

# Equestrian network

Equestrian horse trails play a key recreational mode both to and through the proposed Molonglo 3 site.

Existing horse trails currently run to the south and east of the site providing along the Molonglo River and through the National Arboretum.

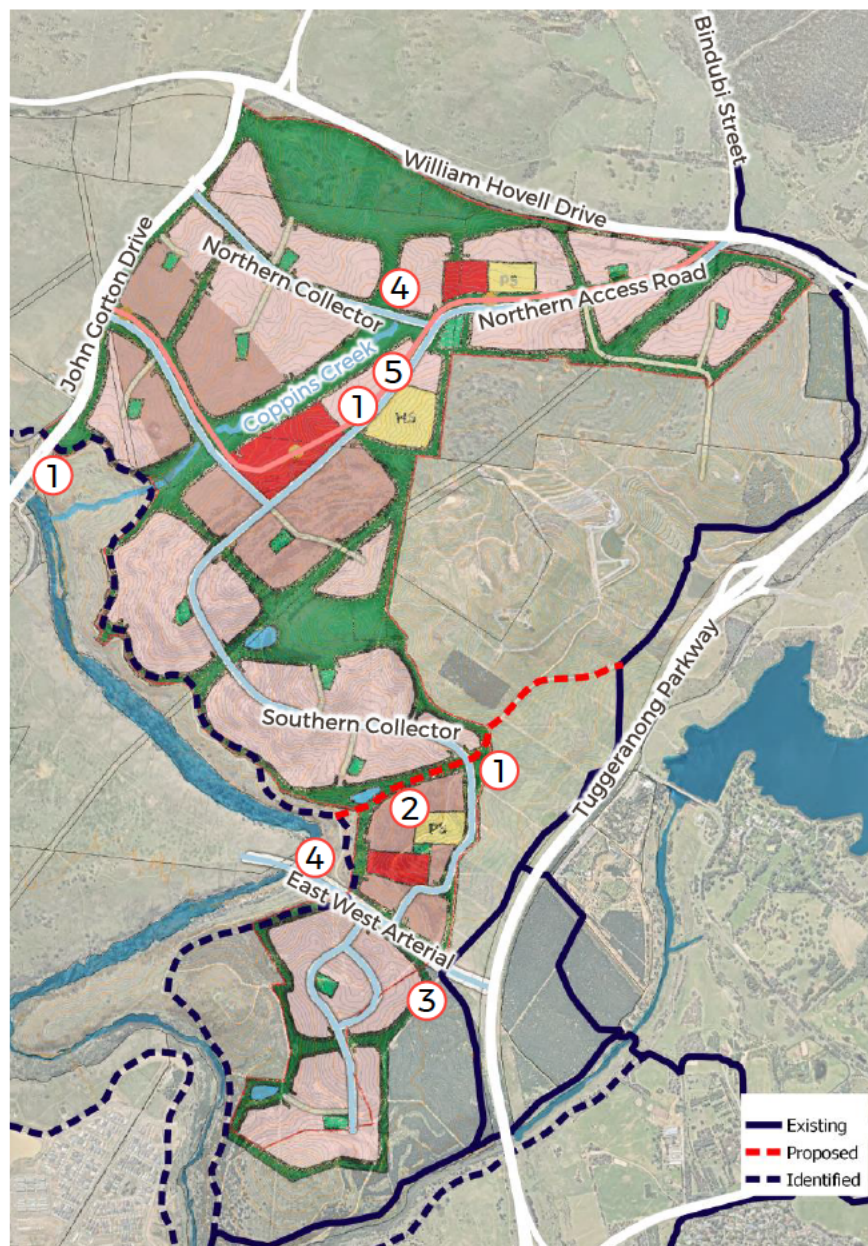
As part of the Planning Design Framework, additional trails have been identified which primarily form the western boundary of the site.

The complement these and to provide connection through the site, and connection via the 'Green link' is proposed. This link will connect the proposed western horse trail via the 'Green Link' identified north of the southern centre and primary school. Via the National Arboretum, the proposed trail will connecting with the existing horse trails east of the site.

To support the provision of horse trails, reference should be made ACT Government's Active Travel Design Guides. Particular reference should be made to clearance heights for underpasses (both on existing and proposed) as well as proposed Equestrian signalised crossing on John Gorton Drive and the Southern Collector Road.



Source: National Arboretum website



Basemap source: SixMaps Data adapted from ACT Government Active Travel Infrastructure website and proposed trails for Molonglo 3

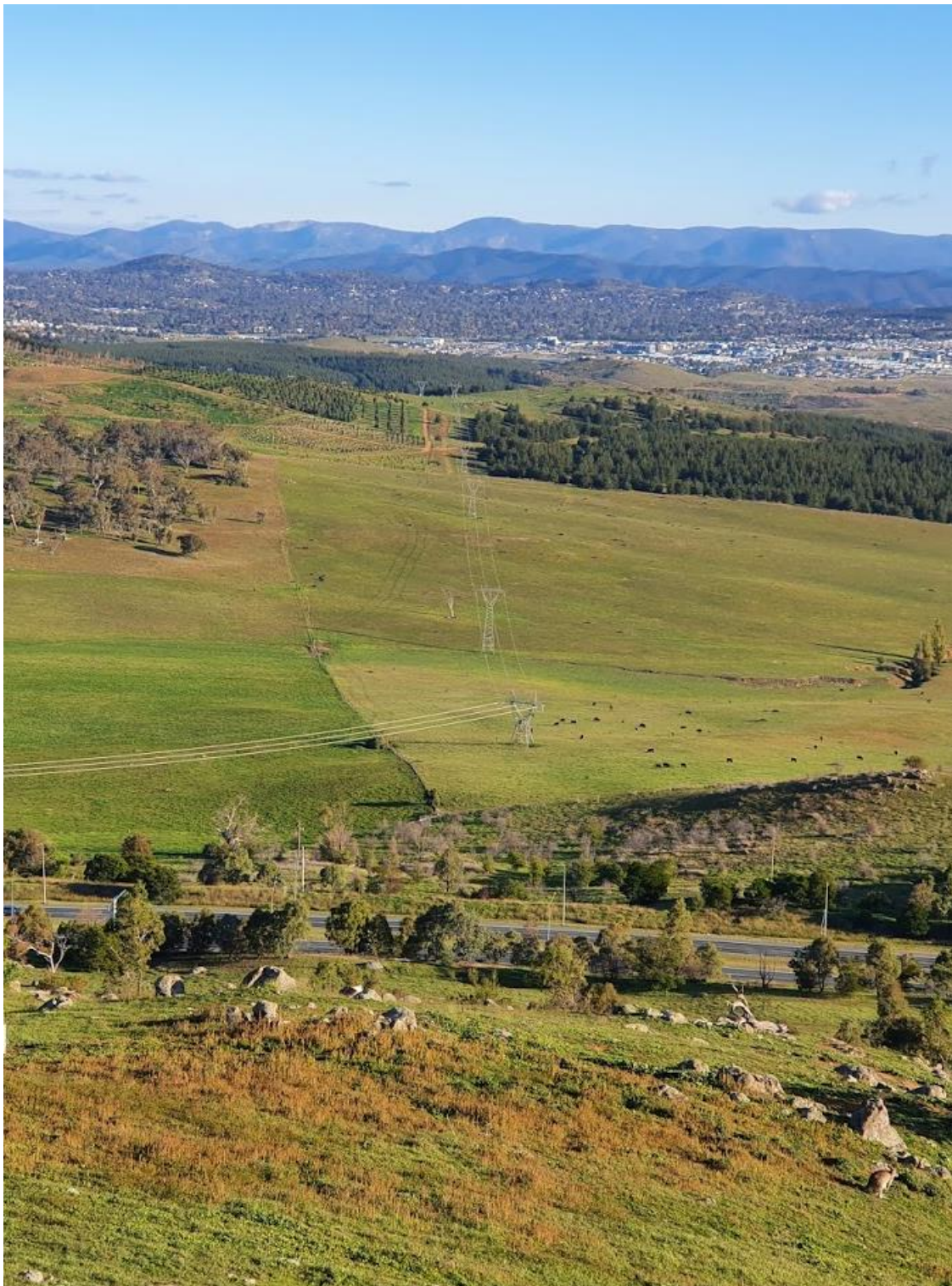
Figure 12: Equestrian trails

① Provision of Signalised Equestrian crossing

② Green link connections to Arboretum and eastern horse trails

③ Grade separation of East West over existing horse trail

④ Adequate clearance for horses and riders under proposed loop road underpass



## Infrastructure

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# Topography

## Best Use of the Land

- Maintaining where possible natural gradients for roads and development
- DDA compliance will be required and needs to be considered on paths and pedestrian routes
- Minimising large excavations of cut but where required achieving cut to fill balance
- Gradients vary across with majority greater than 8% and in areas in excess of 15%.
  - Max road gradient for buses 8%
  - Max road gradient local streets 12.5%.
- Vegetation such as woodlands and environmentally sensitive areas and heritage areas to consideration earthworks and development of lots / roads and infrastructure – how much is cleared or maintained and kept?
- By encouraging trails for walkers, bikes and horses, safety with regards to alignment will need to be considered with adequate gradients and steep falls close to features such as Coppins Creek and the Molonglo River / River Corridor

## Coppins Creek

- Engineering to be sympathetic to the natural state of the creek and maintain the natural features
- Preservation of the river corridor
- Activation of the river corridor and linking previous stages of development along the corridor to the public such as the Namarag Reserve (Molonglo Special Purpose Reserve).
- Adequate crossing points for both walkers / riders and vehicles
- Maintaining quality of water within the creek and provide betterment (WSUD principles) where possible
- Potential flooding from Coppins Creek to the proposed surrounding development areas to be considered
- Encroachment within the Coppins Creek flood plain
- Can not impact existing development such as Whitlam
- Easement widths to be confirmed with the relevant Public Utility Plant (PUP) Authority

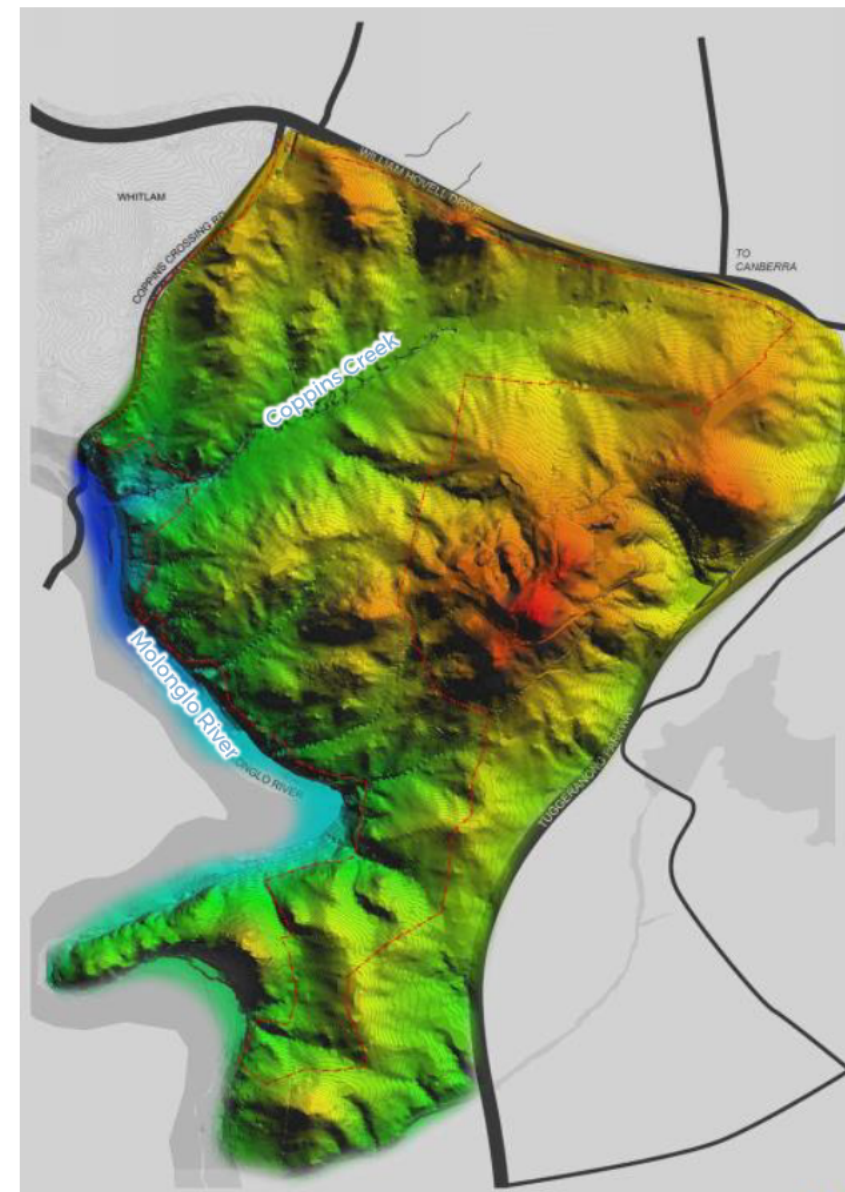


Figure 13: Topography

# Existing Site Features

## Diversions

- Diversions to be considered and co-ordinated with the relevant PUP Authority
- Linkage into the adjacent development of Whitlam - confirmation of adequate capacity for all services
- Combine services trenches and agreement with TCCS will be key to minimise service corridors in accordance with the verge details as provided.
- Confirmation of the alignment of the 132kV undergrounding should be co-ordinated to ensure the location does not impact future planning and road corridors

## Land Use with Services

Easements will always be required, but making best use of these spaces will be essential such as

- Walking or bike trails, parks or public open spaces



# Water Sensitive Urban Design

## End of Line Treatment

- End-of-line facilities such as Dams or Reservoirs provide a single point of control rather than multiple facilities across the precinct
- For this development it would be a significant structure both volume and depth
- Would be located close to the Molonglo River movement of all modes through the precinct
- May not have the landscape appearance (eyesore) that the public would like directly beside the Molonglo River
- Would be a regulated structure that could provide a water supply for Icon Water if needed but this would also require a water treatment facility – and water supply is readily available in the area
- Significant engineering would be required

## Multiple Facilities

- Best use of the changing topography to create community features such as ponds or lakes
- Staging of the development is a key consideration which may lean toward multiple treatment facilities
- Interfaces with the urban design that will need to allocate sufficient land for these features / facilities
- Can be used for place making
- Natural and requires minimal maintenance

## Treatment trains and Rian Gardens

- Can be integrated into the streetscape and urban footprint and council verges
- Strategically aligning with the transportation corridors Will require ongoing maintenance but small and manageable
- Gravity systems where possible rather than pumping
- Ensuring adequate space allocation is provided in the streetscape layout and road cross sections
- Treatment at source solution

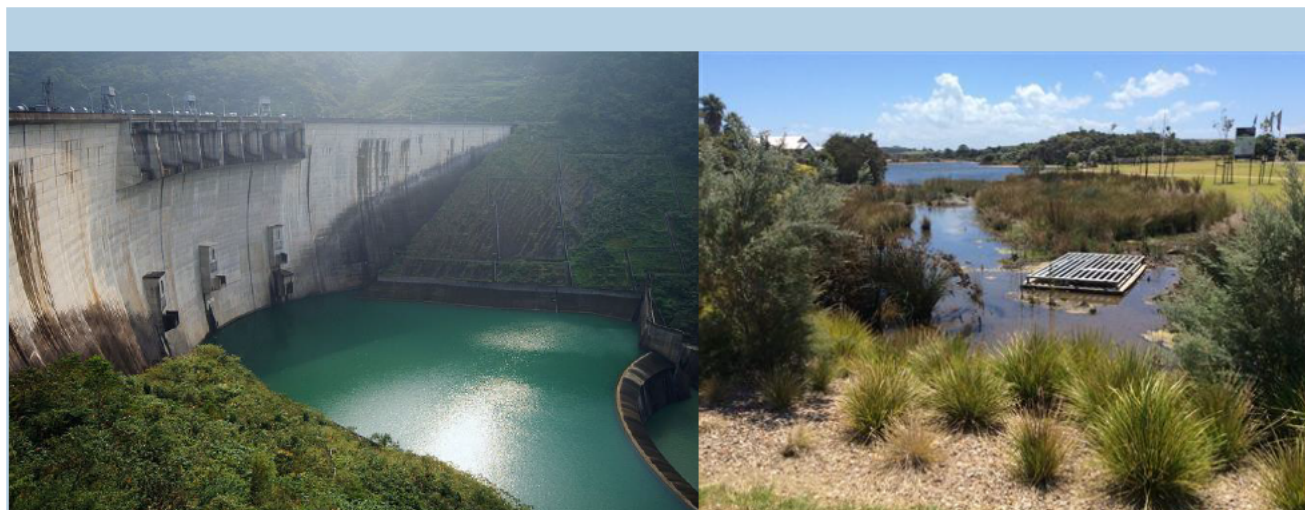


Figure 14: Water sensitive urban design

# Trunk Infrastructure

## Existing Trunk Infrastructure to be Maintained

- End-of-line facilities such as Dams or Reservoirs provide a single point of control rather than multiple facilities across the precinct
- Easements to be considered in the development
- Alignment of roads to coincide with easements
- Open space within easements
- Easement widths to be confirmed with the relevant Public Utility Plant (PUP) Authority

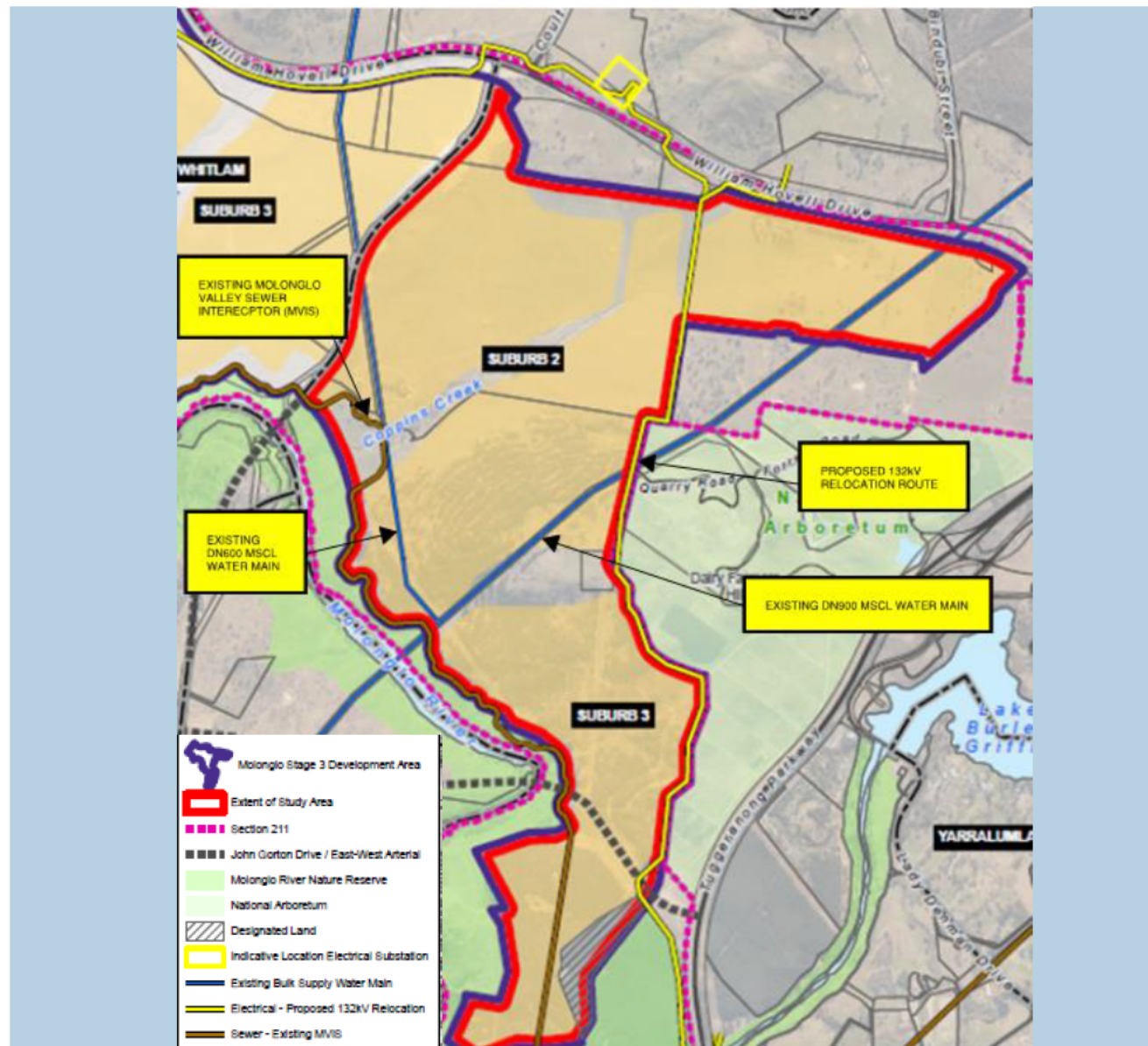


Figure 15: trunk Infrastructure



The image features a light blue background with white geometric shapes. On the left, a large white shape resembling a stylized 'W' or a series of overlapping triangles is visible. In the center, the letters 'WISD' are rendered in a bold, red, sans-serif font. The 'W' is composed of two vertical bars and two diagonal bars. The 'I' is a simple vertical bar. The 'S' is a thick, curved shape. The 'D' is a thick, curved shape. The overall design is clean and modern.

WISD

# APPENDIX D

## INFRASTRUCTURE DRAWINGS

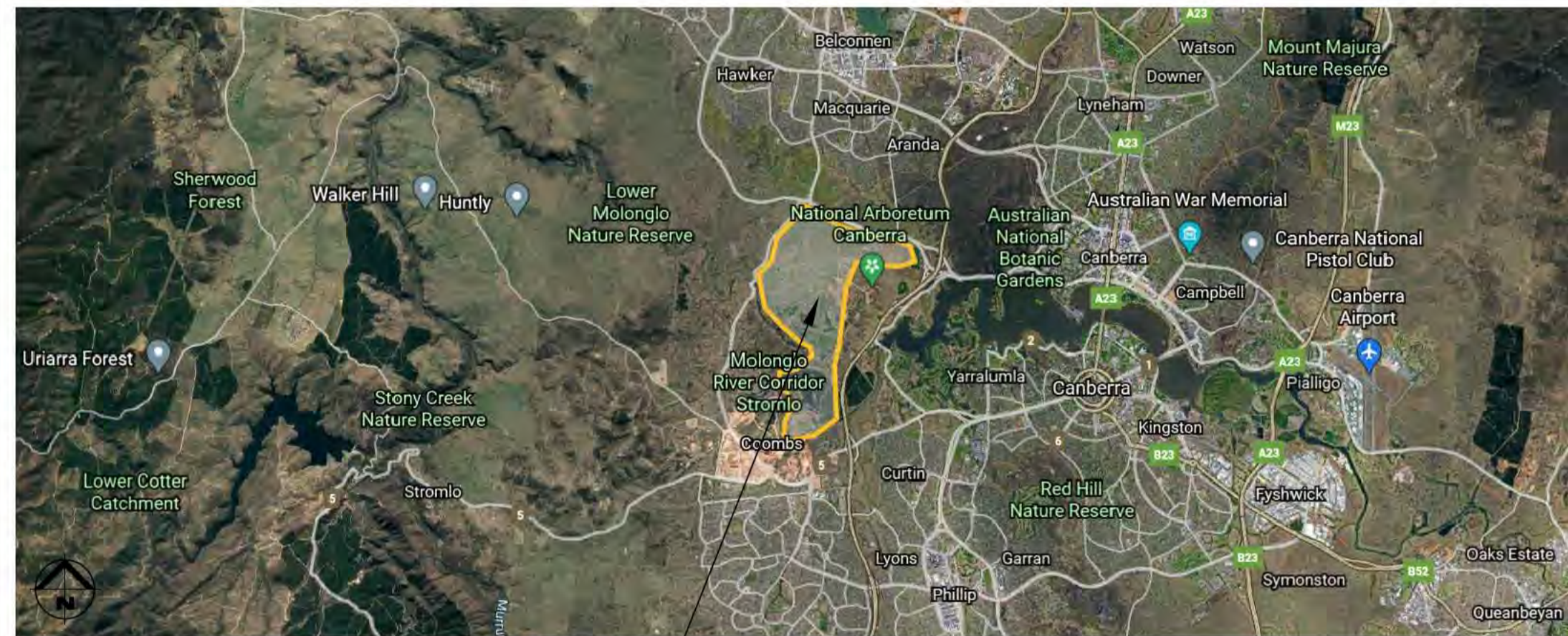
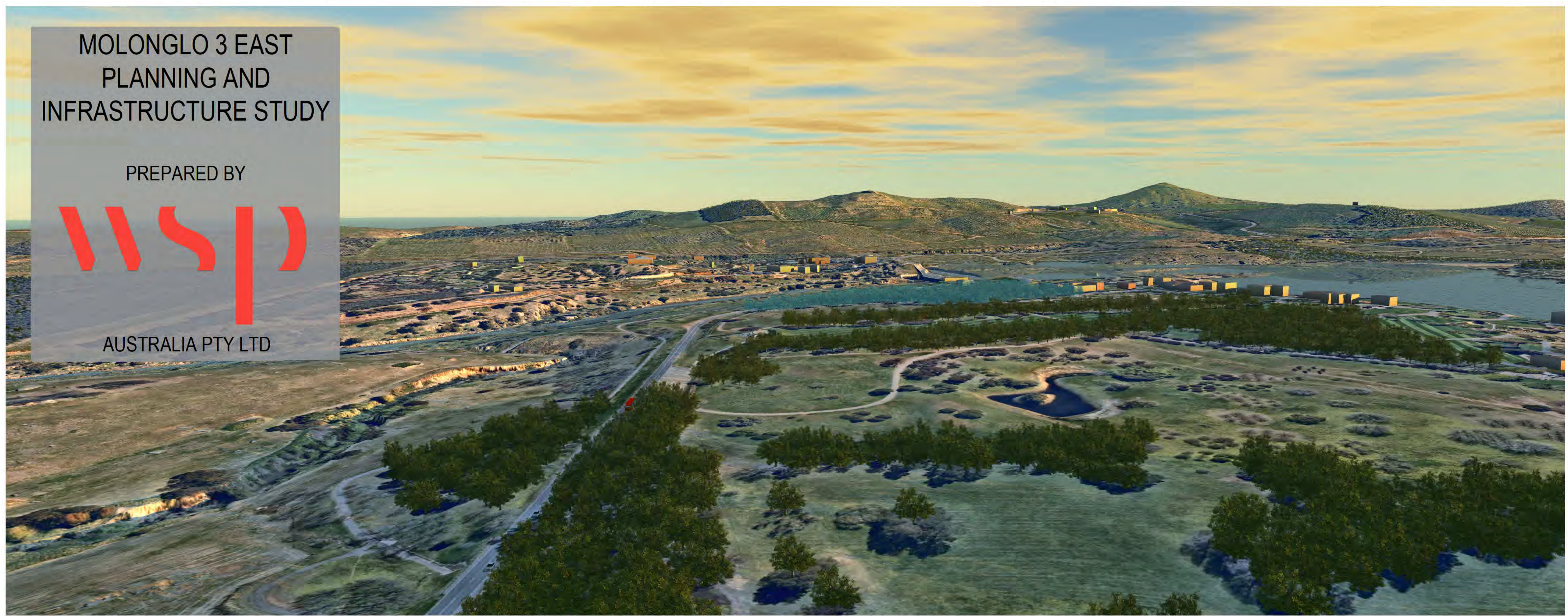


# MOLONGLO 3 EAST PLANNING AND INFRASTRUCTURE STUDY

PREPARED BY



AUSTRALIA PTY LTD



LOCATION OF PROPOSED WORK

## DRAWING INDEX:

1. PS119657\_CIV\_LP\_004 - SITE OVERVIEW - PLAN VIEW
2. PS119657\_CIV\_LP\_001 - SITE OVERVIEW - PERSPECTIVE VIEW
3. PS119657\_CIV\_LP\_005 - PROPOSED SITE DEVELOPMENT - PLAN VIEW
4. PS119657\_CIV\_LP\_002 - PROPOSED SITE DEVELOPMENT - PERSPECTIVE VIEW
5. PS119657\_CIV\_LP\_006 - SITE ELEVATION MODEL - PLAN VIEW
6. PS119657\_CIV\_LP\_003 - SITE ELEVATION MODEL - PERSPECTIVE VIEW
7. PS119657\_CIV\_ELC\_002 - PROPOSED ELECTRICAL REALIGNMENT - PLAN VIEW
8. PS119657\_CIV\_ELC\_001 - PROPOSED ELECTRICAL REALIGNMENT - PERSPECTIVE VIEW
9. PS119657\_CIV\_W\_002 - PROPOSED WATER TRUNK MAIN ALIGNMENT - PLAN VIEW
10. PS119657\_CIV\_W\_001 - PROPOSED WATER TRUNK MAIN ALIGNMENT - PERSPECTIVE VIEW
11. PS119657\_CIV\_S\_005 - PROPOSED SEWER TRUNK MAIN ALIGNMENT - PLAN VIEW
12. PS119657\_CIV\_S\_001 - PROPOSED SEWER TRUNK MAIN ALIGNMENT - PERSPECTIVE VIEW
13. PS119657\_CIV\_S\_002 - PROPOSED SEWER TRUNK MAIN - BRANCH 1
14. PS119657\_CIV\_S\_003 - PROPOSED SEWER TRUNK MAIN - BRANCH 2
15. PS119657\_CIV\_S\_004 - PROPOSED SEWER TRUNK MAIN - BRANCH 3 AND 4
16. PS119657\_CIV\_SS\_006 - STORMWATER MANAGEMENT SYSTEM (SMS) OVERVIEW - PLAN VIEW
17. PS119657\_CIV\_SS\_001 - STORMWATER MANAGEMENT SYSTEM (SMS) OVERVIEW - PERSPECTIVE VIEW
18. PS119657\_CIV\_SS\_002 - SMS - CATCHMENTS 1-6
19. PS119657\_CIV\_SS\_003 - SMS - CATCHMENTS 7-18
20. PS119657\_CIV\_SS\_004 - SMS - CATCHMENTS 19-25
21. PS119657\_CIV\_SS\_005 - SMS - CATCHMENT 26
22. PS119657\_CIV\_TD\_001 - TYPICAL DETAILS - DRAINAGE CHANNEL
23. PS119657\_CIV\_TD\_002 - TYPICAL DETAILS - BIORETENTION POND
24. PS119657\_CIV\_TD\_003 - TYPICAL DETAILS - BIOSWALE

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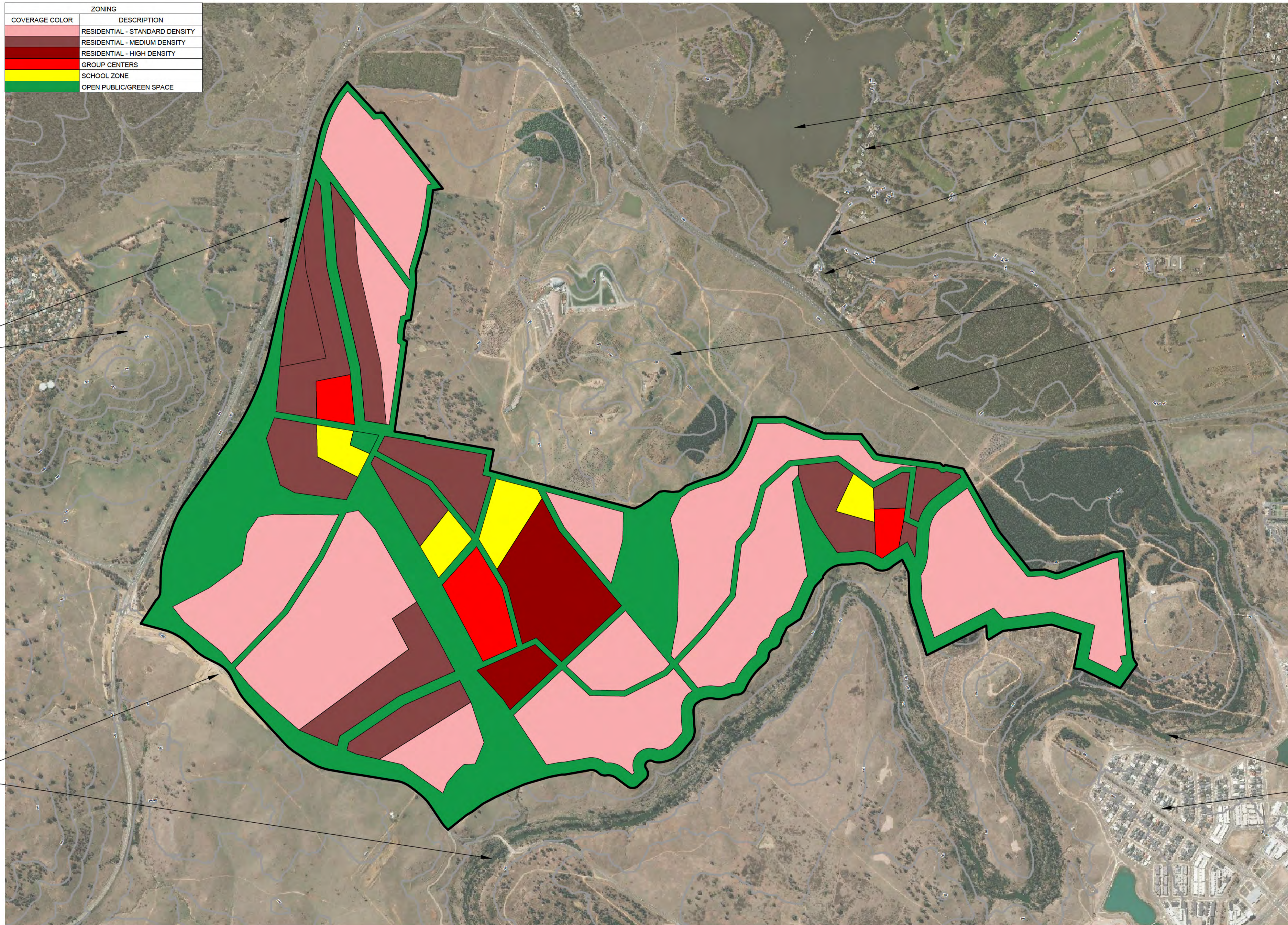
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COVERAGE COLOR	ZONING DESCRIPTION
Light Pink	RESIDENTIAL - STANDARD DENSITY
Dark Pink	RESIDENTIAL - MEDIUM DENSITY
Red	RESIDENTIAL - HIGH DENSITY
Yellow	GROUP CENTERS
Light Yellow	SCHOOL ZONE
Green	OPEN PUBLIC/GREEN SPACE



WILLIAMS HOVELL DRIVE  
MOUNT PAINTER  
NATURE RESERVE

COPPINS CROSSING ROAD  
MOLONGLO RIVER

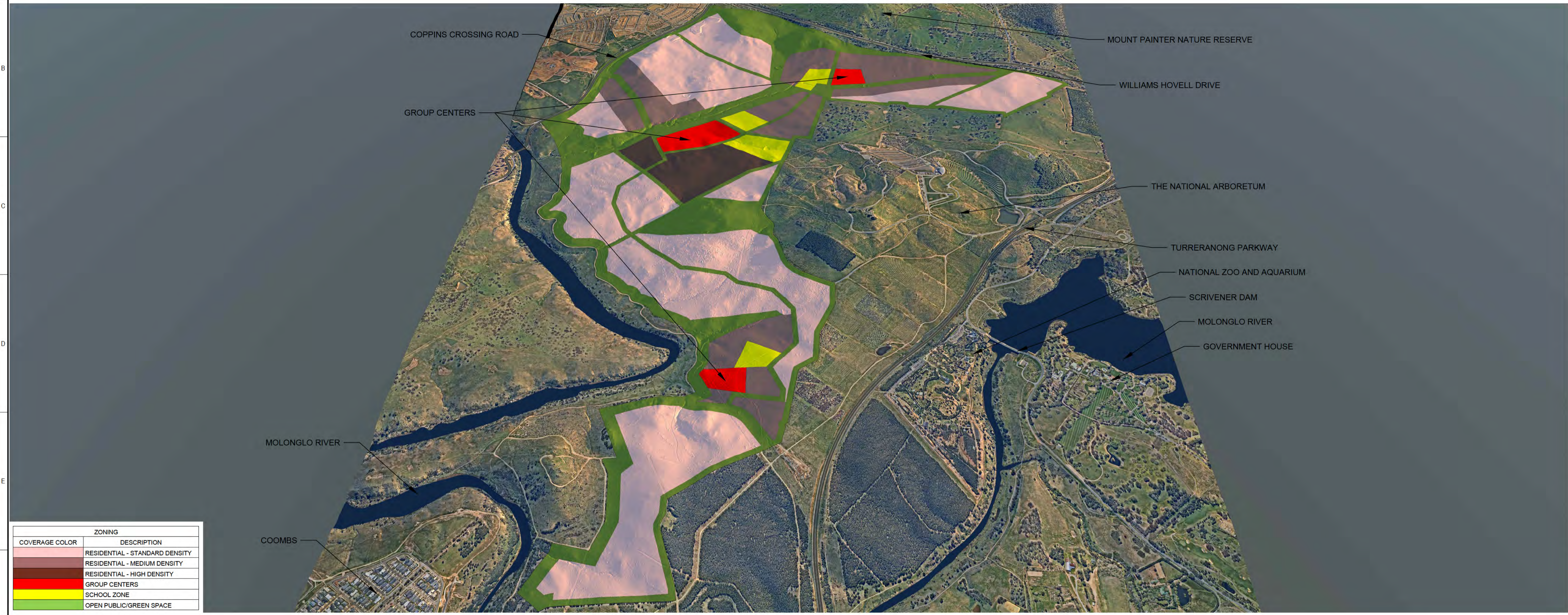
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NATIONAL ZOO AND AQUARIUM

THE NATIONAL ARBORETUM  
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MOLONGLO RIVER  
COOMBS

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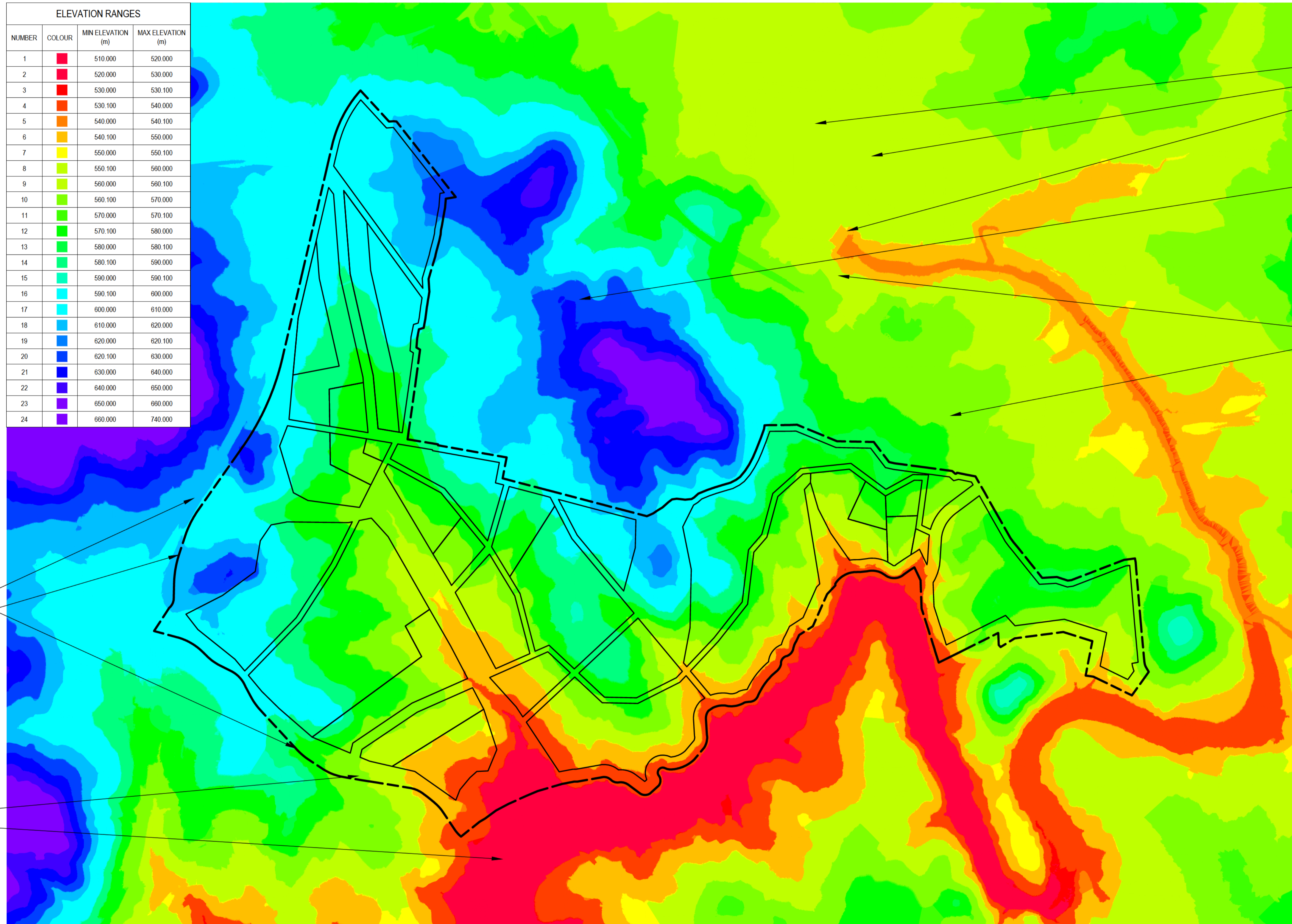
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ELEVATION RANGES			
NUMBER	COLOUR	MIN ELEVATION (m)	MAX ELEVATION (m)
1	Red	510.000	520.000
2	Red	520.000	530.000
3	Red	530.000	530.100
4	Orange	530.100	540.000
5	Orange	540.000	540.100
6	Yellow	540.100	550.000
7	Yellow	550.000	550.100
8	Light Green	550.100	560.000
9	Light Green	560.000	560.100
10	Light Green	560.100	570.000
11	Light Green	570.000	570.100
12	Light Green	570.100	580.000
13	Light Green	580.000	580.100
14	Light Green	580.100	590.000
15	Light Green	590.000	590.100
16	Cyan	590.100	600.000
17	Cyan	600.000	610.000
18	Cyan	610.000	620.000
19	Blue	620.000	620.100
20	Blue	620.100	630.000
21	Blue	630.000	640.000
22	Blue	640.000	650.000
23	Purple	650.000	660.000
24	Purple	660.000	740.000



WILLIAMS HOVELL DRIVE  
 PROPOSED DEVELOPMENT BOUNDARY  
 COPPINS CROSSING ROAD  
 MOLONGLO RIVER

MOLONGLO RIVER  
 GOVERNMENT HOUSE  
 SCRIVENER DAM  
 THE NATIONAL ARBORETUM  
 NATIONAL ZOO AND AQUARIUM  
 TURRERANONG PARKWAY

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