

Your local voice



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Minutes of General Meeting Wednesday, 27 March 2013

1. Opening of Meeting

The meeting was opened at 7.40pm by Chair Tom Anderson. Tom welcomed members and guest speaker Noel McCann, Director, Planning and Government Relations, Canberra Airport. Sixteen persons attended the meeting.

2. Apologies were received from John Burke and Marilyn Irons.

3. Presentation: Canberra Airport

Canberra Airport was bought in 1998 by Terry Snow and family. The Draft Master Plan for the area included provision for the Majura Parkway, a high-speed train route in Majura Valley, and a rail station. In 1998, the main runway was a 377 runway.

In 2006, the runway was extended 600 metres, to 3290 metres, ready for B747s international flights.

Starting in 2007, a program of upgrading roads around the airport was begun, with funds of \$7.5 million contributed by the ACT Government. The Airport owners contributed an equivalent amount, which meant that an overpass bridge was constructed instead of a traffic light intersection.

The Majura Parkway is now being constructed, with completion expected around June 2016.

The ACT Government and the Federal Government are each contributing half of the \$288 million expected cost.

Inside the airport, a new atrium, 12.5 metres high, was opened on 13 March 2013, and work to complete the rest of the new entry-way should be finished by September/October 2013.

After that, the front of the old building will be knocked down and the apron in front of that filled in. These works should be done by Christmas 2013. The apron will be strong enough to hold 777-300 aircraft.

Issues that affect the community include **noise abatement** and overnight **freight**.

- In Jerrabombera, 800 houses are under the flight-path. At present, departing aircraft fly over houses. New flight-paths to the south were introduced two years ago and pass over the Googong area. Bypassing Jerrabombera in this way reduced the noise for residents.
- A new flight-path for Melbourne planes is being introduced this year.

Parallel runway: The Airport has plans to construct an extra runway to the east, behind Fairbarin Base.

Future Possibilities: Re-thinking Canberra Airport

Approximate figures for the regional catchment for Canberra Airport show:

- within one hour - 492,000 people
- within two hours - 622,500 people
- within three hours - 892,200 people (excl. Sydney)

The Airport will start to suggest to communities within these ranges (e.g., from the Southern Highlands) that they could come to use Canberra Airport as a hub. Note: Canberra gets very few travellers from the Wagga area.

Within the last twelve months a few airlines have started to use Canberra as a hub for Metropolitan-Regional city travellers. Canberra Airport is trying to increase this kind of traffic; for example, by encouraging skiers from the Gold Coast. It might be possible to develop flights that go Brisbane - Canberra - Hobart, for example.

Another possibility is encouraging just-in-time deliveries by air.

International flights

Figures for 2010 show that 30 million international passengers arrived in and departed from Australia that year. This is three times greater than figures for 20 years ago, and the number is forecast to double over the next 20 years.

Slots for Sydney Airport will be full by 2015-2018, and this creates opportunity for Canberra Airport.

Weekly international services to Canberra:

- **Stage 1 (2013):** Connections to New Zealand (3 to Auckland, 3 to Wellington). Passengers could fly on to north or South America, or to the Pacific, from Auckland. Air New Zealand is thinking about flying into Chicago. Wellington is a 737 airport, small and not easily extended.
- **Stage 2 (2013 - 2014):** Connections to Singapore, then on to Europe or the Middle East. Virgin and Air New Zealand code-share; Singapore is Jetstar's Asia hub (although Jetstar does not fly into Canberra).

Chinese [airlines] are keen on using Canberra, and Canberra is keen on using the Canton route into Europe.

Canberra has a lot going for it: it is a beautiful place, it is the seat of government, it has many national buildings and the National Arboretum. Other tourist attractions include local wines, the snow, big-game fishing at Bermagui, fairy penguins at Jervis Bay.

To Do

- High-speed train
 - Terminal for high-speed train in what is now a surface car park on the left of the Terminal building.
 - That terminal would be better at the airport instead of in the city, to provide an easy transfer between train and planes. It would cost an extra \$1 billion to build a tunnel to get the train into Civic.
 - Badgery's Creek would have been a good solution, but now there are houses under the prospective flight-path.
 - Maximum speed within Sydney would be 80 kph.

A short break followed. After the break, the business meeting began at 8.55pm.

General Business

1. Minutes. The minutes of the last public meeting (February 2013) were accepted. (Moved: Pat McGinn; Seconded: Barry) Motion passed.

2. Treasurer's Report. WCCC has \$16,189.34 in the bank. There are three bills for payment: Gaffer Designs (annual fee for website), \$25; Australia Post (fee for post office box), \$99; Telstra (Sensis phone book) \$523.60.

Motion: That the Treasurer's report be accepted. (Moved: Simon Hearder; Seconded: Max Kwiatkowski) Motion passed.

3. Car park at Cooleman Court. WCCC has written to Tony Gill of Roads ACT to complain about the resurfacing (which left loose stones everywhere and made it very difficult to push a shopping trolley). Mr Gill wrote in response that the resurfacing of the car park was done with the normal kind of surface, and that the loose stone on the surface would be dispersed by sweeping.

4. Chapman Shops. The Minister for TAMS, Shane Rattenbury, might attend the public consultation at the shops on Saturday, 6 April.

5. Cotter Road/Streton Drive intersection. WCCC is concerned that there will be only one slip lane for cars turning left from Cotter Road into Streton Drive and that cars will then have to merge with two lanes of cars turning right into Streton Drive from John Gorton Drive. This will make it very difficult for cars trying to turn right into Dixon Drive further on. WCCC Chair Tom Anderson will meet with Tony Gill next Thursday on this and other roads issues.

6. Congestion on main roads in and out of Weston Creek. At present the main thoroughfares that give access to Weston Creek - Hindmarsh Drive and Cotter Road - are both extremely congested in peak hours. On Cotter Road, this is partly the result of continuous roadworks from Weston all the way to Adelaide Avenue. On Hindmarsh Drive, it is the combination of three sets of traffic lights at the intersection of Hindmarsh Drive and Tuggeranong Parkway, plus the effect of traffic lights at the intersection of Hindmarsh Drive and Melrose Drive.

One knock-on result has been that Devonport and Launceston Streets in Lyons, which take traffic from Weston Creek via Heysen Street, have become congested to the point that traffic on Devonport St hardly moves, due to the roundabout on Launceston St, while the flow of traffic from the roundabout up to the traffic lights on Melrose Drive is so slow that bus passengers find it quicker to get off the bus and walk into Woden rather than stay on the bus till it reached the Interchange.

7. Safety at roadworks on Cotter Road-Lady Denman Drive intersection. Some Weston Creek residents have reported that it can be quite dangerous to drive at night through the roadworks at this intersection as signage and lighting are poor and the barriers change day by day. There are no cat's eyes on the orange barriers, and the barrier poles are too far apart.

8. Other roads: Perry Dve, Darwinia Tce, Streton Dve, Bunbury St, Fremantle Dve.

- Plans for these streets can be viewed on the ACT Government's Time2Talk website;
- The Government says there are too many cars on Namatjir Crive;
- They propose five roundabouts: Streton-Fremantle, Streton-Namatjira, Bunbury-Fremantle, Bunbury -Namatjira, ??????

The problem is the volume of cars using the roads.

Q: What is the accident record?

Needs a speed camera by the netball courts.

Missing road at the electricity sub-station ??????

Other problems:

- Sequencing of roadworks aggravates problems, e.g., Parkes Way and Cotter road at same time; also Unwin Pl/Dixon Dve and Heysen St/Hilder St roundabout at same time;
- Line of sight from trees in middle of road on Streton Dve;
- Extra traffic on Dixon Dve when childcare centre is completed.

9. Buses. Who can we talk to about buses? WCCC got some changes in bus times when Tom talked to the Chief Minister. Tom will talk to Shane Rattenbury when he gets an opportunity.

10. Trolley bay near the Post Office in Weston. Need a trolley bay for trolleys left by shoppers who park in Trenerry Court.

11. Draft Master Plan for Weston Group Centre. Won't be released until June-July, as had to go to Cabinet.

- There is very little employment in Weston Creek, and closure of the Police College at Weston make that worse.
- There is no plan for any government offices in Molonglo. Development of offices at the airport has skewed employment opportunities in other areas.
- Molonglo Town Centre will be roughly the same size as Dickson Town Centre. WCCC has pushed for the height of buildings to be kept to four-to-six storeys.

12. Strategic Cycle Network Plan. The Plan will come out later, but it looks to be very focused on cycle-ways in the north of Canberra. North Canberra is much flatter than South Canberra, so the network in the south needs to be different.

13. DV308 - Cooyong St Urban Renewal Area. Submissions have been invited on this proposal.

14. City to Lake consultation. Submissions have been invited on this proposal.

15. Molonglo River Park. Pat McGinn went to an information session about plans for the Park. (See attachment at end of these Minutes.)

- There will be a series of three paths: one close to the built-up area, one lower down for walkers and cyclists, and a third path at the lowest level near the river.
- Water run-off will have to cross the paths.
- Issues raised: integration of exotic plantings in residential area, moving to indigenous plantings lower down. Depth of park is 2.5 km.
- Coombs and Wright have no green areas; the River Park is intended to serve as the only park areas for both suburbs. it is likely that Weston Creek residents will also want to use the park, so Pat emphasised that there should be enough car parking space.
- There was no timeline for when work on developing the park would start or finish.

The plan presented was only a preliminary draft. Community groups and others will have to respond at the next stage, i.e., to the next draft.

Q: Will there still be trees?

A: Yes, but they won't be too close together because of the fire risk.

A: Also, only passive water activities will be allowed.

16. Combined Community Councils. There will be a meeting of the CCC on 3 April.

The meeting closed at 9.50.

Next meeting: Wednesday, 1 May 2013, at 7.30. The speaker will be Shane Rattenbury, Minister for Territory and Municipal Services (TAMS)