

NORTH CANBERRA COMMUNITY COUNCIL
DRAFT AGENDA
Wednesday 20 March 2013
ACT Sport House
100 Maitland Street Hackett
7:30 – 9:30

1. Chair Introduction
2. Attendance and Apologies
3. Presentation by Rebecca Stockley of Knight Frank Town Planning on the Hellenic Club's proposal to de-concessionalise their lease of its Moore Street Civic premises.
4. Presentation by Canberra Airport director of planning and public relations Noel McCann to bring us up to date on recent and future development of the Canberra International Airport.
5. Presentation by Simon Dawkins, the Chief Executive of the Canberra Leagues and District Football Clubs Ltd group to explain the group's plan for a commercial/residential redevelopment of the Braddon Club site.
6. Table minutes from February 2013 forum and discuss any business arising.
7. Discuss issues for forum to be held on April 17 2013.
8. Meeting close.

DRAFT MINUTES – PUBLIC FORUM
NORTH CANBERRA COMMUNITY COUNCIL
7.30pm 20 March 2013
ACT Sports House, Hackett

1. Chairs Introduction

The meeting was opened by Leon Arundell around 7:40.

2. Attendance and Apologies

Committee:

Leon Arundell
Bruce Smith
Richard Larson
Geoff Davidson
Marianne Albury-Colless

Members:

Caroline Le Couteur

Visitors:

Gerlinde Sullivan – Braddon
Susan Davidson – Braddon
Chris Emery - Reid
Volmer Hillil – Hackett
Rob Palfreyman – Braddon
Carolin Palfreyman - Braddon
Rebecca Stockley – Knight Frank Town Planning
Rob Purdon – Purdon Associates
Simon Dawkins – Canberra District Rugby League Group
Noel McCann – Canberra Airport

Apologies

Ian Cameron (Hellenic Club)

Mike Hettinger

Pam Graudenz

3. Presentation by Rebecca Stockley – Knight Frank Town Planning. Proposed Development Application to remove concessional status of the lease held by the Hellenic Club in Civic.

The Hellenic Club site was noted as being previously occupied by the RSL Club. The lease restricts land use to a club only and it is trading well. The intention of the DA is to change the lease conditions from concessional to market-value. A social impact statement and Ministerial approval is required to fulfil DA requirements. A valuation to calculate the payout amount is based on a formula which takes into account the amount paid, the original value when the lease was acquired and the estimated market value of the lease after removal of concession status. Valuations are provided by the proponent as well as an independent valuation done by the Australian Valuation Office.

Some of what has been proposed and issues arising:

- Removal of concessional status will provide financial security. A market value lease will allow the Hellenic Club to use the lease as security against debt elsewhere on its other sites. The Hellenic Club will require capital to construct a multi-unit carpark on their site in Woden.
- Transfer or sale of the lease to another party can only occur with permission of the ACT government.
- The existing conditions of use will not change. The lease restricts use to a club only.
- Questions put to the consultant revolved principally on valuations of the lease, and some scepticism that there might be ulterior motives for the DA. Removing the concession status would make it easier to redevelop the site later on to the potential allowed in the zoning.

4. Presentation by Noel McCann – director of planning and public relations, Canberra Airport

Canberra Airport is required to provide a new Master Plan to the Federal Minister for Transport every five years. The next plan is due in 2014. Canberra Airport intends to engage with councils later in 2013 prior to releasing a new master plan. The NCCC is considered to be an important community stakeholder. There was a powerpoint presentation and discussion afterwards. Key points raised by the airport were:

- The second stage of the new terminal was opened on April 13 2013.
- International services will be ready by the end of May 2013. Emirates have already used Canberra as a second airport for Sydney and Melbourne when they couldn't land there.
- Canberra Airport intends to present itself as a terminus option for a very fast train in the 2014 Master Plan.
- \$1.3 billion has been spent on airport improvements. The new terminal has gone up in cost from \$420 million to \$480 million.
- By the end of 2016 road works around the airport will be complete. Work started in 2007. Majura Parkway should be completed in 2016.
- The first Master Plan was created in 2000. Airport improvements have been a constant in the intervening 13 years since.
- Capacity is rated at 12 million passengers.
- Noise abatement. It has taken four years to get a bigger sweep to the north in order to avoid Gungahlin. Certain aircraft are capable of using GPS/RNP technology which allows different tracks to be followed.

- Noise abatement – light aircraft flying over space. Cross runway flights have been curtailed from 11 pm to 6 am. Flight paths are designed so that they fly neighbourly circuit training around Pialligo Avenue. Jet circuits are restricted to squadron 34.
- Parallel runway. It was asked to be withdrawn from any new Master Plan. By 2024 there may be a second runway to the east of the current runway.
- Where is the practical boundary of Canberra? Canberra Airport considers itself to be the airport of choice for 900,000 people including anyone who might be a drive of three hours away. This would include Wagga Wagga to the far south coast.

Questions asked and answers:

1. Q. Impacts of airport on commercial in Town Centres. A. Commercial activity in most Town Centres exceeds that of Canberra Airport. Canberra Airport was the leader in office accommodation when none was being delivered by the ACT. They were able to exploit opportunities when others failed to do so. Brand Depot failed, and Costco decided at the last minute to select the airport.
2. Q. ACTION Buses. Why aren't they running out of Canberra Airport? A. There are no ACTION buses because it is an ACT government decision. The nearest bus goes to the business park which is 100 metres away from the terminal. Deans haven't used the Canberra Airport for a year. The shuttle bus is subsidised and runs on 1 hour frequencies. It isn't in a highly visible location.
3. Q. Freight and noise impacts. A. The idea of 24 hour freight hub is still bubbling along. The airport still sees it as an available option. There will be another consultation with NCCC by the end of the year, when this issue can be canvassed further.

5. Presentation by Rob Purdon – Purdon Associates on proposed DA for Block 5 Section 30, Braddon redevelopment (Braddon Club site). Some answers provided by Simon Dawkins.

The development as proposed will consist of separate development applications in three parts:

1. A DA to remove the concessional status. It requires Ministers consent, a Social Impact Statement, lease valuations and a concessional payout. Removal would not involve a change of use.
2. A DA to re-develop the site, i.e. subdivision design and siting.
3. A DA to vary the lease to permit commercial use as well as detailed design and siting plans. Changed lease conditions would incur a change of use fee. An estimate of what this might be was not given.

Preliminary design proposal:

1. Mixed-use residential developments would range in height from 8 stories to 3 stories.
2. There would be approximately 161 apartments with two levels of basement parking.
3. A small amount of commercial and retail use is envisaged. Retail would be on-ground and in the 8 story pod on the corner of Donaldson Street and Torrens Street there would be 2 stories of offices with 6 stories of residential accommodation.
4. Site access would be from Donaldson Street at two points, one existing and one opposite the lane that is intended to run through the ABC Flats. There would be one access point on Torrens Street.
5. There would be the same frontage to the oval. Pods would be stepped down to 3 stories facing the oval.
6. There would be improved on-street parking and footpaths.

Issues: Q & A

1. Q. Loss of community facilities, i.e. the Braddon Club. A. The Braddon Club is uneconomic due to a drop in poker machine money and is surplus to requirements.
2. Q. Why doesn't the ACT government buy back the site and either put in on the open market or make it available for other purposes? A. The ACT government hasn't made a habit of buying back things.
3. Q. What will happen to heritage listed trees? A. Some trees will be removed.
4. Q. Traffic studies. A. There have already been a number of studies. There will be another one, but the consultant will be different.
5. Q. Noise impact. A. The noise will not be significant.
6. Q. Overshadowing. A. The development will not overshadow any existing developments.
7. Q. Parking. A. Overspill accommodation if possible can use parking in the Canberra Centre. Note: This option has also been canvassed by proponents for the redevelopment of the ABC Flats.
8. Q. Concession payout and Lease Variation Charge. A. Colliers will do valuations on behalf of the proponent, which is then passed to the independent Government Valuation Office for verification or amendment.
9. Q. Heritage and significant trees. A. The Heritage Unit will be consulted on how to re-vegetate the site.
10. Q. When did the zoning change from restricted recreation to commercial CZ3? A. Since about 2007. Don't know the exact details. Many clubs are in commercial zones, at the Ministers discretion. Concessional leases can be granted in commercial zones at the Ministers discretion. In 2005 the lease wasn't concessional. It wasn't stamped by the Minister.
11. Q. Ownership. A. The Braddon Club is owned by the parent company and its members. There is also a property fund called the Canberra Raiders Trust, and a trading vehicle CRTC Limited. When the lease was transferred to it in 2005 it wasn't stamped concessional by the Minister. The ACT government and the club tested the matter in court, and the lease was later made concessional.

6. Presentation and approval of minutes of forum held on 20 February 2012 .

The minutes from the forum were circulated and presented. Richard Larson moved that the minutes be accepted. The motion was seconded by Geoff Davidson and approved by a show of hands. There was no business arising from the minutes.

7. Other business

Caroline Le Couteur wants better communication between the executive and members. In particular, notes of meetings held between the NCCC executive and ACT government. One of Caroline's concerns is the impact of the light rail proposal on north Canberra, which will require changes to infrastructure and a response to increased population density. The design process is happening. How can NCCC be included?

8. Issues for forum on April 17

The committee agreed to invite Shane Rattenbury, Minister for Territory and Municipal Services to speak at this forum on transport and any other issues related to his other portfolios, which include Housing, Corrections Aboriginal and Torres Strait Islander Affairs and Ageing.

If Shane Rattenbury was unavailable, Richard Larson suggested that we invite Susan Helyar, the Director of the ACT Council of Social Services, to speak to us about community housing

and the role of ACOSS in advocating for better social services. Richard suggested that it is time that an audit of community facilities and social services was conducted in the Civic District, given the massive increase in population which is being proposed.

9. Meeting close

The meeting was officially closed around 9:30

Richard Larson
NCCC Secretary
April 14 2013