



GLADSTONE REGIONAL COUNCIL

EXTRACT FROM

GENERAL MEETING MINUTES

**HELD AT THE COUNCIL CHAMBERS - CIVIC CENTRE
101 GOONDOON STREET, GLADSTONE**

On Tuesday 20 October 2015

**Stuart Randle
CHIEF EXECUTIVE OFFICER**

G/5.2.5 AGNES WATER SECOND ARTERIAL ROUTE

Purpose:

The purpose of this report is to seek Council's endorsement of a preferred alignment for the Agnes Water Second Arterial Route.

Officer's Recommendation:

1. That Council receive the *"Agnes Water Second Arterial Route, Feasibility Design Report, (GHD September 2015)"*.
2. To enable better connectivity and planned growth for the Agnes Water and Seventeen-Seventy Region, Council endorse the State School route as the preferred option, shown on drawing SK007 (*Agnes Water Second Arterial Route, Feasibility Design Report, (GHD September 2015)*).
3. That the Chief Executive Officer develop a strategy, for Council to consider, securing the corridor along the preferred alignment shown on drawing SK007 (*Agnes Water Second Arterial Route, Feasibility Design Report, (GHD September 2015)*)

G/ 15 / 1 Council Resolution:

Moved Cr Lanzon
Seconded Cr Chapman

That the Officer's Recommendation be adopted.

CARRIED



GLADSTONE

REGIONAL COUNCIL

EXTRACT FROM

GENERAL MEETING AGENDA OFFICER REPORT

**HELD AT THE COUNCIL CHAMBERS - CIVIC CENTRE
101 GOONDOON STREET, GLADSTONE**

On Tuesday 20 October 2015

SUBJECT: AGNES WATER SECOND ARTERIAL ROUTE

Responsible Officer: Director Engineering Services

Council Meeting Date: 20 October 2015

Purpose:

The purpose of this report is to seek the Council's endorsement of a preferred alignment for the Agnes Water Second Arterial Route.

Officer's Recommendation:

1. That Council receive the "*Agnes Water Second Arterial Route, Feasibility Design Report, (GHD September 2015)*".
2. To enable better connectivity and planned growth for the Agnes Water and Seventeen-Seventy Region, Council endorse the State School route as the preferred option, shown on drawing SK007 (*Agnes Water Second Arterial Route, Feasibility Design Report, (GHD September 2015)*).
3. That the Chief Executive Officer develop a strategy, for Council to consider, securing the corridor along the preferred alignment shown on drawing SK007 (*Agnes Water Second Arterial Route, Feasibility Design Report, (GHD September 2015)*)

Background:

A second corridor linking Round Hill Road to Captain Cook Drive has been included in the *Miriam Vale Planning Scheme* since 2009.

The objectives of this second corridor linking are understood to be;

- Relieve congestion at the Captain Cook Drive and Round Hill Road intersection as the population at Agnes Water expands.
- Open up planned urban expansion opportunities in the Agnes Water locality
- Provide a Trunk Distributer road in the Agnes Water locality in accordance with Council's adopted Road hierarchy that has limited frontage development and well planned intersection spacing. Collector roads will link at nominated locations and be provided by developers.

Intersection modelling shows that the existing intersection of Captain Cook Drive and Round Hill Road is serviceable until 2020 (AM Peak) and 2030 (PM Peak) at which point the intersection provides unacceptable level of service. To alleviate congestion at the existing intersection, either the existing intersection would have to be upgraded, or the Agnes Water Second Arterial Route would have to be constructed. This modelling is based of traffic counts taken during the peak Christmas holiday period.

In April 2015, GHD was awarded the tender to prepare a feasibility design report for the Agnes Water Second Arterial Route. The purpose of this report was to investigate various options connecting the townships of Agnes Water and Seventeen Seventy. This would then allow Council to determine its preferred route and if desired, commence acquisition activities to secure the corridor. The Final report was completed in September 2015 (Attachment 1).

The feasibility design report, considered the following constraints:-

- Public Utilities
- Storm Tide levels
- Hillslope protection
- Potential acid sulphate soils
- Existing development approvals
- Hydrology and water ways
- Regulated vegetation
- Protected species
- Required permits.

As part of this investigation, three (3) alignments were considered conceptually then two (2) options were selected by Council staff for GHD to carry out to a more detailed analysis and prepare ballpark estimates.

The shortlisted options are

1. GHD Option 1 State School route
2. GHD Option 3 Council Land route

The northern section of both options are similar in alignment. The southern alignment of GHD Option 1 known as the State School route passes through land held by the State Government for a future High School and is detailed on Concept Plan SK007.

The southern alignment of GHD Option 3 known as the Council Land route passes through land owned by Council and is detailed on Concept Plan SK008. This land was purchased in 2002 for a proposed Depot, Community Recreation Precinct, Community Facilities Precinct and Aged and Health Precinct (see Attachment 2). Planning for these facilities have not progressed since the amalgamation.

The properties affected by the two "shortlisted" options are:

- Lot 213 SP257657, owned by Captain Cook Holdings Pty Ltd
- Lot 2 SP257657, owned by The State of Queensland
- Lot 2 SP117407, owned by Jamworth Pty Ltd and Sunshine State Developments Pty Ltd
- Lot 53 RP620282, owned by Mr D Crouch
- Lot 8 RP616792, owned by Gladstone Regional Council

Consideration:

The two shortlisted options and the "do nothing" options are examined below;

Option 1 - Do nothing

The Do nothing option allows Council to continue to monitor the traffic volumes along Round Hill Road and Captain Cook Drive. It also permits alternative options to be investigated to alleviate congestion at the Round Hill Road/Captain Cook Drive intersection such as an intersection upgrade. The Current Planning Scheme has identified the route for this trunk infrastructure which could then be created by developers as infill development proceeds.

Advantages

No upfront cost to Council

Developers dedicate road reserve and construct the road as development proceeds in the area.

Disadvantages

- Location of intersections may be compromised during Development Approval process
- Coordination of planned infrastructure upgrades (ie Sewer Pump Stations, Rising Mains, Gravity Sewers and Stormwater Infrastructure) may be impacted
- Round Hill Road/Captain Cook Drive intersection may reach an unsatisfactory Level of Service before the Road Corridor is completed

Option 2 - State School Route (GHD reference Option 1 Drawing SK007)

The State School route estimated to cost \$10.4M and is the cheapest of the two construction options. It is 2.2km long and provides the greatest separation between the intersection of Round Hill Road and Bicentennial Drive and the proposed new intersection. This option however requires additional land resumption though land owned by the State Government, Department of Education and Arts.

Advantages

- Cheapest
- Shorter length
- Greater separation between the current intersection of Round Hill Road and Bicentennial Drive and the proposed intersection
- Council owned land could be sold to offset cost of land acquisitions

Disadvantages

- Land required from the State Government may impact on proposed school development

This is the preferred option.

Option 3 - Council Land Route (GHD reference Option 3 Drawing SK008)

The Council Land Route is 150m longer than the State School Route and the estimated cost is approximately \$10.9M even though Council owns approximately 700m of the corridor already. This option deviates from the State School Route, so that it does not encroach onto State Government land.

Advantages

- Does not impact State Government Land (Lot 2 SP257657).
- The balance of Council's land could be sold for future development or used as part compensation for acquisition of the remaining corridor.

Disadvantages

- Most expensive option;
- Longer route;
- Requires significantly more clearing through the highly vegetated Council Land (Lot 8 RP616792);
- Impacts on land mapped as Essential Habitat;
- Smaller separation between the current intersection of Round Hill Road and Bicentennial Drive and the proposed intersection.

This is not the preferred option due to the additional cost and impact on Essential Habitat.

Communication and Consultation (Internal/External):

Once a preferred option has been endorsed, negotiations will begin with the land owners and Government Departments to begin the corridor protection process.

Legal Environmental and Policy Implications:

Nil.

Financial and Resource Implications:

Funding for obtaining Detailed Design and Planning Approval has been provided for in 2015/2016 budget item RDC0456, \$300,000.

The estimated construction cost of this project is \$10.4M. If it is assumed that 50% of the Infrastructure Charge for residential properties could be assigned to Trunk Roadworks (ie \$14,000 per lot) a total of 742 new residential lots would need to be created in the Agnes Water locality to fund the construction of this project. Given the low creation rate of residential lots in this area it is anticipated that this project would be outside of the current 10 year financial planning horizon.

Commentary:

Nil.

Summary:

Nil.

Attachments:

1. Agnes Water Second Arterial Route, Feasibility Design Report, Prepared by GHD, dated September 2015
2. Agnes Water Second Arterial Route - Historic information.

Tabled Items:

1. Nil.

Report Prepared by: Engineer - Design