



Jerrabomberra Residents Association Inc.

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Mr Gary Chapman
General Manager
Queanbeyan City Council
PO Box
QUEANBEYAN NSW 2620

Dear Mr Chapman,

The Jerrabomberra Residents' Association (JRA) is pleased to provide you with our submission on the draft Queanbeyan Local Environmental Plan (Googong) 2007 and the Local Environmental Study.

Please do not hesitate to contact me should you require further information.

Yours sincerely,

Ms Margot Sachse
JRA President

14 February 2008

Thank you for the opportunity to make this submission. When preparing it, the JRA has considered the following matters:

Key Googong development data

- Googong will be more than twice the size, in both the number of lots and population, of Jerrabomberra when fully developed. Based on a commencement date of 2009, this is estimated to be 2024.
- Googong will be the equivalent size of Jerrabomberra, in terms of the number of lots and population, by the seventh year of development.
- The traffic study shows Googong residents will have the same traffic requirements as Jerrabomberra residents with 70 per cent of traffic traveling to Canberra daily.
- Googong is affected by aircraft noise by flights below 7000ft.

Roads

Sequencing of studies

The NSW Department of Planning Review of the *Queanbeyan Residential and Economic Strategy 2031* recommended

“prior to any rezoning for Googong, Tralee South, Environa and Poplars being finalised the Council is to develop a transport strategy to service the new residential and employment lands at South Jerrabomberra and Googong. The Transport strategy shall specifically address the need and timing of Dunns Creek Arterial (including reservation of the corridor), Edwin Land Parkway, Old Cooma Road re-alignment and upgrades to Lanyon, Tompsitt and Tharwa roads. This shall ensure that the funding and timing of road and transport infrastructure is linked to specified thresholds of residential lot releases.”

The JRA understands Council is undertaking this traffic study of Dunns Creek Road and the outcomes will be available shortly. However the JRA is concerned the timing of the release of Googong’s transport network LES is out of sequence with Council work on the broader transport strategy for the region.

We believe the broader transport study should have been completed first.

The study should also be reflected in the LES, providing the community with transparency and certainty on the construction time of such critical infrastructure.

Queanbeyan City Council estimates Dunns Creek Road will cost approximately \$36 million and would be funded by the developments at Googong and South Jerrabomberra. It is nonsensical the sequencing of the regional transport study and the LES is out of alignment.

Edwin Land Parkway

The JRA is opposed to making Edwin Land Parkway a four-lane road to handle the majority of traffic from Googong to Lanyon Drive/Monaro Highway to access the ACT. The LES engineering study highlights 70 per cent of the Googong population will use this road to access the ACT.

With Googong being equivalent to Jerrabomberra within seven years of construction and more than twice the size of Jerrabomberra when completed, the proposal the majority of Googong traffic should be funneled though Jerrabomberra is a totally unacceptable burden on our community.

Funding is secured and planning underway for the construction of the extension of the Edwin Land Parkway from Jerrabomberra through to Old Cooma Road. While the proposed extension of Edwin Land Parkway will provide residents with another route in and out of Jerrabomberra, it will also act in segregating our community facilities. The school, post office and community centre will be on one side, and the main shops, medical centre and petrol station on the other. In order to ensure residents have a safe access to the shopping centre and community facilities, Edwin Land Parkway must remain a local suburban road and not become a highway.

Homes were purchased and built in Jerrabomberra as they were part of a peaceful community, where families could be raised. Our community will be done a great disservice if Edwin Land Parkway effectively becomes part of the Monaro Highway. While early plans presented to prospective residents of Jerrabomberra depict the proposed Parkway as a major road, they did not suggest the introduction of a multi lane highway or a Queanbeyan by-pass. The traffic impact on Jerrabomberra will be extreme unless an alternative around Jerrabomberra (ie Dunns Creek Road) is determined. Ultimately any plan to transfer heavy vehicle traffic from Monaro Street, Queanbeyan or Cooma Road, Googong to the Edwin Land Parkway is not the solution to Queanbeyan's traffic problems. It merely transfers the problem to Jerrabomberra.

The LES highlights 'the potential implications for existing residents will need to be taken into account'. Recommendations from the NSW Planning Departments review of the Queanbeyan Residential and Economic Strategy 2031 also highlight the fact Council needs to consider existing residents when determining transport options for this area. At a February 2007 meeting in Sydney to discuss Queanbeyan Land Development attended by, among others, the NSW Minister for Planning Hon Frank Sartor and Mayor of Queanbeyan Frank Pangallo, Mr Sartor emphasised that "even though the plans for a Bypass may have been on the plans for 30 to 40 years, Queanbeyan has now out grown these plans". It is critical Council fully consider the needs of both new and existing residents when determining transport options and routes for the new releases and the related traffic issues on the existing road network.

The completion of the Edwin Land Parkway extension will provide residents from Karabar and Googong with access to the Jerrabomberra Shopping Village. This will continue until Googong has its own large supermarket. It took a decade of development and population growth at Jerrabomberra to entice one of the larger grocery stores to open in our area. CIC's own projections suggest it could be up to 12 years before Googong warrants the same investment. The JRA is concerned the access and parking arrangements at Jerrabomberra Shopping Village are currently inadequate to cope with current Jerrabomberra traffic, let alone a doubling or more of patronage.

Dunns Creek Road

The JRA strongly supports the construction of Dunns Creek Road.

The JRA believes this road is a critical piece of transport infrastructure for the region and ensures traffic from Googong will not be funneled through Jerrabomberra. With the Edwin

Land Parkway connection to Cooma Road now funded, Jerrabomberra will soon feel the effects of increased traffic noise and traffic congestion. This reinforces the critical need for Dunns Creek Road.

The JRA believes construction of this road must be a development condition for the developers of Googong. It is the JRA's position Dunns Creek Road be constructed no later than the seventh year of development of Googong. This will provide certainty about the easing of severe traffic congestion on Edwin Land Parkway, Tompsitt Drive and Lanyon Drive, and the impact of severe traffic noise.

The LES by Northrop Engineers supports the JRA position and highlights the need for the construction of Dunns Creek Road. While the LES indicates the route selection may impact on environmentally sensitive areas and wildlife corridors, these concerns can be resolved as demonstrated by the planning measures undertaken by Council for the Edwin Land Parkway extension.

Impact on other roads in the region

The LES highlights the Googong development will significantly increase traffic congestion on Southbar Road, Lanyon Drive, the Monaro Highway and Canberra Avenue. While the focus of this study says the solution is Edwin Land Parkway and Dunns Creek Road, it fails to offer any solutions for the increased traffic congestion on Lanyon Drive, Monaro Highway and Canberra Avenue.

The partial duplication of Lanyon Drive is expected to commence soon and while this will alleviate current congestion, it will not handle the proposed traffic volumes from Googong. Specifically, the JRA are concerned the Lanyon Drive (Tharwa Road) intersection with the Monaro Highway – post upgrade will also be inadequate for the proposed volume of traffic, even by year seven of the development.

Types of Housing at Googong

The report from Northrop Engineers states Googong will have denser housing than is typical in Queanbeyan and Jerrabomberra. Queanbeyan has 65 per cent separate houses and 14 per cent semi-detached, row, townhouse or terrace housing. The developers of Googong are proposing 33.5 per cent separate houses and 57.9 per cent semi-detached, row, townhouses or terrace housing. These figures are so vastly different to those of Queanbeyan and Jerrabomberra that it is difficult to gauge the long term effects on infrastructure in the Queanbeyan Local Government Area. Nevertheless, it is concerning and should be investigated.

Cycle paths

The JRA supports the construction of a cycle path linking Bicentennial Drive in Jerrabomberra with the Googong Development. We recommend a sealed multi-use path that can be used by cyclists and a broad section of the community, including walkers, prams and strollers, and runners.

Aircraft noise

The LES clearly shows the Googong development is subject to aircraft noise and there will be a need to re-direct flights below 7000ft and extend the noise abatement zone. The JRA also notes that in previous community consultation the Canberra Airport has made these suggestions. However, Airport Managing Director Stephen Byron continues to state

Googong is “unaffected by aircraft noise” (*The Hub* Issue #43 January 2008) when this is not the case.

As part of the preliminary draft of the Canberra Airport 2008 Master Plan, the airport showcases their plans to construct a parallel runway at Canberra Airport. This is expected to be located about 1kilometre to the east of the current runway. While this proposal will have dire consequences on Jerrabomberra, it will also impact dramatically on Googong and needs to be included in the current LEP.