



Australian Government
National Capital Authority

Report on Consultation

Draft Development Control Plan 14/01

Gold Creek Tourist Area

Barton Highway

June 2014

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1 Introduction

1.1 Purpose and background

This report summarises the issues raised during the public consultation process undertaken by the National Capital Authority (NCA) on draft Development Control Plan (DCP) 14/01 for the Gold Creek Tourist Area.

In May 2013, the NCA received a request from Knight Frank on behalf of the lessees of Block 12 Section 83 Nicholls (the National Dinosaur Museum site) to amend the current DCP for the Gold Creek Tourist Area (DCP 12/04). The DCP will guide future development on the site.

Once approved, DCP 14/01 replaces DCP 12/04, which currently applies to the site.

1.2 National Capital Plan requirements

On 21 January 1990, the National Capital Plan (the Plan) came into effect. The subject site is adjacent to the Barton Highway, an Approach Route as defined in the Plan. Special Requirements for Approach Routes apply 'to development on all land (not included within any Designated Area) which fronts directly onto Approach Routes AND is not more than 200 metres from their middle lines'. Special Requirements for Approach Routes under section 2.4 of the Plan apply to the site and state:

'Development is to conform to Development Control Plans agreed by the Authority, which seek to enhance the surrounding predominantly rural character and landscape outside the urban areas. As the Approach Routes enter the built up area, the emphasis shall shift to a more formal character.'

Draft DCP 14/01 has been prepared in accordance with the Plan.

1.3 Effect of the Development Control Plan

DCP 14/01 will guide development of the Gold Creek Tourist Area and includes provisions for:

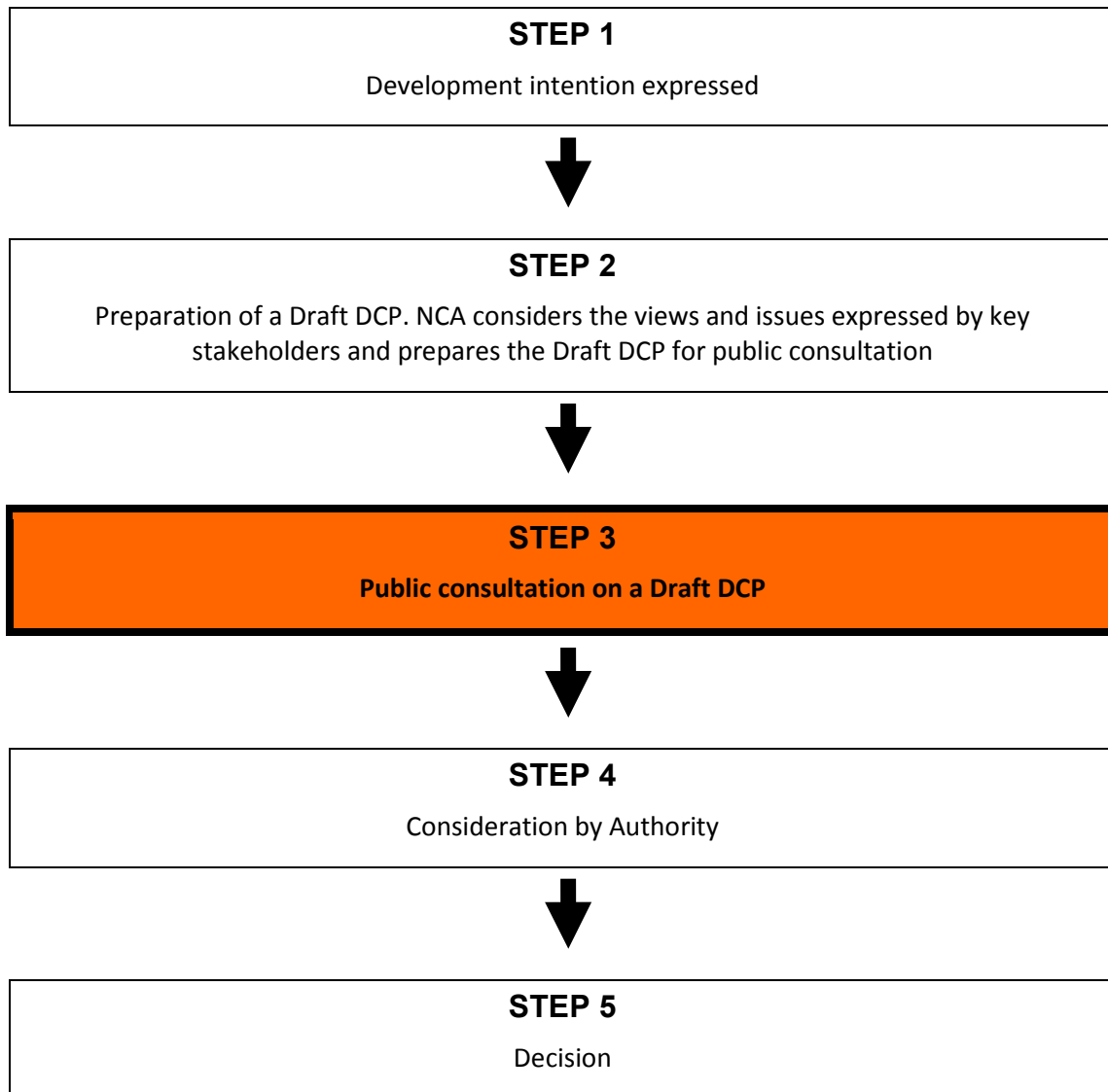
- general planning and urban design objectives
- building height and setback, and architectural quality in built form
- requirements for access to the site and parking
- providing for an enhanced landscape character along the Barton Highway frontage.

2 Public consultation

2.1 Development Control Plan process

The process for making a DCP is outlined in **Figure 1**.

Figure 1: Outline of the Development Control Plan process



2.2 Stakeholders

On 13 February 2014, the NCA released draft DCP 14/01 for public consultation. The following stakeholders were identified as having an interest in the future development of the site:

- ACT Government Environment and Sustainable Development Directorate
- ACT Government Territory and Municipal Services Directorate
- lessees and business owners in the area.

All identified stakeholders were advised by letter and/or electronic mail about the release of the draft DCP for public comment.

2.3 Release of the draft Development Control Plan for public comment

In accordance with the NCA's 'Commitment to Community Engagement (August 2011)' the consultation period ran for six weeks, concluding on 25 March 2014. The consultation process included:

- 13 February 2014, the draft DCP 14/01 was published on the NCA's web site and a media release was provided to national media outlets. A notice was also published in *The Canberra Times* on this day. Written notices were sent to key stakeholders.
- 26 February 2014, a public information session was held at the NCA offices.
- 25 March 2014, the period for written submissions concluded.

3 Issues

The NCA received four written submissions in response to the draft DCP. These submissions were acknowledged by the NCA.

The key issues raised are discussed below. A summary of each submission, together with a detailed response, is at [Attachment A](#).

3.1 Direct access to blocks within the Gold Creek Tourist Area

Comments received

The primary change proposed in the draft DCP was the addition of an access only point to Block 12 Section 83 Nicholls. It was submitted that this change appears to be focussed on one site and is a departure from previous NCA policy in regard to direct block access from Approach Routes. Comments noted that this could be interpreted as a form of 'spot planning' and did not afford the same opportunities to other lessees in the area.

It was noted that previous development sites in the Gold Creek Tourist Area had requested direct access from the Highway and were advised that it was not permissible.

It was suggested that permitting access to Block 12 Section 82 Nicholls undermines a longstanding policy position, erodes the character of the Gold Creek precinct in the context of the DCP and the Plan. It was also asserted this is contrary to the intention of the Plan in relation to Approach Routes and the existing character of the Gold Creek Tourist Area. It was asserted that the addition of this access point should not be implemented due to a requirement of the Plan *'to maintain and enhance the landscaping, and by facilitating the flow of traffic as far as may be possible'* to the approaches to the National Capital.

The need for a third access point was also questioned when the DCP identifies Gold Creek Road as the main access point to the precinct. It was requested that the 'long standing, equitable and sensible policy position' that has been uniformly implemented for the entire precinct up until now should continue.

It was suggested an alternative to allowing an access only point, that a service road could serve to allow for direct access to blocks in the area without disrupting traffic flows and would provide an equitable solution.

NCA response

The Plan provides some access restrictions to development from arterial roads in 'Chapter 6: Transport'. Policy 6.3(a) states that:

The National and Arterial Roads System will:

- *generally not provide frontage access to development except where such access will meet appropriate design standards and road safety needs.*

NCA implementation of this policy, particularly in regard to direct block access to sites fronting Approach Routes remains unchanged through this proposal. Access to individual sites from Approach Routes (in the vicinity of Exhibition Park in Canberra) has been permitted previously based on appropriate design standards and safety considerations.

The proponent has identified access to the Gold Creek Tourist Area, particularly sites east of Gold Creek Road as an issue. Potential visitors pass the last access point to Gold Creek before seeing the site. The NCA understands this issue restricts development opportunities for sites east of Gold Creek Road and that an informal access point already exists in the location identified in the DCP.

The broad objective for Main Avenues and Approach Routes in the Plan is to:

...establish and enhance the identity of the approaches to the Central National Area as roads of national significance and where relevant, as frontages for buildings which enhance the National Capital function and as corridors for future public transport.

This will be achieved by ensuring works within the road reservations are carried out to the highest standards by maintaining and enhancing, and by facilitating the flow of traffic as far as may be possible in consistency with this principle.

It is considered that a left-in only access point at the location of the existing informal driveway is not inconsistent with this principle. The NCA can ensure the work is carried out to the highest quality and consistent with design standards through the works approval process.

The Barton Highway is Territory Land managed by the ACT Government. Therefore, the concept of a service road would need the support of the ACT Government before the NCA could consider this proposal.

The ACT Government's Territory and Municipal Services Directorate (TAMS) have reviewed the proposed left-in only access and provided support on condition that the entry only driveway is to provide access to one service sub-block only and not the Dinosaur Museum ([Attachment A](#)).

The requirement for works approval from the NCA for road construction in the Barton Highway Road Reserve remains. Any proposal will be assessed against the broad objective for Approach Routes and all applicable detailed conditions of planning, design and development of the Plan. The NCA will refer the detailed design to TAMS to review in the context of road design standards and traffic safety. TAMS endorsement of the proposal will be required prior to the NCA providing works approval for any future works in the Barton Highway Road Reserve.

To ensure consistency with ACT Government endorsement of the DCP, one change is recommended. This change is to:

- Amend the DCP Drawing to refer to 'Left-in Access Only' for the additional access point.

3.2 Traffic safety

Comments received

Submissions noted that they believed the addition of an access point in the location shown in the draft DCP would cause confusion for drivers and create an area of conflict for traffic exiting from Gold Creek Road. This was said to be compounded by the assertion that drivers speed up at this intersection after passing a nearby speed camera and that a number of accidents had occurred in the area.

NCA response

The NCA required in principle endorsement from TAMS in the context of traffic safety prior to releasing a draft DCP. TAMS are responsible for administering traffic safety standards and ensuring proposals are consistent with design standards and road safety requirements in the ACT.

The NCA deferred preliminary assessment on traffic safety grounds to TAMS, who provided conditional support for a left-in only access point at the site of the existing informal driveway.

TAMS provided support for the addition of the left-in only access point conditional on safety requirements being met at the detailed design stage and the form of development does not impact on the existing road hierarchy. The Transport Planning area of the ACT Environment and Sustainable Development Directorate provided support on the condition that the separation distance from Gold Creek Road/Barton Highway intersection to this potential access point will be sufficient to allow safe movement of traffic entering the site to avoid conflict with left turning traffic exiting Gold Creek Road ([Attachment A](#)). Section 9 of the draft DCP is considered to sufficiently address this condition.

No change to the DCP is recommended.

3.3 Setback terminology

Issue

It was submitted that the terminology for the mandatory setback from the Barton Highway was not consistent throughout the draft DCP.

NCA response

The DCP drawing has been amended to refer to the 'building setback' and 'landscape zone' separately. Clause 4.1 has been amended to ensure it is clearly referring to the Barton Highway frontage.

Two changes to the DCP are recommended. These changes are:

- *Amend Clause 3.1 to read:*
Minimum setbacks for siting buildings, structures or hard paved areas (including parking and internal roads) on sites along the Barton Highway vary between 10 metres and 25 metres from the Barton Highway frontage in accordance with DCP Drawing14/01.
- *Amend DCP drawing to refer to 'Building Setback' and 'Landscape Zone' separately.*

3.4 Landscape requirements

Issue

It was submitted that the draft DCP sought to further define the relationship of the built form (buildings and structures) and mandatory landscape areas. However, submissions suggested these matters were already clearly defined by the DCP currently approved for the site. The submission noted that this addition to the DCP added little value or clarification to the

requirements and appeared to be an inclusion that seeks to hide the site specific policy amendment that is proposed in relation to the site access point for Block 12 Section 83 Nicholls.

NCA response

The inclusion of further requirements on the landscape structure of development was a direct response to the addition of the left in only access point. Increased development potential for Block 12 Section 83 Nicholls could potentially lead to negative visual impacts on the Approach Route. It was considered necessary to guide any future development on the site consistent with the landscape structure currently in place north of Gold Creek Road in a manner that is simple to assess at the Development Application stage.

No changes to the DCP are recommended.

4 Recommended changes

In response to submissions received, and as a result of internal review, the following changes are recommended to draft DCP 14/01:

1. Amend Clause 3.1 to read:
 - *Minimum setbacks for siting buildings, structures or hard paved areas (including parking and internal roads) on sites along the Barton Highway vary between 10 metres and 25 metres from the Barton Highway frontage in accordance with DCP Drawing14/01.*
2. *Amend DCP drawing to refer to 'Building Setback' and 'Landscape Zone' separately.*
3. *Amend DCP Drawing to refer to 'Left-in Access Only' for the additional access point.*

5 Conclusion

In February 2014, draft DCP 14/01 was released for public consultation in accordance with the NCA's 'Commitment to Community Engagement (August 2011)'. Four written submissions were received in regard to draft DCP 14/01.

Three changes to the DCP have been made.

Appendix A – Summary of submissions

Note: The National Capital Authority (NCA) undertakes an open and transparent consultation process. The draft DCP advised that the NCA would prepare a Consultation Report for publication on the NCA website, and that this Consultation Report would include a summary of each submission, along with the name and suburb of each person making the submission.

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
1.	ACT Government - Environment and Sustainable Development Directorate (ESDD)	" ... confirm that if a left-in only access from Barton Highway eastbound carriageway is located at the existing minor access driveway close to the eastern boundary of the dinosaur museum site, this would be supported by Transport Planning ... on the understanding that the separation distance from Gold Creek Road/Barton Highway intersection to such a future access will be sufficient to allow safe movement of traffic entering the site to avoid conflict with left turning traffic exiting Gold Creek Road."	Noted. This will be a requirement of any detailed design of the proposed left-in only access point.
		...the drawing (DCP figure) is a little unclear in that it doesn't give much guidance on where the setback transitions between 10m and 20m.	<p>The setback does not 'transition' or suddenly change distance. The intent of the setback is to create a continuously landscaped area along the Barton Highway frontage. The line defining the minimum setback is parallel to the Barton Highway centerline. The blocks within Section 2 Nicholls (north of Gold Creek Road) vary in their address to the highway such that a setback parallel to the highway (a straight line) creates a variable setback distance throughout this area.</p> <p>Clause 3.1 and the DCP drawing have been amended to ensure clarity of setbacks.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
2.	ACT Government – Territory and Municipal Services Directorate	TAMS supports the intention of the draft DCP to amend the existing DCP subject to consideration being given to the following comments:	Noted.
		Roads TAMS will only support this amendment if the access from the Barton Highway is for access "entry only driveway" to one service sub-block only and that block being Fuel Service centre within Block 12 Section 83 Nicholls. The "exit" from this block will be via Gold Creek Road. The "entry only driveway" access to the one service sub block is not permitted to access directly any other proposed sub-blocks or the Dinosaur Museum.	The DCP Drawing has been clarified to read 'Left-in Access Only'.
		The draft DCP proposes the parking of services and heavy goods vehicles within the area. TAMS requires that this driveway access should not be used for any illegal parking on the side of Barton Highway. The design vehicle proposed to be used and the exit point of the vehicles must be reviewed and approved by TAMS.	The draft DCP does not propose any parking of services and heavy goods vehicles in the area. The DCP continues the existing restrictions on such activities. This and other matters raised here will be the responsibility of the ACT to assess at the detailed design stage.

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>Infrastructure</p> <p>The landscape setback must be clearly defined in all cases such that in specifying 'minimum setback' the point from which this requirement is measured is quite clear. e.g. section 4.2 clearly states that the setback is from the site boundary in relation to the Curran Drive frontage. This is not clear in other references to setback.</p>	<p>The DCP Drawing has been amended to clearly articulate setback requirements. Clause 4.1 will be amended to ensure it is clear that it refers to the Barton Highway frontage.</p>
		<p>All setbacks must be approved by TAMS as providing adequate space and clearances for verge trees etc.</p>	<p>The term 'minimum setback' is used to ensure that requirements of other relevant authorities are considered.</p>
		<p>Bushfire Protection</p> <p>The wording in the draft DCP regarding landscape design intentions is open to interpretation and does not appear to comply with the Strategic Bushfire Management Plan (SBMP) viz. Section 7.1 of the DCP states:</p> <p>"The landscape of the precinct should be dominated by trees so as to set a continuous canopy level which will assist in defining the precinct. The whole area is to be visually contained with clear boundary treatments."</p> <p>A continuous canopy level would not provide defensible space and therefore it may not be</p>	<p>The DCP sets out a landscape structure to preserve the existing character of Gold Creek. The draft DCP does not constitute a development application and matters relating to bushfire protection and calculation of asset protection zones will be dealt with at the detailed design stage in consultation with the relevant authorities.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>possible to defend the buildings. The vegetation plan may also trigger high BAL ratings which would restrict the design of the buildings potentially compromising the tourist experience</p> <p>Aerial photos and maps indicate that the site faces south-west and is on the urban rural interface. It may therefore be classified as a primary interface which would require a 30m IAPZ and a 100m or 300m OAPZ. TAMS requires a bushfire risk assessment to be undertaken before it supports this proposal. ACT Fire and Rescue should also be consulted about the proposal.</p>	

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
3.	John Anderson (Lessee)	<p>We refer to your letter and the notification on the National Capital Authority (NCA) website that invites submission in relation to Draft DCP 14/01. We are the Crown Lessees of Blocks 10 and 2 Section 2 Nichols and have other interest within the Gold Creek Tourist Precinct.</p> <p>We have been actively managing our lands and business in this precinct for a long period of time; meeting the requirements of both the Territory and the NCA as applicable and contributing to this vibrant part of the city.</p> <p>It should be noted that this DCP has been the subject of a recent variation in May 2012. We note that there have not been any significant changes to the precinct that warrant the changes that is sought to be made in the current draft version as exhibited.</p>	Noted.

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>We reviewed the draft DCP 14/01 and wish to voice our objection and disappointment with the inclusions there-in. It appears that the DCP is drafted to support a site specific outcome with little or no consideration to the Gold Creek Tourist Precinct as whole, sites in the rest of the precinct, users and visitors to these sites or other the impact of other matters that influence the operation of the Gold Creek Tourist Area.</p> <p>We wish to specifically comment on the following matters included in the draft DCP:</p> <ul style="list-style-type: none"> • The variation appears to be focused on the interest of only one site: Block 12 Section 83 Nichols [sic]. • No information has been given in relation to Roads ACT's response to the matter. • It appears that the DCP amendment is largely a rehashing of the existing controls except for the matters directly relating to the new access point. • The required changes relating to landscaping is not required as these matters are already well defined and controlled by the existing DCP. The amendment adds no/little to this respect. 	<p>Draft DCP 14/01 does allow access to one site within the Gold Creek Tourist Area. The impact of this access point on the Precinct as a whole was considered by both the NCA and TAMS prior to the release of the draft DCP.</p> <p>Any works approval application to the NCA and development application to the ACT Government's planning and land authority will be required to demonstrate that traffic safety in the area is not compromised by the development of a new access point or Block 12 Section 83 Nicholls.</p> <p>See Part 3 of this report outlining detailed responses to the issues raised.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>Landscape setting requirements</p> <p>The amendment seeks to further define the relationship of development structures among themselves and their interaction with the mandatory landscaped buffer. These matters are already clearly defined and required by the current DCP Section 7. Adding this to the DCP adds no further value or clarification to the requirements and appears to be an inclusion that seeks to hide the site specific policy amendment that is proposed in relation to the site access point for Block 12 Section 83 Nichols [sic].</p>	<p><i>See part 3.4 – Landscape requirements.</i></p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>Direct Access from the Barton Highway</p> <p>The NCA policy that prohibits direct access from the Barton Highway is a long standing requirement. This requirement is mirrored in most of the Crown Leases for Blocks that fronts onto the highway. We are aware of numerous approaches to the NCA and attempts by Lessees and business along this stretch of road requestion [sic] access to sites. This has not been granted with specific reference to the NCA's policy in relation to this.</p> <p>To date we have been told that this is primarily in relation to the NCA's view on the special requirements for this part of the highway and the fact that blocks fronting onto the highway have their legal access points to the internal streets. The National Capital Plan (NCP) includes a requirement to maintain and enhance the landscaping, and by facilitating the flow of traffic as far as may be possible to the approaches to the National Capital.</p>	<p>See response at <i>part 3.1 – Direct access from the Barton Highway</i> of this report.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		The Plan requires further the creation of DCP's that enhance the surrounding predominantly rural character and landscape outside the urban areas and facilitate an emphasis shift to a more formal character from the rural outlying areas. The current DCP successfully considers the Gold Creek precinct as a holistic entity (not as a series of individual sites) that warrants an appropriate level of screening to retain its character along the approach route in the context of lands to the north and south, noting that the urban area are generally appropriately screened for most of the length towards Northbourne Avenue as one moves closer to town.	Noted.
		The suggestion to permit access to Block 12 undermines a longstanding policy position, erodes the character of the Gold Creek precinct in the context of the DCP and the Plan. This amendment will result in development of that site to be out of step with the remainder of the precinct. This is clearly contrary to the intention of the Plan and should not be implemented.	See response at <i>part 3.1 – Direct access from the Barton Highway</i> of this report.

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>There appears to be no special requirement or need to have this site singled out in the context of the precinct (as per the DCP) or to give it site specific privileges. If this change is implemented the resulting development will be out of step with the remainder of the precinct and blocks fronting the highway and will erode the carefully created and managed character that has been established under the Plan to date.</p>	<p>See response at <i>part 3.1 – Direct access from the Barton Highway</i> of this report.</p>
		<p>A further and arguably more pressing concern is the impact that this access point will have on the operation of the Barton Highway and specifically to traffic safety. We note that Roads ACT have been briefed but the draft DCP does not provide any advice to their response or the details of the discussion to permit the formulation of an informed understanding of the impacts considered.</p>	<p>See response at <i>part 3.2 – Traffic safety</i> of this report.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>Although it might be possible to design an access way to Block 12 that technically meet one or another engineering standard we suggest that serious consideration be given to the specific characteristics of this location and part of the highway. These are outlined below:</p> <p>The Barton highway in this location is a dangerous road. It is well known that users of this road does not honour the current speed limits regardless of the placement of a speed camera a few hundred metres to the north of the Gold Greek Road. This is clearly confirmed with the data presented in the Canberra Times (http://www.canberratimes.com.au/act-news/speed-camera-nets-154m-and-6408-drivers-in-a-year-data-20140321-35941.html) that identifies this location as the 2nd highest revenue earner in the ACT, thus showing that people not only ignore the speed limit on this road but also show no interest in mitigating their behaviour. Anecdotally we have observed that by far the majority of drivers do a speed check on their approach to the camera (brake) and then speed up after the camera point – thus arriving at the Gold Creek Road intersection at a speed well in excess of the limit.</p>	See response at <i>part 3.2 – Traffic safety</i> of this report.

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>This intersection has in the past been the location of fatal vehicle crashes and adding an intersection at a location close to the current (major) intersection of Gold Creek Road in an environment where driver behaviour is questionable appears to ignore the nuances of this locality. If anything this Cold Greek Road intersection would benefit form a “speed-up” lane to permit drivers entering the highway to join the faster stream of traffic at a closely match speed. Creating this access opportunity erodes this opportunity now and in the future.</p> <p>The DCP further only identify the point as “access only” and we presume that egress from the site will be to internal roads (Gold Creek Road or Edie Payne Close). The access point to the site and increased development of the site in the future will encourage more drivers to access Block 12 with a direct result in more traffic required to re-access the highway at the Gold Creek Road intersection. This is considered a dangerous manoeuvre as cars from the tourist precinct is virtually standing still before merging directly with cars traveling in excess of the 80km/hr speed limit; again it is clear that a “speed-up” lane will result in a much saver [sic] design situation and it is unlikely that this can be accommodated along with an access to Block 12.</p>	<p>See response at <i>part 3.2 – Traffic safety</i> of this report.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>When considering that the DCP (draft and current) describes Gold Creek Road as the main access road to the precinct (Section 7.8 of the draft DCP) it appears to be nonsensical to include an access point so close to what will become an important intersection that will become busier over time as the Gold Creek precinct mature. It will immediately worsen an already dangerous and deadly intersection.</p> <p>When considering the options available it is apparent that the entire precinct may benefit from the creation of a service road that take slow moving and accelerating vehicles out of the main stream of traffic on the highway in a safe and controlled manner. This would result in a safe and consistent implementation to the Barton Highway interface across the entire precinct and could support the NCP objectives better, but this is not considered in this amendment.</p>	<p>See response at <i>part 3.1 – Direct access from the Barton Highway</i> and <i>part 3.2 – Traffic safety</i> of this report.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>We request that the NCA abandon draft DCP 14/01 as it:</p> <ol style="list-style-type: none"> 1. Is unlikely to result in a uniform implementation of the NCP vision for the approach route for the Gold Creek Tourist Precinct, 2. Seeks to ament [sic] to what appears to be a long standing, equitable and sensible policy position that has been uniformly implemented for the entire precinct, 3. Does not add any significant change or further clarification to the suggested landscape outcomes for the precinct over and above what is already included in the existing DCP, 4. Appears to potentially undermine the current and future status of Gold Creek Road as the main access Road to the Precinct, and 5. Appears to have unintentional but significant safety ramification when considering the actual character of the highway and its users in this locality. 	<p>The request is noted and answers to specific concerns can be found in Part 3 of this report.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
4.	McDonald's – Real Estate	We refer to the notification on the National Capital Authority (NCA) website relating to Draft DCP 14/01 and the letter received by our licensee relating to the same. McDonalds have a fast foot outlet situated at Block 2 Section 2 Nichols and along with our licensee that operates this site, would like to voice our objection and concern in relation to the DCP as presented. We welcome this opportunity to provide you with our comments in relation to the matter at hand.	Noted.
		The Gold Creek Tourist Precinct is already subject to a DCP that controls (among many matters) the development and siting of buildings within the sites fronting the highway, include detailed requirements for landscaping to be installed as well as requirements that control that limits access from the highway (to name but a few).	Noted.
		The current McDonalds outlet was approved and built in 2010/11. Although it predates the current DCP that (as amendment in 2012), there were requirements in place that controlled design of the building, landscaping and access to the site. We were required to adhere to these requirements in designing and construction of our store. The matter of access was specifically discussed with Authorities and we were advised that this is not permissible by virtue of the objectives and controls of the National Capital Plan. This has limited our	See response at <i>part 3.1 – Direct access from the Barton Highway</i> of this report.

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		ability to design the most optimum store in relation to highway exposure and access.	
		In reviewing the Draft DCP it appears that the whole push for this change relates to the lessee of Block 12 Section 83 Nicholls seeking a site specific policy to permit access from the highway to his site. This proposed change is contrary to the long standing (and strongly implemented) policy of "no access" that has been in place along this stretch of the highway for some time (it predates most of the leases in this area we believe). It should be noted that as we are aware that no lands on the northern side of the Barton Highway in this precinct and further down towards the William Slim Drive roundabout have access from the highway.	See response at <i>part 3.1 – Direct access from the Barton Highway</i> of this report.

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>The National Capital Plan includes specific objectives and special requirements along approach routes that set the context and character of the development outcomes needed to support the larger objectives in the Plan and the National Capital. The objectives specifically state that along approach routes development should ... maintain and enhance the landscaping ... and facilitate the flow of traffic as far as may be possible along these routes. The Plan specifically requires the creation of DCP's to facilitate and protect a character that enhances the surrounding (predominantly rural character) in the generally outer urban areas of the capital and permit a gradual intensity change to a more urbanised character and form as one progress into the National Capital</p> <p>The Gold Greek Tourist area currently enjoys the implementation of design outcomes that adheres to this requirement and sees urban development generally effectively screened from the highway before returning to a more rural setting as the road approaches the Federal Highway/Northbourne Avenue to the east. Limited access at main road intersection only facilitates traffic flows.</p>	Noted.

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>These principles have been and continue to be successfully managed in the DCP as it currently stands. We do not see how the proposed changes that relate to more clarification on landscaping requirements and a single site access provision further the Plans objectives. It is apparent that this change will more likely result in a single development outcome being constructed on Block 12 that is out of character and step with the rest of the Tourist precinct and the character established over years of careful management. In operation it will monopolise traffic access from the highway to the detriment of the rest of the precinct; all for the benefit on a single site. The proposed change undermine a longstanding policy position that has been enforced by the NCA over a long period of time and will erode the character of the Gold Greek precinct as it has been established under the structures of the National Capital Plan in the context of the DCP and the NCP.</p>	<p>See response at <i>part 3.1 – Direct access from the Barton Highway</i> and <i>part 3.4 – Landscape requirements</i> of this report.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>We are also concerned that the change will have far reaching impacts on the way traffic accesses the precinct at the moment. We note that the proposed Block 12 access point is in close proximity to the Gold Greek Road entry to the Tourist area. Noting that the DCP in place flags this point as the main access road to the precinct (See Section 7 of the current DCP) it stands to reason that the current intersection is likely to change in character as the precinct continues to develop into the future. Although the intersection in design is different than the Curran Drive intersection this is likely to change as the precinct grows in the future and may require augmentation to meet changing demands.</p>	<p>See response at <i>part 3.2 – Traffic Safety</i> of this report.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>With the development and growth of north-west Belconnen and Gungahlin the tourist precinct is becoming more important as a recreational zone for the Territory. With Gold Creek Road set to become the main access point it is likely that the intersection arrangements will require upgrading in the future and possibly something akin to the Curran Drive intersection with a deceleration and acceleration lane to permit vehicles entering and leaving the precinct to safely navigate fast flowing traffic on the highway. Permitting the access point will preclude this opportunity in the future as there would not be enough space to serve both highway access from the precinct and site access to Block 12 in the short distance available. Even though traffic movements today may not warrant this infrastructure at present this is likely to change in the future.</p>	<p>See response at <i>part 3.2 – Traffic Safety</i> of this report.</p>
		<p>Coupled with the characteristic of the highway at this location being a road where people on average appears to travel faster than the speed limit (speed camera data presented in the Canberra Times 24 March 2014: http://www.canberratimes.com.au/act-news/speed-camera-nets-154m-and-6408-</p>	<p>See response at <i>part 3.2 – Traffic Safety</i> of this report.</p>

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		drivers-in-a-year-data-20140321-35941.html) and with a history of fatal accidents at the Gold Creek/Barton Highway intersection this matter should be given careful consideration. The fact that the current speed camera raises such a high level of revenue (2nd highest in Canberra) and our anecdotal observation of drivers slow down for the camera and then speed up again once passed makes it apparent that traffic on the highway generally operates in excess of the speed limit.	
		<p>This reality should be considered when considering the access requirements to and from the precinct, rather than just following some design standard in isolation. The existing arrangement sees cars leaving the precinct accelerating from a standstill to join the highway traffic that is traveling in excess of the speed limit in a short distance. This is perceived as a very dangerous situation that arguable should be addressed immediately but more so as traffic increases in the future.</p> <p>With more and more vehicles accessing the precinct, development intensity increases and the district population continue to grow this situation will become worse and as the Gold Creek Road entry developed into its status of main access point augmentation works will be required at the intersection. The block specific</p>	See response at <i>part 3.2 – Traffic Safety</i> of this report.

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		access for Block 12 will not serve this outcome in the future and should not be permitted.	
		We believe that if the NCA seeks to alter their policy in relation to site access in this precinct that careful consideration be given to creating a service road that is separate from the highway that would allow save[sic] access and egress from the Tourist Precinct, the current access roads at Curran Drive Gold Greek Road and all sites fronting the highway. This would encompass a precinct wide approach that would equitably deal with all sites fronting the highway, support the DCP to continue to control the development character across the entire tourist precent [sic] and establish a well thought-out and designed interaction with the precinct and the highway. This is not presently proposed but appears to be a better approach than the current site specific proposal when considering the wider tourist precinct and the likely future growth and access requirements in a holistic manner.	See response at <i>part 3.1 – Direct access to the Barton Highway</i> of this report.

Submission No.	Details of Submitter	Key Points Raised in Submission	NCA Consideration
		<p>In short we request your consideration not to proceed with this amendment as its implementation will:</p> <ul style="list-style-type: none"> • Undermine the long established policy that has given rise to the current design outcomes in the Gold Creek Tourist Precinct; • Undermine the context of this single site (Block 12 Section 83) in the approach route towards the Central areas of the Capital; • Does not appear to consider the traffic and access requirements of the wider precinct now and into the future given its role as recreation space for Gungahlin, Belconnen and the wider Territory and region • Will limit the requirements for augmenting the main access point to the precinct as traffic movement invariable increase over time; and • Fails to consider the actual safety matters in the context of the traffic character on the highway today and the immediate needs of the main intersection immediately adjacent to Block 12. 	<p>The request is noted and answers to specific concerns can be found in Part 3 of this report.</p>