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# Gungahlin Community Council Inc.

## **Comments on Development Application 20030960 Block 1 Section 84**

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### Introduction

The Gungahlin Community Council Inc. (GCC) is an incorporated, not for profit, community-based association operating within the Gungahlin region of the Australian Capital Territory.

The district represented by the Council covers an area in the north to northwest of the Territory between the ACT/NSW border and the Barton Highway, Federal Highway/Northbourne Avenue to the South and East.

The objectives of the council as defined in its constitution are as follows:

- To preserve and improve the social, cultural, economic and environmental well being of Gungahlin and the Gungahlin Community.

To achieve these objectives the Council undertakes to:



- Consult with members of the Gungahlin community;
- Represent the Gungahlin community, and lobby authorities on the community's behalf;
- Provide a non-political environment where members of the community can express their aspirations, concerns and suggestions;
- Provide a public forum where members of the community can obtain information, support and opportunities to network with others;
- Advise, support and / or assist any organisation with compatible objectives to those that have been adopted by the Council;
- Liaise with members of the public, legislators, officials and community representatives; and
- To provide appropriate information and opinions on matters relevant to the Gungahlin community.

In line with achieving these objectives the Council executive committee resolved that a response to development application 20030960 would be made.

## **Comments Regarding The Development Application**

### **Support For The Project Concept**

- The Gungahlin Community Council (GCC) is supportive of the project concept and efforts of Community Housing Canberra Ltd (CHC) to provide both “affordable accommodation” and community housing within the Gungahlin Town Centre precinct.

### **Provision Of Car Parking Spaces**

- The GCC expresses concern that the total number of car parking spaces proposed for both residents and visitors does not meet the performance criteria and measures as stipulated in the Territory Plan Written Statement, Appendix III.2, Residential Design and Siting Code for Multiunit Developments, Performance Objective 5 pertaining to Vehicle Parking and Access.

The council is of the opinion that Objective 5.1 “To provide sufficient and



convenient parking for residents, visitors and service vehicles” has not been met for the following reasons:

- a. Only 1 resident space per dwelling has been provided on the submitted DA. The code stipulates that resident parking for dwellings of two or more bedrooms is set at 2 spaces per dwelling and 1.5 spaces where the parking is shared.

The council is of the firm opinion that there should at a minimum be compliance with the standards as set by performance criteria of the code. The Council is willing to concede that any of these dwellings that are specifically designed to cater for severely disabled residents need only be provided a single resident car parking space in each instance due to the unlikely circumstance of these residents having or needing multiple vehicles.

Given that the proposed development has already utilised the entire block and there is no space left on site for additional parking, the additional required spaces will need to be provided as either on-street resident parking (controlled by permit) and/or otherwise providing for an extension to the overall block dimensions.

It is noted that the Gungahlin Development Authority has already altered the dimensions of Section 84. Whilst there remains no other block behind this development that has been otherwise sold the block size can thus be expanded. This block can be extended towards the rear laneway to allow for an increase in the size of the lower courtyard area (near the under croft garages 10-13 & 25-28) to allow for additional (uncovered) shared resident parking places. This option would need to ensure that the costs of development for CHC are not significantly impacted other than by the impact of developing a larger internal courtyard area for the additional shared resident car parking spaces.

- b. Visitor parking at the minimum ratio as prescribed in the code must be provided and this has not been clearly outlined in the DA. The onus for this parking has been placed back on the GDA and the council believes that how this parking will be provided needs to be clearly demonstrated in the DA.
- c. In support of the GCC claim for additional car parking spaces, CHC CEO Bruce Mackenzie gave a representative of the GCC a guided tour of the City Edge development on Thursday 27 March.

The City Edge development offers a single resident car parking space



per dwelling. Whilst it was observed and confirmed that during the day the private garages and other shared parking places of this particular development were under utilised, a return visit to the complex at approximately midnight that day indicated a completely different situation.

The parking situation after hours, exhibited numerous cars illegally parked in the complex (in designated no parking areas). It should be noted that whether or not the private garage spaces had been fully utilised could not be otherwise confirmed.

It had been indicated that patrons to the facilities at O'Connor shops utilised the parking in the City Edge complex, but given that it was near midnight it could be confirmed that these establishments were closed and the resultant cars parked must therefore be due to resident and/or visitor parking. Thus it is anticipated that the provision of only a single parking space per dwelling will be insufficient for the proposed Gungahlin development. This is regardless of the fact that, as in the City Edge development there will be close proximity to public transport purportedly alleviating the need for private vehicles.

- d. The council acknowledges that in correspondence from Mr Bruce Mackenzie of CHC to Mr Ray Brown of Development Management Branch - PALM, advice received by the CHC was: *“Mr Wood-Bradley and the GDA had always encouraged us to undertake this development with only one car park per property being provided and for on-street visitor parking.”*

The GCC believes that although the Draft Planning and Guideline Codes, Gungahlin Town Centre and Central Area, ACT Planning Authority 1999 states that a single car parking space per dwelling for Type 8 dwellings is acceptable, both Mr Wood-Bradley and the Gungahlin Development Authority may have procedurally erred in their advice as they should have known that where codes are draft or have interim effect always the “most onerous” conditions of any competing or applicable code will apply.

This points out an interesting situation that will need to be addressed at a Legislative level. The “Draft Planning and Guideline Codes, Gungahlin Town Centre and Central Area, 1999” document are inconsistent with current and interim planning codes, thus the document will have no legal effect due to its current draft / interim status.



## Waste Collection and Storage

- The GCC did originally have concerns with regard to provisioning of garbage/recycling storage and how this would be collected. Of particular concern was with regard to how the garbage/recycling bin storage and collections procedures would work for apartments 10 through 13 and 25 through 28 inclusive.

It was thought rather impractical to have residents take the bins from the undercroft garages, up the inclined driveway, and down either side of the laneway to adjacent the landscaped area on either end of the block for collection.

Discussions with CHC have addressed this issue and the GCC is satisfied with an agreed outcome that will address the matter in the following manner:

- i. The garbage/recycling bins for units 10,11,12 and 13 to be stored in an appropriate enclosure in the area currently designated as “landscaped area” between garages 4 and 5.
- ii. The garbage/recycling bins for units 25,26,27 and 28 to be stored in an appropriate enclosure in the area currently designated as “landscaped area” between garages 20 and 21.
- iii. In both instances appropriate access will need to be installed in the walls of these landscaped areas to allow bin access to the laneway.
- iv. Impact on the landscaped area will be minimal and any loss of landscaped space will be limited to area required for the bin enclosures and addressing any issues of “front door” access to apartments 10 and 19.

## Conclusion

The Gungahlin Community Council whilst supportive of development concept wishes to ensure that the issues outlined are satisfactorily addressed and properly resolved before development commences.

The Council would also be appreciative of written feedback on how the issues raised will be addressed.