



**Minutes: North Canberra Community Council General Meeting  
7.30 pm TUESDAY 16 June 2015  
Majura Function Room Majura Community Centre, 2 Rosevear Place Dickson  
Confirmed 21 July**

**GUEST PRESENTATIONS:**

Links to videos of the guest presentations, and the following Q&A sessions, have been placed on the [NCCC website](#).

Steve Doszpot, Shadow Minister for Education and Training, Sport and Recreation, Ageing and ICT.

7.45 pm: Economic Development Directorate: Dickson intersection upgrades  
Information about these upgrades is available on the EDD website at [http://www.economicdevelopment.act.gov.au/have-your-say/community\\_engagement/current\\_activities/dickson-intersections-upgrade](http://www.economicdevelopment.act.gov.au/have-your-say/community_engagement/current_activities/dickson-intersections-upgrade)

8.05 pm: Roads ACT: City to Gungahlin corridor walking & cycling improvements

8.25 pm: Minister Shane Rattenbury, Minister for Territory and Municipal Services, Justice, Sport and Recreation; Minister Assisting the Chief Minister on Transport Reform.

The Community Council asked the Minister to address the four questions at Attachment 1.

**STANDING ITEMS**

**Attendance and Apologies**

Attendance: Mike Hettinger (Chair), Greg Zwajgenberg (Deputy Chair), Leon Arundell (Secretary), Bruce Smith (Treasurer), Geoff Davidson, Marianne Albury-Colless, Marcus Hipkins (Committee members), Denis O'Brien, Simon Cullen, Jane Goffman, Josip Sladic, Neil Parsons, Paul Costigan, Max Pouwer, Felix MacNeill, Jane Easthope, John Convine, Kathy Platt, Chris Emery, Sabine Friedrich, Cecilia Skene, Alison Oakeshott, Pam Graudenz, Anthony Gillies, Susan Taylor.

Apologies: Carrie Wright, Jason Mann, John O'Brien, Kamrul Khan.

Observers: Steve Doszpot MLA, Arthur Davies, Ben McHugh, Stuart Oxborrow, Julie Pearson, Simon Lansdowne, Rob Thorman.

**Confirm minutes of preceding General Meeting 19 May 2015**

- Agreed (moved Alison Oakeshott; seconded Marcus Hipkins)

**Declarations of conflicts of interest:** none.

**REPORTS**

**Report on Committee decisions since the previous General Meeting: 22 May, and 5 and 16 June:** see Attachment 2.

**Treasurer's report:** our last bank statement showed a balance of about \$23,000. Since then we have agreed on some expenditure.

### **Working Group reports**

Mr Fluffy: no report.

### **Planning and Development Forum report 11 June**

The Director-General of the Environment and Planning Directorate reported that:

- the eDevelopment system, which has not met expectations, will be upgraded.
- The Budget provided four years of funding for the WaterWatch program
- The Directorate had rejected a development application for a supermarket and mixed use residential development in the Dickson Group Centre, and will work with the proponent to ensure a successful outcome for all parties.
- The Directorate is reviewing the 123 submissions on Draft Variation 343 (Mr Fluffy)
- Consultation on National Capital Plan Draft Amendment 85 and Draft Territory Plan Variation 351 (West Belconnen/Riverview Development) closes on 6 July.
- Consultation on proposed changes to the National Capital Plan closes on 22 July.
- The ACT Vegetation Mapping project has completed a map of the Booth and Clear Ranges in Namadgi National Park.
- A consultant is reviewing the Government Horse Paddocks strategy.
- The Directorate has no plans to correct its statement that Technical Amendment 2012-06 “*simply relocated existing provisions in the Territory Plan.*”

The issue of redevelopment of abandoned petrol stations (e.g. Watson and Campbell) was discussed.

Tim Wyatt of the Active Transport Team gave a presentation on “Building an Integrated Transport Network.” He noted that every parking trip involves a walking trip. A draft paper on parking canvasses the issues of moving beyond the 'predict and provide' mentality, and also the concept of developers paying a fee to the Government as an alternative to providing the requisite number of on-site parking spaces. Consultation on the parking paper will be limited to selected stakeholders.

Dave Peffer gave a presentation on Access Canberra, which aims to improve on CanberraConnect by providing a “one stop shop” and “case management” approach. In a test exercise, they discovered that running a small event required filling out more than a dozen Government forms, some of which duplicated the information requirements of others.

The question was raised of whether the Significant Streets Register could be incorporated into the Territory Plan.

It was proposed that “members' issues” be reinstated as an agenda item for future Planning and Development Forums.

**Residents' Association reports** (Canberra City, Dickson, Downer, Hackett, Lyneham, O'Connor, Pialligo, Reid, Turner, Watson)

Lyneham reported that:

- *There will be Sports & Rec Community Forum about Brindabella Christian College on Wed 17th June*
- *We met with Sport & Rec and other stakeholders Friday 12th June for a practice presentation and info session on BCC proposal*
- *We note DA 201527481 Northbourne Avenue & Karuah Street - Dickson & Owen Crescent - Lyneham (Demolition of various ACT Housing flats etc.) and note that we do not have the resources to make a fully considered submission on this DA*
- *We will shortly talk with Hockey ACT about their proposal.*

Dickson reported that:

- On 20 May the notice of decision was signed by ACTPLA's delegate refusing DA 201426717 (Dickson supermarket development). There was a fair bit of media coverage.
- On 21 May we wrote to the Strategic Planning team offering to assist the City and Northbourne Urban Design Framework team, recognising that there was an opportunity to now do some important information sharing and strategic planning. On 3 June we wrote again. We received a brief phone call and nothing further.
- We engaged a graphic designer to develop a design for Dicksonia Magnifica t-shirts and buttons, and hope to have some preliminary materials ready by the end of this month to discuss.
- On 9 June we wrote to the community engagement officer of the Economic Development Directorate regarding road names in Dickson, offering to help map out a way forward.
- On 11 June I sent a hasty letter to the Place Names Committee that was poorly worded and ended up in the Canberra Times. They seem determined to ignore what I was trying clumsily to say, and I feel very badly about the way it turned out. Honouring Hanna Enders properly is important and should be done as well as it can be.
- On Friday 12 June we organised a farewell card for Jonathan and Karen Winders of Dickson Mechanical and Muffler Services, a small business on Cape Street that's been there for almost 30 years and had nearly 3000 loyal customers.
- On Sunday 14 June we held the first meeting of Friends of Dickson Library, and began mapping out a work plan.
- The Facebook page Dicksonia Magnifica is now capable of reaching over 20,000 people by boosting a post. Community response has been very positive.

**OTHER BUSINESS**

**Possible NCCC Submission on National Capital Plan Review**

An Exposure Draft is to be published 5 June.

**Possible NCCC Submission to [Taxi Review](#)**

Closing date 29 June

**Questions for Meegan Fitzharris (MLA for Molonglo) at the July meeting**

**Please send any questions to the Secretary by Monday 6 July.**

**Any other business.** None.

**Close of meeting.** The meeting closed at about 10.15 pm.

**Clickable list of following attachments**

Attachment 1: Questions for Minister Rattenbury..... 5

Attachment 2: Report on Committee Meetings 22 May; 5 & 16 June ..... 7

## Attachment 1: Questions for Minister Rattenbury

1. As Minister for Territory and Municipal Services, did you approve the reclassification as Major Collector roads of Miller Street (north of Macarthur Avenue), Officer Crescent and Ebden, Chisholm, Donaldson, Brigalow and Banksia Streets?
2. Why were the classifications of these roads increased without consultation with the local community?
3. Why were these roads reclassified as major collector roads despite failing to meet the requirements of Table 2A of the Estate Development Code of the Territory Plan?
4. Monash University Professor Graham Currie reports that HOV bus lanes are a quarter the cost of light rail<sup>1</sup>. What is the likely impact of transit lanes, relative to light rail, on greenhouse emissions due to:
  - infrastructure, including production of construction materials such as steel and concrete?<sup>2</sup>
  - bus trips that would otherwise be made by light rail?<sup>3</sup>
  - fewer cars, carrying more people in order to qualify to use transit lanes and thus benefit from shorter travel times?
  - bus trips that would not be made by light rail, because some light rail journeys would involve additional bus-tram transfer delays?<sup>4</sup>
  - bus trips that would not be made by light rail, because light rail would make driving more attractive by reducing car travel times?<sup>5</sup>
  - shorter trip distances, because transit lanes will not reduce driver-only car commute times and so will not encourage people to live farther from their workplaces?<sup>6</sup>

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- 1 Currie, G, 2009, *Research Perspectives on the merits of Light Rail vs Bus*, BTRE Colloquium, Canberra 18-19 June 2009, slide 37: Capital Costs per Mile – Light Rail and BRT systems: Light Rail US\$34.7 million per mile; Bus on HOV Lanes 8.97; Bus on Arterial 0.68.
  - 2 See for example Arundell, L, 2012, Greenhouse emissions from ACT travel; Dave, Shreya, 2010, Life Cycle Assessment of Transportation Options for Commuters, Massachusetts Institute of Technology (MIT), p.11; Chester, Mikhail V. Life-cycle Environmental Inventory of Passenger Transportation in the United States. Institute of Transportation Studies, dissertations. 2008.
  - 3 See for example Currie 2009, p. 46; Arundell, 2012; Dave, 2010.
  - 4 “*The Transport Elasticities Study shows that improving public transport travel times is the most important factor in encouraging greater use of public transport.*” The Sustainable Transport Plan for the ACT, ACT Government, 2004, p.19. Light rail will replace many bus through-services with services that involve bus-tram transfers. Transfers delays will include 2 minutes of walking between bus and tram stops, up to 90 seconds of waiting at pedestrian signals, and up to an hour of waiting for a connecting service. See also Currie, 2009, p.27.
  - 5 Capital Metro’s Business Case reports (p. 51) micro simulation study results that light rail will reduce 2031 car commute times from 57 to 42 minutes.
  - 6 By reducing car commute times by 15 minutes (Capital Metro Business Case, p.51), Capital Metro will make it feasible for people to live 15 minutes’ drive (approx. 20 km) farther from work destinations such as Civic. This will mean longer commute distances.

### **Background to questions 1-3**

The 2012-dated document “TRUNK ROAD INFRASTRUCTURE STANDARD No. 03” on the TAMS website at [http://www.tams.act.gov.au/\\_data/assets/pdf\\_file/0011/398423/ACT\\_TRIS\\_03\\_Traffic\\_Management.pdf](http://www.tams.act.gov.au/_data/assets/pdf_file/0011/398423/ACT_TRIS_03_Traffic_Management.pdf) contains a list of arterial and major collector roads in the ACT.

In 2014 Roads ACT informed the North Canberra Community Council that the following roads were now major collector roads:

- Officer Crescent;
- Ebden Street;
- Chisholm Street;
- Donaldson Street (which runs past the entrance to Ainslie Primary School);
- Brigalow Street (which runs past the entrance to Brindabella Christian College and Lyneham Primary School);
- Banksia Street;
- Miller Street (north of Macarthur Avenue).

## **Attachment 2: Report on Committee Meetings 22 May; 5 & 16 June**

The Committee accepted membership applications from Adam Murray, Annette Nutt, Belinda Riethmiller, Brenton McGeaghie, Bridget Sack, Camilla Webster, Chris Finnigan, Chris Janczuna, Christine Moore, Crissy Fyfe, Doug Nutt, Edith Hamilton, Elizabeth Larbalestier, Dr Helmut Loofs, James Downie, Jane McClintock, Janet Hunt, Jodie Pipkorn, Joshua Gani, Laura Beacroft, Kamrul Khan, Matt Bayliss, Patrick McKinnon, Peter Rayner, Richard Davies, Robyn Debney, Sigrid Loofs, Suzanne Knight, Trevor Robertson.

The Committee agreed to:

- Contribute \$1,000 towards the cost of the 2015 O'Connor Community Christmas Party.
- Pursue the idea of a joint meeting with the Inner South Canberra Community Council.
- Nominate speakers for a light rail forum that had been proposed by the Combined Community Councils, but is no longer being planned.
- Advise the Combined Community Councils that the NCCC prefers that the CCC has a proper Constitution, but that we would accept the proposed Procedures subject to amendments.
- Hold a NCCC stall at Nipperville Community Fair (Watson) 27 June, and participate in Parties at the Shops later in the year at Hackett and Watson.
- Send a letter to Andrew Leigh to propose a University Ave Shared path as a Favoured Infrastructure Project.
- Write to Roads ACT, asking that the NCCC be included in consultation on the proposed Parkes Way exit into Allara St.
- the proposed transfer to Friends of Mount Majura of remaining funds for conservation management of "The Fair" in North Watson.
- Advise Canberra Cat Fix that we can promote their activities through our website and Facebook page.
- Invite Hockey ACT to present to the July NCCC meeting on the proposed Hockey Centre development.
- Annotate the Minutes of the April General meeting to more accurately reflect the relationship between the proposed Lyneham Motor Inn