed discussions have been held to date with Palerang Council regarding common traffic issues.

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ENVIRONMENTAL		
119	<p>This is not about lines on a map or the number of cars in a simulated traffic model. This is about real people and the look and feel of the town we call home. Most of us want to be proud of Queanbeyan – our heritage buildings, the river corridor running through the heart of town and the natural bushland on our doorsteps that is the lungs of the town. But it will be hard to be proud of this town if we end up putting cars and development ahead of quality of life for existing residents and our natural heritage for our kids and grandkids. Once that's gone, its gone forever. Why weren't social, environmental and financial impacts considered in the Googong and Tralee Traffic Study <u>before</u> a preferred road option was chosen ... not considered afterwards?</p>	<p>See Question 36. In addition:</p> <p>This is the part of the process that the proposed EDE is currently undergoing.</p> <p>Note that the EDE project does not reduce or remove access to any public reserves as the bushland to the east of the road corridor is privately owned and not for public use. It also does not restrict access to the river corridor nor does it affect any heritage buildings.</p>
120	<p>Why was the 2009 Googong and Tralee Traffic Study, that focused only on traffic flows, considered necessary when a previous comprehensive Queanbeyan Ring Road Study, considering social, environmental and financial impacts, had been done before?</p>	<p>The Ring Road Study also identified the need for the Ellerton Drive and Edwin Land Parkway connections. However, that study was completed prior to the inclusion of Googong and Tralee developments within the region's planning horizon.</p> <p>Previous studies would not have accounted for this expected growth and would have included out-dated information.</p>
121	<p>Why was the Northern Bypass ruled out up-front on cost grounds in the Googong and Tralee Traffic Study when it had been found in the previous study to rate better than the EDE in social cost benefit terms, in reducing CBD traffic, and be on par with EDE costs?</p>	<p>The Northern Bypass only has the ability to relieve the Queens Bridge and Monaro St. It is primarily a bypass for non-Queanbeyan traffic to avoid using the Canberra Ave-Monaro St route through the centre of town. It has no impact on Cooma St and any other major north/south route.</p> <p>Cost estimates have always indicated that the Northern Bypass is significantly more expensive than the EDE as it crosses very rugged terrain and includes features such as two bridges for the two crossings over the Molonglo River and complex intersections with other major roads.</p>

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<p>122</p>	<p>(i) Given the land through which the EDE would travel has been ear-marked as highly sensitive on historical, archaeological and environmental grounds just a few years prior, why have those findings been completely disregarded and not picked up in the latest studies?</p> <p>(ii) What has changed?</p>	<p>Previous studies were reviewed as part of the study undertaken for EDE.</p> <p>The Archaeological and Cultural Heritage Review for EDE found no significant impact.</p> <p>It is unclear from the question, what other specific studies are being referred to.</p> <p>Note that there have been previous studies for the Jumping Creek Estate area but no known studies on the specific route for Ellerton Drive Extension. Previous studies in the Jumping Creek Estate area have indicated sensitive historical, archaeological and environmental issues in the Estate but these are outside the boundaries of the EDE route.</p>
<p>123</p>	<p>(i) Where is the evidence for the claims that Dunns Creek Rd will have triple the environmental impacts of the EDE?</p> <p>(ii) Will you make the latest environmental evidence, including any studies, on Dunns Creek Rd publicly available?</p>	<p>A flora and fauna assessment of the area bounded by Hume, Jerrabomberra, Old Cooma Road and Fernleigh Park was conducted in 2008 and included desktop studies as well as two field survey periods. This area was found to contain high quality habitat for a number of threatened species and threatened ecological communities listed under both the Threatened Species Conservation Act and The Environment Protection and Biodiversity Conservation (EPBC) Act regardless of which alignment option was chosen.</p> <p>Due to its greater length, Dunns Creek Road is expected to have a larger area of impact to threatened species and threatened ecological communities than Ellerton Drive Extension.</p> <p>This is in part supported by feedback Council received in 2009 from community groups during the public display of the Googong and Tralee Traffic Study (2031) noting their concern about serious environmental issues on the proposed Dunns Creek road route. At that time Council undertook that these issues would be addressed</p>

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		<p>during any future approvals process for the construction of Dunns Creek Road.</p> <p>These findings will be included in the current investigative work being conducted for Dunns Creek Road and will be made available to the public once it has been submitted to Council for consideration.</p>
<p>124</p>	<p><u>DCR environmental impacts:</u> At the forum, Council advised that DCR is triple the length of the EDE so it can be assumed to have triple the environmental impacts but this claim does not appear to be substantiated by hard evidence. The EDE length is equivalent to DCR when you include the OCR duplication that is said to be needed with it. Council mentioned the environmental sensitivity of the land along the OCR duplication route and also mentioned the impacts on rare Box Gum woodland, Golden Sun Moth and the brown treecreeper in the DCR route. OCR duplication is part of the chosen EDE package and all of the latter species have also been identified in the EDE corridor. The proposed EDE route also runs through an important biolink (the Jumping Creek area, primarily lightly timbered grassland slopes with natural creeks, flanked on 3 sides by the Queanbeyan River corridor, eucalypt woodland on the Queanbeyan Escarpment and the semi-rural Greenleigh estate - all of which have been identified in Queanbeyan's planning documents (Community Vision 2021 and Queanbeyan LES 2011) as being areas of '<i>natural beauty</i>' and of '<i>high conservation value</i>'). The EDE was found in an earlier study to have significant environmental, historical and archaeological sensitivities with some being of regional significance.</p> <p>What has changed since the earlier study? Where is the robust and rigorous evidence for claims that Dunns Creek Rd will have triple the environmental impacts of the EDE? What specifically are the identified environmental issues for DCR? How do they differ significantly from the EDE environmental impacts? Will you make the latest environmental evidence, including any studies, on Dunns Creek Rd publicly available?</p>	<p>See Question 123.</p> <p>Additionally:</p> <p>The Googong and Tralee Traffic Study (2031) found that duplication of Old Cooma Road was needed under all the modelled scenarios including those incorporating Dunns Creek Road. The environmental impacts of Old Cooma Road are therefore also applicable to the traffic scenarios that include Dunns Creek Road.</p> <p>While it is acknowledged that Ellerton Drive Extension (a north/south route) will reduce the extent of the available habitat on the western edge of this biolink by a relatively minor amount it does not fragment this biolink. The proposal will not affect movement of the species through these biolinks as a strong connection corridor will remain to the east of the study area through to Cuumbuen Nature Reserve.</p> <p>In comparison Dunns Creek Road, which is an east/west route, will cut through the north/south regional biolink entirely.</p>

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<p>125</p>	<p>Will you substantially increase the number of wildlife underpasses – 2 is woeful?</p>	<p>The two fauna under-crossings included in the design have been located in areas of appropriate topography and where there is suitable vegetation on either side of where the majority of animals are expected to cross. Fauna fencing is proposed for 100 m either side of each underpass to encourage its use.</p> <p>Additional fauna crossing points will occur under the bridge as well as through drainage culverts.</p>
<p>126</p>	<p>The EDE will ringbark Queanbeyan and turn it into just a cheaper accommodation location for people working in or visiting Canberra. The EDE will ringbark Queanbeyan and cut it off from the beautiful Eastern Escarpment – meaning it is lost to walkers, bike riders and tourists alike. Forget about Council’s branding of “Country Living; City Benefits”. The old tags “Struggle town”, “the poor cousin of Canberra” or worse “the arse end of Canberra” will be re-instated for our town.</p> <p>(i) Why not use the EDE corridor to pursue eco-tourism and give visitors and residents more to do and reason to stay in the town?</p> <p>(ii) Has Council assessed that area from an eco-tourism perspective?</p> <p>(iii) If yes, where is the report? If not, why not?</p>	<p>The EDE project is aimed at maintaining the lifestyle benefits for the growing Queanbeyan population by minimising the impacts of rapid population growth on traffic and road efficiency for as many Queanbeyan residents as practicable, enabling continued safe and efficient travel for residents in and around the City.</p> <p>The EDE project does not reduce or remove access to any public reserves or to public access to the river corridor. Bushland areas to the east of the EDE project are private lands and Council is unable to provide active access to these areas. Protection of the river corridor is an important issue for Council and the EDE design has taken this into account in its design.</p>
<p>127</p>	<p>There are flaws in the SIS, will QCC pass on all information regarding raised concerns, including species identified in submissions, to Office of Environment and Heritage as well as Federal Government bodies such as the Threatened Species Commissioner?</p>	<p>Concerns about the draft SIS raised with Council by the community have been forwarded to the relevant consultants who have developed the SIS and REF for review.</p> <p>If concerns are found to be significant in nature, they will be included in the SIS (for threatened species) and in the REF (for all species).</p> <p>Members of the Community can also submit their concerns directly to the Office of Environment and Heritage (OEH).</p> <p>The SIS and REF documents are both reviewed by the Office of Environment and Heritage and other appropriate authorities as part of the approval process for the project</p>

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<p>128</p>	<p>I am concerned about the influencing nature of the wording within the SIS which minimises the significance of identified threatened species. When this is coupled with inaccurate data (of threatened species), the integrity of this document must be questioned. Will community concerns about the SIS be passed on to the Director General?</p> <p>Some residents noted the difficulties they had entering their wildlife observations into the NSW Wildlife Atlas which was used by as part of the desktop study undertaken by SMEC. As a result, there is likely to be a great deal of long-term, local, first-hand knowledge and evidence of flora and fauna that has not been picked up in your process. As part of the environmental impacts assessment, will SMEC/Council consider evidence presented by residents, many who have lived along the EDE route for 20+ years, who have observed many flora and fauna species (some vulnerable or threatened and others migratory) that do not appear to have been picked up in your Species Impact Statement?</p>	<p>(See also Question 127)</p> <p>As part of the finalisation of the SIS and REF documents, all evidence and concerns presented by residents will be considered and included into document by the relevant consultant who developed them.</p> <p>Note that the SIS and REF documents are both reviewed by the Office of Environment and Heritage and other appropriate authorities as part of the approval process for the project.</p> <p>Members of the Community can also submit their concerns directly to the Office of Environment and Heritage (OEH).</p> <p>Technical issues regarding the NSW Wildlife Atlas should be referred to the NSW Office of Environment and Heritage as managers of the Atlas.</p> <p>As part of the EPBC legislative process, the Species Impact Statement will be placed on display for public comment in the near future.</p>
<p>129</p>	<p>What is the total environmental offset required for the EDE? Have these offsets been identified? If so, where are they? Will all offsets be within the Shire?</p>	<p>The offset strategy for the residual impacts of the Ellerton Drive Extension is being developed in consultation with the NSW Office of Environment and Heritage (OEH) and the Commonwealth Department of Environment, who must be satisfied with the adequacy of the strategy prior to any construction activities.</p> <p>The quantum of the required offset will be determined by applying the NSW BioBanking Assessment Methodology which is a methodology developed and promoted by the NSW OEH using a credit system. The offset credits generated by any particular site are dependent on the specific ecological quality and characteristics of that site.</p>

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		The offset strategy has not been finalised but work is continuing on securing a suitable offset site within the Queanbeyan area.
130	<p>What is the total environmental offset required for Dunns Creek Rd? Where is the evidence, given no EIS has been conducted?</p>	<p>(See also question 123)</p> <p>A flora and fauna assessment of the area bounded by Hume, Jerrabomberra, Old Cooma Road and Fernleigh Park was conducted in 2008 and included desktop studies as well as two field survey periods. This area was found to contain high quality habitat for a number of threatened species and threatened ecological communities listed under both the Threatened Species Conservation Act and The Environment Protection and Biodiversity Conservation (EPBC) Act regardless of which alignment option was chosen.</p> <p>Due to its greater length, Dunns Creek Road is expected to have a larger area of impact to threatened species and threatened ecological communities than Ellerton Drive Extension.</p> <p>This is in part supported by feedback Council received in 2009 from community groups during the public display of the Googong and Tralee Traffic Study (2031) noting their concern about serious environmental issues on the proposed Dunns Creek road route. At that time Council undertook that these issues would be addressed during any future approvals process for the construction of Dunns Creek Road.</p>
131	<p>To Council – what are your top 5 country benefits that residents will enjoy after the town is ringbarked by the noisy EDE and after the Eastern Escarpment and river corridor is lost to residents and eco-tourism opportunities alike?</p>	<p>(See also question 126)</p> <p>The EDE project is aimed at maintaining the lifestyle benefits for the growing Queanbeyan population by minimising the impacts of rapid population growth on traffic and road efficiency for as many Queanbeyan residents as practicable, enabling continued safe and efficient travel for residents in and around the City.</p>

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		The EDE project does not reduce or remove access to any public reserves or to public access to the river corridor. Bushland areas to the east of the EDE project are private lands and Council is unable to provide active access to these areas. Protection of the river corridor is an important issue for Council and the EDE design has taken this into account in its design.
132	My father passed away from an asthma attack, I get asthma along with other family members. Our asthma is under control at the moment however, if the EDE goes ahead, air quality will be greatly reduced due to dust and car emissions, which are asthma triggers. How is QCC going to stop polluted air from coming into my backyard or into my home which would risk health of asthmatics in my household?	It is not anticipated that the EDE project will significantly reduce air quality. Improved traffic flow with reduced traffic congestion is likely to result in an improvement in air quality within Queanbeyan as a whole.
SOCIAL		
133	<p>Why weren't noise assessments conducted at critical locations within the entire network given that the EDE is claimed to be a "whole of Queanbeyan" road solution?</p> <p>How will we know how residents on Yass Rd or ELP will be impacted by increased traffic, including more trucks from Holcim, if you haven't assessed noise levels for those areas.</p> <p>How do we know how other areas in the network might be impacted? Can this be undertaken?</p>	<p>The noise assessments were conducted in accordance with the NSW Environment Protection Authority's (EPA) Road Noise Policy.</p> <p>Yass Road and Edwin Land Parkway are outside the study area established for the EDE project and were therefore not assessed as part of this project.</p> <p>The future traffic projections for stage two of the Edwin Land Parkway project (Stringy Bark Drive to Old Cooma Road) were modelled at the time of construction of this project, and were taken into consideration in the design and construction of that section of road.</p> <p>EDE will not result in significant traffic increases on Yass Road. Holcim Quarry trucks already use Yass Road. The construction of EDE will just provide an alternative route to get there.</p> <p>Should residents of these roads feel there is an issue with noise,</p>

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		Council will consider a noise assessment of these locations as a separate project during Councils' Integrated Planning process where the project will contend with other proposed projects.
134	<p>The Noise Report says that many residences adjacent to the EDE will have less than a 20dB increase in noise levels. Official documents describe 20dB as “leaves rustling in the breeze”.</p> <p>(i) Can you expect residents to believe trucks driving up and down 8.5-10 degree steep roads will be no noisier than leaves rustling in the breeze?</p> <p>(ii) How can we have any faith in the noise study or abatement measures when this is what is said to be the case?</p>	<p>There is a difference between a “noise level of 20dB” and an “<u>increase</u> in noise levels of 20dB”.</p> <p>A noise level of 20dB is approximately the equivalent noise level of rustling leaves.</p> <p>However an increase of 20dB would depend on the starting noise level.</p> <p>The Road Noise Policy sets out the assessment criteria guidelines in terms of recommended noise limits. Mitigation measures are required once noise levels reach these criteria. One of these assessment criteria is called the “Relative Increase Criteria”, and recommends treatment for <u>relative</u> noise increase in excess of 12 dBA.</p>
135	<p>(i) In assessing likely noise levels, what steps were taken by the noise consultants to take into account the unique topography of the area and prevailing winds impacting on how noise travels eg Eastern Escarpment (including deep cut-ins to the side of the hill), Jumping Creek Valley (like an amphitheatre), Queanbeyan River corridor (like a noise funnel), steep incline in Fairlane (attracting truck compression braking and noisy acceleration), SE prevailing winds, etc?</p> <p>(ii) What factors assist noise to carry further?</p> <p>(iii) Does noise travel more easily across water?</p> <p>(iv) What about up-hill?</p>	<p>The computer noise modelling and all associated assessments were performed in accordance to the NSW Road Noise Policy (RNP) and RMS Environment Noise Management Manual (ENMM), and in accordance with Australian standards and design codes and international best practice.</p> <p>The noise modelling methodology has been calibrated over many years and for many different projects and types of terrain.</p> <p>Appropriate ground reflection factors form part of the noise model to account for different kind of ground cover, e.g. river/water are typically assumed to be fully reflective. Effects due to the topography and reflectiveness/absorptiveness of the ground have all been taken into account in the computer noise model.</p> <p>Validation of the noise model for this project was performed based</p>

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		on noise monitoring conducted at the Edwin Land Parkway road reserve and 12 Alfred Place, Karabar, in accordance with the Road Noise Policy guidelines.
136	Why are the peak noises taken out of the equation when these are clearly the noises that wake you up at night and annoy people the most, impacting on people's quality of life?	<p>The current noise assessment has been conducted to address the noise criteria as stated in the NSW Road Noise Policy, which is based on the average (LAeq) noise levels in the relevant time periods (day and night time periods). The assessment also considers the Relative Increase Criteria for both day and night time periods as required by the RNP.</p> <p>Note that the peak noise values are considered in the calculation of the average (LAeq) noise levels.</p> <p>It is however acknowledged that whilst the proposed EDE will have a relatively low proportion of heavy vehicles during the night time, there will still remain the potential for isolated maximum (peak) noise events to result in sleep disturbance during the night time period. However, in the Road Noise Policy this is not applied as a decisive criterion in itself.</p>
137	Why are some residents quite close to the proposed bridge and backing onto the river considered not noise-affected?	<p>The effects of noise generated by traffic diminishes with distance as well as from obstacles in the "line of sight". Effects due to distance, topography and reflectiveness (the way sound is reflected) / absorptiveness (the way sound is absorbed) of the various surfaces, have all been taken into account in the computer noise model to predict noise levels at each house (receiver).</p> <p>Where the resulting equivalent continuous noise levels or relative noise level increases at a particular property are below the criteria set in the Road Noise Policy no remediation measures are recommended.</p>
138	Why do the Noise Maps show that noise on the proposed bridge across the river stops at the edges of the bridge when residents in the area already know how easily even	<p>See Question 135. In addition:</p> <p>Appropriate ground reflection factors form part of the noise model</p>

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	light noise can travel along and across the river?	<p>to account for different kind of ground cover, e.g. river/water are typically assumed to be fully reflective. Effects due to the topography and reflectiveness/absorptiveness of the ground have all been taken into account in the computer noise model.</p> <p>The maps included in the Noise Assessment Report originally on public display only showed the noise contours for daytime average mitigated noise levels of 55dB and night-time mitigated noise level of 50dB, which are the Road Noise Policy noise level criteria above which mitigation would be required. These maps have since been updated to include additional contours showing decreasing noise levels.</p>
139	<p>(i) What is the budget for noise mitigation measures?</p> <p>(ii) What happens if the cost of noise mitigation measures blows out eg will noise mitigation measures not be provided or does the money get taken from elsewhere in the EDE budget?</p>	<p>There are a range of measures included in the noise mitigation measures, including road design, surfacing, noise walls, in-house treatments, etc. that make it difficult to accurately isolate the “budget” for noise mitigation. Noise mitigation costs are included in the overall project budget.</p> <p>Council will endeavour to achieve the noise assessment criteria in the Road Noise Policy using a ‘reasonable and feasible’ approach. However, achieving the noise assessment criteria would not guarantee that all people would find the resulting level of traffic noise acceptable.</p>
140	In deciding which road surface to use, how much weight will be given to costs of various road surfacing materials vis a vis their noise generation capacities vis a vis their durability?	<p>Council has a financial responsibility to consider both initial capital and “whole of life” costs for all aspects of the proposed project. Suitable noise reducing road surfacing materials will be considered where both technically and economically appropriate.</p> <p>As noted at Question 139, Council will endeavour to achieve the noise assessment criteria in the Road Noise Policy using a ‘reasonable and feasible’ approach.</p>
141	If predicted increases in noise prove to be under-stated, what enforceable remedies will residents have? Greenleigh residents strongly said they want it as a condition of	Post-construction monitoring will be carried out following the opening of the project to monitor and review the effectiveness of

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	<p>approval of the EDE that:</p> <p>(a) one year after opening, noise meter readings are taken again at <u>all</u> residences in each NCA area and reviewed to see how the actual noise levels compare with predicted noise levels; and</p> <p>(b) make it an enforceable condition that Council must make further necessary improvements to noise mitigation measures to address actual noise levels which exceed the predicted noise levels. Will Council/RMS publicly commit to this?</p>	<p>the “as built” designs and assess the need for modifications. The results of this monitoring and review will be made available to the community.</p> <p>Noise monitoring will be conducted once traffic flows have stabilised, usually two to twelve months after opening. Where residents in the vicinity of the proposed road feel there is a continuing issue with noise, this should be raised with Council. Council will consider further noise assessment of the affected locations as a separate project as part of Council’s Integrated Planning process, where it will be considered along with other proposed projects.</p>
142	<p>Council/RMS said that residences would be given the choice of noise mitigation treatments on their house or noise walls (roadside or at the house).</p> <p>What happens if 50% of residences in an area state they want individual treatments and the other 50% state they’d prefer roadside noise barriers? Would one preclude the other and who decides which one?</p>	<p>Council has undertaken to provide all reasonable and feasible noise mitigation measures within the framework of the Road Noise Policy recommendations.</p> <p>Discussions with relevant individual homeowners will be undertaken on a case-by-case basis to resolve specific noise mitigation measures. Council will work closely with affected residents to resolve any differences.</p>
143	<p>If the EDE is classed as a “local” road, requiring Council to fund ongoing maintenance, what assurances can Council give residents along the EDE corridor that, in deciding which road surface to use, more weight won’t be given to keeping ongoing maintenance costs down over keeping noise impacts down ie by choosing noisier but cheaper and possibly more durable road surfacing materials over more expensive but less noisy materials?</p>	<p>Council has a financial responsibility to consider both initial capital and “whole of life” costs for all aspects of the proposed project. Suitable noise reducing road surfacing materials will be considered where both technically and economically appropriate.</p> <p>However as noted above, Council will endeavour to achieve the noise assessment criteria in the Road Noise Policy using a ‘reasonable and feasible’ approach.</p>
144	<p>The noise was also raised and I would ask the question, would any councillor buy or own a house backing onto the proposed EDE or the Edwin Land Parkway if the traffic flow were increased as suggested? I think not!</p>	<p>Noted</p>

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<p>145</p>	<p>If the EDE goes ahead, my home will be one of the worst effected by noise and vibration. Most of my home is 2 storeys and looks out at the path of the road with a natural rain run-off between, behind my back fence. A wall height of at least 18 foot would be needed at my back fence which would turn my home into a noisy prison. I do NOT want a wall at my back fence. How is this wall going to stop noise from entering my home?</p>	<p>As Council endeavours to achieve the noise assessment criteria in the Road Noise Policy using a ‘reasonable and feasible’ approach, the steps undertaken to identify mitigation measures are taken in the following order of priority:</p> <ol style="list-style-type: none"> 1. Road design and traffic management 2. Quieter pavement surfaces 3. In-corridor noise barriers/mounds (close to the source i.e. roadway) 4. Localised barriers/mounds (close to the receiver i.e. property) 5. At-property treatments <p>Whilst adopting the above approach it should be noted that achieving the noise assessment criteria would not guarantee that all people would find the resulting level of traffic noise acceptable. Council will continue to work with residents to minimise impacts from noise.</p>
<p>146</p>	<p>I have sensitive hearing and suffer from migraines occasionally. How am I going to be able to rest and heal?</p>	<p>See Question 145. In addition:</p> <p>While it is difficult to predict the exact nature of responses to road noise, it is acknowledged that the proposed project will have road noise impacts. As such the project is subject to the NSW Road Noise Policy (RNP), developed and overseen by the NSW Environment Protection Agency. The RNP aims to identify strategies to address road noise from new road and road development projects, such as the Ellerton Drive Extension.</p> <p>The proposed Ellerton Drive Extension project will be developed in alignment with the RNP so as to minimise, wherever practicable, the impact of road traffic noise on residents. As part of the project’s development, various measures will be introduced to the project to assist in the meeting of the noise goals set for the project, using the Road Noise Policy’s ‘reasonable and feasible’ approach. These</p>

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		<p>measures include:</p> <ul style="list-style-type: none"> • Consideration of the road's overall design and location • Selection of quieter road surfaces, where appropriate • Installation of noise barriers • Treatment of residential premises
147	<p>This will affect my children's schooling and behaviour due to being unrested. How are we going to be able to sleep due to excess noise?</p>	<p>(See also question 145-146 and 151). In addition:</p> <p>The Road Noise Policy gives the following guidance:</p> <p>From the research on sleep disturbance to date it can be concluded that:</p> <ul style="list-style-type: none"> • maximum internal noise levels below 50–55 dB(A) are unlikely to awaken people from sleep • one or two noise events per night, with maximum internal noise levels of 65–70 dB(A), are not likely to affect health and wellbeing significantly.
148	<p>Aboriginal children can tend to have more sensitive ears. How are you going to be able to ensure my children's hearing won't be compromised while they play in the backyard?</p>	<p>Noise levels above 85 dBA are recognised as posing a significant risk of potential hearing damage is. The noise modelling for both construction and operational noise for this proposed project indicates noise levels significantly below that threshold.</p>
149	<p>How are we going to be able to sleep through noise?</p>	<p>See Questions 145 to 148</p>
150	<p>How am I going to be able to practice my religion or meditate in my garden?</p>	<p>Council will endeavour to achieve the noise assessment criteria in the Road Noise Policy using a 'reasonable and feasible' approach. However, achieving the noise assessment criteria would not guarantee that all people would find the resulting level of traffic noise acceptable.</p>

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<p>151</p>	<p>There is also an intention to put off-ramps downhill and uphill from my home. This would mean extra traffic in front of my home as well as EDE traffic noise behind.</p> <p>Has these extra impacts been factored in to the study?</p> <p>What does QCC plan to do about this issue as many families health and homes along this stretch of Barracks Flat Drive, will be greatly impacted?</p>	<p>See Questions from 145 to 147 and 149 to 150. In addition:</p> <p>When considered relative to the overall traffic noise effects from the EDE, the noise generated from the traffic on the off-ramps will be minor. Mitigation measures to deal with the EDE noise impact should remediate the off-ramp noise as well.</p> <p>The Road Noise Policy gives the following guidance:</p> <p>From the research on sleep disturbance to date it can be concluded that:</p> <ul style="list-style-type: none"> • maximum internal noise levels below 50–55 dB(A) are unlikely to awaken people from sleep • one or two noise events per night, with maximum internal noise levels of 65–70 dB(A), are not likely to affect health and wellbeing significantly. <p>QCC will to work with individual homeowners / residents to provide site specific resolution to any noise related issues.</p>
<p>HERITAGE</p>		
<p>152</p>	<p>Areas of cultural and spiritual significance, in my opinion, have been poorly addressed. The Archaeology report also attempts to influence the reader by minimising the significance of artefacts.</p> <p>Will community concerns regarding the inadequate consultation process with the Indigenous community be looked into?</p>	<p>Two rounds of community consultation have been undertaken by QCC, the first in 2012 and the second in 2014.</p> <p>The area was subject to a detailed and thorough heritage assessment in 2012, which satisfied the Aboriginal community representatives involved. All community representatives who registered interest in the study were invited to participate in the survey and all have approved the proposed methodology for impact mitigation. 100% of the study area was surveyed.</p>

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		<p>The survey and assessment was undertaken by a specialist in the field with some 18 years of experience in the field and in the identification and interpretation of Aboriginal stone artefacts; including a 1st class honours degree, PhD and post doctoral fellowship.</p> <p>The assessment was therefore undertaken by an archaeologist possessing the highest possible qualifications in the field, with the full support of the Aboriginal community who participated in the assessment itself and have been consulted with in full at multiple stages during the project. The Aboriginal community has not raised any objections to the quality or standard of the heritage assessment, nor has the Office of Environment and Heritage who are the regulators of the field. The assessment has been carried out in accordance with the highest standards of best practice for heritage management and the moral and legal obligations outlined by the NSW Office of Environment and Heritage.</p>
CONFLICTS OF INTEREST		
153	<p>Has the Mayor or any Councillors and/or their families/family trusts had any involvement with the setting up, funding, promotion or operation of the Pro-EDE Facebook site at #ede4qbn?</p> <p>If yes, could this constitute a conflict of interest and/or a breach of Council's Code of Conduct? If not, why not?</p>	Council has no information on who set this site up.
154	Do you agree that the community could view the developers' involvement on the Technical Working Group as a real or perceived conflict of interest?	See questions 5 and 36

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<p>155</p>	<p>In relation to the EDE and Jumping Creek development, for all members of the Technical Working Group and Councillors involved in the 2009 decision:</p> <ul style="list-style-type: none"> (i) What pecuniary and/or fiduciary interests (directly or indirectly through family trusts and/or close business connections) existed at the time of the decision and/or now? (ii) If such interests are found to have existed at the time of the 2009 decision, what are the consequences for that decision? (iii) If such interests are found to exist now, what are the consequences for the 2009 decision? 	<p>See questions 5 and 36.</p> <p>Members of the Technical Working Group were employed by Canberra Investment Corporation (CIC). CIC have an option to purchase the Jumping Creek Estate.</p> <p>The connection of Jumping Creek to the EDE was never considered by the Technical Working Group. This interest did not affect the outcome of the Technical Working Group.</p> <p>The 2009 decision still stands.</p>
<p>156</p>	<p>For <i>current</i> Councillors and Council staff involved in the decision-making process now and going forward:</p> <ul style="list-style-type: none"> (i) What pecuniary and/or fiduciary interests (directly or indirectly through family trusts and/or close business connections) exist? (ii) Will they be required to formally declare any, and the nature of them, before any decision is made on the EDE going forward? (iii) Will any Councillors with pecuniary or fiduciary interests, directly or indirectly through family and close business associates, be required to abstain from EDE and Jumping Creek related decisions? 	<p>This matter should be referred to Queanbeyan Council's declarations of interest for staff and Councillors.</p>
<p>MISCELLANEOUS</p>		
<p>157</p>	<p>Will Council hold a true EDE community "forum" allowing residents to debate the EDE and related issues, present their case and to exchange views and ideas, including on alternatives, rather than the forum we've just had which entailed residents asking Qs but then being required to simply listen to what has already been done, how and why? Such a forum would be very different to the last Q and A "forum" but would complement it. The definition of forum is as follows:</p>	<p>This request has been noted.</p>

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	<p><i>A <u>meeting or medium</u> where <u>ideas and views</u> on a <u>particular issue</u> can be <u>exchanged</u>: we <u>hope</u> these <u>pages</u> act as a forum for debate</i></p>	
<p>158</p>	<p>There have already been rock falls along the river which occurred around the time of the upgrade of Old Cooma Road. Many homes will have structural damage caused by earthworks and ongoing vibration post-construction, is QCC going to do something to prevent this?</p>	<p>Council will ensure that dilapidation studies are undertaken of all buildings subject to construction vibration effects to assess pre and post construction condition.</p> <p>For post-construction operational vibration, traffic including heavy trucks passing over normal (smooth) road surfaces generate relatively low vibration levels, typically ranging from 0.01 mm/s to 0.15 mm/s at the footings of buildings located 10 m to 20 m from a roadway. Very large surface irregularities such as potholes can cause levels up to 5 to 10 times higher, i.e. up to 1.5 mm/s, however this is not likely to be the case for EDE as it is being designed for heavy traffic. Provided that the road is well maintained, vibration associated with heavy truck pass-by is generally not likely to be perceptible.</p>
<p>159</p>	<p>Does Appendix K on the Council website represent the full list of risks that the Project Team has identified in relation to the project?</p>	<p>No. Appendix K lists the risks related to the design of the Ellerton Drive Extension identified by the OPUS design team at the time of the preparation of the Preliminary Sketch Plan Design Report. The project team has also held a strategic risk workshop in mid 2014 as well as a Value and Risk Management workshop in late 2014.</p>

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The following table of questions and answers are provided as a summary of the questions that were asked during the forum. The questions have been re-ordered into the broad categories of:

- Traffic
- Noise
- Financing /Costs
- Environmental
- Miscellaneous

The first column is the question as shown on the screen at the Community Forum.

The second column is the question noted with any feedback / comments.

The third column is the summary of the answers provided at the Forum. A small number of questions were taken on notice.

The fourth column is any specific feedback that is derived from the comments.

NOTE: about 150 formal questions were lodged either just prior to (late afternoon of the Forum) or in the days after the forum. Answers to all these questions are being prepared and all these questions and answers will be made available by no later than 20 May 2015. In many instances, these separate questions are a more comprehensive version of the following questions and answers.

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
TRAFFIC			
1. Why will you not consider other options?	Transport strategy has to address options but the Ellerton Drive Extension wasn't included. Why did council lobby for funding for the Ellerton Drive Extension when it was not mentioned in the transport strategy? In light of community opposition why will you not consider other options? You talk about listening!	We have considered many options. We modelled significant numbers of options to look at the traffic problems. The Ellerton Drive Extension is the solution that has come out of the modelling work.	Ellerton Drive Extension was not mentioned in the transport strategy. It should have been.
2. Why hasn't Council	Where is there opportunity of a	Lots of things came into it.	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
conducted a proper Transport Strategy?	strategic response? Should it not it be modelled further? It can be manipulated. Why didn't you think about other things?	Council does have an overall plan and the traffic issues and public transport, and types of transport are all part of that plan. See next question (3) as well.	
3. No proper study of the northern bypass.	Phil – it's good you acknowledged you set out to do a transport study and did traffic study instead. Why haven't you done a proper transport study? And thrown the others out specifically the Northern Bypass?	We have done what we proposed to do as part of the transport strategy. All the elements were addressed. For example with buses, two forums were held and actions arose from these. The Pedestrian and Mobility plan and bicycle plans are separate and that's where we decided to stop. In relation to the Northern Bypass, it has had numerous studies. Latest was 2006 and it was reasonably comprehensive across 5 routes. We used the information in that study and turned it into current day figures and the Northern Bypass was a significant part of modelling.	
4. What is Ellerton Drive Extension supposed to bypass?	I travel along the Edwin Land Parkway and I go up through Jerrabomberra every day, what is this (EDE) supposed to bypass?	Some of that will get covered by Dave. We need to look at the Ellerton Drive Extension as part of the whole of Queanbeyan. The solution is the best response for Queanbeyan. Answer as covered by Dave Hunter :	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
		<p>The purpose of the EDE is to provide relief to Cooma St, Monaro St, Queens Bridge and various CBD roads from the increase in traffic passing through the entire Queanbeyan area as a result of growth in development throughout Queanbeyan. It also provides in excess of 1:100 year flood free accessibility and connectivity for Queanbeyan.</p> <p>Ellerton Drive Extension is an alternative route for traffic travelling on the north/south route through Queanbeyan. It will contribute to reducing congestion in the built up areas of Cooma Street and the Queanbeyan CBD. It will have fewer intersections and driveways than the current route through Cooma Street and the Queanbeyan CBD ensuring a smoother run for traffic.</p>	
5. Roundabout improvements were originally required in 2031, now you're saying 2018?	Note: See question 5 in Financing/Costs as that question had multiple aspects and is answered there.	Note: See answer to question 5 in Financing/Costs	
6. What recent formal study has been undertaken for Dunns Creek Rd and how	You say the estimate for Dunns Creek Road is \$250M. What formal study has been	Council resolved to produce a concept design and which included costs. It will be	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
can I be sure the Ellerton Drive Extension is a better option?	undertaken? How can I be assured Ellerton Drive Extension is the best option? Where can I get a copy?	delivered to council by June. Options include where it might go (the route). It will be made public when it goes to council.	
7. Has there been any other modelling done now that residents are moving into Googong?	<p>Now that residents are moving into Googong, has there been any other modelling done around numbers of residents actually moving into Googong?</p> <p>Models are wonderful, elegant things, but I want to know what the assumptions behind the models are? What was the assumption of the % of Googong residents going down along Dunns Creek Road or Ellerton Drive extension? You showed few people going across to Canberra – it's possible to survey now.</p>	<p>Yes, we constantly update it, for example based on the latest Census data, the most recent being 2011.</p> <p>Models are made up with populations of people of certain type, uses etc. The portions get broken up and treated separately and trip rates applied to them. Trips of certain kinds are then made.</p> <p>The modelling shows us that it will take traffic from Googong to ACT. Dave – surveys, update.</p> <p>Note: The following response is to the question lodged formally prior to/following Community Forum:</p> <p>The travel patterns were derived from the Sydney HTS undertaken by the BTS every year for over 20 years and surveying over 2000 households throughout an area from</p>	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
		<p>Newcastle in the north to Shoalhaven in the south. This survey determines household trip rates for different household compositions of vehicles and residents. The model uses trip rates only applicable to households of the composition and type present in Queanbeyan in a similar fashion to all the models in the Illawarra. The trip making pattern is consistent with what is expected from households with the population and car availability shown in Queanbeyan.</p> <p>Undertaking a significant Household Interview Survey specifically for Queanbeyan and the ACT would be useful but given the current BTS information is producing travel patterns that are consistent with recorded traffic flows within Queanbeyan and crossing the NSW/ACT border, the additional information derived from such a survey is probably marginal.</p>	
8. Which option would ACT prefer and has there been any consultation with them?	If we went to ACT Minister and asked them, what road would they prefer? It's getting messy at the moment. Have they been consulted?	There was close consultation when we were developing the model. They gave us close insight into their model. All our outputs and solutions have	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
		been shared with the ACT. They never disagreed with our model.	
9. Why are we building a road that is funneling traffic into black spot (Pialligo Ave)?	<p>In relation to Pialligo Ave, why are you building a road that funnels into traffic black spot?</p> <p>Note: See question 21 under Financing / Costs as this is part of that question</p>	<p>The Ellerton Drive Extension does not add significantly to Pialligo Ave traffic.</p> <p>In relation to Pialligo as a separate issue Ave, we recognised the issue does need to be addressed. We are discussing this with the ACT government. They are working on their own budgets in order to include it into their future budgets.</p>	
10. How can traffic studies be valid if they're based on out of date population figures?	<p>We do not feel we were consulted prior to the decision being made. We have gloomy economic forecast in region (financial risk). Population has been revised down. How can the traffic studies be valid if based on out of date population information?</p>	<p>The information about population was based around the most recent census data. When we updated the study in 2014, it did not change the output of the models. We review this periodically, usually after a census.</p>	<p>We do not feel we were consulted prior to the decision being made.</p>
11. Will Council take a regional/strategic approach and hold off making a decision until more conversations are undertaken with ACT Government?	<p>Will council take a regional strategic approach and hold off on making decisions? E.g. ACT de facto bypass.</p>	<p>As far as strategic approach, we work closely with ACT. Any feedback and information from them is added into the model.</p>	
12. I have not seen evidence that the Ellerton Drive Extension is the solution	<p>You did studies with no selection criteria, no plan, we are worried about the project not being quantified and that</p>	<p>It is a whole of Queanbeyan solution.</p> <p>Please see questions as</p>	<p>You did studies with no selection criteria, no plan, worried about project not being quantified and that you are making councillors</p>

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	you are making councillors decide based on assumptions? What evidence is there?	formally lodged with answers to be available on the website by no later than 20 May 2015.	decide based on assumptions.
13. Is the Ellerton Drive Extension the best bang for our buck?	Note: See question 12 in Traffic		
14. Why wasn't ELP included in modelling?	Note: See question 4 in Traffic		
15. What were the assumptions behind the traffic modelling? What was the assumption of the percentage of Googong residents travelling along Dunns Creek Rd or Ellerton Drive Extension?	Note: See question 7 in Traffic		
16. How can we say the Ellerton Drive Extension will work at Yass Rd/Pialligo Ave end? How can we ensure we won't end up with a bigger problem at that end?	Note: See question 28 in Traffic		
17. When will outcomes of meeting with ACT Government re Pialligo Ave be communicated with community and what impact will it have on the Ellerton Drive Extension?	Regarding Pialligo Ave, why are you building a road that funnels into a traffic black spot? What will we lose because of the road?	In relation to Pialligo Ave, we recognised they do need to be addressed. We are discussing with ACT govt. They are working in their own budgets to get them into their budgets	
18. Why wasn't it done years ago?	In relation to traffic being funneled into channels, on Cooma St the traffic is horrendous – east side. Because my job is in the CBD,	The need for the road is driven by the rate that lots get released.	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	<p>we used to start at 6am, nowadays 6am traffic = what used to be at 7.30am. Why the hell wasn't it built years ago? There would be none of this and cost us a lot less.</p>	<p>Note: the following is the formal answer.</p> <p>The EDE has been planned for some time. The decision to build the EDE is based on the need resulting from development growth. As little development growth has occurred until the present, the need for a means of relieving expected congestion along Cooma St and the Queens Bridge has not yet been necessary.</p> <p>Thus, as the need for implementation of the EDE is dependent on demand its implementation is only required now due to actual Googong development growth.</p>	
<p>19. Will Ellerton Drive Extension have slow points like Donald Rd?</p>	<p>EDE previously presented as a bypass, will it have load limits and slow points?</p>	<p>It is designed as an 80kmh roadway, is a local road but as no driveways fronting the road and very few intersections. Therefore there won't be a need to manage speed in the same way.</p>	
<p>20. I do not understand the assumption. No study of Old Cooma Road and Dunns Creek Road four lanes?</p>	<p>There is a presumption that growth is good. Has there been any study on what a sustainable population for Queanbeyan is. Also I am concerned there is an assumption that we need a 4-lane Rd. Also what happens if</p>	<p>The comment on growth is a population issue and one for the state government. The decision has been made for Googong and Tralee. Council cannot stop these developments and we have to manage the population</p>	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	<p>we need an emergency exit (out from Googong?)</p> <p>Note: See Question 29 in Traffic as well as part of the question is answered there.</p>	<p>that comes along with it. In relation to emergencies, you can make the assumption on any route. There are alternative ways. To suggest you should provide a road network to provide an alternative road in an emergency is not a practical possibility.</p>	
<p>21. Quarry trucks can turn left after using Ellerton Drive Extension and go through the CBD?</p>	<p>Note: This question has been taken on notice. See separate formal answers to be provided no later than 20 May.</p>	<p>We will take that question on notice. Trucks will still needs to travel through the CBD to drop things off etc. The Ellerton Drive Extension will be designed so that it is more attractive to use for heavy vehicles.</p>	
<p>22. How do we control other trucks that can't have DA restrictions placed on them?</p>	<p>Note: See Question 20 in Traffic</p>		
<p>23. What is a failed road? Failed compared to what?</p>	<p>What is a failed road? For example, is that compared to Sydney? Are we holding back the tide? Do we change our habits instead?</p>	<p>Level of service F is when a road reaches its capacity. When there are 1700-1800 vehicles per hour in a lane, there is a continual stop/start without any third party cause.</p> <p>We are trying to address exactly those issues to keep a functional road network even with the growing tide of population.</p>	
<p>24. Why aren't we looking at predictability of time, not</p>	<p>Note: Please see answers to formal questions to be</p>		

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
LOS?	provided by 20 May 2015 as this issue has been raised in numerous formal questions.		
25. Terms of reference for the Working Group?	Note: See question 13 in Miscellaneous for question and answer		
26. Who was on the technical working group?	Note: See question 13 in Miscellaneous for question and answer		
27. Why doesn't ultimate traffic solution include four-laning of Pialligo Ave?	Why doesn't your solution include four lanes on Pialligo Ave?	Our traffic solution recognises that Pialligo Ave needs to be developed but Queanbeyan Council does not fund Pialligo Ave as it's in the ACT. We've gone through this with the ACT government and will continue to do so.	
28. How will Ellerton Drive Extension impact on Yass Rd? That traffic is already going through CBD to reach Yass Rd.	Isn't the traffic from the Ellerton Drive Extension going to be dumped on Yass Road? The traffic that's already there?	What you will experience is increases due to growth, and numbers will increase across the board not because of the Ellerton Drive. Ellerton Drive will not add significant traffic to Yass Rd. It will divert traffic already destined for Yass Road out of the CBD.	
29. If the Ellerton Drive Extension is adopted, what happens if Old Cooma Rd is blocked? Would Dunns Creek Rd provide an alternate exit?	Note: See questions 20 and 30 in Traffic for question and answer		
30. If Dunns Creek Road is four	Regarding Dunns Creek Road	The four-lane Dunns Creek	Following answer being provided

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
lanes would you need Ellerton Drive Extension?	with 4 lanes without the Ellerton Drive Extension: was it modelled without the Ellerton Drive.?	Road hasn't been modelled because the two lane Dunns Creek Road was not required until much later.	this comment was made: I think therefore that the whole study is fraudulent, if you don't measure the right thing, you don't get the right answer.
31. Is the model based on coastal traffic models?	In relation to the study, you say you don't make assumptions. But that all the assumptions were based on Sydney and Shoalhaven models. We live in Queanbeyan and we could be surveyed.	The Bureau of Transport Statistics includes very large areas Newcastle to south etc. – it is the most comprehensive survey around.	
32. How much confidence do you have in the traffic model?	How do you modify the models – do you have confidence in them?	Trip rates are based on particular types of houses. I have a lot of confidence in the model. The Queanbeyan/Canberra entity operates a lot like other areas.	
33. Will the Ellerton Drive Extension go around Jerra and into back of Hume (Monaro Hwy)?	Note: See question and answer at 35 in Traffic		
34. Will current issues with traffic lights be addressed?	Note: See question and answer at 35 in Traffic		
35. Will Ellerton Drive Extension connect to the Kings Highway	I have maps from 1970s. Would like to know whether those roads will be considered and whether the Ellerton Drive Extension will connect to the Kings Highway? Also there are some traffic lights that are currently defective.	A connection to the Kings Highway is not part of this project. The other end you described connecting onto Monaro is also not part of this. Something for future and not included in current traffic work. We'll follow up traffic lights.	
36. Can road from Tralee join on to existing roundabouts		Tralee is expected to have sufficient access to service the	

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instead of another intersection along Tomsitt Dr?		development without the need for Dunns Creek Road	
NOISE			
1. Does \$90m include noise mitigation?	Is noise attenuation included as part of the \$90M?	Yes	
2. Why did noise study only provide a single noise station in the valley?	Why only a single noise station in the valley?	One noise receptor is sufficient to establish ambient noise levels from existing road networks in a designated catchment area. Generally the worst case location is selected.	
3. How have noise levels up and down the valley been taken into consideration?	How have noise levels up and down the (peaceful) valley been taken into consideration?	The model takes into account local topography and types of ground cover. The assumption is always towards the worst case scenario.	
4. Does 50 and 55dBA include top range of noise levels?	In relation to noise monitoring, does 50 dBs and 55 dBs include top 10% as it will be the trucks that are noisy?	All noise levels form part of the assessment. The RNP looks at the average but the maximum noise events have been taken into account in calculating the average.	
5. Impact of noise along ELP is quite high.	Noise on the Edwin Land Parkway ELP is quite high based on my own noise measuring instrument which measured B-doubles = 80 dBs. How is mine different from your measuring? How can your measurements be trusted?	Note: See answer to Question 4 Noise. Additionally technical answers can be found in the separate responses to formal questions.	
6. Do we have any comparative data to show	Do we have any comparative data to show noise levels in	This has been included in the model and takes into account	

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noise levels in Cooma/Lowe/Bungendore Sts (route quarry trucks use now)?	Cooma/Lowe/Bungedore?	future noise projections. We do not however have noise receivers on Old Cooma Road. We will be doing a post noise construction survey after Ellerton Drive Extension has been constructed.	
7. How did noise remodelling work?	We were told our house would be affected by the noise. But now told it won't be. Our house is still in the same spot but because of re-modelling we won't be affected? How did it work?	Through the noise study we have done lots of modelling, looking for the best answer. I was wrong in relation to the re-modelling for your house as the advice provided was based on an incorrect address we were given.	
8. Have there been any noise surveys done on the existing Ellerton Drive?	Have there been any noise surveys done on the existing part of the Ellerton Drive Extension?	The existing road is part of our study area and those existing residential properties are part of the study area and noise mitigation is part of the budget.	
9. Were noise studies seasonally adjusted for different breezes etc?	I live in Greenleigh and am worried about noise. In relation to studies, were they seasonally corrected for breeze, cool change from the east that cools the houses down etc.?	It was modeled for the worst case scenario in terms of wind direction.	Worried about noise.
10. Do any homes on the Ellerton Drive Extension route go above appropriate noise levels?	The Road Noise Policy (RNP) based on the World Health Organisation says 30 dBs is the standard. The mitigated dBs on the Ellerton Drive Extension are 40-50 dBs.	The 30 refers to internal dBs. The RNP is about external at 1 metre outside the façade. It comes up in Sec 5 and 6 of the RNP which does not form the assessment criteria in the RNP. Common criteria is accepted in	

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	What is your comment that 10% of people will be highly annoyed at 45dBs?	<p>NSW, other jurisdictions and internationally. The criteria is based on Section 2 and that is daytime 55</p> <p>The RNP sets the criteria in NSW. Internationally a lot of comments are that NSW imposes one of the more stringent / robust criteria in the world. That criterion is set to determine to protect 90% of the population. We undertake very detailed modelling and assessment processes in terms of to meet the criteria.</p>	
FINANCING /COSTS			
1. Can developer contributions be used for other things?	You spoke about up to \$40M in developer contributions – can the contribution be used for other things?	No – we have to be specific as we are currently collecting levies for that reason. We would have to give it back if we are not using it for the Ellerton Drive Extension.	
2. At what point does Council say the Ellerton Drive Extension is not feasible - cost wise. Is there a cap on this?	You originally said it was \$40M – and the alternative (Dunns Creek Road) was \$80M. Now we are at \$90M. At what point does the council say it's not feasible as an investment? Is there a cap on this?	In relation to the cap for developers – there is no cap – they pay the difference. In relation to the estimate, Ellerton Drive Extension is estimated at between \$75-90M and when you run Dunns Creek Road, it's now \$250-300M.	
3. Why did cost for Ellerton Drive Extension double and Dunns Creek Rd triple?	Isn't it strange that Ellerton Drive Extension has only doubled in cost, yet Dunns	The 2009 cost were based on broad concept level construction costs only.	

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	Creek Road has tripled without any studies?	Roads and Maritime typically escalate these out at about 10% per annum. These costs usually run at much higher than CPI. When we factor in the escalation, we get that type of increase. We know Dunns Creek Road has some similar attributes – it's longer etc. and it is difficult to estimate exactly but we can get relative costs.	
4. Is it justified to spend \$100m when other options would work (specifically clear ways along Cooma St)?	I know you said the Ellerton Drive Extension was the best option. Can you explain is it justifiable to spend \$100M when other options are better?	Ellerton Drive is the best option for the problem we are trying to address. Refer to formal answers for comprehensive response.	
5. How can we have confidence in costings when Jerra roundabout was costed significantly less than it is now?	It's interesting that Dunns Creek Road will cost like the Majura Parkway. How can you have confidence in your costings? For example the Jerrabomberra roundabout. Originally it was said that the Ellerton Drive Extension was needed by 2031 - now by 2017? Note: See Question 5 in Traffic as well	Each project requires a thorough analysis. Note: See separate formal answers to be provided no later than 20 May 2015.	
6. What is developer contribution for Jerra roundabout?	Is the developer getting a free hit? What is the developer contribution? Who is the developer?	No – they'll pay their portion We'll get back to you. Note: See separate formal answers to be provided no	

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	Why wasn't it put out?	later than 20 May 2015. It is private land.	
7. What is cost confidence in figures?	Appendix L in relation to cost: What is the confidence in those costs?	We will take it on notice. Note: See separate formal answers to be provided no later than 20 May 2015.	
8. What do we get for our \$75-\$90 million? Does this include other intersections?	What do we get for our \$75-90M?	It will be the Ellerton Drive Extension to the Edwin Land parkway. Details are not yet known but whatever gets built will satisfy what the road is meant to do. Intersections that are not to be included are: Yass Rd Jerrabomberra roundabout Tomsitt / Lanyon	
9. Is it still the intention to borrow money to pay for the gap between cost and grants?	You spoke about developer contributions. There is a gap. You spoke about borrowing the money. How will you pay it back?	Council gets the money from developers as lots are released. It takes a long time but the Ellerton Drive Extension needs to be built early. That is not unusual. Council will borrow and the lots release pays back the loan. Work we've done around that indicates we are quite capable of borrowing the money. Yes, we have done lots of work on how it might be financed.	
10. What proportion of total developer contributions will come from Googong and	What proportion of total is coming out of developers from only Googong and in other	In relation to the proportion we'll get back to you. Note: See separate formal	

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<p>why would contribution not be able to go towards Dunns Creek Rd.</p>	<p>areas? Why is such a contribution not portable as many in Googong are happy to duck across to Dunns Creek Road?</p>	<p>answers to be provided no later than 20 May 2015 for the above point.</p> <p>Every Section 94 includes proportion of all. Rules around Section 94 are that council needs to identify what it is collecting levies for – it cannot change. This has been tested in law. Developer would only need to demonstrate that Dunns Creek Road was not required to not be liable for the levies.</p> <p>In relation to the proportion, please see formal answers</p>	
<p>11. Do Dunns Creek Rd costs include intersections?</p>	<p>Seems that Dunns Creek Road estimates include intersections – what is the total cost including all the intersections that are needed to make the Ellerton Drive Extension work?</p>	<p>The Dunns Creek Road costs do not include intersections. It should be noted a similar number of intersections will need to be upgraded whether Ellerton Drive Extension or Dunns Creek Road is constructed.</p>	
<p>12. What is the total cost of the Ellerton Drive Extension, including intersections to make it work?</p>	<p>Note: This is part of question 11 above.</p>		
<p>13. Developer contributions regarding Dunns Creek Rd?</p>	<p>Developers' contributions for Dunns Creek Road?</p> <p>Note: See question 6 in Financing / Costs</p>	<p>Given that the Traffic Study shows that Dunns Creek Road is not required to manage the expected traffic from developments, it follows that</p>	

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		Council would find it difficult to support a requirement for developers to fund Dunns Creek Road.	
14. Can developers be made to pay mandatory section 94 fees to pay for infrastructure?	In relation to the voluntary agreement (VPA), can it be amended if a road other than Ellerton Drive Extension is built – can that road be included? Wouldn't Tralee also fund Dunns Creek Road? You mentioned challenge in court of law – how can developers say it's not necessary.	When we put a VPA together it needs to be defensible. What we have is a traffic model that says Ellerton Drive Extension is needed. As the traffic modelling does not support Dunns Creek Road at the moment that would be an issue for the developer. It would be unlikely they'd agree to change the VPA to fund Dunns Creek Road.	
15. Will Jumping Creek developer pay contributions?	Q: Who is the developer for Jumping Creek? Q: If it's CIC – why wasn't it put out to tender?	Note See question 2 Miscellaneous	
16. What rate of interest will apply to the loan?	What is the rate of interest for the loan?	The bank rates are sitting at around 5%. We also have an option of borrowing through the state Govt which is a few percent cheaper.	
17. Are there risks associated with borrowing the money and relying on developers to pay the loan?	Would you agree there are risks in borrowing, for example a slowdown in land sales if there is a serious recession?	When we've looked at capacity to repay, we've looked at historic data. Even as worst case, with 300 lot releases per year, the expectation is that it would come in at a suitable rate.	
18. What will happen if ELLERTON DRIVE	I am concerned about debt. Where is the money coming	It's currently estimated \$75-90M which makes this project quite	I am concerned about debt.

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Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
EXTENSION cost continues to rise?	from? What happens if the Ellerton Drive Extension goes to \$200M? Developers are not an ATM.	an affordable project.	
19. NSW government made statement that funding would include other intersections. Is upgrade to roundabout included in \$90 and where will it come from?	We are concerned about the kids crossing at Jerrabomberra. The local member (Mr. Barilaro) made a statement that funding would include other intersection? Where will the money for the crossing come from?	Council has not received any advice that there are funds available to address the pedestrian safety issue at the Jerrabomberra roundabout however, Council has resolved to address this issue before the EDE is completed. Improvements to this intersection do not form part of the EDE project.	
20. How will be repayments work?	Can we see how the repayments will work?	Yes the reports will come to Council when its approved	
21. What will we miss out on because of the road funding?	<p>What will we lose because of the road?</p> <p>Note; please see question 9 Traffic as well</p>	<p>A: No loss – no impact. Would only limit other programs if you have to find repayments from within Councils funds. We have an identified fund.</p> <p>In relation to CIC, that is a bit of a side issue. However, it does not matter who the developer is, Council can collect levies as the levy is a lien on the land not the developer. So any developer who owns it is liable to pay the levy. Council would therefore seek the levy from the current owner. The issue is that the land can</p>	

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		still produce 5500 lots. If there was a need Council would just re-finance.	
22. If money not is allocated to Ellerton Drive Extension how does that affect project?	I was talking to Barilaro and he said the \$25M was not Ellerton Drive Extension specific?	We cannot comment on that as we have not received any such advice.	
23. Who is paying interest on loan?	We've heard no upfront cost? Who will pay interest? How much will it be?	The interest is only payable from when the loan is taken out. We are already collecting money and the interest will be paid by the developers.	
24. Will Googong section 94 contributions apply to the Ellerton Drive Extension?	You said developers will pay the balance of the Ellerton Drive Extension?	Googong's contributions are included in the VPA. When you look at which means to use, you have either the Section 94 or the Voluntary Planning Agreement (VPA). While Googong's is under a VPA, others nearby will be under Section 94.	
25. How can you fund other safety road work if the ELLERTON DRIVE EXTENSION goes ahead?	Concerned about the fact that the Council may not be able to fund upgrades of safety related matters if the Ellerton Drive Extension goes ahead?	There is no impact. See previous answers	
26. Have we funded the intersections?	Note: See question 8 in Financing /Costs		
27. What is the costing of the whole project including intersections?	Note: See question 8 in Financing /Costs		
ENVIRONMENT			
1. Where are we going in terms of heritage items and	I wrote a letter regarding concerns for the Aboriginal	When we did the consultation with the Aboriginal community,	

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aboriginal items?	environment and some historical material objects (lime kilns). I got a letter back saying there was nothing of significance.	we did a field survey. The only items found were some small items. The lime kilns sit outside the road corridor and are therefore not affected.	
2. Why have previous heritage / environment findings regarding the Ellerton Drive route been ignored?	The land on the route has previously been earmarked as highly sensitive in a study. Why have those findings been completely disregarded apart from Jumping Creek?	We know that alignment was studied in detail and there are no significant impacts. We will take it on notice but it sounds like that study you are referring to was a high level study.	In comparison to Northern Bypass, the Ellerton Drive Extension was highly significant and sensitive.
3. How can there be less pollution using the Ellerton Drive Extension rather than Dunns Creek Rd?	How can there be less pollution using the Ellerton Drive Extension by bringing them through Barracks Creek and into Pialligo Ave?	When you keep traffic moving there is less pollution. What RMS finds is that one of the best ways to reduce vehicle emissions is by having free flowing, not stop-start roads as the best solution. One of the things the Ellerton Drive Extension does, is reduce congestion (on the main street). Having vehicles drive on the Ellerton Drive Extension with few possible stops gives us good emissions management.	
4. Have we looked at strategic benefits (environment) in regards to Ellerton Drive Extension vs Dunns Creek Rd?	As an environmental presentation, noting the route it has taken, once you build the Ellerton Drive Extension, the route for walking will be gone forever. So from a strategic	A 2008 study considered flora and fauna on Dunns Creek Road and at that time we were looking at five route options for Dunns Creek Road. The areas of environmental significance	

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	perspective, have we looked at Dunns Creek Road vs Ellerton Drive Extension?	affected by Dunns Creek Road are about three times greater than Ellerton Drive Extension.	
5. Concerned about management of spills into Queanbeyan River. What assurances can QCC give residents that such events will not occur during construction and operation of ELLERTON DRIVE EXTENSION?	We from Queanbeyan Landcare are concerned about Council's ability to manage sediment. What assurances can Council give all residents that such will not occur during construction and after?	As part of the project, RMS will undertake the delivery of the road. RMS will do onsite management of that. We are most aware of erosion and sediment control is a major issue for our projects. We have an environmental management plan as well as a soil and erosion management plan. In addition, the project team is looking at whether an Environmental Protection Licence needs to be sought from the Environment Protection Authority (it covers noise, soil, dust etc.).	Concerned about management of spills into Queanbeyan River.
6. How can you be sure flora and fauna study is accurate as it was only done over one year?	How can you be sure you got the Species Impact Statement right when it was based on only one year?	The SIS is dictated by Office of Environment & Heritage. We conducted the surveys in accordance with those requirements. The survey is just one tool. At Ellerton Drive Extension we conducted surveys over a 2 year period (2012-13) as well as desktop assessment of species, habitats on site and then we make a risk-based assessment.	
7. How will design of road impact on hydrology?	What about drainage lines?	Re hydrology, there are studies regarding rainfall events etc. to	

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		inform the drainage design to be able to take account of those types of events.	
8. How do Dunns Creek Rd environmental impacts compare to ELLERTON DRIVE EXTENSION impacts? And will findings be made public?	In relation to Dunns Creek Road and the types of flora and fauna, how does Dunns Creek Road differ from Ellerton Drive Extension significantly? Will you make the studies available? I have a huge body of evidence.	It's not the value; it's 3 times the area. Note: See question 4 in Environment	
9. Has the visual impact of the road on the escarpment been taken into account?	What about the Eastern escarpment and the scenic value and impact?	It's hard to compare the two. Dunns Creek Road is visible from a greater area. Dunns Creek Road has both box tree and grassland over and above Ellerton Drive Extension	
10. How does the Curtis Land provide an environmental gain?	In relation to environmental offsets, the key principle was that of additionality. This offset has been purchased due to the road. An offset should add not subtract? How does this offset achieve the principle?	Council has not locked down its offset sites. All we have progressed with is portions for the road corridor.	
11. What is the total environmental offset? Have they been identified, where are they etc?	What is the total environmental offset for the Ellerton Drive Extension? If identified where is it; if not why not?	We have not locked in an offset site yet. We are progressing and identifying and looking in the Queanbeyan local area. We are in consultation with the Office of Environment and Heritage and are using bio-banking methodology. We have done some	

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		<p>calculations and when the design is finalised the bio-banking calculation will be updated.</p> <p>It depends on the quality of the offset land as well.</p>	
12. Is Dunns Creek Rd route different land to ELLERTON DRIVE EXTENSION, degraded farm land?	You said the area of the Dunns Creek Road route is three times the size of the Ellerton drive Extension area – but isn't the Dunns Creek Road area degraded land?	No it has lots of significant habitat.	
13. Will Council be doing an environmental impact statement (EIS)?	Will there be an EIS? When reading the REF it indicates there should be an EIS	In NSW, when there are significant impacts for biodiversity, you can also do an REF together with an SIS. The SIS is a pathway that many proponents that take the Part 5 route (Planning) can follow rather than the EIS.	
14. Are there any consents required from the environment minister?	Are there any consents required by the environment (<i>sic</i>) Minister?	No – not at this stage. SIS will go to the Office of Environment & Heritage and then it will be seen if any further permits are required. To note - there will be an Aboriginal heritage Impact Permit.	
15. Has environment and heritage been given submissions lodged with listed species present in the threatened woodlands and will you (whoever is	In reference to the desktop for the SIS. I found flaws in the draft SIS and I was totally outraged. I got access to the atlas which is what is used. I found it so difficult to use and	All submissions will be included when we lodge the SIS. And they will be taken into consideration. We will also let OEH know there have been issues with people using the	

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<p>responsible) be accessing submissions that show endangered species not included in study?</p> <p>Note: Office of Environment & Heritage shown as OEH</p>	<p>put data in that I gave up.</p> <p>Question is; has OEH been given submissions lodged with threatened species and will you (the body concerned) be accessing these submissions to identify the images et?</p>	<p>atlas. You will find we have considered species such as the Swift Parrott and have looked at all threatened species that are known or identified in the southern Monaro. Swift Parrot breeds in Tasmania. Quite likely it's been recorded there on its migratory path and the SIS does go to OEH who will assess whether it has answered.</p>	
MISCELLANEOUS			
<p>1. Is there any pecuniary interest for councillors regarding Jumping Creek.</p>	<p>You mentioned developers contribution 60-70% - given this thing has been on the board for a long, long time, why the sudden interest? Does any councillor have a pecuniary interest, particularly in Jumping Ck.</p> <p>Note See Question 19 in History of the project as well as the answer is for both parts of the question</p>	<p>Googong is one of the developers – all 3 together will fund 100% but Googong developer will fund 70%.</p> <p>Council staff are not aware of any pecuniary interest. You need to raise that with Councillors.</p>	
<p>2. Why wasn't Jumping Creek development put out to tender?</p>	<p>Who is the developer for Jumping Creek?</p> <p>If it's CIC – why wasn't it put out?</p>	<p>We will get back to you.</p> <p>Note: See separate formal answers to be provided no later than 20 May 2015 for the above point.</p> <p>It's private land so not our option to do so.</p>	
<p>3. Does Council feel it's at the point of no return in regards</p>	<p>So many decisions are based on the Ellerton Drive Extension</p>	<p>We cannot change Googong developing with 5500 and</p>	

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to ELLERTON DRIVE EXTENSION and what's the point of consultation?	<p>going ahead: does Council feel it's almost at the point of no return & how much difference can consultation make.</p> <p>(Supplementary): It sounds like all other options impossible?</p>	<p>Tralee, 4000+ lots into the future. It's more that the whole road network will deteriorate if it does not go ahead. That's the point of this road option.</p> <p>This was a 2009 Council decision.</p>	
4. What are the social benefits for Tralee residents?	<p>What are the social benefits for Tralee residents? Part B. In relation to Dunns Creek Road, 80% of people said they'd prefer Dunns Creek Road?</p>	<p>The benefit for Tralee residents is the same as for all those in Queanbeyan in terms of an improved road network</p>	
5. What do we have to do to stop the road?	<p>There is clearly a lot of research for the road. We get the feeling the majority don't want it. What do we have to do to stop this?</p>	<p>What will go to Council for a decision will be the best solution for Queanbeyan.</p>	
6. We aren't being listened to	<p>A question about decision-making processes. We are not being listened to. It's going along and we are being asked to accept it. Here it does not seem there is an ability to change the decision. Please heed this if you are a decision maker.</p>	<p>We understand your concerns. Roads and Maritime work on a range of projects. It is very difficult to deliver infrastructure without impacts. Council has undertaken to try to solve the traffic problems to minimise impacts, but it is very difficult to do so with zero impact.</p>	
7. Will the Ellerton Drive Extension be gazetted as a main road? If not, why not?	<p>Will the Ellerton Drive Extension be gazetted as a main road? If no, why not?</p>	<p>It will be a public, local road. It will not be state road. It could possibly be a regional rd. We have made some approaches to</p>	

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		the state government for a 50/50 and they are still not interested.	
8. When will this issue be resolved?	When will these issues be resolved? (who maintains the road)	The issue of making it a state road centres on who has responsibility for maintaining it in future. That is a matter for council to pursue at some time in the future.	
9. Why are you not listening to the community?	I've always raised concerns in relation to the Terms of Reference (TOR) for the study. When asked why the community wasn't included, the General Manager said we were not engineers. We should have got these answers regarding the TOR in 2009. Question – why are you not listening to the community? Process been done, all too late.	Note: See Question 6 in Miscellaneous	I've always raised concerns in relation to the Terms of Reference (TOR) for the study.
10. Aboriginal community not adequately consulted	Here as a member of traditional owners. Statement re Aboriginal impact was read out. There has been inadequate consultation. Jumping Creek is important to the clan. Wants it noted that a few people doing a survey does not constitute a proper consultation. We are one of 5 registered in the ACT region. Williams and House clan were not invited. If our business not include, we won't make	Council will take their inclusion on notice. Noted that five groups registered their interest.	Note regarding feedback. Community member provided a copy of her issues and new issues will be included in the submission report and any follow up required will be identified.

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	comments on the report. Five out of seven is not adequate.		
11. Is the work subject to independent peer review and if not why not?	Are the consultants work subject to peer review if not why not?	Yes, work is received by the Office of Environment and Heritage and Aboriginal groups were given an opportunity to review the first regional heritage report if they registered interest.	
12. Concerned the people are being totally ignored at what stage do you consider the residents, riding roughshod?	See questions 9 and 6 in Miscellaneous		Concerned the people are being totally ignored
13. Was there a conflict of with developers on the working group?	The TOR regarding the technical working group noted it comprised developers and consultants. Can you confirm they were developers from Googong and Tralee and that the group of 5 was on the group? This is an issue of conflict.	The working group came out of a couple of other processes out of the Dept. of Planning. What the working group was meant to do is the actual question. There were representatives from Googong and Tralee as well as RMS. The consultants were the modeler; there was an RMS (engineer) – overall there were about between 1 and 4 people from RMS at various times and there was Derek from Council. The developers were there because Dept. of Planning felt they needed to have insight from what developers were proposing. What was recommended in the	This is an issue of conflict.

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		end was by Council staff (Phil in particular) and it was Council that adopted the solution. The influence of developers was minimal and related primarily to them providing information	
14. Have any studies been done on what a sustainable population of Queanbeyan is?	See questions 20 in Traffic		
15. Is Council intending to hold additional sessions?	Information provided tonight is important. Clearly not enough time tonight. Will council have more sessions? We've lost 80% of people tonight so that demonstrates we need to have another forum.	Mostly all the issues that have been heard tonight have been received before. If the desire is for us to get all this information in, we have a lot of the information already to be able to answer.	Information provided tonight is important. Clearly not enough time tonight. We've lost 80% of people tonight so that demonstrates we need to have another forum.
16. Do you think councillors have the time to go through studies and check info?	Do you think that the Councillors have the time to go through all the studies to check your work and make recommendations etc?	We do not believe we have provided any incorrect information to the Councillors. Taken on notice. Note: See separate formal answers to be provided no later than 20 May 2015 for the above point.	
17. Will we be sticking around to see it through?	We moved to near River Drive in Karabar knowing this road would be built. People have been talking that the road has been many, many years on the books. Ring roads a way to get around congestion. I came to get the feeling of the	The Ellerton Drive Extension provides the best solution for Queanbeyan.	

Questions and answers from the Ellerton Drive Extension Community Forum- 28 April 2015

Question as shown on screen:	Question as noted with any comments	Summary of answer provided	Feedback derived from preamble / question
	community. How are you putting up with satisfying everyone's needs? (Will be around to see it through?)		
18. No social consideration for impacted suburbs?	After 4 years, there is no social consideration for others and only for Cooma St residents. Why are those residents more valuable?	We are not saying this. The traffic solution is a whole of Queanbeyan solution. It was a 2009 Council decision.	After 4 years, there is no social consideration for others and only for Cooma St residents
19. Why the sudden urgency to build this, it's been on the books for 40 years.	Why does it need to be built now?	The answer which has been drafted to a formal question is: The EDE has been planned for some time. The decision to build the EDE is based on the need resulting from development growth. As little development growth has occurred until the present, the need for a means of relieving expected congestion along Cooma St and the Queens Bridge has not yet been necessary. Thus, as the need for implementation of the EDE is dependent on demand its implementation is only required now due to actual Googong development growth.	
20. Why did Council lobby for a road that was not in 25-year strategic plan?	Note: See question 19 Miscellaneous		

10. **Appendix C**

- C.1 Survey Form
- C.2 Feedback Form

Proposed Ellerton Drive Extension

Community survey

We would like some feedback from you about the proposed Ellerton Drive Extension. You can also provide us with more formal feedback through our website, and other community feedback forms. All feedback is considered as an important part of the community consultation.

Your name *	
Address Line 1	
Address Line 2	
Email address	
Other contact details	

Question

Please tick

- | | | |
|---|--|---|
| 1. Do you support the proposed Ellerton Drive Extension? | Yes <input type="radio"/> | No <input type="radio"/> |
| 2. Will the proposed Ellerton Drive Extension make travelling around Queanbeyan easier? | Yes <input type="radio"/> | No <input type="radio"/> |
| 3. Will you use the proposed Ellerton Drive Extension? | Yes <input type="radio"/> | No <input type="radio"/> |
| 4. What do you see as the key benefits of the proposed Ellerton Drive Extension?
* CBD - Central Business District | Reduced congestion <input type="radio"/>
Flood protection <input type="radio"/> | Travel time savings <input type="radio"/>
Less heavy vehicles in the CBD <input type="radio"/> |

Additional comments:

More information can be found at:

Web: www.qcc.nsw.gov.au/ellerton-drive-extension

The weblink provides previous newsletters, fact sheets the REF and other information.

Facebook: www.facebook.com/qbncity

Twitter: www.twitter.com/queanbeyancity

Post: PO Box 90 Queanbeyan NSW 2620

Email: ede.enquiries@qcc.nsw.gov.au

Project information line: (02) 6285 6111

Proposed Ellerton Drive Extension

Community feedback form

Please provide your comments below. In order to receive a response, please provide your full name and email address or other contact details. Mandatory field(s) marked with *

Your name *	
Address Line 1	
Address Line 2	
Email address	
Other contact details	
Your comments	

More information can be found at:

Web: www.qcc.nsw.gov.au/ellerton-drive-extension

The weblink provides previous newsletters, fact sheets the REF and other information.

Facebook: www.facebook.com/qbncity

Twitter: www.twitter.com/queanbeyancity

Post: PO Box 90 Queanbeyan NSW 2620

Email: ede.enquiries@qcc.nsw.gov.au

Project information line: (02) 6285 6111

11. Appendix D

- D.1 2009 *Googong and Tralee Traffic Study (2031)*.
- D.2 Submissions and responses

QueanbeyanCityCouncil

**GOOGONG AND
TRALEE TRAFFIC STUDY
(2031)**



Prepared by



April 2010

Googong and Tralee Traffic Study (2031)



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Reference: 4268
Status: FINAL

Googong and Tralee Traffic Study (2031)

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1. EXECUTIVE SUMMARY

The Technical Working Group proposed a number of road and intersection improvements to offset the possible network deficiencies as a result of the developments. Many of these improvements were proposed to directly improve a road or intersection suffering from a poor level of service. However, several new routes were also proposed as a means of creating additional capacity thereby relieving areas of congestion.

The major Queanbeyan improvements proposed for analysis are shown below.

2031 Major Network Improvements	
Links	4L Old Cooma (Googong – Edwin Land Parkway)
	4L Old Cooma (Edwin Land Parkway – Southbar)
	4L Monaro St (Atkinson – Queens Bridge)
	2L Edwin Land Parkway Extension (Jerrabomberra – Old Cooma)
	2L Ellerton Extension (Ellerton – Edwin Land Parkway)
	2L Dunns Creek (Old Cooma – Monaro)
	2L Northern Bypass (Bungendore - Yass - Canberra)
Intersections	Old Cooma / Edwin Land Parkway
	Tomsitt / Edwin Land Parkway / Jerrabomberra
	Tomsitt / Jerrabomberra New Link
	Cooma / Rutledge / Lowe
	Cooma / Fergus
	Cooma / Thornton / Barracks Flat
	Lanyon / Southbar
	Lanyon / Canberra
	Bungendore / Yass
	Bungendore / Atkinson
	Yass / Aurora
	Farrer / Cameron
	Lanyon / Tomsitt

Numerous additional small changes to minor intersections were also looked at to reduce delay.

Inherent in this analysis is the policy of not having any part of the Queanbeyan network operating at worse than LOS D in 2031. This level of service allows for some general degradation of the overall network without significant localised increases in delay. It also allows some movements at intersections to operate at a worse level of service so long as the overall level of service was maintained at LOS D or better.

The above major link improvements were grouped into 12 project options which included any combination of the above improvements in order to assess the relative benefits of the works. The following shows the link improvements included in each of the 12 options.

Initial Project Options							
Option	4 Lane Old Cooma Road	2 Lane ELP Extension	4 Lane ELP Extension	2 Lane Ellerton Extension	2 Lane Dunns Creek	4 Lane Dunns Creek	2 Lane Northern Bypass
001	✓	✓		✓	✓		✓
002	✓	✓			✓		✓
003	✓	✓		✓	✓		
004	✓	✓					✓
005	✓	✓		✓			
CIC 1A		✓					
CIC 1B	✓		✓				
CIC 2		✓			✓		
CIC 3		✓		✓			
CIC 4		✓		✓	✓		
VBC 5		✓		✓		✓	
VBC 6	✓	✓		✓		✓	

Each of these 12 project options were analysed using the transportation model developed for Queanbeyan. After examining the results of the computer analysis, it became clear that a number of these options either did not fulfil the role intended, did not improve the future network deficiencies or were too expensive.

Options that included the Northern Bypass were not proceeded with. The Roads and Traffic Authority (RTA) advised that alignment issues made the bypass too expensive at this time. The benefits gained by the traffic diversion were currently insufficient to warrant any project including the Northern Bypass.

The four laning of the Edwin Land Parkway Extension from Jerrabomberra to Old Cooma Rd produced no difference in traffic flow when compared to the two lane version. This therefore produced no real benefit to the network for the additional expense and was not proceeded with.

Options that did not include the four laning of Old Cooma Rd were also eliminated. The level of congestion along Old Cooma Rd as a result of the Googong development required four laning in order to maintain a suitable level of service during peak periods. No alternative roading project reduced flow along the two lane Old Cooma Rd alignment sufficiently to maintain the suitable level of service.

Options involving the construction of the Dunns Creek link were also eliminated. The Dunns Creek link between the Tralee and Googong developments was seen as being a useful inclusion in the future Queanbeyan network but would not likely be required in the current 2031 planning horizon. The ability of the Dunns Creek link to reduce traffic flow along Old Cooma Rd and the Edwin Land Parkway Extension was seen by the Technical Working Group as being valuable in the future but could not be justified at this time.

This process eliminated all but Project Option 005. It was also concluded that a variation of Project Option CIC 1B should also be included in further analysis. Project Option CIC 1B was to include the four laning of Old Cooma Rd and the two lane extension of the Edwin Land Parkway.

These two remaining Options 05B and CIC 1B were analysed in depth using the Queanbeyan model. In both options all intersections that were found to be operating at LOS E or F were modified until they maintained an LOS D level.

Additional testing was undertaken for each of the options with the Monaro Hwy, south of Lanyon Dr, increased to six lanes and Pialligo Ave increased to four lanes. These tests showed that increasing the capacity of these roads made little difference to the flow of traffic within Queanbeyan.

The Option CIC 1B variation was included in the final analysis to determine if it was possible to produce a future network option that did not require the Ellerton Rd Extension. One of the main reasons for the Ellerton Extension was to reduce the traffic flow along both Cooma St corridor and improve its projected level of service back to LOS D.

A number of additional improvements were proposed for Cooma St so that the Ellerton Rd Extension was not needed. These improvements involved modified intersection layouts for intersection along Cooma St and the installation of clearways during peak periods. Clearways would enable the introduction of four lanes of traffic along Cooma St between Rutledge St and Southbar Rd. Whilst the Option CIC 1B variations produced the desired result of LOS D along Cooma St it was expected to come at a cost to local residential amenity.

Option 05B was preferred as being the final 2031 improvement works project option.

The costs associated with these improvement works are attributable to the developments that take place up to 2031. This study concluded that the flow to and from each development would be tracked in the model which allowed the Technical Working Group to see how much traffic from each development went along or through each improvement in the preferred Project Option.

The relativity of each development's flow through an improvement creates the relative contribution that each development should make to the cost of the improvement.

To simplify this process and help identify contributions, the developments were grouped as follows:

- Googong Development (GOG)
- South Jerrabomberra - Tralee, SE Jerrabomberra and Tralee Station Developments (SJ)
- HQJOC (HQJ)
- All other development (DEV)
- Other Queanbeyan Users (QUE)

Flows from each of the five groups (DEV, GOG, SJ, HQJ, QUE) were modelled separately for both the 2031 AM and PM Peaks. The period volumes were combined so that the total peak period volume was used in the apportionment calculations. The percentage relativity of each group's flows was used in apportioning the cost of each improvement work. It should be noted that the following volumes do not include ACT traffic using the links and intersections.

Only the Edwin Land Parkway Extension and the Ellerton Extension projects had costs apportioned to existing Queanbeyan residents as these two projects offered additional

benefits to residents. All other link and intersection works were apportioned to GOG, SJ, HQJ and DEV only, as they were being constructed to repair disbenefits to existing Queanbeyan users produced by these developments.

The following table details the volumes and relative proportion of the combined flows from each development along each of the improvement links.

2031 Improvement Link Flows (AMP+PMP)						
Location	GOG	SJ	HQJ	DEV	QUE	Total
4L Old Cooma (Googong to ELP)	4404	297	51	365		5117
4L Old Cooma (ELP to Southbar)	2514	169	16	260		2959
4L Monaro (Alkinson to Bridge)	144	258	303	296		1001
2L ELP Ext (Jerrabomberra – Old Cooma)	1004	513	53	127	701	2398
2L Ellerton Extension	868	41	97	91	249	1346
Location	GOG	SJ	HQJ	DEV	QUE	Total
4L Old Cooma (Googong to ELP)	86%	6%	1%	7%		100%
4L Old Cooma (ELP to Southbar)	85%	6%	1%	9%		100%
4L Monaro (Alkinson to Bridge)	14%	26%	30%	30%		100%
2L ELP Ext (Jerrabomberra – Old Cooma)	42%	21%	2%	5%	29%	100%
2L Ellerton Extension	64%	3%	7%	7%	18%	100%

As indicated earlier, both the 2L Ellerton Extension and the Edwin Land Parkway Extension improvements have been apportioned to include a contribution from existing Queanbeyan residents. These new improvements are being implemented as a result of congestion and Level of Service issues elsewhere in the network. As these proposed roads have also been included in Council planning maps for many years, the apportionment of costs is therefore being calculated differently.

These links will provide a potential benefit to the existing Queanbeyan residents and QCC considers it reasonable to include the flow from existing residents in calculating the apportionment of cost.

The following table details the volumes and relative proportion of the combined flows from each development through each of the improvement intersections.

2031 Improvement Intersection Flows (AMP+PMP)						
Location	GOG	SJ	HQJ	DEV	QUE	Total
Cooma/ELP	4386	513	111	423		5433
Tompsitt/ELP/Jerrabomberra	823	1879	13	103		2818
Tompsitt/New Link	738	2564	40	91		3433
Cooma/Rutledge/Lowe	798	32	42	186		1058
Cooma/Fergus	1243	24	37	236		1540
Cooma/Thornton/Barracks Flat	2484	128	21	391		3024
Lanyon/Southbar	624	1095	160	249		2128
Lanyon/Canberra	861	847	200	429		2337
Monaro/Atkinson	157	259	407	715		1538
Monaro/Yass/Bungendore	880	228	911	839		2858
Yass/Aurora	594	39	390	575		1598
Farrer / Cameron					2611	2611
Lanyon / Tompsitt					3834	3834
Location	GOG	SJ	HQJ	DEV	QUE	Total
Cooma/ELP	81%	9%	2%	8%		100%
Tompsitt/ELP/Jerrabomberra	29%	67%	0%	4%		100%
Tompsitt/New Link	21%	75%	1%	3%		100%
Cooma/Rutledge/Lowe	75%	3%	4%	18%		100%
Cooma/Fergus	81%	2%	2%	15%		100%
Cooma/Thornton/Barracks Flat	82%	4%	1%	13%		100%
Lanyon/Southbar	29%	51%	8%	12%		100%
Lanyon/Canberra	37%	36%	9%	18%		100%
Monaro/Atkinson	10%	17%	26%	46%		100%
Monaro/Yass/Bungendore	31%	8%	32%	29%		100%
Yass/Aurora	37%	2%	24%	36%		100%
Farrer / Cameron					100%	100%
Lanyon / Tompsitt					100%	100%

An initial analysis was undertaken to determine a simple timing of the improvements. This analysis involved creating the expected 2021 land use for Queanbeyan and ACT based on available details of development construction rates. The 2006-2021 increase in households, jobs, cars and population was estimated from data provided and used to create AM and PM Peak models of traffic in Queanbeyan in 2021.

The poor levels of service shown in some areas indicate where improvements need to be implemented by 2021 and therefore cannot wait until 2031. The following tables indicate the likely construction timing of each of the proposed improvement works.

Link Improvement Timing		
Location	By 2021	By 2031
4L Old Cooma (Googong to ELP)		✓
4L Old Cooma (ELP to Southbar)		✓
4L Monaro (Alkinson to Bridge)	✓	
2L ELP Extension (Jerrabomberra – Old Cooma)	✓	
2L Ellerton Extension	✓	

Intersection Improvement Timing		
Location	By 2021	By 2031
Cooma/ELP	✓	
Tomsitt/ELP/Jerrabomberra		✓
Tomsitt/New Link		✓
Cooma/Rutledge/Lowe		✓
Cooma/Fergus		✓
Cooma/Thornton/Barracks Flat		✓
Lanyon/Southbar		✓
Lanyon/Canberra	✓	
Monaro/Atkinson	✓	
Monaro/Yass/Bungendore		✓
Yass/Aurora		✓
Farrer / Cameron	✓	
Lanyon / Tomsitt	✓	

2. INTRODUCTION

The purpose of this report is to identify and measure the improvements needed to the 2031 network to return it to a similar Level of Service to that currently provided in the 2009 network.

One of the objectives of the Queanbeyan Transportation Plan study was to identify when and where transport network improvements should occur in the Queanbeyan transport network between 2006 and 2031. An earlier reports detailed the current 2009 transport deficiencies and the future 2031 deficiencies. These will be briefly summarised in this report but for a full and detailed view of both current and projected deficiencies please refer to the "**Queanbeyan Current Situation Transport Report – June 2008**" and the "**Queanbeyan Future Transport Report Stage 1 – June 2008**".

3. PURPOSE OF THIS REPORT

In 2008 Queanbeyan Council commissioned Gabites Porter to create a transportation model of the Queanbeyan LGA based on the 2006 Census Land Use and traffic flows. This model has been used to analyse the current transport situation in Queanbeyan as well as analyse, test and optimise a number of 2031 future land use and infrastructure scenarios.

A Technical Working Group comprising representatives from Queanbeyan City Council, Roads and Traffic Authority, Gabites Porter, Village Building Company and Canberra Investment Corporation was formed to identify network improvement works needed to address deficiencies in both the existing and future Queanbeyan road network. In addition, this group attempted to address the equitable division of developer contributions needed to address those deficiencies.

The maintenance of a suitable level of road network performance is vital to ensure the continued safe and efficient movement of people and goods throughout Queanbeyan. Degraded intersection and road operation results in bottle-necks to traffic movement. The flow-on effects of this is reduced road safety, significant travel delay, traffic diversion onto residential roads and the loss of local amenity. To maintain the prosperity of the local community, it is important to keep the Queanbeyan transportation network operating at a good level of efficiency.

This report highlights the methods used in this study and the results of the analysis on the Queanbeyan road network.

4. BACKGROUND

4.1 Summary of the Model

Table 1 provides a brief overview of the Googong and Tralee Traffic Study (2031) model.

Summary of the Googong and Tralee Traffic Study (2031) Model		Table 1
Element	Comment	
Geographic Coverage	The study area covered the entire Queanbeyan LGA area.	
Model Coverage	The model extends past the ACT / NSW boundary into ACT and includes all of Canberra. This extension was created so as to more properly model the interaction between the two cities.	
Periods	<p>Traffic for each of the peak period models is reported in hourly traffic volumes. The generation models have been calibrated separately for each time period. The Queanbeyan model comprises two discrete models covering an average weekday:</p> <ul style="list-style-type: none"> • Morning Peak: 0700 to 0900 (Hour reported: 0800-0900) • Evening Peak: 1600 to 1800 (Hour reported: 1700-1800) 	
Network Detail	The road network used is derived from a GIS representation of the road centrelines. There are around 5500 links and 2600 nodes in the Queanbeyan portion of the network and 16000 links and 7600 nodes in total within the model area.	
External Traffic	The model has been validated using available local and RTA counts at external points as close as possible to the study area boundary.	
Vehicle Types	Vehicle types used in the model include private cars, vans, as well as heavy (HCV) and light (LCV) commercial vehicles.	
Software Platform	The model has been developed using TRACKS, which is the proprietary land use and transport planning software developed, maintained and marketed by Transportation and Traffic Systems Ltd.	
Modelling Techniques	<p>This is a standard three-step model comprising vehicle driver trip generation, distribution and assignment. The current three steps are outlined below:</p> <ol style="list-style-type: none"> 1. <u>Private/internal Trip generation</u>. Private Trip productions are calculated from 20 Household Categories of 0, 1, 2+ employees by 0, 1, 2, 3+ cars calibrated directly from the Sydney HIS survey carried out in 1991/92 by the Transport Study Group (TSG). Trip Attractions and commercial vehicle generations are calculated from regression derived equations using the Australian and NZ Standard Classification major industry groups and again using HIS data. Existing land use data was obtained from the Australian Bureau of Statistics 2006 Census. 2. <u>Trip distribution</u>. Trip ends are formed into origin/destination matrices using a standard gravity model. A function of travel time is used for spatial separation. 3. <u>Assignment</u>. Assignment of trips to the network uses an incremental time slice process. This does not have the convergence issues associated with an equilibrium assignment, and permits intersection delays to be directly calculated during the assignment process. Intersection delays are calculated by movement using algorithms in ARR123 (SIDRA) and Tanner's queuing theory extended by Fisk and Tan, and later by Gabites Porter. 	

4.2 The Road Network

4.2.1 Base 2006 Road Network

The road network used in the study was obtained from QCC and ACT GIS systems and includes all roads within the Queanbeyan study area and all roads of Collector or higher status in the ACT. The road network for the entire model area is shown in **Figure 1**.

The network is a true representation of a road and distances are calculated directly from the co-ordinate data. All other components of network coding were prepared from visual inspection or from the Council's set of aerial photos, for example:

- Link lanes
- Link free flow speeds
- Approach controls
- Approach lanes

All roundabouts and priority intersections were coded into the network.

4.2.2 Base 2031 Road Network

The base future network was based upon the validation 2006 network but also included all works expected completed to the end of the year 2010. Additional changes and improvements were also made to the network based upon probable local road networks identified in Masterplans for major areas under development.

Under these criteria the following works were included in the 2031 Base network:

1. Major local network infrastructure for the Googong development area.
2. Major local network infrastructure for the South Tralee development area.
3. Simple major local network infrastructure for the North Tralee development area.
4. Four lane upgrade of Lanyon Dr from Tomsitt Dr to Monaro Hwy.
5. Construction of a roundabout at the Captains Flat / Kings Hwy intersection.
6. Construction of a flyover on Pialligo Ave at the Airport main entrance.

The Base 2031 road network for the Queanbeyan Study area is shown in **Figure 2**.

A number of Major Works Projects were included in the ACT part of the model to correctly reflect the changes expected to accommodate the increased ACT population. These upgrades included:

1. Four lane upgrade to the remaining two lane elements of the Monaro Hwy and Lanyon Dr.
2. Stage 2 of the GDE.
3. Widening of Parkes Way and Clunies Ross St with associated upgrade to the Barry Dr / Clunies Ross St intersection.

4. Four lane upgrade of Majura and Airport Rds with associated extension of Monaro Hwy over Pialligo Ave.
5. Upgrades of William Slim and Gundaroo Drives.
6. Four lane upgrade of Tharwa Drive from Johnson Drive south.
7. Widening of Monaro Hwy to three lanes in each direction for 2031.
8. Major capacity increases at the Melrose and Yamba intersections with Tuggeranong Parkway.
9. Numerous improvements to numerous signalised intersections.

4.3 Land Use

4.3.1 Households and Employment Changes

The 2006 Census land use information was used for the creation of the base 2006 network.

Household data was based on CCD ex 2006 ABS census data:

- Households (number occupied on census night)
- Average vehicles available/household
- Average number of employees/household

At the workplace location jobs have been identified and located using 2006 ABS census data placed according to the Transport Data Centre Zone system and using the Australian New Zealand Standard Industry Classifications (ANZSIC) Major Divisions for all full time + part time jobs (i.e. number of people employed):

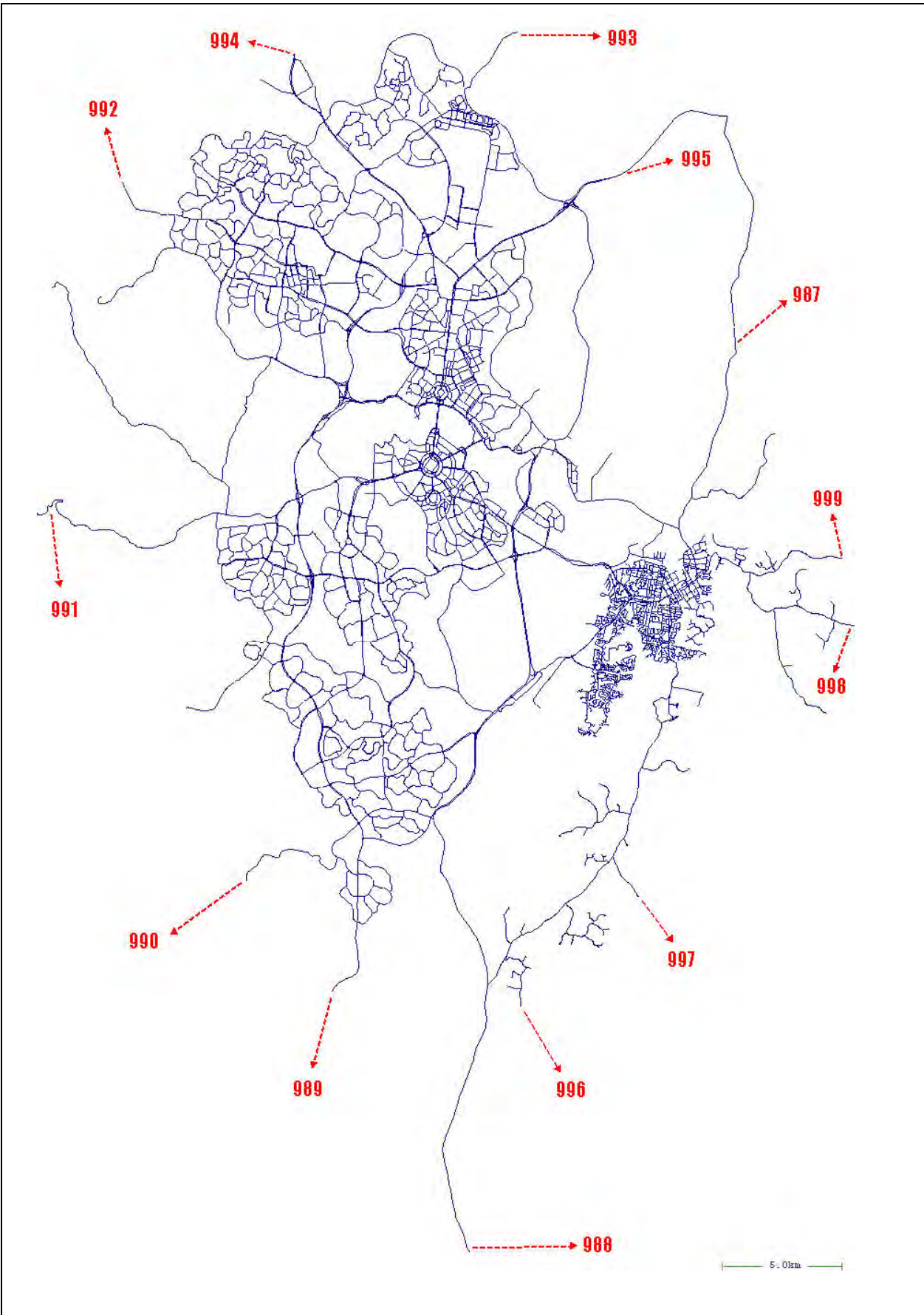
- Division C - Manufacturing
- Division F – Wholesale Trade
- Division G - Retail Trade
- Division K – Finance and Insurance
- Division O – (Health and) Community Services
- Total Jobs

Education school roll data was obtained from the rolls of private and public schools.

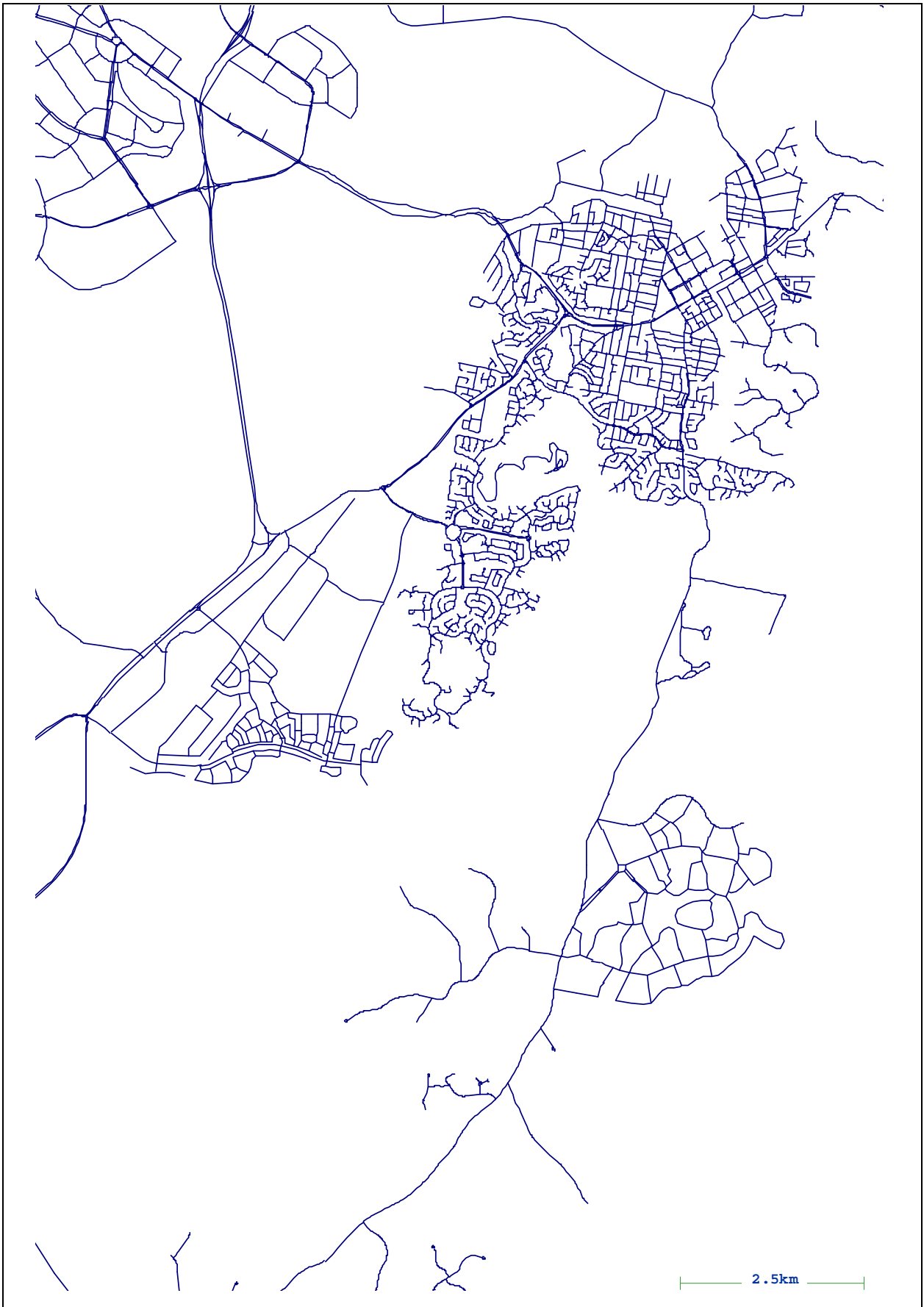
For household data the procedure followed was to extract the data at CCD level from the Census Community Profile, and then allocate each CCD to either a single model zone or multiple zones based on CCD size.

Understanding how land use activity changes over time is crucial to understanding how traffic will change. The CCD land use projections were based on the ACT and Queanbeyan City Council supplied data for changes in household construction and employment distribution from 2006-2031 and available details of the proposed housing release areas throughout the area.

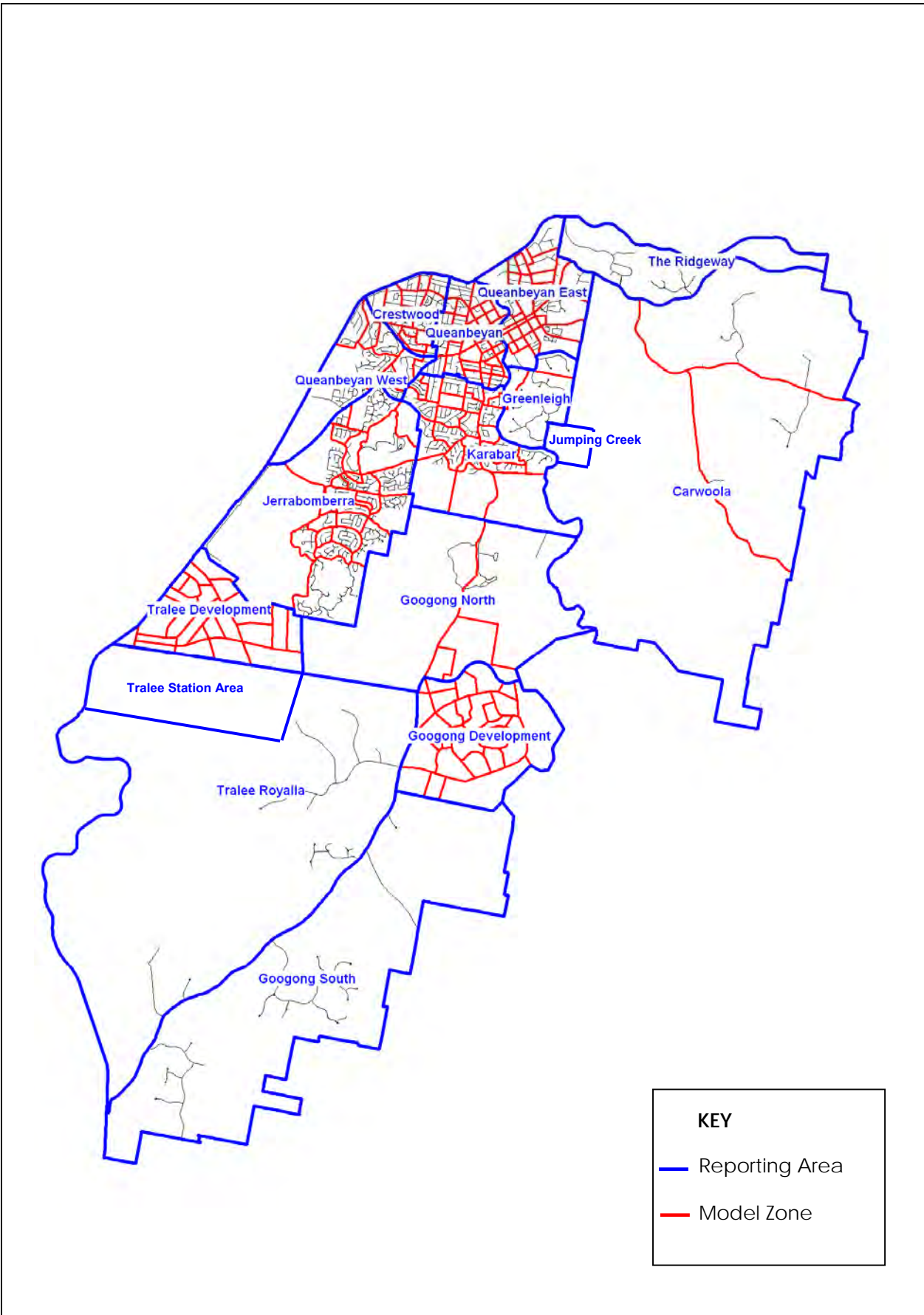
The 2031 future land use data was grouped into reporting areas for ease of distribution and understanding. These areas are shown in **Figure 3**.



Googong and Tralee Traffic Study (2031)	Road Network	Figure 1
Gabites Porter Consultants		



Googong and Tralee Traffic Study (2031)	2031 Queanbeyan Road Base Network with Development	Figure 2
Gabites Porter Consultants		



Googong and Tralee Traffic Study (2031)	Reporting Areas and Zones	Figure 3
Gabites Porter Consultants		

5. EXISTING 2009 NETWORK DEFICIENCIES

The level of traffic used in the 2009 modelling is calculated from land use data which focuses on Queanbeyan and includes the number of dwellings, vehicles, school rolls, employment and job distribution. All of this data has been extracted from the 2006 census data. A computer model of Queanbeyan has been created and tested against traffic counts and it replicates the economic and environmental conditions that exist in 2009.

The 2009 land use covers both the Queanbeyan and Canberra LGAs so that the interaction between the two areas can be correctly taken into account. The Queanbeyan study area however is bordered on the west and south by the ACT-NSW border and in the east as far as the Wanna Wanna Nature Reserve. The Queanbeyan study area of the model is divided into sub areas to form a zone system. The Queanbeyan study area consists of 255 zones but the total model consists of 999 zones representing Queanbeyan and the ACT.

5.1 2009 Land Use

The details of the 2009 model and the following existing network results are included in the “**Queanbeyan Current Situation Transport Report – June 2008**”.

A summary of the 2009 deficiency results follows.

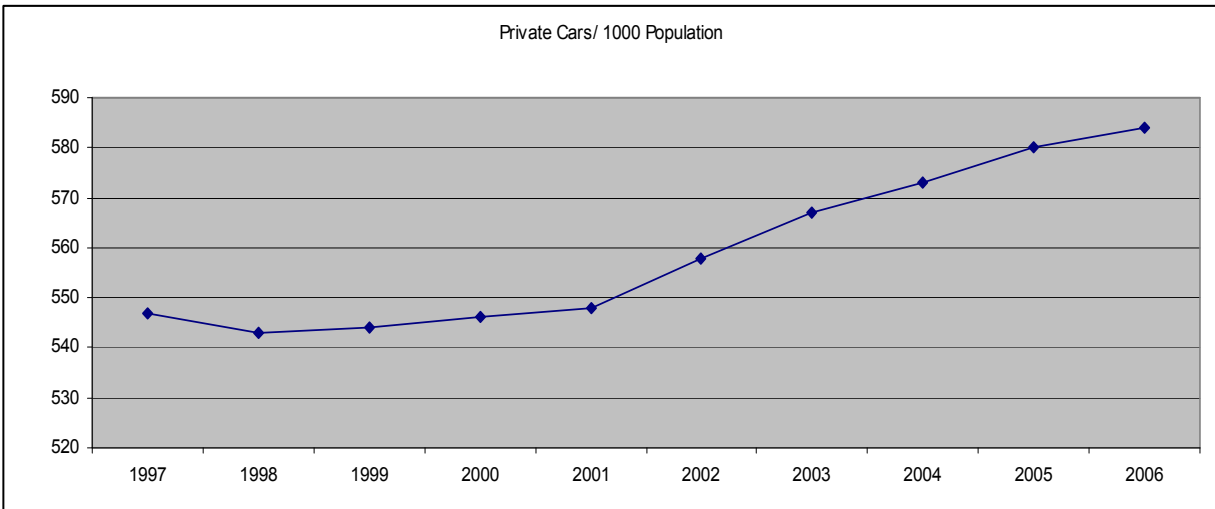
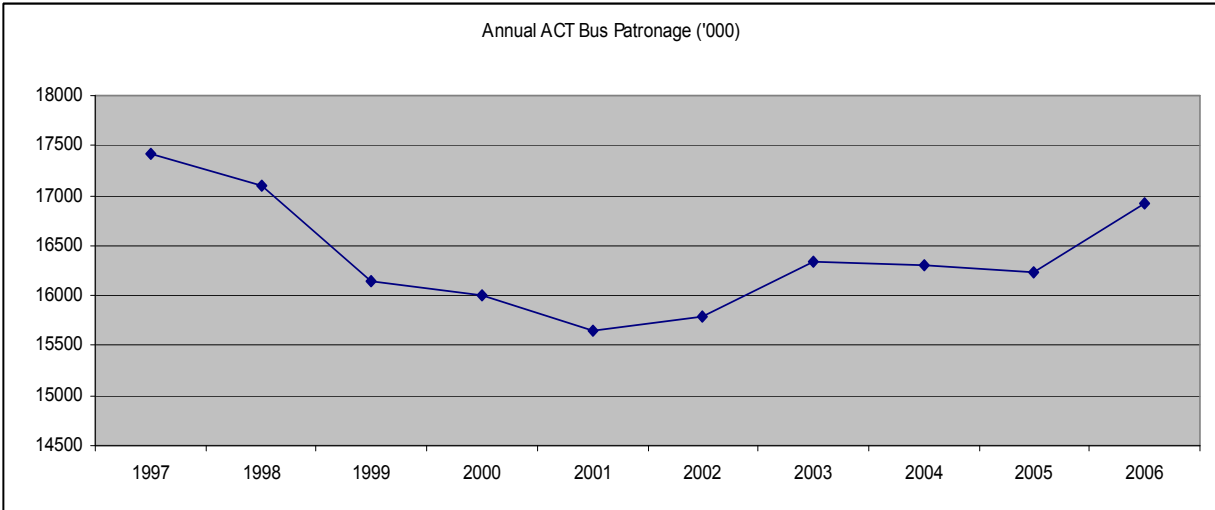
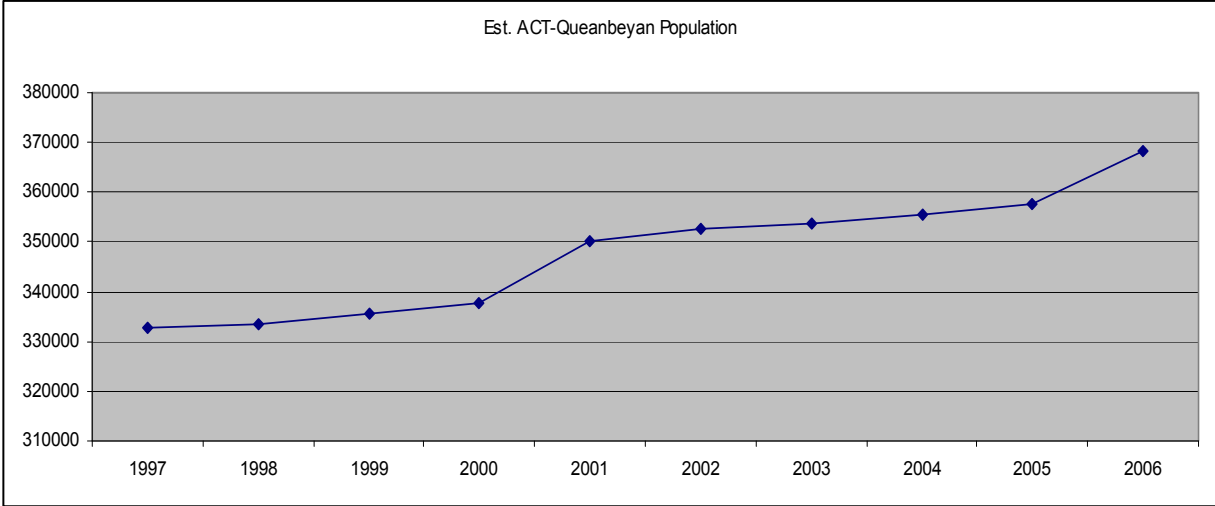
The road network used in the study was obtained from QCC and ACT GIS systems and includes all roads within Queanbeyan and all roads of Collector or higher status in the ACT. The modelled road network can be seen in **Figure 1**.

Table 2 summarises the land use used in the study areas.

2009 Model Land Use		Table 2
Land use	Queanbeyan Only	Total Queanbeyan and ACT
Households	14,131	134,652
Employees	19,072	192,318
<i>Employees per HH</i>	<i>1.350</i>	<i>1.428</i>
Vehicles	22,365	211,049
<i>Vehicles per HH</i>	<i>1.583</i>	<i>1.567</i>
Primary School Roll	2,645	29,034
Secondary School Roll	1,415	35,036
Tertiary Roll	300	38,350
Retail Jobs	2,120	22,401
Finance Jobs	1,848	22,378
Community Jobs	1,658	20,083
Manufacturing Jobs	2,532	22,765
Other Jobs	1,422	95,822
Total Jobs	9,610	183,255

The 2009 environment, upon which the model is based, shows that the population of the ACT-Queanbeyan area is increasing along with car ownership. However, the rate of increase in car ownership appears to be decreasing while bus patronage, in the ACT for people with activity there, appears to be increasing from a low in 2001.

The following charts give an indication of the 2006 environment upon which the Queanbeyan model is based and how it relates to the decade preceding it.



The 2006 Census indicates that 6.4% of people with employment in the ACT use some form of public transport. However, the same data indicates that only 1.0% of people with employment in Queanbeyan use public transport. Public transport services in Queanbeyan are therefore underutilised.

The operational efficiency of public transport during Morning Peak period has been analysed and whilst service coverage and travel time are generally very good the service frequency and hours of operation are lagging behind.

5.2 2009 Network Operation

The modelled traffic results shown in **Table 3** show how the network performs in the AM and PM peak periods.

2009 Model Traffic Indicators		Table 3
Traffic Activity Indicator	Queanbeyan Study Area	ACT-Queanbeyan Model Area
2006 - Morning Peak		
Vehicle Kilometres (km)	66,616	981,940
Link Vehicle Minutes (min)	68,800	988,010
Link Mean Running Speed (kph)	58.1	59.6
Vehicles subject to Intersection Delay	151,119	1,321,127
Total Vehicle Intersection Delay (min)	16,628	374,548
Intersection Delay per Vehicle (sec)	6.6	17.0
Total Vehicle Trips	13,956	124,549
Network Total Vehicle Minutes (min)	85,428	1,362,558
Network Mean Network Speed (kph)	46.8	43.2
Average Trip Distance (km)	7.92	7.92
Average Trip Time (min)	10.54	10.54
2006 - Evening Peak		
Vehicle Kilometres (km)	72,993	1,010,122
Link Vehicle Minutes (min)	76,348	994,741
Link Mean Running Speed (kph)	57.4	60.9
Vehicles subject to Intersection Delay	174,178	1,372,531
Total Vehicle Intersection Delay (min)	18,809	347,822
Intersection Delay per Vehicle (sec)	6.5	15.2
Total Vehicle Trips	15,649	130,843
Network Total Vehicle Minutes (min)	95,157	1,342,563
Network Mean Network Speed (kph)	46.0	45.1
Average Trip Distance (km)	7.73	7.73
Average Trip Time (min)	10.05	10.05

Modelling of the Queanbeyan road network revealed relatively few significant deficiencies in 2009. The majority of problem intersections and roads occur outside Queanbeyan in the ACT. These deficiencies are generally reported as reductions in Level of Service

Level of Service (LOS) is a subjective measure of the way in which a network is operating. It is a concept developed by US engineers and has been generally adopted internationally. It is being used in this study to measure the performance of both roads and intersections. LOS is reported as the average over the entire peak hour

and may therefore be better than the absolute worst LOS that occurs for small periods during the hour.

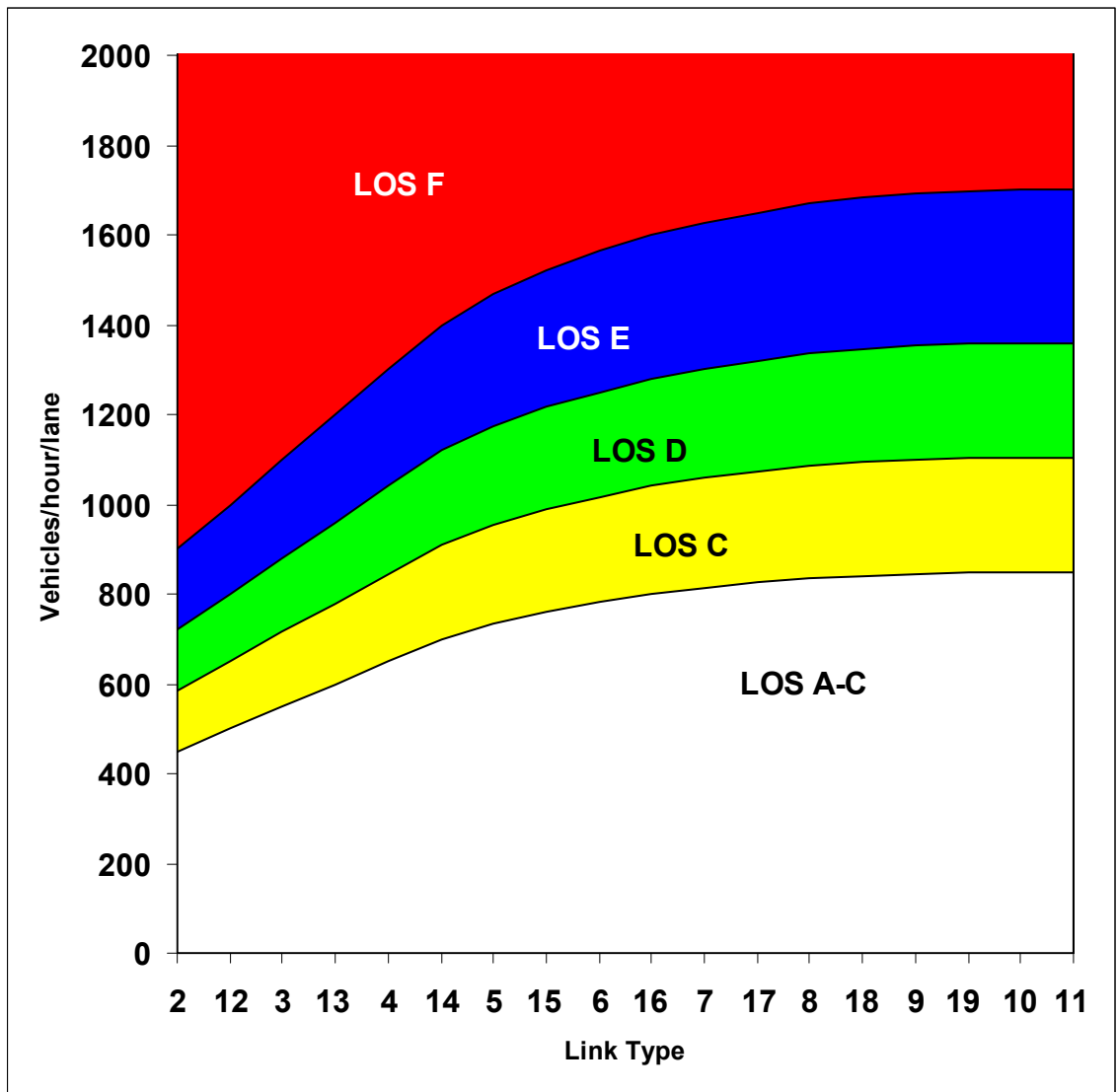
This study focuses on LOS F, E and D with particular attention paid to the two worst conditions of LOS F and E. **Table 4** describes the conditions that can occur for each level of service.

Level of Service Indicators				Table 4	
LOS	AustRoads Description	HCM LOS criteria			
		Link (vehicles per hour)	Intersection (average delay/veh)		
			Priority	Signal/Rotary	
LOS F	Forced flow. The amount of traffic approaching a point exceeds that which can pass it. Flow break-downs occur, and queuing and delays occur.	In excess of 900-1700 depending on link type	50 sec	80 sec	
LOS E	Traffic volumes are at or close to <i>capacity and there is virtually no freedom</i> to select desired speed and to manoeuvre within the traffic stream. Flow is unstable and <i>minor disturbances within the traffic stream will cause break-downs in operation.</i>	Between 720-1360 depending on link type	35 sec	55 sec	
LOS D	Approaching unstable flow where <i>all drivers are severely restricted</i> in their freedom to select desired speed and to manoeuvre within the traffic stream. The general level of <i>comfort and convenience is poor</i> and small increases in traffic flow will cause operational problems.	Between 585-1105 depending on link type	25 sec	35 sec	

Figure 4 shows how Link LOS varies depending on link type. It shows that the higher the vehicle volume and the lower the free speed the worse the LOS becomes. Link types are defined as follows:

- Link type 1 equates to road speeds of 10km/hr
- Link type 2 and 12 equate to road speeds of 20km/hr and 25km/hr
- Link type 3 and 13 equate to road speeds of 30km/hr and 35km/hr
- Link type 4 and 14 equate to road speeds of 40km/hr and 45km/hr
- Link type 5 and 15 equate to road speeds of 50km/hr and 55km/hr
- Link type 6 and 16 equate to road speeds of 60km/hr and 65km/hr
- Link type 7 and 17 equate to road speeds of 70km/hr and 75km/hr
- Link type 8 and 18 equate to road speeds of 80km/hr and 85km/hr
- Link type 9 and 19 equate to road speeds of 90km/hr and 95km/hr
- Link type 10 and 11 equate to road speeds of 100km/hr and 110km/hr
- Link type 20 equates to road speeds of 105km/hr

This present day Level of Service provides a measure by which future network performance and deficiencies can be assessed given knowledge and experience of current conditions.



Link Type 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 110

LOS BAND (Veh/Lane/Hour)	LINK TYPE																	
	2	12	3	13	4	14	5	15	6	16	7	17	8	18	9	19	10	11
LOS C	450	500	550	600	650	700	734	760	782	760	814	825	835	841	846	849	850	850
LOS D	585	650	715	780	845	910	954	988	1016	988	1058	1073	1085	1093	1100	1104	1105	1105
LOS E	720	800	880	960	1040	1120	1175	1216	1250	1216	1302	1320	1335	1346	1354	1358	1360	1360
LOS F	900	1000	1100	1200	1300	1400	1467	1520	1563	1520	1627	1650	1669	1682	1692	1698	1700	1700

Googong and Tralee
Traffic Study (2031)
Gabites Porter Consultants

HCM Link LOS Criteria
(Vehicles per Lane per Hour)

Figure 4

The figures in **Appendix 1 – 2009 Base Scenario** show the existing 2009 AM and PM peak period modelled traffic volumes and the operational LOS. The parts of Queanbeyan under most stress are centred on the Tomsitt Dr / Lanyon Dr roundabout, Tomsitt Dr / Jerrabomberra Dr Roundabout and the Canberra Ave / Lanyon Dr roundabout with some approaches suffering LOS D. Queens Bridge also drops to LOS D in the PM Peak.

It must be remembered that these results are the average results for each peak hour and that short periods within each hour may operate at levels of service worse than the average.

6. 2031 NATURAL GROWTH ANALYSIS

To determine how the 2031 network will be operating in the future and therefore what improvement works are needed to maintain the current network efficiency, the study had to firstly determine what growth will naturally occur and secondly what additional growth will occur as a result of developments.

The expected growth in Queanbeyan traffic between 2006 and 2031 comes from a number of sources, namely:

- Growth in Queanbeyan households
- Growth in Queanbeyan car ownership
- Growth in ACT households
- Growth in ACT car ownership
- Development outside the immediate area

Natural growth (things beyond the scope of Section 94 contributions) comes from a combination of growth in ACT households/car ownership, Queanbeyan car ownership and the construction of additional households that do not require contributions to be made. No other housing development is included in this part of the analysis.

For the purposes of this study, QCC staff have indicated that 30 Queanbeyan infill housing sites form part of the natural growth as they can be built on as of right.

The Queanbeyan analysis of natural growth included the expected 2031 ACT housing and employment, the 2031 expected change in Queanbeyan car ownership and the additional 30 infill households. This use was modelled on the 2031 base network that included planned Queanbeyan and ACT infrastructure changes.

At this stage no large scale housing developments are included in the analysis. This therefore creates a 2031 future base condition to which later development impacts can be compared. Additional future network deficiencies as a result of developments can be readily highlighted and developer contributions apportioned.

6.1 2031 Natural Growth Network Operation

The figures in **Appendix 2 – 2031 Do Minimum – Natural Growth** show the 2031 Future AMP and PMP modelled traffic volumes and levels of service as a result of this natural growth.

Clearly, the only area of the network that is expected to need attention is the Lanyon/Tomsitt intersection (LOS E). This intersection improvement is required as a result of expected natural growth in Queanbeyan and therefore is the responsibility of the QCC.

The Monaro/Cameron intersection may need attention with respect to right turning vehicles from Cameron.

7. 2031 DEVELOPMENT GROWTH ANALYSIS

7.1 2031 Full Development Land Use

Having determined how the Queanbeyan network will be operating in 2031 after natural growth, the study also needed to take into account the additional residential developments that will occur in various areas. These developments are known as “green field” developments as they will be constructed in areas where little or no existing infrastructure exists. In addition to these green field developments, additional infill housing throughout the existing Queanbeyan urban area has been included.

The Headquarters Joint Operations Command (HQJOC) establishment has also been included in the analysis as the daily employment related flows to and from HQJOC are substantial and have an impact on the central Queanbeyan network.

The additional housing developments and their sizes used in the full 2031 analysis are shown in **Table 5**.

Proposed 2031 Housing Development		Table 5
Reporting Area	Households	
Additional Queanbeyan Infill	785	
The Ridgeway	3	
Rural Tralee	131	
Carwoola	89	
Greenleigh	3	
Tralee Development	1924	
Googong Development	5550	
Rural Googong	93	
Tralee Station Area	941	
Jerrabomberra SE	1820	
Jumping Creek	300	
Total	11639	

Table 6 and **Table 7** are summaries of the 2006 and 2031 land use data used in the model.

Queanbeyan Land Use Change 2006-2031				Table 6
Land Use Categories	Description of Land Use Categories	Code	2006	2031
Residential	Total Households	(HH)	14,131	25,956
	Employees per HH		1.35	1.36
	Total Population		35,972	68,970
Employment	Retail Trade	RET	2,120	3,526
	Finance	FIN	1,848	2,412
	Community	COM	1,658	2,449
	Manufacturing	MAN	2,532	4,576
	Other	OTH	1,422	3,305
	Total Jobs	TOT	9,610	16,268
Education	Primary rolls	PRI	2,645	5,451
	Secondary School rolls	SCH	1,415	4,344
	Tertiary rolls	TER	300	300
Vehicles	Total Vehicles		22,365	46,880
	Vehicles per Household		1.583	1.808

ACT/Queanbeyan Model Land Use Change 2006-2031				Table 7
Land Use Categories	Description of Land Use Categories	Code	2006	2031
Residential	Total Households	(HH)	134,652	186,468
	Employees per HH		1.428	1.435
	Total Population		356,632	498,740
Employment	Retail Trade	RET	22,401	41,139
	Finance	FIN	22,378	37,075
	Community	COM	20,083	28,999
	Manufacturing	MAN	22,765	22,288
	Other	OTH	95,822	128,637
	Total Jobs	TOT	183,255	257,051
Education	Primary rolls	PRI	29,034	33,506
	Secondary School rolls	SCH	35,036	33,734
	Tertiary rolls	TER	38,350	55,570
Vehicles	Total Vehicles		211,049	328,124
	Vehicles per Household		1.567	1.760

Figure 5 and **Figure 6** show graphically the changes in Queanbeyan land use used in the model between 2006 and 2031 as a result of natural growth and additional housing development. **Figure 7** and **Figure 8** show graphically the changes in land use for the entire ACT/Queanbeyan area used in the model for 2006 and 2031.

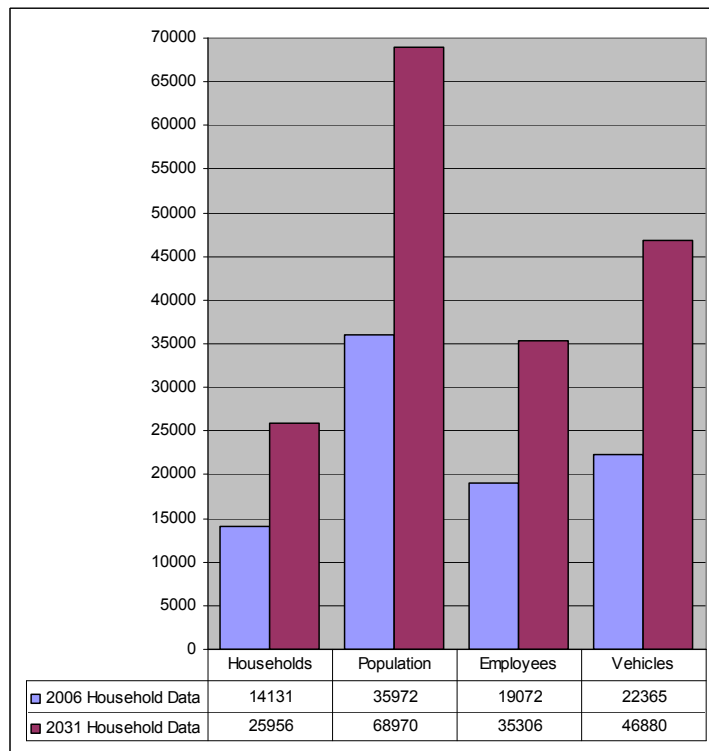


Figure 5

Changes In Queanbeyan Household Composition 2006-2031

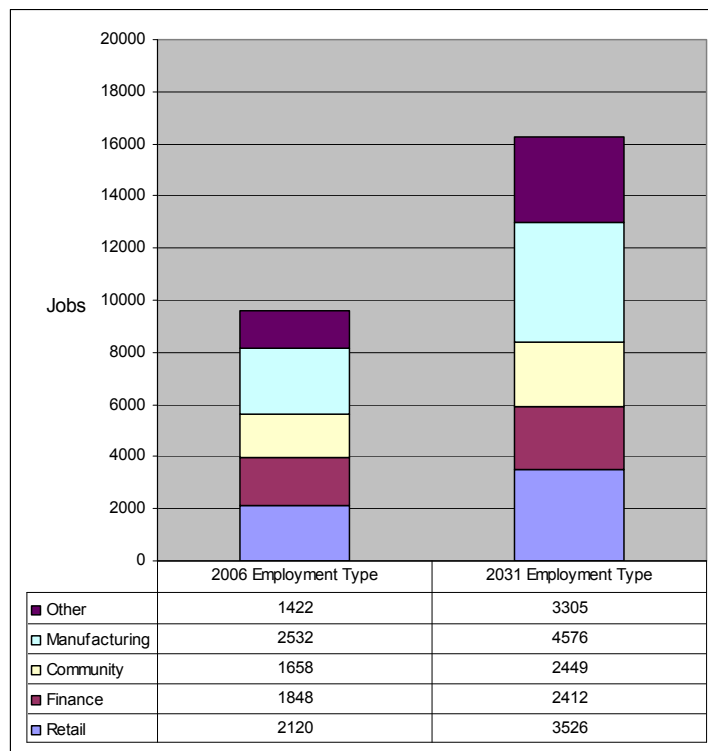


Figure 6

Changes In Queanbeyan Employment Composition 2006-2031

The number of households and their size will increase approximately 85% over the next 25 years. Vehicle ownership will however increase by approximately 110% as a result of more vehicles being available to new households.

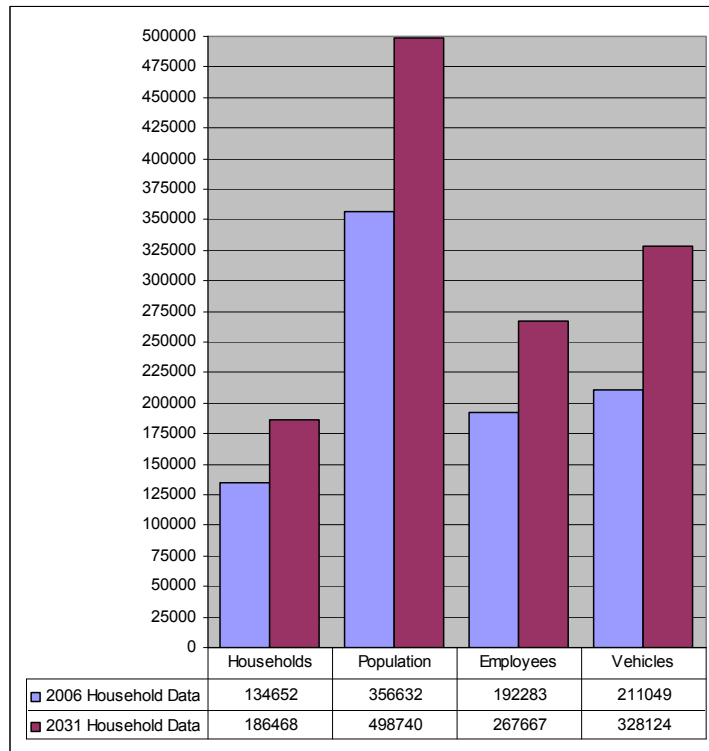


Figure 7

Changes In All ACT/Queanbeyan Household Composition 2006-2031

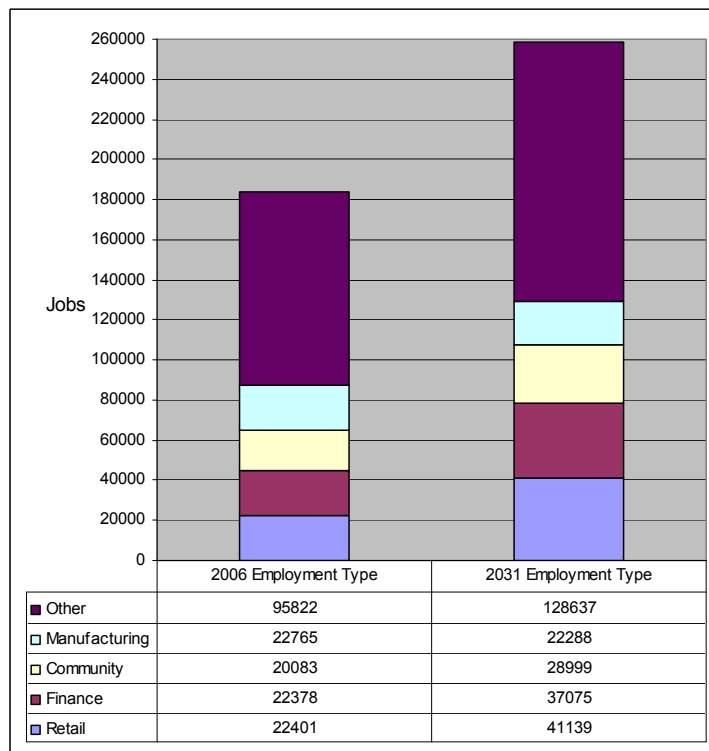


Figure 8

Changes In All ACT/Queanbeyan Employment Composition 2006-2031

7.2 Vehicles per household

The standard projection model assumes there would be an increase in global vehicles/1000 population for the foreseeable future. The 2006 Census rate was recorded for the ACT/Queanbeyan area at 584 vehicles per 1000 population.

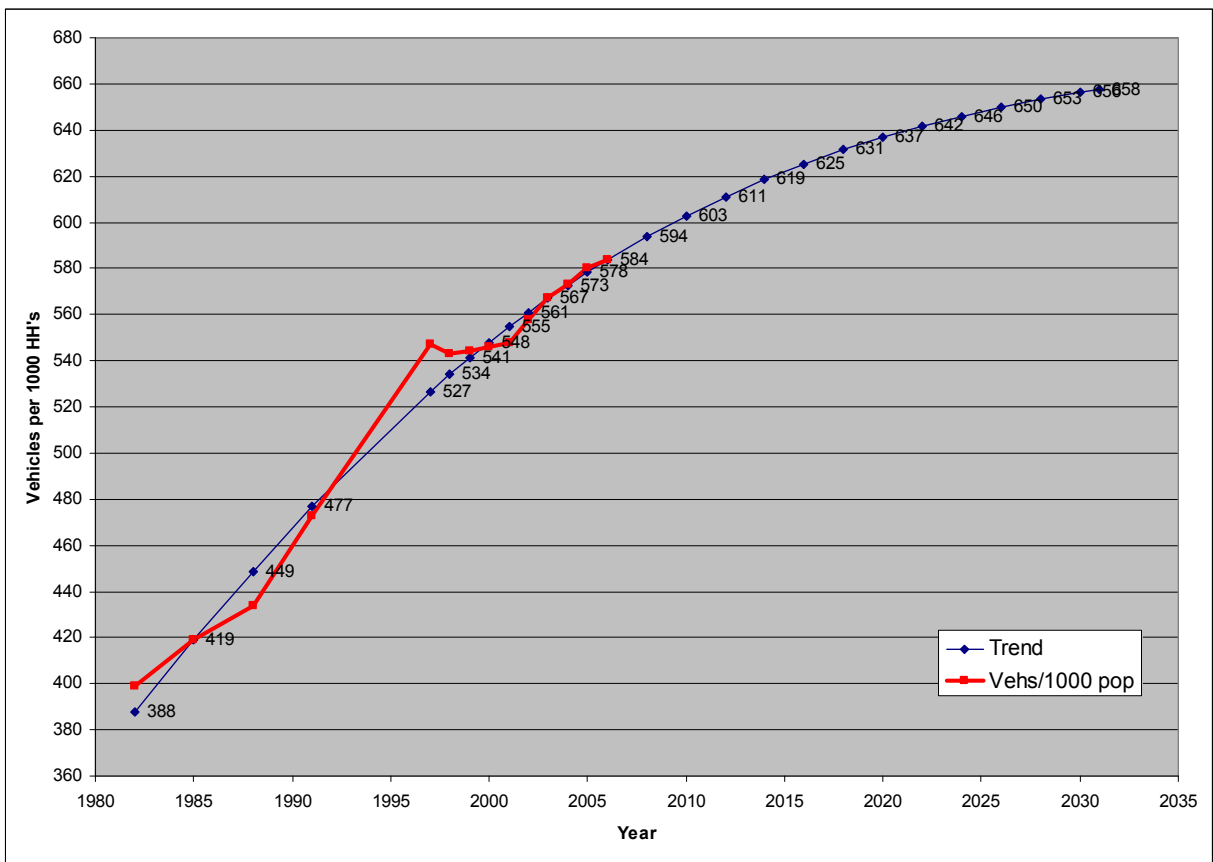
However, the determination of the level of future household car availability is dependent on many factors:

- Price of vehicles
- Price of fuel
- Use of hybrid vehicles
- Use of alternative fuels
- More fuel efficiency
- The change in ownership from large fuel inefficient vehicles to smaller fuel efficient vehicles.
- Availability of alternative means of transport

Rather than assume a simple linear growth in car availability an analysis was undertaken of the historic change in car availability in the ACT/Queanbeyan area. **Figure 9** shows the historic change in vehicle availability of the ACT/Queanbeyan area and the projected future change in vehicle availability based on a reducing rate of increasing car ownership. The plot expresses availability in the form of vehicles per 1000 population and is asymptotic to 680 vehicles per 1000 population.

The corresponding number of vehicles per household has been calculated based on household and population projections for 2016 and 2026 and are shown in **Table 8**.

ACT/Queanbeyan Projections of Vehicle/People Ratios		Table 8
	2006	2031
Vehicles	211,049	328,124
Vehs/1000 Pop	584	658
Vehs/HH	1.567	1.760



Googong and Tralee Traffic Study (2031)	Change in Vehicle Availability	Figure 9
Gabites Porter Consultants		

7.3 2031 Full Development Network Operation

Adding the additional development to the natural growth results in a significant increase in vehicle flow throughout Queanbeyan. This increased flow results in an increase in travel throughout the network and a corresponding increase in delay along roads and through intersections.

The modelled traffic results shown in **Table 9** show how the 2031 future network is expected to perform in the AM and PM peak periods without any improvements.

2031 Base Queanbeyan Traffic Activity Indicators			Table 9
Traffic Activity Indicator	Morning Peak		
	2006	2031 Base	% Difference
Vehicle Kilometres (km)	73,692	152,010	+106%
Link Vehicle Minutes (min)	74,726	171,850	+130%
Link Mean Running Speed (kph)	59.2	53.1	-10%
Vehicles subject to Intersection Delay	156,608	263,945	+69%
Total Vehicle Intersection Delay (min)	17,086	48,782	+186%
Intersection Delay per Delayed Vehicle (sec)	6.5	11.1	+71%
Total Vehicle Trips	13,956	28,538	+104%
Network Total Vehicle Minutes (min)	91,811	220,632	+140%
Network Mean Network Speed (kph)	48.2	41.3	-14%
Average Trip Distance (km)	7.92	7.93	+0%
Average Trip Time (min)	10.54	13.21	+25%
	Evening Peak		
	2006	2031 Base	% Difference
Vehicle Kilometres (km)	80,001	160,570	+101%
Link Vehicle Minutes (min)	81,724	182,773	+124%
Link Mean Running Speed (kph)	58.7	52.7	-10%
Vehicles subject to Intersection Delay	176,835	300,836	+70%
Total Vehicle Intersection Delay (min)	19,028	60,952	+220%
Intersection Delay per Delayed Vehicle (sec)	6.5	12.2	+88%
Total Vehicle Trips	15,649	29,251	+87%
Network Total Vehicle Minutes (min)	100,752	243,726	+142%
Network Mean Network Speed (kph)	47.6	39.5	-17%
Average Trip Distance (km)	7.73	7.49	-3%
Average Trip Time (min)	10.05	11.80	+17%

These results indicate that Queanbeyan will experience significant increases in vehicle kilometres travelled and total trips. The increase in travel causes increases in delay at intersections and slowing travel along routes. A significant 220% increase in total intersection delay will occur during the PMP as more vehicles are being delayed with PMP average delay is expected to be nearly than 12 seconds.

The mean link speed is still expected to be over 53kph in the AMP and PMP. The incidence of intersection delay only drops the mean operating speed from 48kph down to 41kph in the AMP and 39kph in the PMP.

Modelling of the 2031 future road network with this additional traffic shows that there will be a significant degradation in the level of service of a number of intersections and roads throughout Queanbeyan. The figures in **Appendix 3 – 2031 Base Network** show the traffic volumes expected and the operational level of service for the future 2031 AM and PM peak periods.

Clearly, the parts of Queanbeyan under most stress are as follows:

- Old Cooma Rd from the Googong development to Southbar Rd
- Cooma St from Southbar to Rutledge
- Queens Bridge
- Parts of Yass Rd
- Numerous intersections along Lanyon Dr, Canberra Ave, Bungendore Rd, Cooma St and Southbar Rd are all expected to experience a significant degrading in level of service (E and F) during both peak traffic periods.

8. REQUIRED NETWORK IMPROVEMENTS

8.1 2031 Network Improvements

The Technical Working Group proposed a number of road and intersection improvements to offset the possible network deficiencies as a result of the developments. Many of these improvements were proposed to directly improve a specific road or intersection, **Appendix 3**, suffering from a poor level of service. However, several new routes were also proposed as a means of creating additional capacity in certain areas and thereby relieving areas of congestion.

Inherent in this analysis is the policy of not having any part of the Queanbeyan network operating at worse than LOS D in 2031. This policy comes from the Technical Working Group's belief that since the current network is operating at LOS D or better, so should the future network after additional development.

This level of service allows for some general degradation of the overall network without significant localised increases in delay. It also allows some movements at intersections to operate at a worse level of service so long as the overall level of service was maintained at LOS D or better.

A number of intersection and link improvements were proposed to remove the areas of the 2031 future network that were operating at LOS E or F so that LOS D was maintained throughout the Queanbeyan network.

The major Queanbeyan improvements proposed for analysis are shown in **Table 10**.

2031 Major Network Improvements		Table 10
Links	4L Old Cooma (Googong – Edwin Land Parkway)	
	4L Old Cooma (Edwin Land Parkway – Southbar)	
	4L Monaro St (Atkinson – Queens Bridge)	
	2L Edwin Land Parkway Extension (Jerrabomberra – Old Cooma)	
	2L Ellerton Extension (Ellerton – Edwin Land Parkway)	
	2L Dunns Creek (Old Cooma – Monaro)	
	2L Northern Bypass (Bungendore - Yass - Canberra)	
Intersections	Old Cooma / Edwin Land Parkway	
	Tomsitt / Edwin Land Parkway / Jerrabomberra	
	Tomsitt / Jerrabomberra New Link	
	Cooma / Rutledge / Lowe	
	Cooma / Fergus	
	Cooma / Thornton / Barracks Flat	
	Lanyon / Southbar	
	Lanyon / Canberra	
	Bungendore / Yass	
	Bungendore / Atkinson	
	Yass / Aurora	

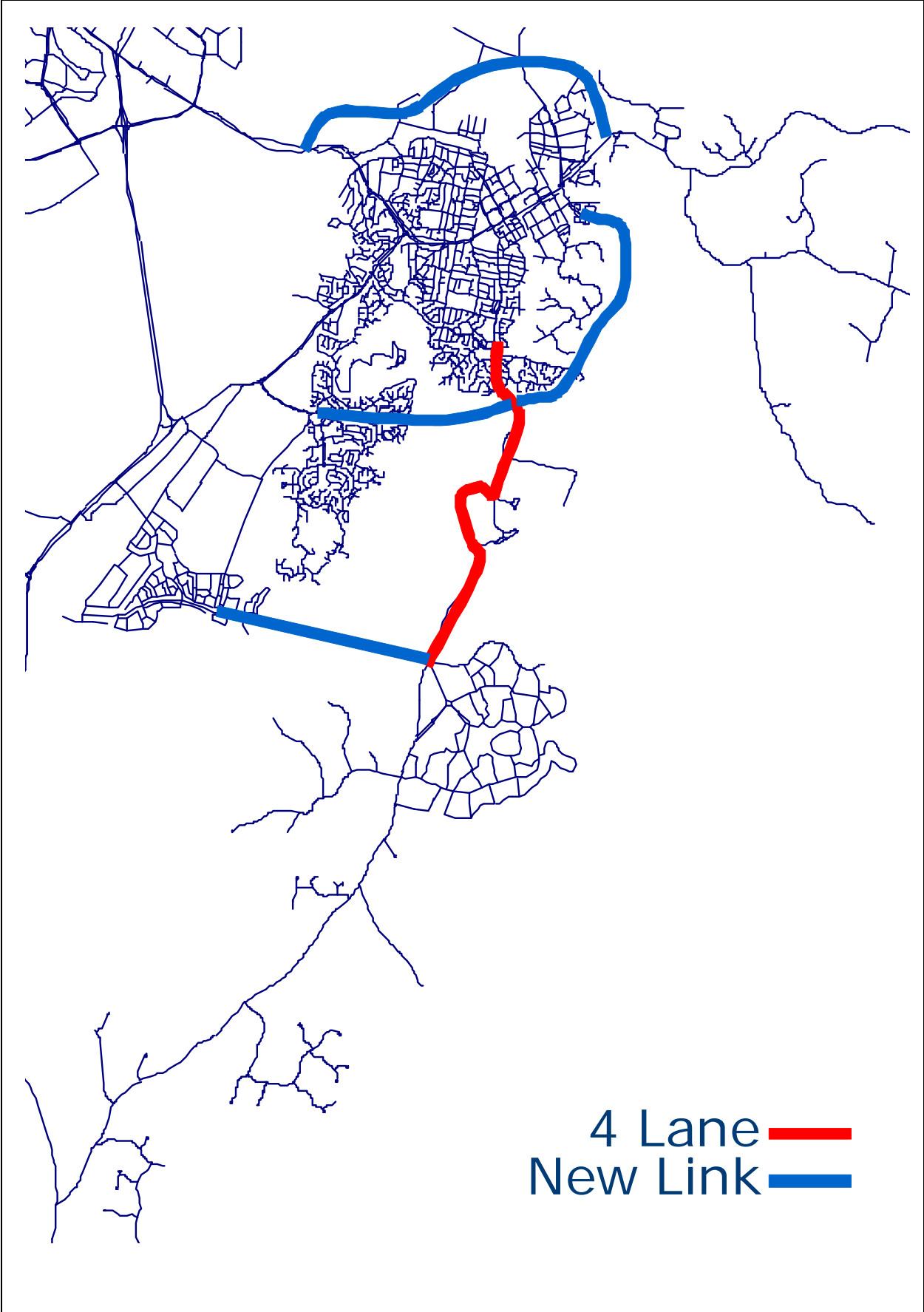
Numerous additional small changes to minor intersections were also looked at to reduce delay on some low volume movements.

8.2 2031 Network Improvement Options

Initially the above major link improvements were combined into 12 project options which included any combination of the above improvements in order to assess the relative benefits of the works. **Table 11** shows the link improvements included in each of the 12 options.

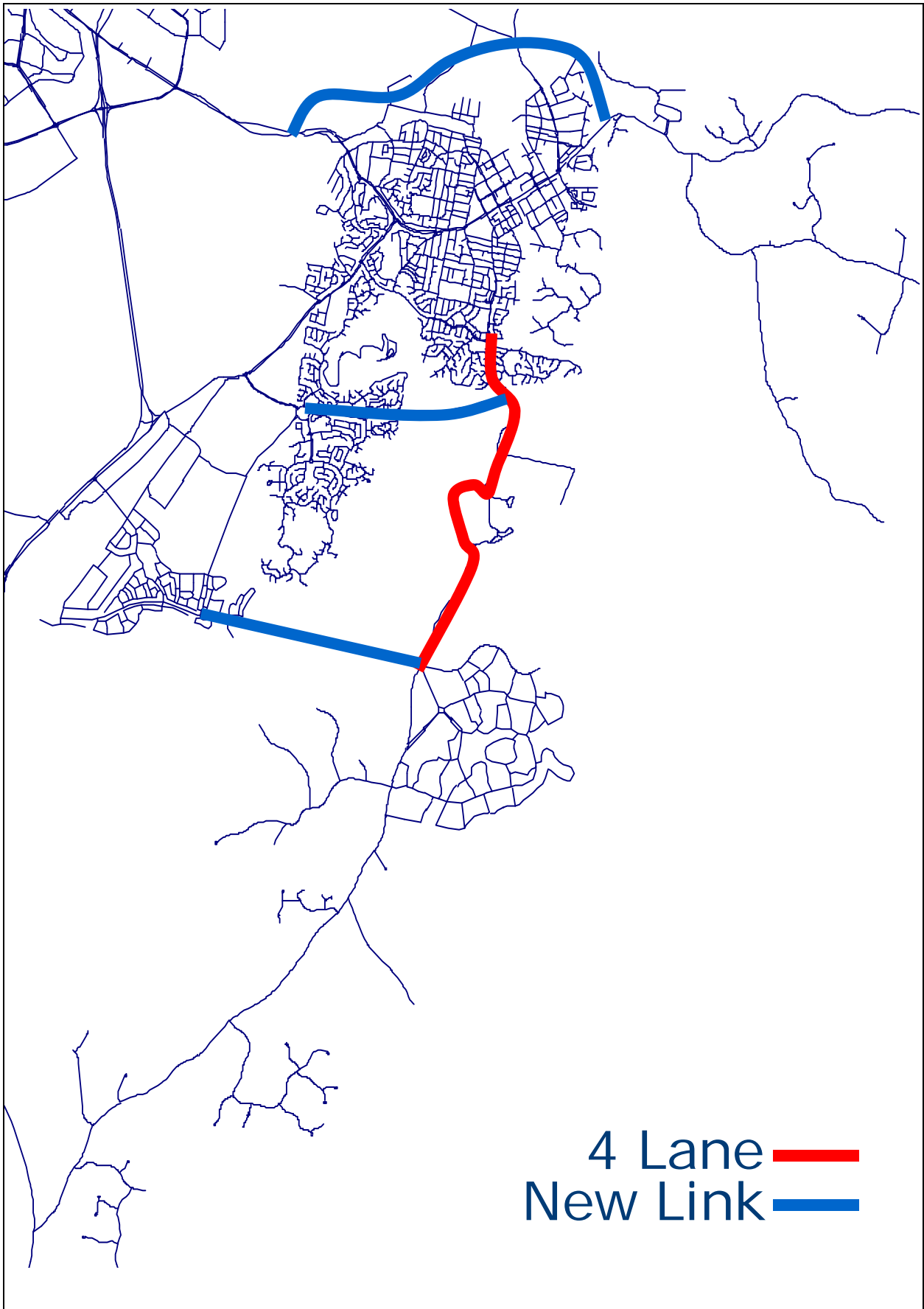
Initial Project Options							Table 11
Option	4 Lane Old Cooma Road	2 Lane ELP Extension	4 Lane ELP Extension	2 Lane Ellerton Extension	2 Lane Dunns Creek	4 Lane Dunns Creek	2 Lane Northern Bypass
001	✓	✓		✓	✓		✓
002	✓	✓			✓		✓
003	✓	✓		✓	✓		
004	✓	✓					✓
005	✓	✓		✓			
CIC 1A		✓					
CIC 1B	✓		✓				
CIC 2		✓			✓		
CIC 3		✓		✓			
CIC 4		✓		✓	✓		
VBC 5		✓		✓		✓	
VBC 6	✓	✓		✓		✓	

These project options are shown in **Figure 10** to **Figure 21**.

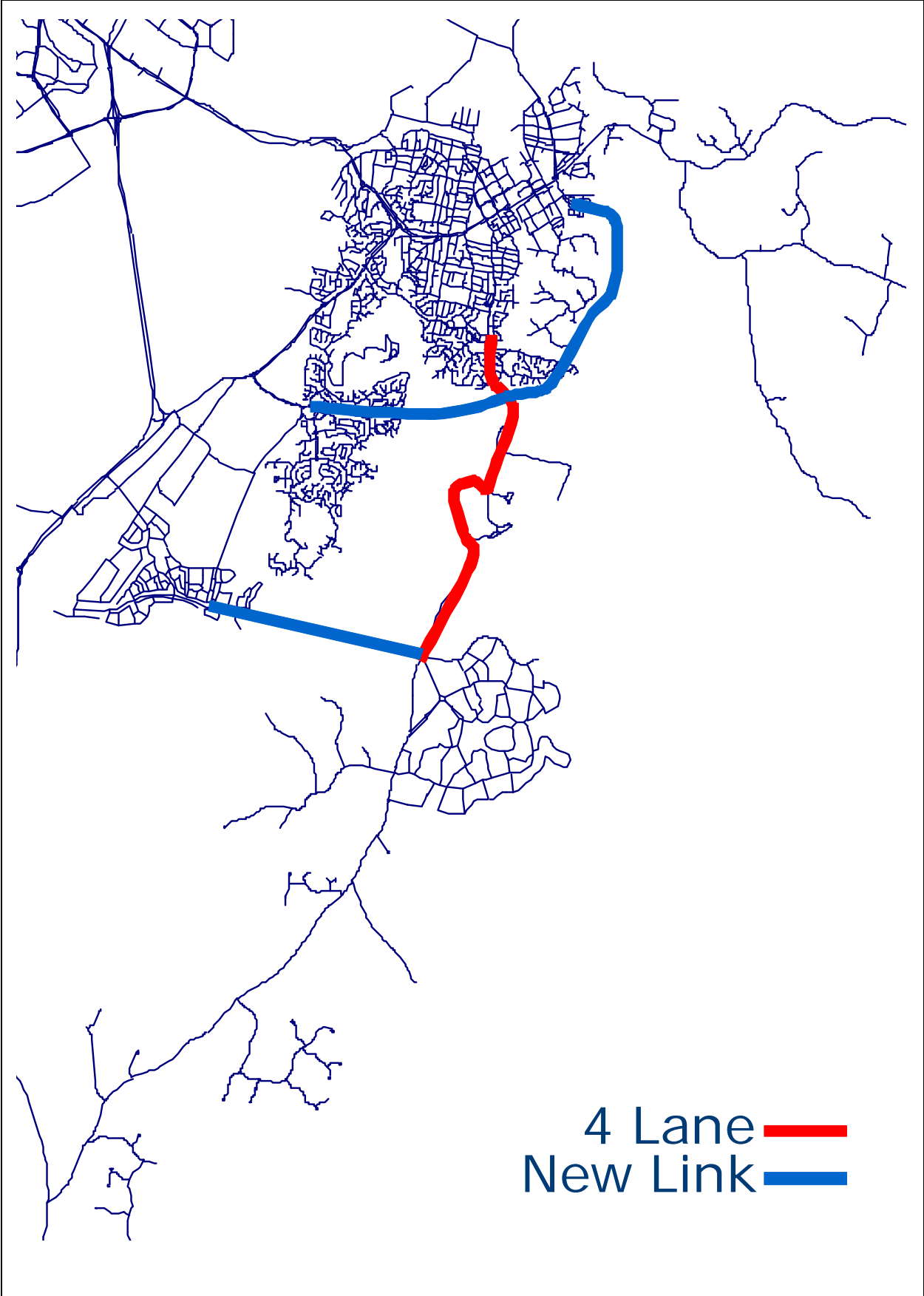


4 Lane —
 New Link —

Googong and Tralee Traffic Study (2031)	2031 Proposed Project Option Improvement 001	Figure 10
Gabites Porter Consultants		



Googong and Tralee Traffic Study (2031)	2031 Proposed Project Option Improvement 002	Figure 11
Gabites Porter Consultants		



Googong and Tralee Traffic Study (2031)	2031 Proposed Project Option Improvement 003	Figure 12
Gabites Porter Consultants		