

# Woden Valley Community Council Inc.

The logo for Woden Valley Community Council Inc. features a stylized green and blue graphic to the right of the text. The graphic consists of a blue square with a white outline, a green square with a white outline, and a green curved line extending to the right.

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Applications Secretariat  
ACTPLA

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Dear Sir/Madam

## **Woden Green Estate: Development Application 201120399—Block 1 Sections 177 and 178 and Block 25 Section 158, Phillip**

Thank you for the opportunity to provide comment on Development Application 201120399. Woden Valley Community Council (WVCC) wishes to raise the following objections to the development application:

### **Proposed reduction in car parking spaces**

1. WVCC objects to the reduction in car parking spaces proposed in Development Application 201120399. The Council understands that Hindmarsh has proposed that the allocation of car parking spaces be reduced from the required 1.5 spaces for each 2-bedroom unit, to 1 space (an overall reduction of 32 residents' car parking spaces for the development—that is, from 233 to 201 spaces.)
2. However, it is not clear from CBRE's advice to Hindmarsh, if the required 51 parking spaces for visitors will be met. If not, then the overall reduction in car parking spaces totals 81 spaces. If this is the case, where will visitors park?
3. The proposal is clearly flawed. The proximity of the Woden bus interchange means only that residents will have the option of using buses to access destinations along the main trunk route. However, for journeys to destinations not on the main route and on wet days, weekends and evenings (and probably for shopping as well) they will, as other Canberra residents do, use their cars. This means that car ownership can be expected to be at much the same levels as in other parts of Canberra—that is, roughly one car per adult resident. Public transport would need to be significantly improved before any proposal to reduce car usage could begin to be considered.
4. Also of great concern is that the proposal to reduce car parking requirements is by a

joint venture that includes the ACT Government's Land Development Agency. The ACT Government should at least adhere to the minimum standards it has put in place in its *ACT Parking and Vehicular General Access Code*.

5. If approved, the reduction in car parking spaces will undoubtedly result in spill over parking occurring in neighbouring residential areas and on nature strips—as demonstrated in some of the inner suburbs such as Braddon and Turner—with a loss of amenity for those residents.

6. For these reasons, the relevant requirements in the *Parking and Vehicular General Access Code* should be adhered to, and the proposal to reduce car parking spaces in DA 201120399 be rejected.

7. Hindmarsh has provided no evidence for deciding otherwise. Moreover, if agreed to, the change will establish a precedent that will result in many more applications of a similar kind, creating ongoing administrative difficulties for ACTPLA.

**Poor standard of solar access**

8. WVCC is disappointed to see a poor standard of solar access in the Solar Diagrams (21 June)—with only 76 per cent of apartments and only 64 per cent of private open space at ground level achieving the minimum requirements for solar access during the Winter Solstice (21st June).

Yours sincerely

Dr Jenny Stewart  
President  
WVCC

5 September 2011