

Representation for EIS or Territory Plan Amendment Notification - Submission confirmation

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Date and time

29 Mar 2026 8:47:27 PM

Reference code

5NZXW7XR

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acepdcustomerservices@act.gov.au

Type of representation

About this form

Use this form to lodge a representation for a current amendment to the Territory Plan or a current Environment Impact Statement during the notification period.

Application type

Please select the application type:*

Territory Plan Amendment Notification

Representor details

Title

Given name*

Family name*

Organisation name

Brindabella Christian College

Enter at least one phone number: *

Home phone

Work phone

Mobile

Email address*

Application details

Amendment number*

Provide the details of your representation*

Justification for Ongoing Use of the Brindabella Christian College Car Park

Brindabella Christian College respectfully seeks approval to continue using the existing car park located adjacent to the school grounds. While the space was not originally authorised for this purpose, its continued use provides significant safety, traffic management, and community benefits, particularly given the size and diversity of the school population.

1. Student Safety During Pick-Up and Drop-Off

Brindabella Christian College caters to students from Early Learning Centre (ELC) through to Year 12, including very young children who require close supervision.

A designated off-street car park enables safe, orderly pick-up and drop-off, reducing the need for children and parents to cross busy roads.

Without adequate on-site parking, parents—especially those with ELC and primary-aged students—are forced to stop or park unsafely on surrounding streets, increasing the risk of accidents.

The car park significantly reduces congestion directly at the school entrance, allowing staff to supervise arrivals and departures more effectively.

Maintaining this car park is a proactive measure that prioritises child safety above convenience.

2. Reduction of Illegal and Unsafe On-Street Parking

The presence of the car park actively prevents unauthorised and unsafe parking across the road and in surrounding streets, particularly during peak morning and afternoon periods.

In its absence, vehicles would likely park on road sides, corners, or no-stopping zones, compromising visibility and pedestrian safety.

The car park helps keep surrounding roads clear, ensuring smooth traffic flow for commuters, emergency vehicles, and residents during peak hours.

Reduced congestion benefits the wider community by minimising delays for people travelling to work.

The car park functions as a traffic management solution, not merely a convenience for the school.

3. Community Use on Weekends

The car park provides benefit to the broader community beyond school hours.

Members of the public could use the space on weekends, particularly for nearby recreational areas, sporting activities, and community events.

This shared use reduces pressure on street parking and supports safe access to local amenities.

Its continued availability enhances the liveability and accessibility of the local area.

4. Support for Park-and-Ride and Public Transport Access

Some members of the public use the car park as a park-and-ride facility, supporting sustainable transport habits.

This encourages the use of public transport and reduces the number of individual vehicles travelling into high-density areas.

By enabling shared transport use, the car park contributes to lower traffic volumes and reduced environmental impact.

Conclusion

Although the car park was not initially authorised, its removal would likely result in increased congestion, unsafe parking practices, and heightened safety risks, particularly for young students.

Conversely, formalising and retaining the car park:

1. Enhances student and pedestrian safety
2. Reduces traffic congestion and illegal parking
3. Provides tangible benefits to the wider community
4. Supports sustainable transport practices

For these reasons, we strongly submit that the continued use of the car park is in the best interests of the school, surrounding residents, and the broader public, and we seek approval for its ongoing operation.

You may upload any additional supporting documentation or photos.

- Maximum file size is 10Mb.
- A maximum of 5 files can be uploaded.

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29 Mar 2026 9:21:49 PM

Reference code

8LZHVMFT

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Representation for EIS or Territory Plan Amendment Notification - Submission confirmation

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Date and time

30 Mar 2026 9:33:26 AM

Reference code

C4R4KL2P

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Type of representation

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1 am proposing that the carpark remains for the safety of the students, as they will be dropped in an enclosed place. The carpark can be used by community members who need to access the oval and the library . It will also reduce congestion around the area as staff, parents and students will not need to park in the surrounding streets blocking traffic.

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31 Mar 2026 9:28:26 PM

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3L88FF6D

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Representor details

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Application details

EIS application number*

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In complying with the obligation under section 116(2) of the *Planning Act 2023* (or section 220(2) of the *Planning and Development Act 2007*), the authority discloses the representations, which may include personal information on its website and to the proponent. If you would not like your comments or a part of your comments to be made available on the website or to the applicant, a request must be made to have part or all of your representation excluded from the public register under Sections 502 or 503 of the *Planning Act 2023* (or Sections 411 or 412 of the *Planning and Development Act 2007*). The request for exclusion must be in writing and clearly identify what you are seeking to exclude and how the request satisfies the exclusion criteria.

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Territory Plan Unit
City and Environment Directorate
Via email terrplan@act.gov.au

To whom it may concern

RE Draft Plan Amendment 12 – Brindabella Christian College car park – Lyneham Section 41 part Block 23

I am a long term Lyneham resident and have lived on [REDACTED] [REDACTED] for the past five years. I support DPA-12 as a sensible move forward in the protracted saga that has enveloped this car park.

My submission focuses on how to get the best outcome from the planning system going forward, assuming DPA-12 will be approved.

Next steps - Development Application

Assuming DPA-12 is approved, I expect the next step will be a development application for retrospective approval to formalise the car park. However, it cannot be a rubber stamp process to approve the existing car park as is. Any DA must include a full assessment of parking generation associated with BCC student numbers, including drop off/pick up spaces, and further assessment of traffic/safety (the Lyneham Community Association's key concern). I note that BCC has 1057 students according to the School Census February 2025. As per the Community Facilities Zone Technical Specifications, the following parking is required:

- 507 Primary School students = 41 spaces plus 21 pick up/ set down
- 425 High School students = 99 spaces plus 11 pick up/ set down (includes college)
- 125 College students (included with high school)
- TOTAL = 140 parking and 33 pick up/set down

The current car park has approximately 130 spaces and the above figures do not account for the BCC early learning centre. These above rates necessitate serious consideration during any future DA.

It could also be prudent for the Territory Planning Authority to stipulate that the DA includes meaningful consideration of alternative/additional access and other arrangements that reduce demand for the car park, such as:

- Utilising or licensing alternative parking locations (e.g. Southwell Park)
- Augmenting surrounding streets or other land to enable pick-up/set-down e.g. a left-in, left-out intersection utilising the existing pedestrian traffic lights at Mouat Street for the Sullivans Creek shared path
- Walking or cycling school bus systems.

Next Steps - Community Needs Assessment and strategic planning

The BCC saga highlights the need for appropriate and coordinated strategic planning for this area of Lyneham that should incorporate Lyneham Primary School and Lyneham High School, referred to by the Lyneham Community Association as the 'Lyneham Community Precinct'.

Lyneham High School is one of only two high schools in the Inner North, the other being Campbell High School. It is regularly reported as being at or near capacity and is now part of a Priority Enrollment Area shared zone with Shirley Smith High School in Kenny. While the high school benefits from an irrigated oval within its campus, BCC and Lyneham Primary School use a poorly maintained dryland oval. Surely this area can be better utilised as the Supporting Report suggests utilisation rates will increase. The ACT Education Directorate and the City and Environment Directorate should undertake a community needs assessment for the three schools, similar to the

process that has informed the proposed Tolepea Park School expansion as per DPA-10. A community needs assessment is particularly important given the context of future population increase in Lyneham from the Yowani and Thoroughbred Park redevelopments, and the usability of a dryland oval.

Coordinated land use planning could also consider combined pick-up/drop-off arrangements for the three schools.

Alternative Approach - DPA-12 Alternative Rezoning

There is genuine frustration within the local community based on historical poor decision making and lack of enforcement that leave little opportunity for alternatives. In reality, DPA-12 is being shoehorned into a planning system that should not allow it, all for the sake of timeliness, with minimal effort or evidence from the proponent, and with little resistance from the Territory Planning Authority. However, the quickest outcome is often not the best.

The car park is being promoted as supporting infrastructure for increased utilisation of Lynehan Neighbourhood Oval while providing incidental car parking for BCC. This argument is necessary to justify consistency with the existing PRZ1 zoning. However, a car park of this scale would only ever be considered in the PRZ1 if it supported a district-level recreational facility, such as the nearby Southwell Park. DPA-12 has presented no evidence to support the potential demand for increased activity at the oval. Further, Lyneham Neighbourhood Oval is a dryland oval meaning it is not suitable for organised sport, nor is it identified for increased utilisation/ re-activation for formal sporting activities¹.

On this basis, I believe the best approach for DPA-12 is to rezone the site to Community Facilities Zone (CFZ). This would allow the following actions to occur:

- The land would be subdivided and a Crown Lease granted. A rezoning is necessary because I understand that a Crown Lease cannot be granted for PRZ1 land.
- BCC would be required to obtain the land through a direct sale process.
- Lease conditions would be imposed to prevent the development of the land for any purpose other than a car park, and to prevent its consolidation into the existing BCC Crown Lease at Block 4 Section 41 Lyneham. A lease condition or right of way easement requiring the car park to remain publicly accessible at all times could also be imposed.

BCC has not had a car park within its lease boundary for almost 2 decades. The Territory has allowed BCC to completely build out its site without adequate on-site car parking, which is a standard requirement for most Crown Leases. If BCC is dependent on the car park, and as car parking cannot be physically accommodated within the existing lease boundary, then BCC should be made to acquire the car park land through a direct sale process. Placing the car park into a Crown Lease is the most appropriate, equitable and transparent form of land management, subjecting the site to the Planning Act 2023 and the full administration of the TPA. The current car park has operated in contravention of its licence requirements for over a decade. It is not an appropriate mechanism moving forward.

Conclusion

I appreciate the opportunity to provide this submission. I encourage the TPA to seriously consider how to best utilise the ACT planning system to manage the immediate car park issue, including a rezoning alternative and direct sale approach. The ongoing land use planning for the Lyneham Community Precinct is also a strategic planning priority for the site.

¹ "Consolidated list of dryland and former dryland ovals – 4 November 2025", ACT City Services, 2026, https://www.cityservices.act.gov.au/__data/assets/pdf_file/0009/1808757/Drylands-Consolidated-List-November-2025-acc.pdf [Accessed 13 April 2026]

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Date and time

17 Apr 2026 4:42:53 PM

Reference code

3VC5GRJQ

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These comments are in relation to Draft Plan Amendment 12 – Brindabella Christian College car park – Lyneham Section 41 part Block 23 (DPA-12).

I support the application DPA-12 and the decision of the Territory Planning Authority in the application outcome notice for Application Number 2025-06. Allowing the subject site to operate legally as a car park is critical to ensuring a safe space for school drop off and pick up at Brindabella Christian College, and benefits the surrounding areas and neighbourhood by easing peak congestion. The car park can also be used by the community for those using the oval next to it. The proposal's alignment with relevant district and planning strategies are clearly presented in the consultation documents. It will be detrimental to the neighbourhood, surrounding community and most of all to the school, students and parents if the subject site was not permitted to be used as a car park.

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-

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