

2005

LEGISLATIVE ASSEMBLY FOR
THE AUSTRALIAN CAPITAL TERRITORY

VARIATION NO. 237 TO THE TERRITORY PLAN – DEAKIN
SECTION 12 BLOCKS 9, 13 AND 19
EMBASSY MOTEL REDEVELOPMENT
PROPOSED RESIDENTIAL USE

TABLING STATEMENT

Circulated by authority of the
Minister for Planning
Mr Simon Corbell MLA

2.

Mr Speaker, Draft Variation number 237 proposes to remove Entertainment Accommodation and Leisure Land Use Policy and replace it with Residential Land Use Policy with a B15 Area Specific Policy for Section 12 Blocks 9, 13 and 19, Deakin to provide for the potential redevelopment of the site for residential purposes.

The variation was released for public comment on 27 May 2004, with comments closing on 8 July 2004. A total of 6 written submissions were received during that period. These submissions raised no objection to the land use policy change to allow residential redevelopment of the site. One submission from the adjoining sporting club was concerned that future residents may complain about noise and general club activity. A minor revision was made to the variation as a result of the consultation process.

In addition, to recognise the existing motel and to retain the potential for this type of development on the site, commercial accommodation was added to the B15 Area Specific Policy.

In its Report No. 6 of April 2005 the Standing Committee on Planning and Environment made 3 recommendations in relation to the draft variation.

3.

The Committee's first recommendation supported the replacement of the Entertainment, Accommodation and Leisure Land Use Policy with Residential Land Use Policy and a new B15 area specific policy. However, the Committee considered that the B15 area specific policy needed to require that the residential buildings on the site be generally no higher than 3-5 storeys. The Committee formed the view that a building any higher than 3-5 storeys would be out of character with the surrounding landscape and main avenue ceremonial route of Adelaide Avenue and has taken Deakin residents' views into account in forming this view.

While the Committee's deliberations on this matter are appreciated as an attempt to resolve the issue of an appropriate building height for development on the site, imposing a building height control for this site under the Territory Plan is not supported. The National Capital Authority controls the building height of future development on this site. Sites fronting Adelaide Avenue outside the Central National Area are subject to special requirements of the National Capital Plan, which seek to ensure buildings are at least 3 storeys in height along the final approach routes to the Parliamentary Zone. This site is also subject to building height controls under a Development Control Plan adopted by the National Capital Authority that states that buildings at the crossing of Hopetoun Circuit by Adelaide Avenue should be predominantly 3 storeys and a maximum of 4 storeys in height.

4.

The Committee further considered that the B15 area specific policy needed to require high quality landscaping of the site consistent with a landmark development.

This recommendation is supported and the B15 area specific policy is revised to reflect the requirement for high quality landscaping consistent with a landmark development for the site.

The Committee's second recommendation was that a detailed traffic study be undertaken for the proposed development. And that Roads ACT should assess whether additional traffic or calming measures in this area are necessary or desirable.

Traffic issues will be considered as part of the development assessment process when the number of units and traffic generated by the development is known. The proponent will be required to undertake a detailed traffic study to support the development application.

5.

The Committee's third recommendation related to requiring the Planning and Land Authority and encouraging local community organisations such as Pedal Power to consider targeting some of their educational programs in Deakin, to encourage use of public transport and cycling and walking and to discourage private car use. The Committee suggested that the TravelSmart and Walking Bus programs could be extended to this area.

The Committee's recommendation is beyond the scope of what can be implemented by a variation to the Territory Plan. However, the suggestion has been referred to the Authority's Transport Planning unit for consideration.

I now table Variation to the Territory Plan number 237.