



File SF020266

27 May 2004

Parliamentary Standing Committee on Public Works  
 Attn: Vivienne Courto  
 Vivienne.Courto.reps@aph.gov.au

SUBMISSION ..11.....

Dear Madam

**RE: PROPOSED HEADQUARTERS JOINT OPERATIONAL COMMAND –  
 DRAFT ENVIRONMENTAL IMPACT STATEMENT**

I refer to your letter of 20 April 2004 inviting submissions for the proposed Headquarters Joint Operations Command draft Environmental Impact Statement (EIS).

**Traffic Issues**

The traffic analysis presented in the draft EIS covered the Kings Highway from the Yass Rd / Bungendore Rd intersection in Queanbeyan to Bungendore. The report stated that 65% of the traffic generated by the HQJOC will be from Canberra. This traffic will need to travel through Queanbeyan and an impact on the main routes, especially at major intersections is expected.

This traffic travelling through Queanbeyan will interact with the considerable peak hour traffic which is both into and out of Queanbeyan.

Queanbeyan has experienced a high growth in recent years and this is expected to continue. The traffic report did not allow for this growth, and in particular the immediate known growth which will have take up the excess capacity on the existing road system.

Traffic from Canberra travelling to and through Queanbeyan generally enters Queanbeyan on three routes. These are Canberra Avenue, Lanyon Drive and Yass Rd (see Map 1).

Canberra Ave and Lanyon Drive intersect on the western side of Queanbeyan and this is a key intersection with traffic from different parts of Canberra and from major areas of Queanbeyan meeting. Yass Rd / Bungendore Rd / Ellerton Dr intersection is to the East of Queanbeyan and also has traffic from Canberra from two directions together with local traffic. Between these two intersections are another six major intersections along Canberra Ave where local traffic is joining the through traffic in

both directions. These intersections are listed below and are generally four way traffic signal controlled intersections:

Kendall Ave  
Tharwa Rd  
Donald St  
Lowe St  
Crawford St  
Atkinson Rd (Roundabout).

The increase in traffic from the HQJOC will influence these intersections and Council is concerned that the impact will detrimentally affect the operation of these intersections and the main road system and the local collector streets in Queanbeyan. Two key intersections have been analysed to confirm Council's concerns. These were Lanyon Drive / Canberra Ave and Yass Rd/ Bungendore Rd.

The assumptions used in the EIS traffic report were adopted and adjusted for the traffic generated from Queanbeyan. The results of this analysis follows:

#### **Lanyon Dr/ Canberra Ave**

The existing three leg intersection consists of a two lane roundabout with a slip lane for westbound traffic on Canberra Ave. There is little excess capacity at present and the increase in traffic on both Lanyon Drive and Canberra Ave combined with some HQJOC traffic from Queanbeyan, including a DHA development, will cause a deterioration in the AM peak hour traffic. All legs of this roundabout are major roads and two of them are reduced to a Level of Service F, with delays exceeding 4 minutes, the overall Level of Service will be reduced to F which is considered unacceptable.

#### **Bungendore/ Yass/ Ellerton**

While this intersection was addressed in the EIS traffic report, new residential development which will access Ellerton Drive was not included. This development will be undertaken shortly and will impact on traffic flows to the intersection within the next few years. Council's analysis indicates that the major Bungendore Rd leg will deteriorate to a Level of Service F which is unacceptable.

#### **Level of Service**

Levels of Service A, B and C are considered stable flow with C having most drivers restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream.

Level of Service D is close to the limit of stable flow and is approaching unstable flow. All drivers are severely restricted. This is the lowest level before upgrading is desirably instigated.

Level of Service E traffic volumes at or near capacity. Flow is unstable and minor disturbances will cause breakdown of flow.

Level of Service F Forced flow. Flow breakdown occurs, excessive queuing and delays.

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## **Developers Contributions**

If approved, the proposal will generate additional demands on the public amenities and services of Queanbeyan.

The NSW *Environmental Planning and Assessment Act, 1979* enables Local Government to levy upon a developer monetary contributions towards the provision of public amenities and services in accordance with the approved Local Council contributions plan. An agreement from the Developer for the provision of 'works in kind' can also be negotiated in lieu of payment of contributions. This power is intended to ensure that the existing ratepayers are not required to meet the cost of providing these services and amenities the need for which is generated by new development. Given that approval is being sought under the EPBC Act (which obviates further approvals being obtained under the NSW Planning legislation) there is no provision for the NSW State Government or Greater Queanbeyan City Council to impose appropriate and reasonable contributions for the provision of public amenities and services in Queanbeyan.

A copy of the Queanbeyan Section 94 Plan is attached for your information.

## **Telecommunications Installation – Additional Approval Required**

The draft EIS also detailed the need for physical telecommunications to be connected to the site from HMAS Harman. Council was advised that approval was not being sought for these works under this EIS as the actual location of these lines were unknown at this stage and that a separate approval would be required. It is requested that Council again be given the opportunity to comment on this assessment process as the lines will almost certainly be located within our Local Government area.

## **Conclusions**

The analysis of two key intersections on Canberra Ave - Bungendore Rd indicates that the traffic flows generated by HQJOC will contribute to an unacceptable level of service at the locations requiring upgrade of the intersections. There are another six major intersections along this section of road which may also need upgrading to provide for the increased traffic.

As stated in the EIS traffic report the proposed Northern Ring Road would have a significant impact in that some HQJOC would not need to travel through Queanbeyan. Traffic travelling to the south Canberra areas such as Tuggeranong would still travel through Queanbeyan and the Edwin Land Parkway Extension would be needed to divert this traffic from Queanbeyan (see Map 2).

Until the major bypass roads are constructed upgrading of the Canberra Ave - Lanyon Drive corridor needs to be considered. Council's investigations indicate that at least two key intersections and possible another six intersections will be adversely affected by the HQJOC development and further investigation is needed to identify the extent of the impact and provide appropriate remedies to maintain the amenity of the existing road network within Queanbeyan.

The northern Queanbeyan Ring Road was identified in the Queanbeyan Ring Road Study Report in 1995 as a medium to long term project to remove through traffic between Canberra and Bungendore from the streets of Queanbeyan. Consideration should also be given to the fast tracking the construction of this Road to cater for the increased traffic (see Map 3).

It is requested that as conditions of consent for the HQJOC, that appropriate upgrading works of the discussed intersections be made, or that appropriate contributions be made to Council to enable the intersections to be upgraded in consultation with the Roads and Traffic Authority of NSW.

Finally, Council appreciates the opportunity to provide a submission on a proposal that is considered important because of the economic regional benefits to be gained and the impacts that are to be experienced in the vicinity of Queanbeyan.

Copies of the Maps will be forwarded to you early next week.

Should you have any further enquiries please contact Matthew Lynch of Council's Strategic Planning Section on 6298 0219.

Yours faithfully



MATTHEW LYNCH  
STRATEGIC PLANNER

CC ASSISTANT GENERAL MANAGER SERVICES

MAPS 1, 2 and 3. NORTHERN UPGRADE

