

**Pedal Power ACT Inc**  
**Comments on Draft Variation DV382 Phillip**  
**as proposed by the Southern Cross Club for part of Sec 79 part Block4**

To Planning and Land Authority  
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[https://www.planning.act.gov.au/planning-our-city/territory\\_plan/draft\\_variations\\_to\\_the\\_territory\\_plan](https://www.planning.act.gov.au/planning-our-city/territory_plan/draft_variations_to_the_territory_plan)

Rezoning from CZ6 Leisure and Accommodation to CZ2 Business

### **Overall Position**

Pedal Power ACT does not support the re-zoning proposal for S79 without re-consideration of access to the site: namely, access via an extension of Irving St as recommended in the Woden Master Plan. Pedal Power ACT also asks that prudent action be taken in case the C4 Principal Community Route is re-routed along the western side of S79 to make way for the light rail.

### **Access to the Site**

The Planning Report says the developer has been given TCCS approval to access the site from Yamba Dr and at p49 states the matter is 'resolved'. Pedal Power ACT was not consulted by TCCS. The Planning Report Section 8.3 p57, Traffic and Access, does not address the safety issues for path users arising from vehicles arriving and leaving a site via Yamba Dr.

Providing access directly off a major arterial road with 80km/hr speed limit carrying a heavy traffic flow, and crossing a Main Community Route, would be problematic in the normal course of events. In the case of Yamba Dr, the increased vehicle and people movements associated with the proposal for 800 dwellings, plus commercial establishments, makes the idea even more problematic. On top of that, the site entry and exit would be very close to major intersection (Yamba roundabout).

Pedal Power understands that the developer was refused access off Yamba Dr during the planning of the Stellar Health Club because of safety and traffic management concerns. The current proposal is for a much larger development with a greater number of vehicle and people movements. The concerns that drove TCCS to refuse access of Yamba Dr for the Stellar development are many times greater for the current proposal.

### **Extension of Irving St**

Pedal Power ACT asks that re-consideration be given to accessing the site via an extension of Irving St as recommended in the Woden Master Plan. This could be achieved with a bridge (with wide paths) to span the C4 path, Yarralumla Creek and the light rail infrastructure. Irving St is ideal for the purpose as it has low-volume traffic and no through traffic. Access to Irving St has recently been improved by traffic lights at Launceston St.

This option is mentioned at P39 of the Planning Report and dismissed as 'not viable'. Why extending Irving St is considered 'not viable' is not clearly explained. It may be the developer is objecting to the cost of a bridge. The windfall gains to the Southern Cross Club unlocked by providing access to this block will be substantial

especially given their ambitious plans for the site. These windfall gains should be more than adequate to make a bridge a viable proposition. The Southern Cross Club found it viable to build an access bridge for the much lower-value development (Stellar) at the eastern end (knowing that bridge could not service the western end of the block).

Safety and convenience factors for both path users, and for traffic management, demand a better solution than the one offered in the Planning Report, especially for a development of this size. The Irving St option would obviate the traffic management issues and attendant costs of access via Yamba Dr which are detailed in Section 8.3 of the Planning Report.

### **Access off Yamba Dr**

The problem of access off Yamba Dr is illustrated in Fig 8 of the Planning Report. Fast moving vehicles will leave Yamba Dr at 80km/hr, brake heavily, and turn immediately across the shared path (Main Community Route) into a basement entrance or a driveway. The site (Fig 8) is so confined by buildings such there is no room to bend the path to allow users to cross the entrances at right angles. As it stands, bike riders and pedestrians would be required to twist around to check for vehicles – a dangerous design that must be avoided.

Fig 8 does not provide for the path crossings to be protected or to be ramped up to path level. Fig 8 describes one entrance as a 'new street' which suggests priority for vehicles. Pedal Power objects to the introduction of a 'new street' connecting to Yamba Dr.

If access from Yamba Dr is approved, the following are Pedal Power ACT's comments made during the consultations in 2019 (p45 of the Planning Report).

(We) understand access will be permitted to the site from Yamba Drive. In that case, the driveway will cut across the trunk walking/cycling path that runs parallel to Yamba Drive. Given the size of the development and the number of vehicle movements it will generate, and the speed of vehicles on Yamba Dr, it will be important to carefully design the entry and exit so as to provide priority and safety for path users.

If access is allowed off Yamba Dr we would be looking for the following features, namely:

- planning the entry and exit as 'driveways' and not 'roads'(or streets);
- the entry and exit should be ramped up to path level (with zebra markings) as a clear signal to drivers that path users have priority; and
- the turn-in from Yamba Dr and the turn-out onto Yamba Dr should be designed as tight turns so vehicles are obliged to turn slowly. Authorities may deem this will require a long lead in and lead out so entering vehicles have time to de-accelerate before crossing the path and exiting vehicles have room to accelerate after crossing the path.

Having perused Fig 8 in the Planning Report, and assuming access from Yamba Dr, Pedal Power ACT offers the following additional comments:

- entries to the site be classed as driveways (not streets) so that the path crossings will be at existing path level (this would avoid the mistake made at the Stellar development whereby the driveway entrance off Launceston St is at road level and not protected even though it is in a school zone);
- the building line be set back sufficiently to allow for the path to be bent so users can approach the crossings at right angles;

- the crossings be zebra crossings with overhead lighting; and
- the path from Launceston St to Yarralumla Creek be upgraded and widened to meet contemporary standards (this could be a cost to the developer).

Below is a crossing on Constitution Ave which illustrates a raised protected and bent crossing with overhead lighting.



### **Cycle and Pedestrian Network**

The proposal at p41 of the Planning Report for an active travel path through the site from Stellar to the future light rail is welcome. This will enable a connection to the C4 route. As planning progresses, Pedal Power ACT will offer further comments on the following:

- pedestrian and cycle access to the site from the shared path along Yamba Dr (this was not achieved at the Stellar site as the people entering over the bridge must navigate the car park to reach the front door);
- provision of wide forecourts at the commercial and restaurant areas to ensure room for people walking, sitting and riding bikes/scooters; and
- adequate bike parking near the main entrances and bike parking/end of trip facilities in the buildings.

### **Planning for Light Rail: C4 Principal Community Route**

The Planning Report at Fig 8 envisages a light rail stop in the confined corridor formed by Yarralumla Creek. This corridor is the route for the inter-city C4 cycle path (Principal Community Route). Because of the constraints of that narrow corridor, it is not clear whether the C4 will need to be re-routed to provide for light rail. If so, it may be necessary to re-route the C4 adjacent to the western boundary of S79.

Pedal Power ACT asks that, in considering DV382, an additional easement be created on the western edge of S79 to provide for the future possibility of locating the C4 on the eastern side of the Creek. Similar prudent action would include determining a minimum distance for buildings and plantings from the western boundary of S79.