

JERRABOMBERRA RESIDENT'S ASSOCIATION INC
MINUTES
COMMITTEE MEETING 19 AUGUST 2009

1. PRESENT

L.Edwards, B.Brown, D.Hope, I.Flath, D.Gordon, C.Rees, J.Dillon, P.Henry, K.Howatson, R.Pymont, D.Plant, J.Lee, M.Croxford, B.Hal, K.Whitehead, D.Battye, V.Armstrong, C.Pearson, M.Sachse, Cr. T. Overall, Cr. P. Bray

2. APOLOGIES

T.Rynne, M.Furner, J.Hawkins

3. WELCOME

JRA President, Margot Sachse, welcomed everyone to the meeting and thanked Mayor Tim Overall for being tonight's guest speaker. It was also acknowledged that Cr. Peter Bray was in attendance and Margot welcomed him also. Margot then presented Mayor Overall with a panoramic picture of Jerrabomberra.

Standing Orders were suspended and Mayor, Tim Overall, addressed the meeting.

4. MAYOR, TIM OVERALL

Tim Overall advised that it is approaching 12 months since the new Council took office and looking back on the past year Council focussed on 5 main points.

The first area to be focussed on was to get the items on the agenda that were promised during the election campaign including a strategic review of sports fields and facilities, the Crawford Street Project, the riverfront café, the city of trees (10,000 trees initiative) over 2 council terms, a sustainability plan and carbon neutral plan for Council, a cycleway linking Queanbeyan, Jerrabomberra and the ACT and a review of the footpath plan.

The second focus has been looking at how Council does its planning and for the first time Council now has adopted a 10-year strategic plan to 2019. Included in that 10 year strategic plan is a 4-year delivery plan that will coincide with the 4-year election term of Council and a 1-year operational plan, previously known as the budget. Prior to this year, Council had a budgeting process that was only a 1-year focus with 2-year extrapolation of financial figures to get a 3-year view.

The Council has been impacted by 3 factors – firstly, the world financial crisis and the economic downturn had a big impact on Council's investment income and has wiped \$3m off the budget. Secondly, the first years operating performance of the 'Q' and the conference centre combined, possibly \$1m less income.

Thirdly, it has been positively impacted in a significant way by the Australian Council of Local Government initiatives from the Federal Government and the stimulus packages that have been handed out to Councils right across the country, so that's the plus.

The third focus has been on town planning with the revised Queanbeyan Economic and Residential Strategy. There was work that needed to be done, particularly in the second half of last year, to get that approved and this was approved, in principal, by Minister for Planning, Kristina Keneally, in December 2008. Also, part of that process requires a strategic traffic plan and submission to the Department of Planning.

The fourth focus has been on CBD revitalisation. The Draft CBD Masterplan is finally out for consultation. As part of that CBD revitalisation, Council called for expressions of interest for the Rutledge Street car park, adjoining the leagues club car park, and the Morisset Street car park and subsequently determined, having received a number of expressions of interest, to proceed with 2 of those proponents through the formalisation of Memoranda of Understanding which have gone out to the Hindmarsh Group in regards to the Morisset Street car park and the Tony Isaacs Group in regard to the Rutledge Street car park. These have been significantly impacted by the world financial crisis and economic downturn and Council is not pushing these at the present time and may take one or 2 years to come forward. The Morisset project was to include a mix of commercial and residential but not competing with the Rutledge proponents proposal which was more a discount store chain, a second supermarket, food court and mix of retail and cinemas. They are not dead by any means but how they proceed is yet to be determined.

The fifth focus has been on good governance aspects. Council did a complete review during the first few months of the new Council and the strategic roles of the various committees; Council have also established an internal audit committee and have also gone through the Department of Local Government Better Practice Review in the last 6 months which every council is going through and we've had a very positive response from that audit by the Department of Local Government who have been right through everything, looked at all our policies - are they in place? are they up to date? are they being complied with? that sort of process and that has been over the last 10 months so it has been a very busy time.

In regard to the operating budget, Tim Overall mentioned that Council have built initiatives into the budget and 4-year delivery plan which was highlighted as part of the election campaign referred to earlier and an estimated \$4.2m will be spent over the next 18 months on sports facilities upgrades right across Queanbeyan and Jerrabomberra. Other projects were sewerage treatment augmentation \$1.4m; water mains replacement \$1.2m; ELP construction, JCC car park, CBD improvements \$1.45m and roads resealing and stabilisation close to \$1m.

CBD Master Plan

The draft CBD master plan was on exhibition until the end of June 2009 and there have been approx. 7 or 8 submissions received. The consultants are reviewing the submissions in conjunction with council officers and they are also having another look at what is proposed for Crawford Street, between Morisset Street and Monaro Street, in regard to traffic flows and the impact that any changes in traffic flow will have on Crawford Street. It should come back to Council in October or November 2009.

The CBD Master Plan aims at a revitalisation of the town centre, beautification, particular treatments in regard to intersections and pedestrian walkways, more landscaping, beautification of the entry points and much stronger connections from the CBD to the riverfront. The actual master plan is for the greater CBD and extends to the riverfront and a proposed boardwalk along the river and an amphitheatre in Queen Elizabeth Park will hopefully bring the river and the town closer together.

The first stage is the Crawford Street project and is the worst part of the CBD in terms of appearance. Crawford Street, between Morisset Street and Monaro Street is currently 6 lanes of traffic (2 each way and car parking on either side) and the strategy is to reduce this down to 4 lanes (1 lane each way and car parking on either side) or maybe even one-way traffic. This strategy will maintain all the existing laneways, driveways and on-street parking, but make it a

vibrant pedestrian place and extend the footpaths for a more attractive mix of retail, cafes, restaurants, outdoor dining, grassed areas perhaps, trees, heritage lighting – a place people can go to enjoy themselves.

Comment: In relation to consultation on the master plan, it was really poorly done, particularly in Jerrabomberra where the consultation period happened during school hours – people were notified of it in the Chronicle, but that came out after the consultation had actually occurred and then it provided an opportunity to go to the library and view it and I did that and I found it very difficult to get anything other than where the trees were going to go.

Answer: It was badly done and I've discussed that with the General Manager – it was very poorly done especially the display at Riverside Plaza and little effort had been put into what was a major project.

Edwin Land Parkway

Question: The next big issue is the Edwin Land Parkway. Over a year ago now we were promised that the JRA were going to see the plans and the engineers were going to show us what they were doing and start the public consultation and then all the engineers got jobs elsewhere or had babies and we haven't heard anything since.

Answer: Yes, that certainly had some impact but where that's at is that the noise and environmental reports are due to be completed shortly. The plans and the reports will be placed on public exhibition for 30 days but Council actually anticipated that it would be done a lot earlier but further work was required on the Endangered and Threatened Species Act and noise attenuation requirements also impacted the study and I understand the design does include noise attenuation measures particularly in those areas that are closer to the existing residences with mounding and some structured sound barriers on top and also includes wildlife corridors and fencing. Now, as I understand it as explained to me, the process is that it requires a Part 5 sign-off, which is not a Department of Planning ministerial sign-off but is an approval that can be handled directly by the Council itself but requires the Director General of DEC's (Department of Environment and Conservation) consent and we don't expect there will be any difficulty there because of all the work that has gone into the environmental aspects. That should be completed around October or November, I am told by the council officers, and then it has to go through a tendering process. My concern is that it is going to run into the Christmas period but hopefully construction should commence by the end of this calendar year if not the first quarter of next year.

Question: So going back to community consultation, when do you expect the plans will be out to the community?

Answer: October, that's the best indication.

Question: So will there be a community meeting where people can explain to the community what is proposed?

Answer: That's the intention of the information session - there will be a presentation.

Question: Are you aware whether they have dealt with the issue of people crossing from The Park to the shops?

Answer: I don't know the details yet as I haven't seen the plans.

Question: Is there going to be a pedestrian way into Karabar along Edwin Land Parkway?

Margot's Answer: Yes, I believe when I was speaking with the engineers there will be a footpath through.

Question: Could you please give a brief explanation of what this extension is?

Answer: It is a 2-lane road, one lane each way, extending Edwin Land Parkway from where it currently ends now, through to Old Cooma Road. We received Commonwealth funding for that project from the previous government but as time goes by obviously these things get more expensive, which is a concern.

Question: Regarding the Edwin Land Parkway, I listened to your interview on ABC where you indicated that you believed that heavy vehicles weren't going to use that road (Edwin Land Parkway), particularly the ones from the quarry. Shortly after your interview finished I had to go into Queanbeyan and I went up through North Terrace onto Southbar Road only to find a Readymix truck coming off Lanyon Drive onto Southbar Road to take the shortcut through the suburbs to get to the quarry. So, what sort of guarantee can you give us, given that its an RTA road and not one that we can weight-load, that it won't become a heavy vehicle by-pass in the first instance before the Dunns Creek traffic study is done?

Answer: I can't give any guarantees at all.

Question: But you were committed, you were ready to give one

Answer: No, I wasn't, I never gave a guarantee. What I said on the radio was that a great majority of those quarry trucks head north to North Canberra. Now maybe there will be the occasional one heading south, I don't know, but I do know the great majority of them head north and they currently all come up Cooma Street, turn into Crawford Street and turn right into Monaro Street and then into Yass Road, some even head out towards Bungendore. There is going to be traffic, there are going to be trucks with the Googong development until such time as that's alleviated with the Dunns Creek Road.

Question: So what are the benefits of extending Edwin Land Parkway and joining up with Old Cooma Road?

Answer: Its been planned ever since Jerrabomberra, as I understand it, there has always been an issue about one access in and one access out in case of emergency and I think the other benefit is it's sensible town planning, because it links the communities of Jerrabomberra and Queanbeyan. A lot of Queanbeyan people who come out to Jerrabomberra on the weekends for sports would use that road. Also, 6,000 vehicles per day use the Carolyn Jackson/Morella Road and most of those cars shouldn't be going through suburban streets.

Statement: In relation to the cross-over from The Heights to The Park, I was contacted by Phil Hansen, from QCC, this week and I queried whether there would be over-passes or under-passes particularly for the kids going to the school from The Heights but I got the impression that it wasn't clear at this time.

Margot: That's certainly the most contentious issue that needs to be resolved before it comes out for community consultation.

Car Parks – Community Centre

Question: Do you have any idea when the community centre car park is going to be finished?

Answer: It is planned to be finished by mid September.

Village Shopping Centre

The big issue with the car park at the Village Shops is that Macquarie put some arrows down, put up a few 'no entry' signs but didn't erect a sign stating 'changed conditions' and also asked the JRA to put a blurb in the July Newsletter. Whoever designed which way the arrows went clearly

had never been to the shops and now people are totally disregarding these arrows, and it is really dangerous. The JRA have contacted Gary Merryweather, Queanbeyan Police superintendent, and he has advised that the police cannot enforce car parks and this is an unauthorised car park. We have had it out with Macquarie who wanted to wait for everyone to get used to the new traffic arrangements. The big question is why wasn't it gazetted and why didn't it go to the local traffic committee for a sign-off?

Answer: Council have a traffic committee made up of council officers, RTA, Police representatives and a Local Members representative, Brian Brown. Tim Overall stated that his understanding is, as advised by the director of engineering, that the layout of the car park had already been to the traffic committee and was returned to the centre manager with a request to alter the layout as there were some issues about it. Now these alterations have not come back to the traffic committee and in the meantime there have apparently been some changes to the shopping centre management and the un-approved plan, with a change of management, was applied to the car park without the knowledge of Council.

Margot advised that was completely wrong but Mayor Overall stated that was what he was told and is now working with the Management of the centre to amend the car park to comply with the traffic committees requirements.

Brian – in respect of this, it was eventually put on the agenda for the last traffic committee that was held on 4 August 2009 but it was only listed under General Business as no one bothered to put it on as an agenda item to look at it thoroughly. It was discussed but they couldn't find the original development application. I asked them that we need, from Council, an assurance that in its current state it is safe to leave, as is, until the next traffic committee meeting in 2 months time. Without that assurance that it's not safe in the 2 month period then the traffic committee need to meet immediately. I have sent an email to Derek Tooth and he is still yet to get back about that. If they don't deem it safe or give an assurance that it is safe then it has to go directly to the traffic committee as soon as possible.

ACTION: Tim Overall stated that he would take this matter up with Derek.

Footpaths

Question: Where is the Pedestrian And Mobility Plan (PAMP) at and when can we expect more footpaths constructed, as there was no money put aside in this current budget for any more footpaths to be built?

Answer: In 2007, in the lead-up to the Council elections, I received a lot of representations about footpaths and as a result of that I put a notice of motion up to the council of the day that a review of the PAMP was needed. There were representations, not only from Jerrabomberra residents, but also from a number of Queanbeyan residents, particularly around Karabar and some around the schools. Having had a look at the plan at that time, which was initially prepared in 2001, it was clear that there were new streets in Jerrabomberra, critical streets, without footpaths that weren't even in the 25-year plan. Waterfall Drive to Aspen Rise was scheduled for 2023/24 and from then on, nothing, because it wasn't planned at all; Halloran Drive to Allambee Place 2007/08 and then nothing beyond Allambee; Bicentennial Drive from Woodhill Link, nothing, so it needed to be updated and upgraded and that was my motion.

Where it's at now - the consultants called for submissions and they have been received and I also put in a submission in regard to the findings from my doorknock prior to the last election. The consultants conducted scientific inspections at the end of July and early August 2009, and they will be submitting their draft preliminary report to Council in the first week of September. Now

once Council have that Plan and it gets amended or adopted, it will form the basis of the annual budgeting and delivery plan for the future and what expenditure can be put in there.

There is no Section 94 money for footpaths. In the last 3 years \$294,000 has been spent on Jerrabomberra footpaths and the great majority of that was spent in the last financial year. This was because we had done none the previous year, but in Queanbeyan over the last 3 years, there has been nothing spent.

Margot stated that this \$294,000 was from Section 94 however Tim Overall didn't think it was but agreed to confirm this.

It was stressed that a footpath on Waterfall Drive was an urgent priority.

ACTION: Tim Overall to check if the \$294,000 was from Section 94 money.

Question: Is there anything in place for new developments to have a footpath plan incorporated into the design?

Answer: Yes, its part of the development to include footpaths and will be incorporated at Tralee and Googong.

Question: As there is no money in this financial year's budget for footpaths, when can we expect some money put into our footpaths?

Answer: 2010/2011 - there is no point in having a revised footpath construction plan and not implementing it.

Question: What is Council's policy on actually having the footpaths on major thoroughfares? Is it one side of the road, both sides of the road or do you just toss a coin or is it dependant on how much money you have in the bucket?

Answer: I can't be specific on what Councils policies are in regard to footpaths but my understanding is that it is one side of the street.

Question: Can you find out and let us know?

Answer: Yes, I will.

ACTION: Tim Overall to clarify Council's policy in regard to footpaths.

Big Ticket Item for Jerrabomberra

Question: There is a lot of money being spent on the CBD improvements in Queanbeyan but what is the big ticket item for Jerrabomberra? And will the community be consulted on it?

Answer: I don't want to sound clever but the Crawford Street upgrade is a big ticket item for the whole community so it's not just for Queanbeyan residents and excludes Jerrabomberra. To let you know where that's at – the matter will be coming forward at the next Council meeting on Wednesday next week for the Council to appoint design consultants to take that whole process forward. The Crawford Street redevelopment consultation process involves the community as well as business and property owners in Crawford Street able to have input and come up with a concept design.

I guess the other big ticket items are the Edwin Land Parkway extension, the community centre car park which I think is costing around \$490,000 and \$1.1m in Section 94 money for community facilities for Jerrabomberra which was intended for the Jerrabomberra Community Centre (JCC) extensions which have not proceeded.

Statement: The Edwin Land Parkway has been on the plans for ages and we know its coming and the community centre car park is just about done but I think what Margot is trying to get at is what's the big ticket item for Jerrabomberra? We know that there is a lot for Tralee and Googong happening, especially Tralee, which is going to affect us in a big way but what's going

to happen out here in The Poplars? We had Mike Kelly out here a while ago and he said he would like the council to come forward to him and give him ideas of what the council thinks is a priority out here in Jerrabomberra. We had a meeting with Village Building Company (VBC) and we had a whole range of people from different sporting clubs, Scouts, Probus, Rotary all discussing things that could be built in The Poplars as far as infrastructure. Is the Council going to move reasonably quickly in getting something decided on what we can start, what we can put to Mike Kelly, what we can put to the State Government and to the developers as well to get money off them and get something going here? We did put that forward as we thought it was one of the short-comings of the Management planning processes that it was silent on that.

We will, more than likely, have an election next year and one thing the JRA have found is that it is a prime time, in a marginal seat, to get funds and we would like the Council to be ready to go in a similar way when Federal money came through and Council had the plans for that sports centre in Queanbeyan ready to go. We want something similar here in Jerrabomberra so when and if this money is possible, they can just produce the plans and be ready to go.

Our letter back from Council said Council believes that it is not necessary to develop plans for community land in the soon to be developed Poplars area at this point in time. That was really disappointing as it means that we don't have something that we can say 'here you go' that was the disappointing part of the response back.

What we would like is a commitment from you to get something like that under way reasonably soon, if you can do that.

Answer: Yes, I will take that on board but certainly I will be looking forward to the State election in 2011 and a federal election in 2010 or earlier but yes, we will have to work on strategies as roads funding is going to be key and also community facilities.

Question: You seem to be addressing the short-falls of Jerrabomberra's planning and we are looking at community land, footpaths, etc. Is the planning for Tralee and Googong actually going to take all this into account with the developers in the early stages rather than having to come in at a later stage to fix things up?

Answer: Yes, it is, it's a different planning process, where the approach now is towards a Voluntary Planning Agreement (VPA). Council officers and the general manager are actually working with Village Building Co. and Canberra Investment Corporation (CIC) in regard to those VPA's and for what they actually provide and they are more specific in terms of what they are required to provide such as footpaths and community facilities and Googong is a little bit more advanced, about 6-9 months ahead of Tralee so the VPA discussions are a bit more advanced.

Question: Will preschools be addressed in this plan?

Answer: I can't answer that, I will have to check on that.

Question: Could you look at the old Sterlings Nursery site to see if that's a suitable alternative for a preschool as it is in close proximity to the primary school but also because it is now vacant?

Answer: Yes, it is zoned residential so it could allow for a preschool on that site.

Statement: Could council use some imagination when determining if that site is appropriate as that might be the solution? The ACT put preschools in close proximity to schools, in fact sometimes on the same block of land, you couldn't get much closer than the Sterlings Nursery site.

ACTION: Tim Overall to check whether preschools are addressed in this plan.

Preschool

The issue of a preschool in Jerrabomberra has been ongoing for the past 2 years and on 29 June 2009 Kay McGilvray and Nicole from the Queanbeyan & District Preschool Association met with Ian McNamee, council officers and community services and put forward the possibility for a demountable building adjoining the JCC.

There were some concerns regarding a drain at the rear of the community centre but apparently this can be moved. The Department Of Community Services have an approved demountable, whatever size is required and it is delivered to the site and ready to go. The idea for the demountable was that it could be moved to a larger space if and when it became available.

Rod Pymont advised Tim Overall that they would like to push ahead with the demountable option as Jerrabomberra has more than 700 under-5 year-olds as per the 2006 census and there are now 2 site options the first being on the old Sterlings Nursery site and the second site at the rear of the community centre. A business plan and a memorandum of understanding have been presented to Gary Chapman at QCC however no formal reply has been received.

Play Equipment

The JRA lodged a request for some “spider play equipment” when infrastructure funding proposals were being sought however, we were unsuccessful and it was suggested that we apply for funds from the Management Plan but this was also unsuccessful. A ‘playground review’ is now taking place and is being undertaken by Parks & Recreation who are preparing a 5-year plan for upgrading playgrounds. Tim Overall has been told that the plan is focussing on 2 priorities – Jerrabomberra and Queanbeyan Park for upgrading. The report will come before Council in September.

Question: How do we get targeted play equipment onto the list for Federal funding?

Answer: I have been told that the priorities are Jerrabomberra and Queanbeyan Park and we will just have to wait to see what happens in September.

Traffic Plan

Question: Can you give a progress report on where this is at?

Answer: 28 submissions have been received and the report will be coming to Council next week. I will certainly be supporting the findings of the technical study and supporting also as a high priority the Dunns Creek Road project funding and we should have an overarching transportation strategy for the local government area which not only takes into account one aspect being this technical traffic engineering study but also the Dunns Creek Road as a priority and also our public transport and the cross-border connections with the ACT. Now on 5 August 2009 I had a quarterly meeting with Jon Stanhope and we took the opportunity to present the traffic study and in particular the impacts of the cross-border connections. We agreed at that meeting that QCC and the ACT will now strategically work co-operatively and closely in looking at transport links to address the cross-border problems that are there now and will get worse in the future.

I believe we need to be proceeding with a structured transport plan for the whole local government area based on 3 aspects – cycle ways, walking and public transport connections particularly with Googong.

Question: What’s going to happen with the railway line out to Cooma that isn’t being used?

Answer: There are no plans that I am aware of.

In regard to the traffic plan, Tim Overall stated that there have been a number of press reports from the JRA and other reports which he found a little bit disappointing on this issue and he wanted to make it clear from his own personal point of view that during the election campaign his specific policy was publicised and distributed throughout Jerrabomberra that he would work for Dunns Creek Road to go ahead to minimise traffic on Edwin Land Parkway – that was his specific statement and he also said, in 2 public forums, that he personally believed the northern corridor bypass option made a lot of sense and should be fully investigated.

When the traffic engineering survey surfaced, he was surprised by 3 aspects of it -

1. That it didn't see as a priority, from a traffic point of view, for Dunns Creek Road
2. Over the 25-year period to 2031 it said that all that was required was a 2-lane road for Edwin Land Parkway (1 lane each way)
3. That the northern corridor didn't get a look in, in terms of traffic volumes and as being a solution.

I was also heavily criticised by the JRA, in a media release, for moving at the Council meeting that the traffic study determined the Queanbeyan Strategic Traffic Plan 2031. It was said in so doing this Council had failed to consider the important social, environment and community concerns and it was also stated that the JRA was particularly angry at Mayor Overall who said that he supported Dunns Creek Road and the Northern Bypass prior to the election but now supported the Edwin Land Parkway/Ellerton Drive option. It was also stated "The Mayor seems to be making a veiled threat to residents. Is Mayor Overall really suggesting if Council is forced to address community concerns then Jerrabomberra and future Tralee residents won't get the much needed High School as part of the Tralee rezoning process. If so, that is outrageous!" Tim Overall stated that he thought this was out of order but confirmed that he moved, at the Council meeting, that the report be termed the Queanbeyan Strategic Traffic Plan 2031. Why did he do that? There was no ulterior motive it was purely because the report that came to the Council was headed the Draft Strategic Queanbeyan Transport Plan, the recommendation report referred to the Draft Strategic Queanbeyan Traffic Plan and the report itself was termed the Draft Queanbeyan 2031 Transport Report. To be consistent and all call it the same thing, he suggested that, after discussion with the council officers, it was logical to call it the Draft Queanbeyan Strategic Traffic Plan 2031 because it really wasn't a strategic transport plan as such because it didn't address the transport aspects, it was really only a technical traffic study so that was the basis of that – he just wanted to clarify that point.

Statement: Your General Manager said as such that it was a technical study but Council has chosen to say that it was essentially Council's traffic report which gave a completely different connotation to what you have just suggested there and we can only work on the information we have we don't have the benefit of the insight.

Answer: It was always the Strategic Queanbeyan Transport Plan or the Strategic Queanbeyan Traffic Plan.

Margot: The whole problem is that it's a technical document. The department requested that Council undertake a traffic study

Tim Overall: I can tell you that Council officers wanted the word 'strategic' put in there.

Margot: Can I just make one comment? What really concerns me and by hearing the 3 points that you raise from a personal perspective we've met personally with the General Manager and hearing his concerns, which are exactly the same, I saw this technical document and couldn't believe it – no Dunns Creek Road, 2 lanes of Edwin Land Parkway and no Northern Bypass and he said he couldn't understand what's come out of it. It's laying the blueprint for our future and people that know are also saying "it isn't right", and to have a technical document (and that's all

it is, it's not a strategic plan it's purely a technical document). If you have a look at the Northrop Traffic Report that was part of the Googong LES, it gives a totally different outcome of what the traffic issues are that will affect us – the assumptions are correct. It is really worrying that these guys from New Zealand have got it really wrong.

Question: Did they actually come out here?

Answer: Yes. Council endorsed the report for public exhibition being satisfied, in my view, that it was technically soundly based.

Statement: The key problem is that it was pretty clear at previous meetings that this decision has progressed on the basis of a purely technical report. It's not the money it's the consultation and considerations that are going into the decision making process and clearly it's just a technical report and not these broader considerations.

Tim Overall: That's what I am proposing and we will see what comes out of the Council meeting and if we do have a strategic transport plan overarching document.

Brian: I guess the really confusing part and the misleading part that what's really misleading and causing the community to get so upset by this was the fact that it was originally the Queanbeyan Strategic Transport study and then the Council re-named it the Queanbeyan Strategic Traffic plan, which is fine in itself, but then it came out on public display and it had, on the front of it, Draft Queanbeyan Strategic Traffic Plan, it gave the impression to the community that it's still in its draft form when in fact it's not and that we had some way of having an impact by putting submissions in that we can change that particular plan. Whereas it is a fact of the matter and I think we will find, when it comes out on Friday, but I don't believe that the plan will be changed one iota. We might have reviews, recommendations, strategic overviews, arching policies, all the rest but there will not be any change to the plan. Now the disappointing thing about this is the plan does not incorporate Dunns Creek Road – you can add it on as an afterthought and tack it on but it is not part of our strategic plan and we can't change this plan by putting in submissions. We haven't been able to change anything. Now the plan will get released on Friday and we will only have 6 days until the next Council meeting to have a look at everything that's put forward – the JRA committee are not specialists and we only have 6 days to look at this plan, it goes to Council and our committee gets no say in that 6 days, all we get is perhaps 2 of us will get the chance to give a 5 minute presentation prior to Council and this is for one of the most far-reaching plans of management that will ever go to Queanbeyan Council because it doesn't just affect traffic – the roads and where they are placed will affect where major infrastructure is placed as well and I think that just 6 days to have a look at this and to come up with something and, at the end of the day, still not have any impact on the actual plan itself is just not a process of community consultation. We are going to get this plan dumped on us and all we seem we can do is putting all these tack-ons.

Margot and Brian met with the General Manager, Gary Chapman, who advised them that they don't have to do any consultation at all with the community and we should be glad that we even got to see it.

Tim Overall: You look at the M7 or M5 in Sydney, that's the way they do it – they don't have consultations, they just do it. Anyway we will see what comes out of Wednesday's meeting but we are all aware of the priority and I am always going to treat Dunns Creek Road as a priority because it makes sense and we have to minimise traffic on the Edwin Land extension. We have the offer from Village Building and we will be proceeding with that and it will be forming part of the whole process.

Question: You will recall, on 3 separate occasions, at that consultation meeting that I asked for the terms of reference for that technical study. I got fobbed off on 3 occasions but on the 4th occasion both you and the general manager indicated that you would make it available – where is it, we haven't got it? The perception is that this stinks and, until we see that, we can have no confidence in this process

Answer: I will follow that up. I haven't seen it either.

ACTION: Tim Overall to follow up on the Terms of Reference.

Question: What is Jon Stanhope's view about the Dunns Creek Road?

Answer: He is reluctant to have any view in regard to Dunns Creek Road, but he said publicly that he is opposed to the Tralee development but once it has happened, and it is rezoned, he will work with Queanbeyan to look at the road links.

Question: Does Deanes Buslines belong to the Council or is it privately owned? The transport out of Jerrabomberra is horrendous.

Answer: It is privately owned and belongs to Dennis Deane. This issue is going to be on the agenda, I am not sure if it will happen or not, but certainly the public transport links will be on the agenda and we will start talking about it with Roads ACT, TAMS and ACTION and we will also bring Deanes Buslines into that. Deanes Buslines are totally frustrated at the Canberra Avenue situation and has put forward a plan for an additional lane on Canberra Avenue with bus priority measures all the way to Hume Roundabout. I have had some discussions recently with Deanes about Jerrabomberra but they keep saying they can't make it work.

Question: Just for the record, you don't agree with the Queanbeyan Business Council's anti Dunns Creek Road stance? They have come out and stated that they don't agree with Dunns Creek Road and don't believe it should go ahead.

Answer: No, if that's their position, I disagree with them totally.

Statement: Regarding Deanes Bus service, the JRA met with Deanes about 15 months ago and we made a suggestion that they consider the 2 bus stops adjacent to Woolies loading bay – they could potentially create a park and ride type situation and use that area as a mini interchange where they could put additional buses to help alleviate the sorts of concerns that were voiced earlier. Perhaps if you (Tim Overall) could raise that matter with them, it was their operations manager, James Singer, but he certainly thought it was a good idea and had never contemplated that idea before. There is sufficient room there on both sides and they have the ability to turn around in the loading bay and they could send buses directly in to Canberra instead of having to go in to Queanbeyan.

Answer: I will raise that with Deanes.

ACTION: Tim Overall to raise this issue with Deanes Bus Service.

Statement: Given the timing of that, Woolworths are going to do some extensions out the back in the next 12 months so now would be a good time to get in because they could rearrange the car park and come up with something really good there.

Statement: Just on the point that you raised earlier about your concerns about the JRA's criticism of the traffic paper. The concerns of the community were the delays to the school because, again, the general manager suggested that any delay to the signing off on that report, ie community consultation, would further delay the submission of the appropriate reports to

Minister Keneally and this would push the school beyond 2011 to 2012 so that criticism was based, once again, on what the general manager told us.

Development in the Jerrabomberra Valley

Question: I believe the General Manager and the team went to visit the NSW Department of Planning for a briefing of 'where to from here' and where things are at with rezoning.

Answer: The Draft Local Environment Study (DLES) for south Tralee and the school were submitted to the agencies in August and the Draft Local Environment Plan (DLEP) is being prepared for submission to the Department of Planning in September 2009. Apparently, there is an exhibition period and then there is a Draft Section 68 submission to the Department of Planning, which is scheduled for the end of October. Assuming all goes smoothly that leads to a Section 70 which is a Minister's decision.

Question: Are they going with that approach?

Answer: Yes, absolutely.

Tim Overall: In the Minister's endorsement of the Residential and Economic Strategy back on 20 December, 2008, one of the requests she made of the Council was to proceed with haste and due diligence to try and get this rezoning accomplished by mid-year but it is now looking like the end of October, 2009.

Question: Margot, David and Brian met with the Bishop of the Anglican Church last week in regard to the Anglican school down here and was wondering if you, as the Mayor of Queanbeyan, sometime in the very near future would you be able to approach the bishop and lend your support and add all the reasons why they should go ahead with the school here in the valley.

Answer: I have already met with Bishop Robinson and we walked around the proposed school site in late May or early June 2009.

Question: Have you thought about approaching Minister Keneally and asking her to detail the requirement to put the Traffic Plan submission in before she signs off on Tralee, so that we don't get any sideways movement that could potentially delay any of those considerations that are required for planning for the Anglicans?

Answer: I haven't spoken to her but it is part of the process to get it to the Minister sooner rather than later as its holding up Googong too.

Question: Can you ask her to de-couple that requirement from (indistinct)

Margot: It is a condition of the Economic and Residential Strategy that it can't be de-coupled - it was to give the community certainty about road infrastructure. That was one of the recommendations that we put a lot of pressure on Frank Sartor, who was the Minister at the time, was to give that community certainty so that our current ambience is protected.

Question: But given the understood timeline, it would make it near impossible to achieve a 2011 target.

Margot: Its not even close.

Question: So when is the (VPA) for Googong going to be up for public consultation?

Answer: I know discussions are proceeding and they are progressing very well.

Question: What is the VPA?

Margot: It's the Voluntary Planning Agreement and it's the community facilities, the footpaths, playgrounds – everything they are going to provide for the new community of Googong – that's in this document and it goes out for community input because there will be some links between Googong and Jerrabomberra. Hopefully there will be bike paths so you can ride there and back so we have an interest in making sure that they are all detailed.

Queanbeyan Indoor Sports Centre

Queanbeyan is to get a new indoor sports centre courtesy of the Federal Government. Can you tell us exactly what's in the facility and where it is actually going?

Answer: Funding is courtesy of the Federal Government because when the infrastructure grant money came out for Councils to apply, it was originally \$50m. with a minimum of \$2m. grant money available for major projects. One of the conditions for the grant was that the project had to be started by October so QCC looked at 3 or 4 projects but decided to go with the indoor sports centre as some initial design work had already been done for the showground, so we put in a bid for that and were successful.

We had a workshop the other day with the council and a presentation from the architects to see what they had come up with. It is proposed that it will be built adjacent to Seiffert Oval on Yass Road and it will be a multi-use facility and will initially have 2 courts with an easy design construction to allow an additional extension in the future. There will also be a café, gym, kiosk and his and hers amenities. It is also planned to relocate the Sports Hall of Fame from the Queanbeyan Conference Centre into this facility. The proposed sports are indoor cricket, indoor hockey, indoor soccer, netball, handball, volleyball and the possible consideration given to tennis but it won't be for basketball as it requires a sprung floor. Hopefully we will see some initial earthmoving work around October with construction going into next year.

Question: There is a \$350,000 extension going onto the David Madew oval toilet block. Can you give us an overview of what's proposed, where the funding came from, when we are likely to see that start and where its going to go?

Answer: I have no knowledge of a \$350,000 extension. Now I think where that may have come from is the Eden Monaro Panthers were having some discussion about adding another floor on top but that is something for another day. There is a \$60,000 extension at the skate park end of the building for storage facilities, which should be completed by the end of September or early October.

Question: Regarding the mural on the wall at the end of the building – it was there for a couple of years before it got vandalised to the point where it was indistinguishable. When the new extension is completed it will also have great swathes of blank wall – could we get another mural on there? Last time it cost approx. \$500 for the whole 3 day programme to get an artist in to teach some of the youth of the area how to do it and we would like to see a similar thing this time. Can we do this again?

Answer: Would you like me to take this forward?

Margot: Absolutely.

Mobile Phone Tower on Jerrabomberra Circle

When this was originally constructed, residents had the height of it lowered as part of the Council development application (DA) process with Telstra to make sure that it wasn't such an eyesore then Optus and Vodafone have come along and extended the tower in excess of the height that it was originally reduced by. As this tower is considered 'low impact' an additional DA is not required to be put through Council and Telstra can't stop them. Telstra pays approx.

\$5,000 per annum to Council to rent the space in the roundabout but Vodafone and Optus come along and add their equipment to make it taller and don't have to pay anything to Council. The JRA contacted Mike Kelly to see what he could do and he advised us that it is a Council responsibility.

How can this happen? Considering the community had issues with the initial DA and had it reduced, how can adding an extra couple of metres be considered minor?

Why don't Optus and Vodafone pay any rent to council?

Can't you do what Palerang Council did and say 'right, that's it, no more'?

Answer: Basically, when Council approved the original tower in July 2006 there were 5 public submissions to the proposal and the concerns were electromagnetic exposure, no lighting should be installed, noise from the air conditioning unit, obtrusiveness and unsightliness and ample mobile phone coverage in the area already.

These issues were addressed at Council's meeting and there was no reference to the height of the structure being required to be reduced by Council. Council received advice from the representatives of Optus Vodafone on 29 April 2009 but they proposed to install 3 panel antennas and 1 radio communication dish on the existing monopole below the existing Telstra antennas and they also advised that they proposed to install 1 equipment cabin at ground level. Under the Telecommunications Low Impact Facilities Determination 1997 development approval of Council is not required. Vodafone met its obligations in notifying Council and advertised in the newspaper. They advised Council on 28 April 2009 that no submissions were received from the public to their proposal. Council staff did seek legal advice from its lawyers about the proposal and the legal advice came back confirming the use did not need consent. A lease and rental arrangement was subsequently executed between Council and the operators for use of Council's land. The lease required a ground level cabin to be finished in the same colour as the existing cabin. Council has been advised by Optus Vodafone that the height of the existing antennas would not be exceeded by their proposed antennas and dish. The height of the telecommunications tower therefore has not increased as indicated by the JRA submission. All 3 operators are subject to a lease and rental payments to Council.

Morella & Bicentennial Drive Traffic Calming Measures

2 years ago the Council sprayed coloured dots on Bicentennial Drive and residents became quite concerned that there would be a bike lane outside their house and that they wouldn't be able to park in front of their own homes. A petition was lodged with Council in June 2008 and then nothing more was heard. In April of this year, some plans came out and meetings were held and the JRA expected to see something articulated in the Management Plan regarding funding for these traffic calming measures however, there was nothing noted. What's happening in this regard?

Answer: The whole proposal is to be put back to the next Traffic Meeting following the request by the Traffic Committee itself at the August meeting to amend the Local Area Traffic Management Plan.

Brian advised that the Traffic Committee is waiting on the Bicycle Plan. The reason it was sent back was because the local traffic committee didn't want it to go through without first considering the impact and effects the soon to be released Bicycle Plan could have on the LATM. These LATM's can cost up to \$700,000 each so you don't want to do it and mess it up and we need the cycle plan out and done so that it can be assessed properly. The crucial thing about these 2 LATM's is that they are the trial for the whole of Queanbeyan. No others will be done until Morella and Bicentennial are done because they are the trial ones.

Question: Has the money been put aside for it?

Answer: There are funds available as I understand it and the timing will depend on a suitable contractor being found and hopefully will be done in November or December.

Question: Have we found money from somewhere else because in the Management Plan there was no funding for LATM's for 2009/2010.

Answer: I think there were some reserves for that.

Question: We are attempting to establish a community bank here in Jerrabomberra and one of the features of the Bendigo Bank is that profits made from deposits and balances held in that particular branch can go back into the community by way of community grants. We are well on our way to realising a community bank here in Jerrabomberra and Mike Kelly has indicated that he is prepared to put his parliamentary electoral allowance into our bank so that the profits raised from such deposits can go towards benefiting the Jerrabomberra community. Would you be willing to consider the possibility re Council funds into the community because, that way, whilst the ratepayers may not be able to get something through Council, they could actually realise some of those shortfalls through the Bendigo Bank?

Answer: Council banks with Westpac but I will check it out and see what Council's policy is.

ACTION: Tim Overall to check Council's policy in regard to bank accounts.

Question: Regarding the financial situation with the 'Q' you mentioned there was a \$1m. excess of costs that weren't forecast, is that going to be an ongoing impact?

Answer: Basically, if we go back a couple of years, the operating subsidy for the Conference Centre was around \$350,000 - \$400,000 that was the figure that originally appeared in the management plan. We had the opening of the 'Q' some 15 months ago and then Council, round about the same time, acquired the St. Vincent de Paul building opposite which is now a community centre so all of a sudden you have all these additional facilities. Looking at the 'Q' you have an operating subsidy of somewhere between \$800,000 and \$900,000 per year and the conference centre operating subsidy of around \$600,000 so it is a major impact. Council have hired consultants specialising in theatre management to look at what we are doing and come up with a business plan for both centres. We have to market the theatre to the whole region and get as many people through the doors.

Question: Do you know any more about the extension to the airport freight hub?

Answer: No. The revised draft master plan is before Minister Albanese and Council have made submissions and many others have also, but I am not sure where that's all going.

Margot: Minister Albanese has to make his decision by 28 August 2009.

Tim Overall: The BMX bike track in Queanbeyan is being moved from Sassafras Park across the road to The Scar and Council have an amount of \$80,000 for this project. They have hired consultants to help design the BMX bike track with jumps, etc. and are seeking input from BMX riders and the community and there is a consultation session at the Southbar Road Scar with the consultants to hear from young riders at 3.30pm on Wednesday 26 August 2009.

Margot thanked Mayor Overall for attending our meeting.

Standing Orders were resumed.

5. CORRESPONDENCE – IN

-M & J Ricks – JRA minutes

- J.Rasheed – JRA minutes
- A.Masterman – JRA submission – Safeguards for Airports and the communities around them
- N.McCann – Meeting notes, CACF 16/7/09; Submissions concerned with aircraft noise and Googong petition; Inquiry; Pax for July '09; NFPMS Jan-Mar '09; RNP Aircraft;
- R.Freeman – Broadband Internet
- C4C – Organisational membership of C4C; Inquiry; Ebrief
- P.Millar – Spring Fair enquiry
- C.Hobbs – Rotary Fair
- T.Hoskins – Dunns Creek Road
- V.Armstrong – Dunns Creek Road; Qbn. 2031 Transport Report Overview response #2; Traffic study submission
- P& D Trevenar – Comments on airport noise
- Incline – Quote for signwriting
- K.Keneally – Letter from the JRA
- Paul Spyve, QCC – JRA's submission into Council's Integrated Plans
- A.Ananian-Cooper – Canberra Airport submission on Safeguarding Paper
- Media Monitors – Dugald Holmes talking with Mike Welsh about power station
- A.Brademann – Free Envirolearn at Queanbeyan TAFE
- C4C – JRA membership
- S.Walter – Email update
- P.Spyve, QCC – Ipart Report
- K.Ineson, VBC – VBC submission on DITRDLG Paper; Preschool question; Canberra Airport master plan; Dunns Ck Road study;
- QCC – Copy of response to V.Armstrong about Queanbeyan Transport review; JRA's submission Qbn strategic traffic strategy 2031
- V.Armstrong – Dunns Creek report
- T.Overall – Mayoral Message
- S.VanAalst – New email address
- Incline – Quote for logo on back of signs on Tompsitt Drive
- S.Bell – JRA membership
- Jerra MC – new email address
- D.Battye – JRA minutes
- J&S VanAalst – JRA matters
- A.Brademan – Free envirolearn
- S.Stavreas – JRA submission Qbn strategic traffic strategy 2031
- P.Hansen – JRA submission Qbn strategic traffic strategy 2031; TRIM document DCR
- D.Hope – JRA stats report
- S.McDonald – Chronicle column
- M.Maunder – Inquiry
- M.Skvorc – Thank you
- Russell – Broadband internet
- H.Percy – Traffic study
- A.Rocca – Traffic study slides
- A.Davis – Last minute
- C.White – Framed pictures

6. CORRESPONDENCE – OUT

- All members on email – JRA minutes

- N.Dowie – Submission from the JRA
- All QCC Councillors – Copy of JRA’s July Minutes
- B.Leung – Email query
- D.Weekes – Email query
- P.Millar – Spring Fair
- C.Hobbs – Rotary Fair
- T.Hoskins – Dunns Creek Road
- K.Keneally – Letter from the JRA
- G.Chapman – Draft Queanbeyan Strategic Traffic Plan 2031
- S.A.Gray – Additional to email list
- All members on email – Meeting reminder; Traffic Study meeting reminder
- K.Ineson, VBC – Preschool question
- S.VanAalst – Email address
- S.Bell – JRA membership

7. GENERAL BUSINESS

- a) Membership Renewals** – Rolled over to the next meeting
- b) Bendigo Bank** – Kim advised that they have done some presentations to community and sporting groups.
- c) Webstats** – This item to be rolled over to the next meeting.
- d) Queanbeyan Business Council** – Margot suggested that we look at joining the Queanbeyan Business Council (QBC).
MOTION: That Margot investigate joining the QBC
MOVED: Mark Croxford SECONDED: Lyn Edwards Carried
- e) Rates Review** – The State Government is reviewing how our rates are going to be calculated
http://www.ipart.nsw.gov.au/investigation_consent.asp?industry=5§or=current&inquiry=167
Comments are required by 18 September 2009

As there was no further business, the meeting closed at 10.00pm.

The next meeting of the JRA will be held at 7.30pm on Wednesday 16 September 2009 in the Banksia Room at the Jerrabomberra Community Centre and anyone is welcome to attend.