

ACT GOVERNMENT

William Hovell Drive Duplication

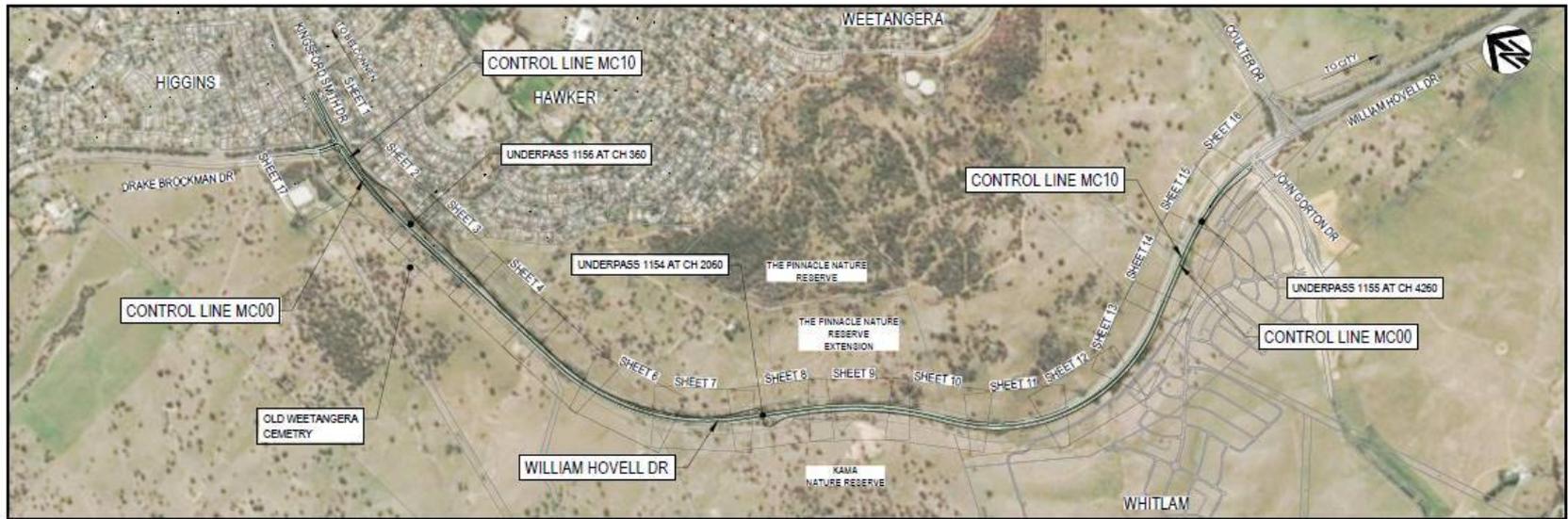


ACT
Government

Project Background

- 2018: project commencement
 - Feasibility study to identify the preferred option for duplication.
- 2020 – present: full detail design and development approvals
 - detail design is currently underway and we are at the ‘preliminary sketch plan’ phase.
 - draft Environmental Impact Statement (EIS) and development application (DA) are currently being assessed by the Environment, Planning and Sustainable Development Directorate concurrently.

Project overview



LOCALITY PLAN

Project Overview

- Duplication of 4.5 kilometres of William Hovell Drive to complete its duplication from the Glenloch Interchange through to Drake-Brockman Drive.
- A new 6 kilometre, three-metre wide asphalt off-road shared path along William Hovell Drive between Drake-Brockman Drive and Bindubi Street.
- On-road cycle lanes in both directions.
- A new signalised intersection of Drake-Brockman Drive/Kingsford Smith Drive and William Hovell Drive.
- Formalising access into the Old Weetangera Cemetery.
- Improving and enhancing the Bicentennial National Trail underpass and approaches.
- Construction of nine architecturally designed retaining walls ensuring works remain within the road reserve and limit impacts on sensitive environmental areas.

Project Benefits

- The Project has numerous benefits while also meeting a number of Government policy objectives.
 - Provide the community with high quality transport infrastructure.
 - Address the demonstrated crash history caused by merging.
 - Ease congestion, particularly in the AM and PM peaks.
 - Support and encourage sustainable transport options, particularly active travel with on-road cycle lanes and an off-road shared path.
 - Construct an access road to the Old Weetangera Cemetery.
 - Install safety measures such as wire rope safety barriers and guardrails.



Project Details - Noise

- A road and traffic noise assessment (noise study) was undertaken using relevant codes and guidelines, namely:
 - Roads ACT Noise Management Guidelines (TCCS, 2018)
 - Single Dwelling Housing Development Code (SDHDC, 2016)
 - The Whitlam Precinct Map and Code (WPM&C, 2021).
- The noise study considered construction, existing and predicted traffic noise levels at adjacent residences based on the predicted current and maximum traffic flow in 2031.
- The noise study undertaken pre-COVID found there were two residences in Hawker that were 1 and 2 decibels over the guideline and 2 decibels over for the Whitlam Estate for the nearest blocks.

Project Details – Noise (continued)

- In accordance with the appropriate guidelines, the noise study discussed possible mitigation measures and the benefits and limitations of each.
- Measures could include noise walls, low noise pavements (open graded asphalt), reducing traffic speeds or undertaking onsite treatments at residences.
- The use of low noise pavement where required is the current preferred treatment and will be investigated further with Roads ACT.
- The recommendation of this option is based on effectiveness, aesthetics, ease of construction and cost criteria.

Project Details – Shared Path

- A three metre wide shared path will be constructed adjacent to the road upgrade for the full length of the duplication and continue through to Bindubi Street.
- The path has been located to minimise environmental impacts, namely pink tail worm lizard, golden sun moth habitat and areas of native grassland.
- The path location adjacent to Hawker is required to avoid conflict with equestrians using the Bicentennial National Trail and the access driveway to the Old Weetangera Cemetery.
- To have the grade (slope) of the shared path comply with the appropriate Australian Standards, a number of flat landings are required at appropriate intervals to level out the path.



Project Details – Environment

- Key project objective: minimise environmental impacts.
- Key surrounding areas: the Kama and the Pinnacle nature reserves. There are also areas of native vegetation in the road reserve.
- Discussions have been ongoing with the ACT Government Ecologist and the Conservator of Flora and Fauna of EPSDD.
- Reducing impact on wildlife and animals:
 - lighting design will be such that it reduces impact on nocturnal animals within the nature reserves.
 - the road alignment between the nature reserves has been designed as narrow as possible to minimise impact on wildlife corridors between the two nature reserves.

Project Details – Development Approvals Process

- Referral was required under the Environment Protection and Biodiversity Conservation (EPBC) Act – the development was deemed a controlled action (meaning it may have a significant environmental impact).
- Environmental Impact Statement: assess the impact of the project on ACT protected matters and to inform a Territory Impact Track DA.
- The draft EIS and Impact Track DA were submitted to EPSDD as a concurrent EIS / DA process in July 2021.
- The ACT's EIS process has been accredited by the Commonwealth Government under a bilateral agreement and therefore the EPBC Act requirements will be addressed as part of the ACT's EIS assessment.

Project Details: Consultation

- Consultation with the local community and stakeholders was undertaken as part of the concurrent DA and EIS processes.
- Public notification process:
 - letters were sent by the Planning Authority to 216 residents adjacent to the project.
 - There was a delay in sending these letters due to the COVID-19 lockdown and in response the public notification period was extended to 30 September 2021 to allow residents to provide comments on the proposal. This was an extension from the legislated 35 working days, to more than 60.
 - the Planning Authority wrote to eight community groups including the Belconnen Community Council, Molonglo Valley Community Council, the Conservation Council, Ginninderra Catchment Group, Friends of Grasslands, Friends of the Pinnacle Nature Reserve, Friends of Mount Painter and Pedal Power.
 - Transport Canberra and City Services wrote to 37 community groups and stakeholders including the ACT Equestrian Association, ACT Landcare and the MINGLE program group.
 - five signs were erected.

Project Details – Current Development Application Status

- Upon feedback on the EIS/DA being received by TCCS including public submissions, entity comments and advice from EPSDD, a revised EIS and DA may be submitted to demonstrate how issues and impacts raised in the feedback has been addressed.
- If approved, the DA will receive a ‘Notice of Decision’ which will include conditions of the approval which need to be met.

Project Details – What's Next?

- The detail design is on hold until the feedback received on the draft EIS and DA is reviewed and able to be incorporated.
- It is anticipated the development approvals and final design will be finalised in mid-2022 with construction to commence before the end of 2022.
- Construction will be staged to not have the full length of road under construction at any one time.
- William Hovell Drive will remain open to traffic with a speed zone of 60km/h, which may reduce to 40km/h outside of peak hours if required.

QUESTIONS?

