

# Tralee News

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Part of the panorama of the Tralee Site (more overleaf).

## STUDIES SUPPORT HOUSING AT TRALEE (JERRABOMBERRA SOUTH)

### A Case Study in Compatible Land Uses

#### 1. Introduction

##### *i). Planning framework for Southern Canberra and Queanbeyan*

Tralee is within the city of Queanbeyan located to the southwest of Jerrabomberra. At its closest point it is 8kms from Canberra Airport and at its most distant part it is 11.5kms from the Airport runway.

In May 2002, The Village Building Co. (VBC) concluded a very meticulous due diligence process, prior to the purchase of two parcels of land known as North Tralee and South Tralee. In July 2002 VBC applied for their rezoning as residential land. This due diligence investigation included obtaining and

analysing all published planning policies by Queanbeyan City Council and the NSW, ACT and Federal Governments.

It also included analysis of Australian Standard 2021, which is the national standard used to determine the suitability of land around airports, for residential, commercial and other uses. **Australian Standard 2021 has been formally adopted by every level of government. It clearly and unequivocally permits residential development at Tralee.**

**Similarly AirServices Australia has a formal published policy identical to Australian Standard 2021, which clearly indicates Tralee's total suitability for residential development.**

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Building a Better Community



# Distances calculated from South Tralee

Tuggeranong Town Centre (9kms)

Woden Town Centre (10kms)



In addition the 1998 ACT Sub-Region Strategy Plan clearly earmarked Tralee and its surrounds as the **ONLY** future development corridor for the southern part of the ACT region. This plan was formally signed off by the Federal, NSW and ACT Governments and by Queanbeyan City Council and Yarrowlunla Shire, as representing the agreed parameters for the future growth of Canberra and its surrounding region. The plan was finalised after exhaustive consideration of aircraft noise, traffic, environmental and other relevant issues, and finalised by thirteen exhaustive, formal, technical studies.

## ii). Planning regulations for housing near airports

The Commonwealth Government and every State and Territory Government have a firm, published policy in relation to residential developments in areas which may be affected by aircraft noise. **This policy is based on Australian Standard 2021, as revised in the year 2000. This Australian Standard is designed specifically to protect the long term viability of airports across Australia by preventing housing in areas of unreasonable aircraft noise.**

The Tralee proposal complies in every way with the Australian Standard and the planning requirements of all the relevant governments.



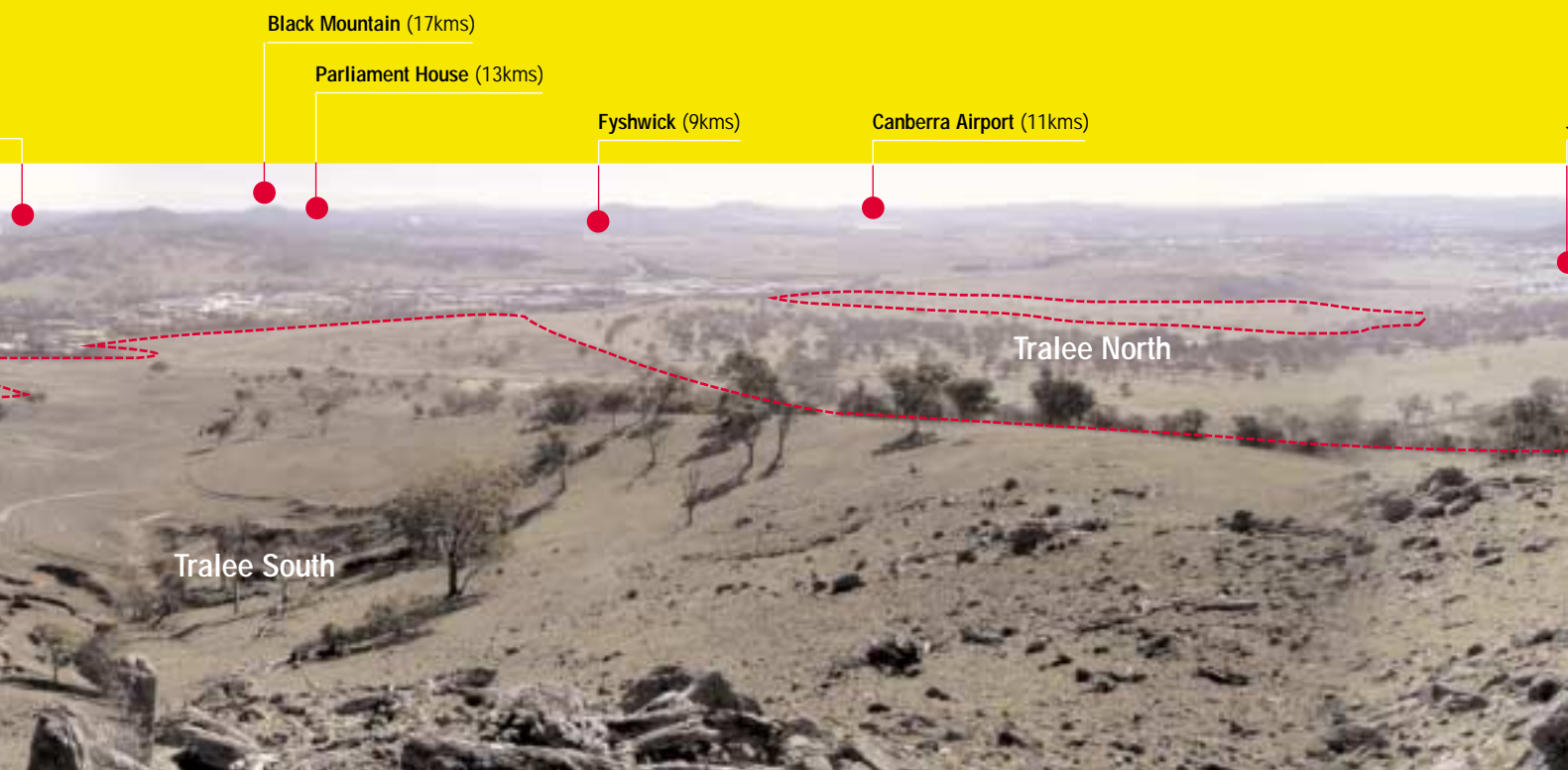
Above: Residents enjoying a Christmas Party organised for the VBC's Brisbane estate residents.

## iii). Canberra Airport's Response

Canberra Airport has relentlessly published often misleading and sometimes false information to undermine the rezoning of Tralee.

Canberra Airport claims that Tralee will inhibit airport development and expansion. The facts stand in stark contrast to this claim. Residential settlement at Tralee will not compromise or inhibit in any way the development of Canberra Airport and its perceived role in the economic development of the Canberra region. Tralee will not cost the airport a single flight.

Tralee will significantly contribute to the economic growth and efficiency of the whole region.



*iv). The Village Building Co.*

The Village Building Co. is a Canberra based company with 130 shareholders, most of whom run very successful regional businesses. It has developed more than 10,000 blocks of land in Canberra, Wollongong, Orange and Brisbane over 15 years, and has recently commenced operations in Coffs Harbour.

The Company prides itself on contributions made to local communities and governments and to environmental issues. The range of new products that VBC has introduced into each of its markets, and the community facilities that it has provided, have brought about immense social and economical benefits to each community.

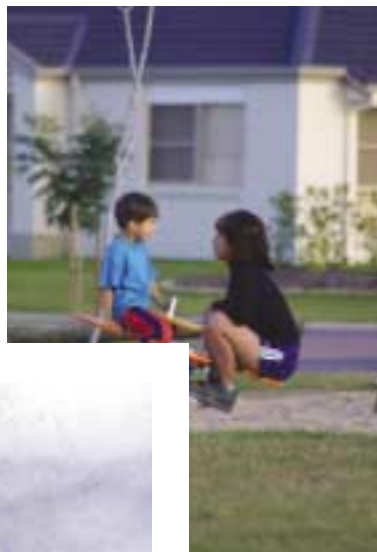
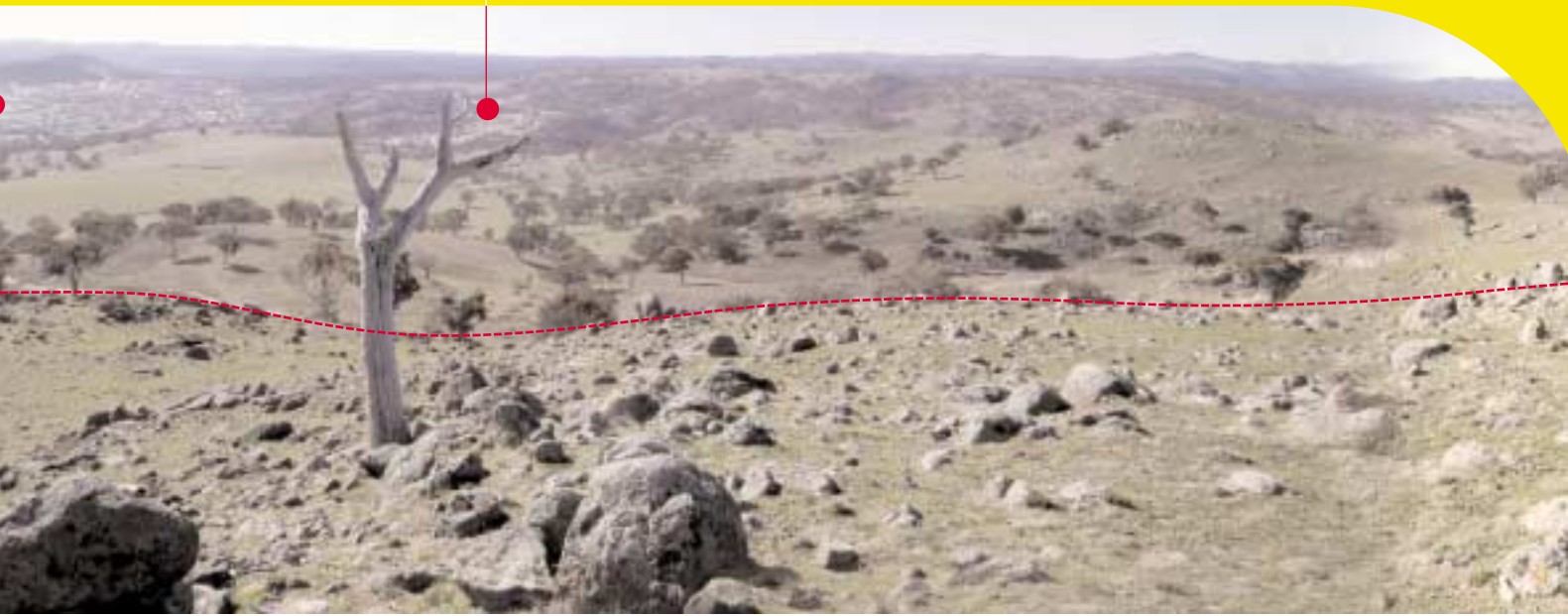
Estates are developed in a way that adds to quality of life of the communities in which we operate. For example, VBC's estates include parks and extensive landscaped recreational facilities. One included a golf course, self sufficient in water, with VBC also contributing \$1m to a community club house. Environmentally, VBC is committed to ecological sustainability, commencing with subdivision designs to maximise energy ratings, environmental best practice for water quality control and where appropriate, total on-site recycling of old materials.



*Above and right: Play equipment and open space in planned parkland in VBC's Wollongong estate.*

errabomberra (3kms)

Waterfall Ridge (2kms)



*VBC's Brisbane estates offer families an environment where children can thrive with quality housing and services.*



## 2. The ACT and Sub-Region Planning Strategy, 1998

Responsible developers comply with government planning strategies and normally get government encouragement to comply with published planning schemes. This is the case for Tralee, where Queanbeyan City Council is the relevant planning body.

Under Queanbeyan City Council's current Structure Plan, Tralee is clearly indicated as a "Proposed Urban Area". The ACT and Sub-Region Strategy Plan also clearly indicates Tralee and its surrounds as the regions' only future southern development area. It includes two future road accesses to Tralee from Tomsitt Drive and across the ACT border through Hume to the Monaro Highway. This latter plan is a formal inter-governmental agreement.

*Right: The Waterfront Park, Gungahlin, ACT, is one of VBC's current Canberra developments.*



## 3. The Rezoning Process

In accordance with NSW Government legislation and procedures including published Ministerial Directives, Queanbeyan City Council is currently completing a Local Environmental Study, which analyses in meticulous detail the suitability of each part of Tralee for residential rezoning. The Environmental Study includes investigation of traffic, flora and fauna, noise, flooding, infrastructure, etc. The studies included consultation with relevant NSW, ACT and Commonwealth Government agencies.

When the studies are integrated into a draft Local Environmental Plan a report will be circulated to all relevant NSW and Commonwealth agencies and the ACT Government and, in regard to noise issues, to Canberra Airport. The report will then be placed on public display as part of a formal consultation process with Queanbeyan residents. The NSW Minister for Planning will then consider the reports and public comments, prior to making his determination on the rezoning, after considering any further advice he requires from NSW Government agencies.



*VBC's Brisbane Housing.*



*VBC's Wollongong Housing.*

## 4. Benefits of Tralee to Jerrabomberra, Queanbeyan and the ACT

### *(i) Transport*

Tralee will result in improved transport links between Queanbeyan, Jerrabomberra and Canberra, improving regional social and economic integration and meeting the need for southern residential land. As a result of the rezoning, Tralee will contribute at least \$12 million to Queanbeyan City in development contributions for Council infrastructure prospects.

The road lay-out of Tralee itself will help address three traffic headaches.

- a) Traffic now builds up on the single-lane Tomsitt Drive and there is no other southern outlet. Tralee will provide an alternate Southern access to the Monaro Highway.
- b) The Queanbeyan/Jerrabomberra Edwin Land Parkway link remains unfinished and developer contributions will enhance Council's ability to complete this road. This will certainly give better access for Jerrabomberra residents to local high schools and to Queanbeyan Town Centre. Council will also duplicate Tomsitt Drive prior to the occupation of houses in Tralee.
- c) Tralee will permit quicker access to both Tuggeranong and central Canberra for residents of Jerrabomberra. VBC undertakes to contribute to a Section 94 scheme to improve Tharwa Drive through to the junction with the Monaro Highway.

### *(ii) Land Supply and Choice*

It is obvious that many people wish to live in Queanbeyan – but within a year, Queanbeyan's current land supply will be exhausted. As the area clearly earmarked by all governments to accommodate the region's future southern residential expansion, Tralee is absolutely essential to meet demand. Tralee will add \$2 million per year in rates to help Queanbeyan City Council provide services to its citizens. It will provide a choice for those who live in Southern Canberra and who wish to upgrade, down size, or change their housing type to meet current lifestyle needs.

### *(iii) Schools*

More people near Jerrabomberra will add to the student base that determines where and when government and private agencies develop high schools and/or primary schools. A number of groups have already expressed interest in constructing a private secondary school at Tralee. The Village Building Co. has committed an eight hectare site for a high school and playing fields. This will be gifted to an appropriate education body.

### *(iv) Business Diversity and Vitality*

A greater customer base will help existing Jerrabomberra businesses and customers and permit a greater range of retail outlets in both Jerrabomberra and in Queanbeyan Town Centre. Tralee will also significantly enhance the future for Hume traders and customers and for the Tuggeranong Town Centre.

### *(v) Water Conservation*

Grey water and stormwater will be filtered and piped into a pond, which will act as a community aesthetic focus. From this pond, water will be pumped to maintain landscaped public areas and school ovals. In addition, Tralee will be planned to use significantly less water than current sub-divisions in the region. There will also be requirements for water saving features within each household.

### *(vi) Infrastructure Cost and Usage*

With an appropriate agreement between Queanbeyan City Council and the ACT, Tralee could utilise some of ACTEW's surplus sewer treatment capacity. This would provide revenue to the ACT government and achieve a greater regional efficiency in infrastructure. Tralee has very low government infrastructure costs compared to other southern alternatives.



*Children enjoying the parkland in one of VBC's Brisbane estates.*

# 5. Parkland and Environment

The Village Building Co. has a record of providing quality open space in its developments. Tralee will allow a greater diversity of parkland for both Tralee and the adjacent Jerrabomberra community.

The Tralee site at present contains the decaying remains of the Fraser Park speedway and several old quarries. These degraded areas will be remediated. Jerrabomberra Creek runs through the site. It is suffering from erosion damage, an infestation of weeds and contains car bodies and other refuse. These will be removed and an extensive public park will be created along the creek with cycle paths, walkways and a jogging circuit.

The site is now extensively grazed with few trees. The fully developed site will contain parkland, playing fields and many thousands of trees.



*Above: VBC's Edgewood Estate in Wollongong. VBC has restored and enhanced an environment which was substantially degraded by more than 100 years of use as a quarry and brickworks. Environmental works have included major creek restorations, a bush regeneration program, the recycling of nearly 30,000 tonnes of old bricks and concrete, major water quality initiatives and the shifting, separation and recompaction of over 1,000,000m<sup>3</sup> of fill and stockpiles left from brick making operations.*



*Above: VBC's Brisbane estate, Riverwood.*



*VBC's Waterfront estate, Gungahlin, ACT.*

## 6. Noise standards

### (i) *Aircraft Noise as a Land Use Planning Issue*

It is important that the issue of aircraft noise impacts on residential areas be fully, sensitively and properly dealt with.

**Current standards contained in Australian Standard 2021 prevent new residential homes being built in areas subject to undue aircraft noise. These standards are both stringent and appropriate and have binding legal force.** In accordance with NSW planning legislation, Australian Standard 2021 will remain the key determinant of land use planning decisions in areas near airports which may be affected by aircraft noise.

### (ii) *What is the ANEF System and Australian Standard 2021?*

The method used in Australia for assessment of aircraft noise in the vicinity of airports is the Australian Noise Exposure Forecast (ANEF) system as defined in Australian Standard 2021.

An ANEF chart is a map showing contours which represent different levels of noise exposure around an airport, reflecting the frequency, extent and time of aircraft noise. The map on the back cover shows the ANEF20 contour for Canberra Airport. This is the key ANEF contour, as it delineates areas where housing is unrestricted from areas where housing construction requires noise abatement measures.

Under Australian Standard 2021, the ANEF system is used to determine compatible land uses around an airport. The Australian Standard 2021 provides that the construction of certain types of building are “acceptable”, “conditional” or “unacceptable” depending on the ANEF zone in which the site lies. **Below 20ANEF all building types are acceptable. Tralee is entirely below 20ANEF with the majority of Tralee being subject to less than 1/10 of the permitted noise level.**

### (iii) *What is the Policy of the Commonwealth Government to Australian Standard 2021?*

In a recent court case in Western Australia, officers of both the Department of Transport and Regional Services, and AirServices Australia gave sworn evidence explaining the ANEF system and supporting the Australian Standard 2021 as the objective test for making land-use planning decisions near airports.

The Commonwealth Department of Transport, in a letter dated 9 October 2002 to the Queanbeyan office of Planning NSW, said:

“Commonwealth policy continues to support the use of Australian Standard 2021-2000, in conjunction with the use of ANEF contours, as the most appropriate tool to assist State and Territory land use planning authorities determine compatible building types, siting and construction techniques to apply to development in areas surrounding airports.”

On 2 August 2002 the Department of Transport and Regional Services forwarded a briefing note to the Minister for Local Government in relation to the proposed rezoning of Tralee. That note said:

“The areas under question (North and South Tralee) do not lie in the significant ANEF contours...and are therefore not subject to restriction for residential development under AS 2021 – 2000”.

### (iv) *Impacts of NSW Policy on Tralee*

Ministerial Direction G16 “Airport Noise”, made in 1983 under section 117 (2) of the *NSW Environmental Planning and Assessment Act 1979*, permits residential development in areas less than ANEF20.

Section 69 of the Queanbeyan Local Environmental Plan, made in 1998 under Ministerial Direction G16, permits housing in areas under flight paths in areas less than ANEF20 and requires compliance with Australian Standard 2021 in areas between ANEF20 and ANEF25.

With respect to aircraft noise, Tralee is clearly acceptable for housing under NSW legislation.



Above: VBC's Wollongong housing.

## 7. Conclusion

NSW Government planning legislation requires development in the vicinity of airports to be in accordance with Australian Standard 2021 which is designed to protect the long term operation of airports.

The Commonwealth and NSW Governments' policy towards land-use planning decisions near airports is to apply Australian Standard 2021. The Commonwealth also acknowledges that Tralee complies absolutely with this standard. Yet the Canberra Airport continues to falsely claim that Tralee will constrain its development.

The Village Building Co. fully supports the vision of the Canberra Airport to serve the region's emerging transportation needs, just as VBC proposes to properly meet the region's southern housing needs, in accordance with clearly promulgated and soundly based ACT, NSW, Commonwealth and Local Government planning schemes.

The proposed residential development of Tralee will have no impact on the fulfilment of Canberra Airports' growth strategies, including its very substantial office park. Tralee will not cost Canberra Airport one flight into or out of, its airport.

Tralee will contribute to a more efficient and diverse urban form for the region. It is the most economic land to produce and the closest land for both southern Canberra and for Queanbeyan Town Centre. Aircraft noise is a very minor issue for Tralee.



*VBC's Wollongong Housing.*



*Above, left and right: Public artworks at VBC's Canberra estates.*

