
From: Alan Kerlin [planning@gcc.asn.au]
Sent: Friday, 4 March 2011 3:39 PM
To: Terrplan
Cc: GCC Executive
Subject: Fwd: Submission: Draft Variation 300 Gungahlin Town Centre
Follow Up Flag: Follow up
Flag Status: Red

Please accept the following thoughts on the variation for the Gungahlin Town Centre. Many are reiterating thoughts already expressed to ACTPLA staff during consultation meetings with GCC so should already be on record.

Thank you for allowing an extension to the submission date.

Regards,

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GCC supports and welcomes the general thrust of the variation, and urges ACTPLA to fasttrack the implementation so that other agencies can proceed to get CZ1 and CZ2 land to market.

Extension to Valley Avenue

This is a logical solution to the town centre's traffic circulation issues. However the proximity of the wetlands park mean that care should be taken with the design and construction. The wetlands are largely dependent on near-surface groundwater in the area to be traversed by the new road. Therefore the construction method should be of multiple culverts rather than traditional compacted fill, for at least the headwaters of the wetland. likewise, considerable care should be taken during construction not to compromise the environmental values of the wetlands.

Traffic management

The intersections of Valley Avenue and Anthony Rolfe Ave with Gundaroo Drive and of Hibberson Street with Manning Clarke Crescent should be biased in order to ensure these bypass routes become the "path of least resistance" for "through traffic", thereby discouraging this traffic from Hibberson Street.

Hamer Street tree belt

Agree that this corridor of trees is preserved in Open Space zone, in order to buffer nearby residents from the dense development to the immediate west. Note the\at Figure 4 shows Hamer Street in the wrong location.

Hibberson Street

Concern at implications of the proposal to rezone the street as CZ1. Would this allow commercial development within bridging across the street? The effect caused by such bridging is not desirable or in keeping with the intent of the "main street" town centre design.

Gungahlin Place

Concern at implications of the proposal to rezone the street as CZ1. Would this allow commercial development within the park? Markets have always been supported, but we are wary of permanent commercial installations.

Community Use Zones

Concern at the approximation of the Community Use zone spots shown within the CZ5 zones along the south of the area. We wish to protect the ultimate development potential of the whole precinct and small-scale community uses anywhere within the precinct would severely constraint neighbouring uses due to the conflict in scale. An exception to this would be the large community zone facing Anthony Rolfe Ave, which would be ideal for offering on-site childcare, therefore allowing employers to promote their worksite as having FBT-exempt salary sacrificable childcare available. Along the south edge, could community uses be allowable under the CZ5 zone anyway, without specific mention required?

Well Station Track

Support rezoning the length of this heritage listed track as Open Space and retained as part of a network of off-road shared paths. We note the heritage Council has commented that there are no sites within the area but this is incorrect. The track is required to be maintain in a rural character as a buffer to the adjacent grasslands. it may be deemed that the gravel surface of the track adjacent to development is high maintenance, but if replaced, it should be with material of a similar visual character. We also note that the ruins of the Gribbles' home is nearby.

Linear Park

Support the extension of the new linear park through the business park precinct. However, care should be taken to avoid recreating another fully paved "Tiananmen Square" like we have with the existing Gungahlin Place linear park.

DECCEW response

We are disappointed with the response from DECCEW. We would have thought that department would have been strongly supportive of the intent of the variation to create a strong alternative employment centre, with commensurate and substantial environmental benefits to accrue from better public transport support, reduced traffic and a pedestrian-friendly town centre.

NCA response

We agree with and strongly support the suggestion that Hibberson Street be converted to a shared zone. Creation of a such a "high friction" zone is the simplest way to ensure that "through traffic" prefers to bypass Hibberson Street.

EPA response

Entertainment precinct: Conflicts between entertainment and residences often lead to the degradation of the entertainment venues, with some authorities imposing retrospective "first in" laws. An alternative solution for Gungahlin would be for new residential leases to be notated that they are in potentially noise-affected areas, and that noise complaints will not be actioned.

Desired planning outcomes

Generally supported, but should be strengthened with regard to creation of a strong employment base and emphasising the environmental, economic and social benefits that accumulate for Canberra from having living, work and recreation colocated.

Road network

Rule 3 is supported. We are not sure that Criterion 3 is required, and believe it may leave the way open for the intent of the road hierarchy to be watered down.

We don't understand why the eastern end of Hibberson Street/Flemington Road between Kate Crace and Manning Clark is designated Major Collector. Minor Collector is more appropriate given the

underlying intent to encourage through traffic to bypass the town core. This would also match the designation at the western end.

We request inclusion of an option to close Gungahlin Place between Efkapidis and Ernest Cavanagh to general traffic, with service access/loading only, and expansion of the linear park into a seamless paving treatment from shopfront to shopfront.

Pedestrian and cyclist network

The plan shows links outside the study area. However it does not show off-road links across the Mulanggari Grasslands to Palmerston Franklin, as agreed to be the pedestrian and cyclist network study last year.

As Anthony Rolfe will become a very busy street, reliance on on-road cycleways is not supported. A segregated cycle lane should be provided.

Bushfire protection

Use of Well Station Track as a buffer against grass fires is supported. However given the poor maintenance levels the track receives elsewhere (such as alongside Harrison 3) we have little faith that TAMS will maintain the track as an adequate fire buffer.

Sites for car parking

Preservation of these four sites for future parking and park'n'ride requirements (the use and locations) is supported. We suggest that there is already the need for two of the sites to be constructed for at-grade parking, in order to take pressure of illegitimate parking of commuters off the existing shopping centre underground car parks.

Conversion of Gungahlin to paid parking is NOT supported.

Cinema complex

Proposed locations are supported, with the site bordered by Hibberson, Hinder, Kate Crace and Efkapidis preferred. We urge LAPS to release this site to market at the earliest opportunity for development as a commercial shopping centre with cinemas as anchor.

Building and site controls

The intent of the lower maximum heights on the north side of east-west streets to preserve winter solar access at street level is supported and will aid development of a healthy al fresco culture.

There should be similar height limitations for buildings fronting the new linear park in the CZ2 business park area to ensure maintenance of an attractive outdoor environment with reasonable winter solar access for local workers.

Provision under R11 for allowing service stations is NOT supported for any of the town centre blocks shown in Figure 10, with the possible exception of only the western-most block to the south of the Valley Ave. It is critical to preserve all land within the town centre for the highest and best use to ensure best possible employment generation. A service station is a low scale development with only a handful of employment opportunities generated, plus there are ample opportunities for locating service stations nearby such as on Flemington Road between Harrison and Franklin.

Built form

C13 d) sun shading requirement should mention also for pedestrians, and should require this contiguous collonading along all frontages. Sun shading should be required to reduce summer sun access on all frontages, especially to the west and south-west. (e) car parking structures should not be allowed to front Hibberson Street and either of the linear parks.

Public transport stations

R15 c) Believe the intent is that building entrance should be a MAXIMUM of 30 metres from the stations, rather than minimum as stated?

Driveway access

Access restrictions along Hibberson Street and Gungahlin Place are supported.

Design of Hibberson Street and Gungahlin Place public realms

While al fresco uses should be allowed, requirements should be enforced to ensure unobstructed and unfettered access along the streets for pedestrians. Enforcement of outdoor dining and signage restrictions elsewhere in Canberra allow significant obstruction and safety hazard for pedestrians to persist.

Active frontages

Intent is supported. However it may be difficult to achieve for the blocks immediately south of Efkapidis if they are built as car parks. They may be more appropriate as "Partial Active Frontage". Conversely, the Hibberson Street frontages of the CZ2 blocks should be Mandatory Active Frontages to avoid sterile tunnels of office frontages - R39 also refers. And the frontage of the Homemaker Hub site opposite the library and collage should be upgraded in requirement from "Partial".

Retail core

The intent of R26 and R27 is unclear.

C25: major entrances of large retail centres should be opposing each other.

Redevelopment opportunities for sites not developed to their fullest potential should be preserved through restrictions on residential strata titling.

Irrespective, no new serviced apartments or residential uses should be permitted at ground and first floor levels in Precinct 1a.

Office precinct 2a

Should a plot ratio be included to ensure a proportion of open space on site?

Services and trades precinct 3a

Continuous collonading should be required along Hibberson Street to ensure an active and pedestrian-friendly frontage.

Northern Transition precinct 4b

R62 requiring buildings to be built to the front boundary is NOT supported for frontages to Anthony Rolfe Ave. This would have the adverse effect of exacerbating the "townhouse tunnel" effect that already pervades this street frontage. These blocks provide an opportunity to require articulation of frontage and height along this section of the street - at least along the upper floors.

Structure Plans

Should be amended to reflect changes resulting from above suggestions.

Public transport requirements should require installation of public transport infrastructure at the outset of new development, otherwise new residents/users are "trained" to instead use their cars.

Central Area Structure Plan

At the very back of the Draft Variation, this Structure Plan proposes a number of significant changes to existing conservation areas, including canvassing possible conversion of them to industrial uses, increased development potential of some suburb areas from RZ1 to RZ3, and even proposals for new roads through conservation parks. We do not support any of these proposals and further we believe that this structure plan should not have been included in this Draft Variation. Its presence in the draft documents has not been raised at either of the GCC meetings on the topic that ACTPLA staff have attended, nor was it raised in any manner in the abbreviated Draft Variation pamphlet or on the ACTPLA website articles. It has also never been raised during any of the workshops, meetings, or other engagements GCC has had with ACTPLA during the preparation of this Draft Variation.