

# WESTON CREEK COMMUNITY COUNCIL

- *Your Local Voice* -

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CIVIC SQUARE ACT 2601

cc

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## **Access Driveway from Cooleman Farm onto Hindmarsh Drive, Duffy**

Dear Mr Kobeissi

Thank you for the opportunity to comment on the letter dated 24 September 2004 from Mr Tony Gill ACT Roads to the Weston Creek Community Council (WCCC) in respect of an access driveway from Cooleman Farm onto Hindmarsh Drive.

Before commenting on the specific matters raised in the letter, the WCCC offers the following general comments.

As a matter of good traffic management and road planning, the WCCC considers it inappropriate that a rural business, such as Cooleman Farm, with traffic movements almost 24 hours/day, has its major vehicular access located on a suburban street as is the current arrangement in Kathner Street, Chapman.

Such an arrangement has departing vehicles facing directly into residences located opposite the access point. It is inevitable that this arrangement will impinge on these residents by way of noise from turning vehicles, headlight intrusion at night and windblown dust from any unsealed roadway.

A preferable solution is to have vehicular access directly from the end of a street, rather than a T-approach because this reduces light intrusion into neighbouring residences and removes the noise from turning vehicles.

The WCCC understands that the National Capital Authority (NCA) approved the relocation of the vehicular access road to Cooleman Farm from the side of Kathner Street to the right angle intersection of Hindmarsh Drive and Eucumbene Drive some months ago. Approving a driveway to be constructed to meet a confluence of two arterial roads does not seem to be a well considered solution.

We also understand that the leaseholder of Cooleman Farm has already completed most of the roadworks within his lease and on NCA-administered land to allow access to the southern side of Hindmarsh Drive in compliance with the NCA approval. Neither the WCCC, nor the community at large, were invited to participate in any community consultation that may have occurred as part of this approval process. The NCA consultation protocol does leave much to be desired in this regard.

Regarding the specific matters raised in the letter, the WCCC finds the NCA approved solution undesirable for the following reasons:

- The solution is inappropriate because its location creates a junction on a bend. This will cause uncertainty for drivers and it is a most unconventional arrangement in which the traffic movements are very awkward. The WCCC considers the intersection of Eucumbene Drive and Hindmarsh Drive to be a totally inappropriate location for a junction of the type proposed.
- Vehicles departing Cooleman Farm at night will shine their headlights into the living areas and bedrooms of houses located on the corner of Hindmarsh Drive and Eucumbene Drive. In effect, the proposed access arrangement merely relocates the problems from the residents in Kathner Street to the residents located on the corner of Hindmarsh Drive and Eucumbene Drive.
- The concrete driveway accessing the southern side of Hindmarsh Drive is located on the crest of a ridge running between Narrabundah Hill and an elevated area extending across towards Kathner Street.. As such, the driveway traverses a high wind area with no windbreaks. Horse floats and other high-sided vehicles using the driveway are exposed and will be side-on to the prevailing winds. This could present some safety issues in times of high winds. The driveway may be unusable in galeforce winds. This has become a major concern since the January 2003 bushfires as residents have reported, and the Government has acknowledged, that the harvesting of the burnt pine trees has removed a very valuable wind break.
- The turning lane into the new driveway for vehicles turning right from Eucumbene Drive appears to be about six metres long and will accommodate only one 4WD and horse float combination. The southbound lane of Eucumbene Drive turning into Hindmarsh Drive will be blocked if a semi-trailer or several 4WD combinations are queued to turn right because the waiting vehicles will tend to edge to the left in order to complete the required tight right hand/left hand turn combination to access the driveway.

- The proposed solution by NCA is well advanced and the leaseholder has obviously spent substantial funds to meet the NCA requirements. It is regrettable that the leaseholder is aiming for an outcome which the NCA did not take to the community. It is also apparent that NCA has not approached Roads ACT regarding this proposal at a much earlier stage in the approval process.

The Executive of the WCCC extends its appreciation to Roads ACT for actively involving the community in the later stages of this design and approval process.

Thank you again for the opportunity to comment. Members of the Executive of the WCCC are available to meet with you and discuss the issues at a mutually convenient time.

Yours sincerely

(signed)

Jeff Carl  
Chairperson  
Weston Creek Community Council