



Australian Government
National Capital Authority

Consultation Report

Works Approval No 102306

Works Associated with the Menindee Drive Shared Path (Menindee Drive road reserve and Blocks 8 & 9 Section 33; Block 2 Section 34, and Block 1 Section 35 Barton)

July 2021

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Introduction

Under the *Australian Capital Territory (Planning and Land Management) Act 1988*, the National Capital Authority (NCA) prepares and administers the National Capital Plan (the Plan) to ensure Canberra and the Territory are planned and developed in accordance with their national significance.

The Plan sets out the broad planning framework for the Australian Capital Territory (ACT). Areas designated as having special characteristics of the National Capital are subject to detailed planning policies and guidelines.

Any buildings or structures, demolition, landscaping or excavation works in Designated Areas require the approval of the NCA. The NCA considers such proposals in the context of the relevant provisions of the Plan.

On 1 April 2021 the NCA received a Works Approval application from PLANIT Strategic for the construction of a shared path around the Menindee Drive road reserve and adjacent land located at Blocks 8 & 9 Section 33; Block 2 Section 34, and Block 1 Section 35 Barton.

The works comprise the construction of a 3 metre wide asphalt shared path to link the existing shared path around the back of the Grevillea Park car park to a new priority crossing over Menindee Drive (near Clare Holland House), to improve the amenity and safety of the ride around Lake Burley Griffin and from the City to the Airport.

The proposal also includes new bollards, lighting along the path and landscaping works comprising the removal and replacement of 47 trees with 48 new plantings of native and exotic species and dry land grass.

Public Consultation requirements

1.1 National Capital Plan

Under the Plan, requirements for public consultation apply to:

- Major developments proposed for Section 9 Barton;
- A landmark building to RL617 adjacent to Commonwealth Avenue (within the Constitution Avenue and Anzac Parade Precinct);
- Detailed plans for development at Academy Close, Campbell;
- High-impact telecommunications facilities;
- All residential proposals within the Deakin/Forrest Residential Area Precinct; and
- All residential and commercial development proposed for Section 5 Campbell.

1.2 Commitment to Community Engagement

The NCA's 'Commitment to Community Engagement' details how the NCA conducts consultation. The purpose is to achieve a greater level of consistency and transparency in the NCA's decision making process.

The 'Commitment to Community Engagement' describes the minimum requirements for consultation, and the process by which WA applications that are released for public consultation will be assessed.

Part 2.7 *Works Applications* and Attachment C *Protocol for Development Applications for Works Which Require Consultation* of the NCA's 'Commitment to Community Engagement' describes the consultation process for WA applications. The NCA will make an assessment of whether a proposal is consistent with the National Capital Plan and if it requires public consultation. An assessment is made in relation to adverse impacts on:

- public space and community amenity
- environment, heritage or landscape values
- amenity of the locality in terms of materials, finishes, scale, massing, design and quality
- consistency with an existing Heritage Management Plan.

When an application for works is lodged and consultation is required, consultation with the community and stakeholders will be undertaken by the applicant, the NCA or both. Where consultation is undertaken by the applicant, the NCA may choose to stipulate specific requirements that the applicant is required to implement.

The NCA may set aside the requirement to undertake full public consultation where:

- previous consultation has been undertaken on the proposal
- minor amendments to previously approved works are required
- the NCA determines no stakeholders will be affected
- proposals are given exemption, as outlined in Part 2.3 of the 'Commitment to Community Engagement'

Public consultation was undertaken on the application as the proposal may have adverse impacts on public space, community amenity, environment, heritage and landscape values.

Summary of Public Consultation

2.1 The public consultation process

Public consultation was undertaken by the NCA between 15 May 2021 and 7 June 2021 in the following manner:

- On Saturday 15 May 2021 , publishing a public notice in *The Canberra Times* detailing the proposed works and inviting submissions to be made to the NCA in relation to the proposal ([Attachment A](#))
- Between 15 May and 7 June 2021, publishing details of the proposal on the NCA's website
- On 16 May 2021 publishing a sponsored Facebook post
- Between 14 May and 7 June 2021, placing three A1 size signs on site
- The NCA writing to adjoining lessees, neighbours and interested stakeholders advising of the consultation process and inviting comments

2.2 Submissions Received, Comments and Response

The NCA received a total 4 submissions on the proposal. Two submissions provided a neutral response but raised concerns or questions in relation to the proposal; one submission expressed concerns about some of the proposal; and one submissions noted general support for the proposal.

Emails of acknowledgment were sent to all submitters advising them that their submissions will be taken into consideration before a decision is made on the application.

Key issues raised in the submissions were:

- The opportunity for the proposed shared path to provide a connection to the existing pedestrian crossing at the intersection of Kings Avenue and Morsehead Drive.
- The level of use of the shared path within Grevillea Park and the use of public funds for the proposed works. Works should focus on improving the path between Kings Avenue and the Lake foreshore.
- The impact of the proposed future overflow parking within Grevillea Park on the alignment of the proposed path.

A summary of each submission and the NCA response is provided at [Attachment B](#).

Conclusion

The NCA's consultation process was carried out in accordance with the Plan and the NCA's 'Commitment to Community Engagement'.

The NCA has assessed issues raised by submitters and have been taken into account as part of the assessment process.

The NCA is satisfied that major concerns of the community have been addressed. The proposal is not inconsistent with the provisions of the National Capital Plan, and is supported by the NCA.

On 9 July 2021, the NCA approved the works application.

Attachment A

The Canberra Times Public Notice and Sponsored Facebook Post

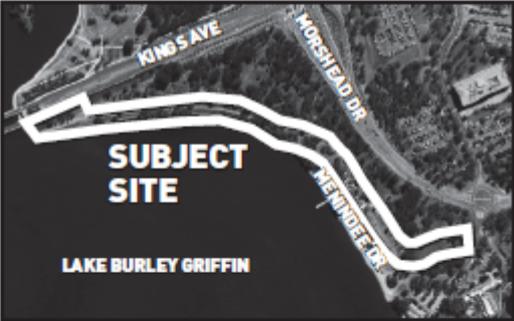


Australian Government
National Capital Authority

WORKS APPROVAL

Open for Public Consultation
Blocks 8 & 9 Section 33, Barton; Block 2 Section 34 Barton; Block 1 Section 35 Barton and Menindee Drive road reserve

A Works Approval application has been submitted to the National Capital Authority (NCA) by PLANIT Strategic for the construction of a shared path, tree removal, landscaping works and lighting at Blocks 8 & 9 Section 33, Barton; Block 2 Section 34 Barton; Block 1 Section 35 Barton; and the Menindee Drive road reserve.



The plans and supporting documentation for this WA application can be viewed at the NCA's website. The NCA welcomes feedback on this application **by close of business Monday 7 June 2021**. Submissions can be made via email to WAConsultation@nca.gov.au or in writing to GPO Box 373, Canberra ACT 2601. Please contact the NCA for further information on (02) 6271 2888.

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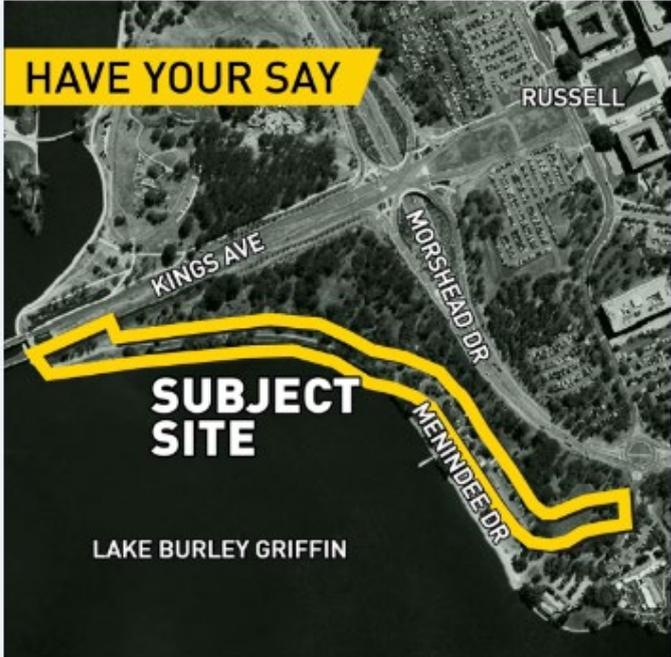
facebook.com



National Capital Authority
May 16 at 9:39 AM · 🌐

#HaveYourSay | #NCA are seeking public consultation on a works approval application for the construction of a shared path, removal of 47 trees, landscaping works and lighting at the Menindee Drive road reserve.

Find all information and consultation details online at - <https://www.nca.gov.au/consultation/blocks-8-9-section-33-barton-block-2-section-34-barton-block-1-section-35-barton-and>



HAVE YOUR SAY

National Capital Authority
Government Organization

[Send Message](#)

👍❤️ 15 5 Comments 2 Shares

Attachment B

Summary of submissions and NCA Response

The National Capital Authority (NCA) undertakes an open and transparent works approval application process. As part of this process the NCA prepares a Consultation Report for publication on the NCA website, which includes a summary of each submission, along with the name of each person making the submission. Names of submitters have been omitted where a submitter requested confidentiality.

Submission	Issue	NCA response
1. Brendan Mulloy	<p><i>I saw the NCA proposal and request for comment to construct a off-road shared path around Menindee Drive, near Russell Offices. Having previously requested this path, I am very happy to see my request become reality. However, I do think the current plan is good, but misses one important thing: connecting to the pedestrian crossing that already exists on Kings Ave/Parkes Way. The Menindee Dr car parks are used mainly by staff from Russell Offices, most of whom take their chances running across Parkes Way at the Menindee Dr roundabout. Sealed path access to the lighted pedestrian crossing will provide a much lower risk option (whether they're smart enough to use it, is another thing entirely). It will provide similar access for cyclists heading to Russell Offices in the morning and is a much more logical way to access the path compared to the western crossing (I was posted to Russell Offices for several years). The area this construction will occur in has ample space to allow the replanting of the removed trees, the room would easily allow more trees than are being removed. Failing that, there is plenty of room on the hospice side. Heck, you supply the trees and I'll plant them myself. As proposed this would be a good change, but it'd be fantastic if expanded as described above.</i></p>	<p>Noted.</p> <p>The NCA notes the concern and understands that a link to the Kings Ave intersection is additional work which is outside the scope of this project and does not form part of this proposal. The intention of this ACT Government proposal is to provide a missing link to the shared path around Lake Burley Griffin. The NCA understands that Transport Canberra and City Services (TCCS) (ACT Government) is undertaking a separate project to facilitate improved parking for Clare Holland House workers.</p> <p>Whilst 47 trees are proposed for removal as part of the works, 48 new replacement plantings of native and exotic species are proposed to complement the existing plantings within Grevillea Park.</p>

Submission	Issue	NCA response
2. Pedal Power ACT	<p><i>Overall the proposed design concept for the new path is acceptable. We have some detailed comments:</i></p> <p><i>1. The path maximum longitudinal gradient is 5% and that is acceptable</i></p> <p><i>2. Pavement width is shown as 3.0 m on the main route and that is acceptable -- but do not let it be constructed any narrower.</i></p> <p><i>3. The 1.0 m clearance to the light stanchions is acceptable -- but do not let it be constructed any less, more clearance is desirable in the interests of safety.</i></p> <p><i>4. Grass shoulders 1.0 m wide are shown along the full length of the new path and that width is acceptable. However Typical Section A (Drawing C2015) show the shoulder and verge sloping down to the path. That may result in derbies washing down onto the path and becoming a hazard. It would be desirable to have a drain on that side of the path – a grassed swale drain should suffice.</i></p> <p><i>5. Where the new path is behind the parking area on Menindee Drive there must be sufficient distance behind the kerb to allow the fronts and rear of parked vehicle to not impinge into the 1.0 m wide grassed verge.</i></p> <p><i>6. At the western end of the new path, the width of the pavement between the new path and Menindee Drive (where there is an existing path) is not shown. It must be 3.0 m minimum.</i></p> <p><i>7. The bollards on the path between the new path and Menindee Drive (where there is an existing path) where it joins Menindee Drive must be atleast 1.5 m between faces and that will require widening of the path and kerb crossing at that location</i></p> <p><i>8. The pavement structure is not shown – presumable it will be asphalt surfaced. If it is concrete surfaced, please ensure the</i></p>	<p>The NCA notes the support for the proposal.</p> <p>Noted.</p> <p>Noted. Drawing <i>Typical Sections</i> identifies that the shared path is to be 3 metres wide along its length.</p> <p>Noted.</p> <p>The NCA understands that the geometry in the section identified drawing <i>Typical Section A</i> is quite constrained due to the large number of mature trees uphill from the path, which would require removal.</p> <p>There is approximately 1.9m clearance from the car park bays to allow safe clearance from overhanging vehicles.</p> <p>Noted. This detail is identified on drawing <i>General Arrangement Plan 1-2</i>.</p> <p>Noted. This detail of the bollard arrangement is identified on drawing <i>Splitter Island Detail</i>.</p> <p>Asphalt pavement is proposed as shown on drawing <i>General Arrangement Plan Sheets 1-2</i>.</p>

Submission	Issue	NCA response
	<p><i>transverse joints are sawn in the hardened concrete and not tooled in the wet concrete. Such tooled joints result in a very rough ride.</i></p> <p><i>9. It is not clear how close any of the trees are to the edge of the pavement, but they should all be at least 2.0 m clear – outside the grassed shoulder.</i></p> <p><i>10. The pavement structure should be adequate to resist deformation by tree routes under the pavement as it appears that some trees are relatively close to the edge of the pavement. Tree roots are causing extensive damage to some sections of existing paths resulting in hazardous situations.</i></p> <p><i>11. The sump inlets and outlets at chainages 260 and 400 (and anywhere else) should be at least 1.0 m clear of the pavement edge – outside the grassed shoulder.</i></p> <p><i>12. At the splitter island (eastern end of the new path) it is important that the distance between the face of the bollards and the island kerb be at least 1.5 m (no less).</i></p> <p><i>13. The details for the raised road crossing (wombat crossing), at the eastern end of the new path, and not given. They should align with the appropriate ACT Standard Drawings and other requirements with at least a 3.0 m wide path marked with a zebra crossing.</i></p> <p><i>We are looking forward to seeing this new path constructed and in use soon.</i></p>	<p>The NCA observes that trees are generally 2.0m clear of the path, however there is a small group of trees near the existing driveway where the minimum desirable standard of 1.0m clearance is maintained.</p> <p>Noted, acknowledging that existing trees are generally mature and there is no opportunity to install root guards. However, root guards are proposed alongside newly planted trees that are within the vicinity of the path.</p> <p>Drainage structures (sumps) are to be installed outside of the 1.0m clear shoulders as identified in drawing <i>General Arrangement Plan Sheets 1-2</i>.</p> <p>The NCA understands that a 1.5m clear spacing will be provided to allow safe cyclist movements whilst maintaining vehicle restriction as identified in drawing <i>Splitter Island Detail</i>.</p> <p>The NCA notes that the crossing has been designed to conform with ACT Active Travel Facilities Design MIS05 and the ACT Standard drawing is referenced (ACTSD-3532)</p>

3. Neil McCabe	<p><i>As a regular user of this pathway my feedback is that this section of path works reasonably well at the moment as it gets relatively very little use and that to spend this amount of</i></p>	<p>Noted.</p>
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Submission	Issue	NCA response
	<p><i>public funds on this under utilised section of path would be a poor use of funds</i></p> <p><i>However the area that desperately needs an upgrade is the path that runs between Kings Av bridge and the Foreshore. Since the development of the Foreshore this section of path in very heavily used by pedestrians and bikes now and is very dangerous and not fit for purpose as a result. Therefore this section should be a much higher priority to spend public funds on than the proposed project. I presume as part of the Foreshore development a number of public taxes and payment for land were collected so I suggest these funds should be put back into making the appropriate investment in infrastructure that is now required to service the completed project. (i.e. a path way that can handle the increased traffic safely) I appreciate to fix this stretch is difficult because of the narrow amount of land available, the location of aged trees and the road, however this should not be a reason for not fixing what is the highest priority need on the lakefront. My suggestion is that the along this important stretch the pedestrian path be shifted down to the lake edge and that bikes be separated and remain on the current path. I know separating the two is controversial but I have seen this done recently in Parkville in Melbourne (outside Queens College) where they also had a very narrow area to play with and tree issues and it works really well. Please re-consider wasting public funds on unnecessary projects such as the Meninidee Dr idea and focus funds and energy where it is urgently needed toward the path to the Foreshore</i></p>	<p>The existing shared path terminates at the north western edge of Menindee Drive, directing cyclists onto the road where it reconnects near Morshead Drive. The proposed path will provide a missing link in the network, connecting to this existing path near Moreshead Drive.</p> <p>Further, the NCA understands that a design for the Kings Ave to Kingston path is currently being developed by Transport Canberra and City Services under the Cycling Network Improvements project.; and both projects are considered important.</p> <p>The proposed path completes a missing link within the Lake Burley Griffin Circuit to greatly improve safety for both pedestrians and cyclists within Grevillea Park.</p>
<p>4. Dragon Boat ACT</p>	<p><i>Dragon Boat ACT (DBACT) is the peak body for the sport of dragon boating in the ACT, with over 600 members and representing 11 dragon boat clubs. With the approval of the NCA and the ACT Government, we have recently moved our temporary training base</i></p>	<p>Noted.</p>

Submission	Issue	NCA response
	<p><i>for all our clubs to Grevillea Park, on the bank of Lake Burley Griffin, alongside Menindee Drive. This is also the site for our regular regattas in the warmer months. The ACT Government has committed funding to build a permanent home for dragon boating in Grevillea Park. We expect the building to be completed within the next 3 years on Block 28, Section 33 Barton.</i></p> <p><i>As part of the move to Grevillea Park, DBACT has been talking to the ACT Government about the need, in the longer term, for overflow parking off Menindee Drive. (Currently overflow parking is in the Russell Offices carparks. However, on weekday training evenings, it is very difficult to cross Morshead Drive on foot during the evening peak hour. Overflow parking off Menindee Drive would avoid this risk to paddlers.)</i></p> <p><i>The area under consideration is the area earmarked as the Site Compound for the construction of the shared path. On the current plan, the proposed shared path loops around to the south of that area, between the Compound and Menindee Drive. If overflow parking is located there in the future, cyclists and pedestrians will be crossing the path of cars entering and leaving the parking area. DBACT would like to suggest the shared path be routed to the north of that area. That would ensure cars are not crossing the shared path (other than at the raised pedestrian crossing on Menindee Drive) and riders and pedestrians are not crossing a carpark entrance.</i></p>	<p>The proposed shared path alignment does not preclude future parking in the area identified by Dragon Boat ACT; and the path detail may have to be modified in the future to cater for a possible driveway access. As such, Transport Canberra and City Services have advised that the proposed tree planting has been specifically excluded from this area.</p> <p>The NCA understands that Transport Canberra and City Services is aware of the possible future plans to construct a carpark within the area of the proposed site compound. However, this has not yet been approved and therefore there is not yet certainty whether this will eventuate. The NCA understands that the path could be re-routed in future if needed, if a carpark is approved in this area.</p>

