

Your local voice



www.wccc.com.au
info@wccc.com.au
PO Box 3701
Weston Creek ACT 2611
Telephone (02) 6288 8975

Minutes of General Meeting Wednesday, 28 May 2014

Opening of Meeting

The meeting was opened at 7.32pm. The Deputy Chair, Pat McGinn, welcomed members and guests including Linda Colman on behalf of Gai Brodtmann and Emma Kelly from the Southside Chronicle

Apologies: Tom Anderson

Approximately 25 people attended the meeting.

DISCUSSION ITEMS

Denman Prospect – Stage 2 Molonglo

This development includes Denman Prospect and the suburb of Molonglo and is West of Coppins Crossing and North of Uriarra Road.

The development was originally to be an englobo sales process through the Land Development Agency but this was not successful and is now being sold as individual blocks.

There are several constraints on the development:

- a) Ecological – there is a need to protect the habitat of the pink tailed worm lizards, the box gum woodland and the natural temperate grasslands
- b) Bushfire – appropriate precautions need to be taken
- c) there are significant trees to protect
- d) the land is elevated and undulating
- e) there is a heritage site within the estate
- f) there are challenging infrastructure provisions such as road battens and bridges
- g) stormwater and the Molonglo River Corridor (there are no dams or lakes)

The estate will be developed in five stages:

- a) Denman Prospect 1A – currently being designed. Sales will commence in 2015.
- b) Denman Prospect 1B – still to be designed
- c) Denman Prospect 2 – the Masterplan is currently being done
- d) Denman Prospect 3 – still being planned
- e) Molonglo – still being planned

These stages will lead to the development 7,000 dwellings housing 18,000 people. There will be schools covering preschool to Year 10, 2 of which will be public schools.

Q. Will contours be removed by earthworks?

A. There will be considerable change to the contours. There are rules around how roads are built.

Q. How large will the blocks be?

A. Denman Prospect 1A comprises 52ha. 12ha is set aside for a school. There will be 390 blocks. Approximately 20% will be 480m², 25% will be 540m² and 30% will be 600m². This is larger than recent developments.

Q. Won't putting blocks 90° to the contours will limit energy efficiency?

A. We are subject to rules around placement of blocks.

Q. The blocks look like they are facing East West?

A. We are trying to take advantage of solar so we are making as many as possible face North South. It depends on the contours.

Q. What public transport will there be?

A. John Gorton Drive will have a rapid bus service. There will be a local bus service through the estate.

Q. What is the density?

A. Denman Prospect 1A will be all low density. Denman Prospect 1B will have 700 residential and 500-600 medium and high density blocks.

Q. How wide are the roads? Will they fit fire trucks etc?

A. They vary. The major roads will be 10m wide.

Q. Will NBN be available?

A. Yes.

Q. Will the services be underground?

A. Yes.

Q. Who is the estate named after?

A. Lady Denman was the wife of Lord Denman, the Governor General at the time that Canberra was proclaimed. The Place Names Committee decides on the names.

Q. Who are the streets named after?

A. People involved in activism and reform.

Q. When will John Gorton Drive be extended to William Hovell Drive?

A. Is not on the plans as yet.

Q. Is there any information regarding run off during construction?

A. This will be managed in two ways:

- In the long term ponds will be used
- In the short term temporary sedimentation and ponds will be used. There are strict EPA controls.

Q. Will trees be planted down the streets?

A. Deciduous trees will be planted in all streets.

Q. Will there be any provision for grey water?

A. No – there are lots of barriers to this.

The Development Application will be available in the coming months. We will let you know when.

Capital Metro

Emma Thomas, project director from the Capital Metro Agency, and Suzanne Jurcevic, ESDD urban planner gave us a presentation on Stage 1 of the light rail project.

The Agency has been set up to deliver Stage 1 and is not part of the decision making process around the project.

Light rail operates in over 400 cities worldwide and integrates well into urban areas. It can carry between 200 and 300 passengers per trip depending on configuration.

The benefits of light rail are:

- a) creates jobs – many of these are for people without tertiary skills and they will be trained up
- b) encourages investment
- c) revitalises the city
- d) increase accessibility and connectivity
- e) provides a reliable, frequent and well integrated transport system
- f) encourages smarter land use
- g) increases property values and rents – property values and rents have increased by 5-20% along light rail lines across the world (including other Australia cities).
- h) reduces congestion
- i) reduces pollution

Q. Does other public transport increase property values?

A. Some, but stations are closer together in light rail so the whole area increases in value. Other forms of transport usually only increase values around the stations.

Q. Where do the environmental benefits come from?

A. Less cars so less carbon. The type of power used is more sustainable.

Stage 1 – Gungahlin to the City

The ACT government owns 25per cent of the land along the Northbourne Avenue corridor so this was a significant reason for the choice. The land is also flat with no rivers etc.

The approximate time for the journey is expected to be about 25 minutes but this will be reliant upon the following:

- number of stops
- number of traffic lights
- the phasing of the traffic lights
- ability to avoid congestion
- the load times (3 doors per carriage makes it quicker to load and unload passengers)

Q. What is the projected usage?

A. 5 minute frequency for 2 hours.

Q. So about 200-300 people every five minutes. There is currently 500-600 people every 10 minutes from Gunghalin. What is the difference?

Funding and Procurement

There are no firm answers on the amount of funding required or how it will be sourced. The cost estimates are still being developed.

Q. The cost benefit ratio in the early study was negative. You haven't mentioned this.

A. there is no evidence that this is the case – it was actually 2.34%. The current cost benefit ratio is still being determined. The 2012 study looked at bus rapid transport was 4% but it didn't have the extra benefits of light rail.

Time Line

It is expected that the business case and early stage design will be completed by the end of 2014.

The tender selection, negotiation and awarding is expected 2015-2016. The construction should start Quarter 2 2016.

Community consultation is starting now. We will come back to WCCC later in the year.

Masterplan

Capital Metro is responsible for the planning and design.
ESDD is doing the strategic transport planning.

Capital metro is looking at:

- options for future routes
- technical analysis
- stakeholder consultation with community councils (in June)

The Masterplan will be finalised in early 2015.

Q. The federal government has a requirement that the cost benefit ratio exceeds the government bond rate. Why is this project being done as it does not meet this criterion?

A. If meeting the federal funding requirements that there is a difference of -1% allowable. There are many projects around Australia with a negative cost benefit ratio.

Q. Why isn't the Molonglo development tram centric?

A. John Gorton Drive will be.

Q. Are there any bus services to be closed before or when light rail opens?

A. We are currently having discussions with ACTION buses. We are looking at an integrated service. There will be a variety of public transport options.

Q. Will there still be a parallel bus line to test which is more popular?

A. Once the light rail is built there will be no point. Work will be done with ACTION buses.

Q. Are ticket prices likely to be the same as the buses?

A. We are looking to have one ticket to cover both.

Q. Once the light rail gets to Dickson there are lots of cross roads. Will they hold everything up?

A. We are doing traffic modelling. Northbourne Avenue already has right of way.

Q. Have you chosen whether it will be a wire on non wire system?

A. Most networks have a combination of both. Nanjing in China is the only wire free network but it has not opened yet. Wire free systems are very expensive. it is not being considered for this network.

Q. Why aren't new roads wide enough for light rail?

A. We are hoping to plan for all types of transport options in the future.

It is difficult to justify this kind of expenditure in a local area. Other parts of Canberra are not getting any benefits. The message of the benefits of light rail need to be improved.

Q. Whilst doing the planning Gungahlin to the City, if the master plan shows that other areas would be better what will happen.

A. Gungahlin to the City is a government decision.

Q. How are people getting to the middle of Northbourne Avenue?

A. Pedestrian crossings and traffic lights

Q. Will people have to move from bus – light rail – bus in one journey?

A. We need good interchanges and to increase the number of Park and Rides.

Q. How many stops are planned for Gungahlin to the City?

A. 13 stops including start and finish.

Q. How long will it take to build once it is approved?

A. 2-3 years.

BUSINESS MEETING

Minutes of the Meeting of 30 April 2014

Not discussed as they were not provided for people to read. They will be provided at the General Meeting in June.

Business arising from the minutes of the meeting of 30 April 2014

- Nil (see above)

Treasurer's Report

- Balance of \$13059.82

General Business

- Weston Creek no longer has a horticulturist looking after the parks and gardens. The depot is now empty. TAMS is trying to recruit staff and hope they will be in place by the end of 2014.
- The *Planning and Development [Project Facilitation] Amendment Bill 2014* has been withdrawn. The Combined Community Councils lobbied hard against this Bill and many individuals made submissions at the Public Sessions.
- The WCCC made a submission to the Inquiry into amendments to the Electoral Act 1992. No report has issued as yet.
- The roadworks on Cotter Road and Streeton Drive are running basically on time. Dixon Drive will be reopened soon.
- The new Action Buses timetable is due out on 14 July 2014.
- The draft Weston Creek Masterplan is currently with the Minister and we are hoping that it will be released for discussion in the next few weeks. WCCC will organise a guest speaker at a General Meeting once the document is out.
- The automatic watering system for Fetherston Gardens will be finished this week and the gardens will be reopened to the public. The Friends of Fetherston Gardens are considering having a Community Picnic at the Gardens which the WCCC supports.
- The Deputy Chair attended the announcement of the ACT Adapting to Climate Change Strategy. The ANU has developed a system which can project climate change impacts in the ACT and surrounds. This can then lead to a process to adapt to the changes before they occur.

The meeting closed at 9.20pm

Next Meeting Wednesday 25 June, 2014
Weston Club, 1 Liardet St, Weston