

Appendix – Calwell Group Centre Master Plan – Community Engagement Report – Stage 2

SUBMISSION # 1 -SOUTH EAST TUGGERANONG RESIDENTS ASSOCIATION (SETRA) – Incorporating residents and community groups from Theodore, Calwell, Chisholm, Gilmore, Richardson and Isabella Plains

References:

- A. SETRA Master Plan Submission July 2015,
- B. ACTPLA Community Needs Assessment 2004-Tuggeranong, Weston Creek and Woden, and
- C. Minders of Tuggeranong Homestead -Tuggeranong Creek Rehabilitation maps

Submission Proposals

1. This document supplements our original submission at Reference A [*NB this was not attached with this submission*] following the SETRA-ESD meeting held 4Apr2016.
2. Since Reference B was written, many of the issues that were identified for Tuggeranong Valley do not appear to have been acted upon. The long awaited Master Plan seeks to address these issues.
3. We refer to a statement Minister Corbell made in 2013 about Master plans as our experience is that this Master Plan does not fully comply with government policy: "What are those long-term planning objectives? The long-term planning objectives are to create a more compact, efficient city by focusing urban intensification in town centres, around group centres and along the major public transport routes, and by providing a balance between greenfield development and urban revitalisation."
4. The community generally accepts the direction offered by the Master Plan, and agrees that buildings within the Centre and bounded by Johnson Drive and Were Street be zoned to allow multi-level development. We have indicated to the [*family name withdrawn for privacy reasons*] family that larger traders are unable to establish businesses due to a deficiency in this area.
5. Easts Football Club and its members may consider building proposals in the future to allow for multi-story facilities up to 6 stories as part of their business plan and therefore this zone should reflect that possibility. The community supports this.
6. We are concerned that this is the first Plan for the Calwell Group Centre since its inception in 1990 and has been consistently forgotten by successive governments until now. There has been little planning for our other Group Centre, Chisholm, or any of the local centres of which there are three.
7. We acknowledge that Theodore has had a "refresh" but no improvement to facilities that encourage further business investment. Richardson Shopping Centre is an integral link to Calwell Shops but is on the peripheral of the Masterplan. Further both communities have agreed to utilise existing zoning for an affordable aged care facility next to the Richardson Primary school on land already zoned as community
8. We are concerned about the piecemeal approach being taken by the government for this Master Plan, once in a 30 year event major event. We note that the government was able to fund a consultant to run a community Workshop because of

community concerns about losing a park in Chisholm. Surely our community deserves at least this type of better consultation considering the size and value of the land involved.

9. We believe it is appropriate to treat the area holistically, not just the immediate area bounded by Johnson Drive and Were Street. Whilst this may not be convenient for the government, the community feels it is necessary to plan for the total area including the sporting fields for community and sports and sports and recreational planning to the east, and the Tuggeranong Homestead to the west.
10. We wish to put on record our desire to maintain a dialogue with the government of the day to work with the community including the sporting and other groups that use those areas of land above to develop and build according to need. These are fully covered already in Reference A.
11. By way of summary these matters are contained in the Master plan as presented. We make the following points in amplification:
 - a. Calwell Centre-redesign for greater capacity.
 - b. Zoning amendments to the Centre and surrounds.
 - c. Accommodation Choices- Block 788 TS2 We agree with rezoning this block on Johnson Dve, but oppose an SES depot on this block as it is out of character and does not meet government policy of compact living spaces for the community. As this is likely the last of our community land, we strongly urge the government to reconsider land uses to service the mainstream community. Our needs are directed towards our young people, ageing citizens and others that need land to meet these needs. Our community have identified other key sites in the area that meet the requirements of an SES Base.
12. The following deals with, in summary form, those matters NOT covered by the Plan but included in our original submission:
 - a. Support to Youth and families-provision of a Calwell community,
 - b. Provision of an indoor sports facility in Calwell.
 - c. Provision of a Community House for Theodore.
 - d. Tuggeranong Homestead-built wetlands now rather than later as per the motion moved by the Tuggeranong Community Council in 2012 by then President [*name removed*] and supported by TCC members, and also supported by Minders of Tuggeranong Homestead-see enclosed Tuggeranong Creek rehabilitation maps.
 - e. Upgrade and new Sporting Facilities.
 - f. Calwell Playing fields Indoor Recreational Facility, common clubhouse housing all codes of sports that use the area as their home base.
 - g. Lap pool for the SETRA catchment.
13. Conclusion/Recommendations
 - a. SETRA catchment has been neglected by all sides of government for too long. The Master Plan provides a way to redress the deficiencies above that have existed over many years, to provide jobs, housing and community facilities that meet the ongoing needs of the catchment into the future.

- b. The community ask that these needs be redressed and funds made available to deliver what is required earlier rather than later. They have waited too long.
 - c. We would hope that on conclusion of this Stage, the government would continue to engage further to further develop the proposals outlined in our original submission.
14. Thank you for the opportunity to provide this submission. We are available at any time to discuss these proposals further.

Submission # 2 – Pedal Power ACT

Introduction

Pedal Power ACT Inc (Pedal Power) supports strongly the broad thrust of the Calwell draft Master Plan (MP), namely, that a major revamp of the Centre is required to bring it up to the modern standards for cycling and walking. The centre and surrounds are sadly lacking in the features common in modern urban planning, particularly the neglect of cycling and walking infrastructure variously described in the draft MP as ‘difficult’, ‘unpleasant’, ‘fragmented’ and ‘unsafe’.

Pedal Power also supports recommendations to improve the Centre by turning blank shop fronts into active frontages with attractive, shaded, public areas to encourage people to sit, linger and watch over children playing in a well-designed playground. Experience shows that, when provided, these facilities will attract people and contribute to making centres like Calwell more of a community hub, and more profitable for traders.

The Calwell Centre, where currently the car rules supreme, is an example of late 20th Century planning that was out of date before it was finished. The Master Plan has identified Calwell as over-represented on car ownership and under-represented on cycling and walking. However, the positive point to emerge from the draft MP is that, with relatively straight forward re-designs, the Centre can be turned around and made convenient and safe for walking and cycling - a place where people will want to arrange to meet and linger rather than one that merely draws you inside to do your business and then vacate as quickly as possible.

(Photo provided of a bollard in Were Street – which is dangerous and does not meet current standards and leaf and branch litter are hazards for walking and cycling)

Further studies

The MP makes a wide range of recommendations to improve cycling. We have commented and elaborated on some below. They will make the Centre much more cycle-friendly and attract people on bikes. However, to help ensure cycling becomes more of an everyday form of transport in Calwell and surrounding suburbs, schools and playing areas, these improvements need to be part of the wider network. Hence a lot more work needs to be done outside the study area on cycling infrastructure. We note that the draft MP recommends a further study on ‘public domain upgrades and improvement for connectivity in the centre’. This is general catch-all wording and couched in planning language that may or may not result in the right sort of study. We suggest the study terms more specifically refer to reporting on ways to promote cycling and walking and

for the study to extend to the suburbs serviced by the Calwell Centre and not just the current MP study area.

Reaction to the draft MP recommendations

Some of the constructive recommendations in the draft MP require cooperation from private owners to remodel their buildings such as opening blank fronts and changing trading/leasing arrangements. They also involve what the master plan refers to as 'managing' car parking. Such ideas are sometimes resisted by private owners and traders concerned that reduced parking will adversely affect profits. Opposition can also be expected from some in the community whose priority is to park as close as possible to the shopping centre entrances. We see scope for the Master Plan to do more to address these concerns head on and make the point that re-design can be a win-win situation resulting from increased trade, more passing cycle and foot traffic and a more lively hub.

Given the flat population trends in the area predicted in the MP, the future of the Centre will depend on attracting a larger share of the retail market in southern Tuggeranong. A re-designed Calwell Centre with improved walking and cycling in and around the Centre, and with inviting outdoor spaces, is more likely to attract shoppers who would otherwise make the longer journey to the Tuggeranong Town Centre. The MP should refer to studies showing how better cycling infrastructure has resulted in improved trading. See the attached article from The Guardian entitled 'Four reasons US business leaders want to import Danish-style cycling'. <http://www.theguardian.com/sustainable-business/reasons-business-leaders-danish-style-cycling>

In the case of Calwell, there is scope for the Master Plan to make bolder recommendations on car parking given the large underutilised car spaces on the north and west of the Centre. This could involve reducing the number of car spaces on the south side in favour of more public open space and improved cycling and walking connections.

Inadequate footpaths

Many of the footpaths in the study zone are the old style 1.2 m width which is inadequate for paths intended for both pedestrians and bikes. The MP should make a general point about the importance of path upgrading as developments take place. All new paths should be at least the modern standard of 1.5m. As paths approach the Centre and carry more traffic they should be at least 2.0m wide and preferably 2.5m wide. In heavy traffic areas, cycling and walking should be separated.

(Photo provided showing path width)

Reinforce the north-south link – connection to the eastern entrance

The north-south trunk route that swings off the green belt and across the Tuggeranong Creek bridge and then passes through the suburb to the south-east is the only off-road cycling connection to the Centre. We support the recommendation to 'reinforce' this route. It should be widened wherever possible as it approaches the Centre. It should have overhead lighting installed and signage.

The trunk route has a footpath connection to the eastern side of the Shopping Centre and is a commonly used bicycle route to the Centre. It is also used by the residents of Calwell Aged Care and is clearly too narrow for a shared path used by elderly people some in wheel chairs. In fact there are two narrow paths. The more northerly path is preferred as it leads directly to the eastern entrance of the shopping centre. The more southerly path (which is the one currently sign posted) is less preferred as it delivers users to the car park. This access route is shown in Fig 29 of the MP as a footpath with an 'improved' pedestrian crossing in the car park. We suggest this crossing be a zebra crossing and raised to footpath level for its whole length to clearly delineate pedestrian/cycling priority and to act as a traffic calming measure. The MP should make it clearer that this route is part of the cycling network leading from the trunk route and needs to be redesigned and widened and overhead lighting should be installed. It should be identified in Fig 29 as a 'proposed shared-use path'.

(Photo provided showing a shared path to the eastern entrance, with person in a wheelchair and explaining width, lack of signage and lighting.)

New connection across Tuggeranong Creek

The recommendation for a connection across Johnson Dr is supported. This would give access to the Johnson Dr/Were St intersection and the bus stop on Johnson Dr. The MP could make this clearer. Such a crossing could also be linked to a new shared path and bridge connecting Johnson Dr to the trunk route along Tuggeranong Creek and to the western end of Chauncy Cr, Richardson. It would provide a western crossing of Tuggeranong Creek, a barrier referred to in the Plan but not addressed in the recommendations. A branch path could go under the Johnson Dr bridge and connect directly to the western end of the Centre from the areas north west of Tuggeranong Creek. This would serve to formalise the dirt tracks in this vicinity and would avoid residents taking the dangerous crossing through the Tuggeranong Creek ditch (see photo below).

(Photo provided showing the site for a new crossing of Tuggeranong Creek to link with Johnson Dr and the western side of the centre. A person in the photo had just crossed the concrete creek channel by walking into the creek channel.)

More legible ways through the car parks

The recommendation for more legible ways through the car parks is important. The existing zebra crossing through the car park leading to the southern or main entrance of the shopping centre could be raised to emphasise pedestrian and cycling priority. Further, the three car parks causing a narrowing of the footpath close to the entrance should be relocated and the space used to provide a more pleasant and convenient approach to the shopping centre. These three parks can be seen in the distance in the photo below.

(Photo provided of mid Webber Crescent which should have a raised crossing to provide safe access to the centre and to calm traffic.)

The MP has recommended a new pedestrian crossing in the middle of Webber Cres. This crossing should be raised to footpath level to calm traffic in Webber Cres and make for a safer crossing. This crossing is served by a narrow footpath through the centre of the housing project. This access route could be much improved by widening to the maximum feasible width given the constraints of the laneway.

The roundabout at Were/Webber/Outtrim

This roundabout is very unfriendly especially for pedestrians, cycling families and children on bikes. It has a steep and fast approach down Outtrim Av meeting busy Were Street. The current design does not allow for safe cycling through the roundabout and, once through, cyclists need to contend with the exit from the service station. We note that the MP recommends this intersection be signalised. We urge strongly that no slip lanes (inherently dangerous for cycling) be included in the signalised intersection in accordance with current Roads ACT policy within town and group centres. The re-design should tackle the conflict with the service station exit. This will ensure a safe and direct pedestrian/cycling crossing into the Centre from that direction.

On-road cycle lanes

The feeder streets of Outtrim, Downard and Casey should all have on-road cycle lanes. Combined with the on-road lanes recommended in the MP for Casey St, this would mean that most of Calwell would be served with on-road lanes leading to the Centre. This is an inexpensive option and would transform Calwell from a cycling desert into a suburb where cycling to the Centre is supported by a reasonable network.

The draft MP also recommends on-road cycle lanes be installed on Johnson Dr. Pedal Power supports this recommendation. It would enhance the cycle network by providing a link to the Monaro Highway in the east and Drakeford Dr in the west. Johnson Dr is too narrow at present for on-road cycle lanes so this would need to wait for the widening of the Drive which would also involve widening the bridge over Tuggeranong Creek. This recommendation is therefore for long term consideration, probably for when Johnson Dr is duplicated. At that time, consideration should be given to building a separate cycleway in the road corridor consistent with the Government's Active Travel Framework which stipulates separation of bikes from traffic on fast and busy arterial roads.

Johnson Dr and Clift Cres Intersection

Pedal Power supports the recommendation to signalising this intersection. The re-designed crossing should be linked to the off-road path from the Centre and eliminate the current fast slip lanes into Richardson to improve cycling and pedestrian safety and convenience. The crossings should provide for bikes to link seamlessly to the on-road lanes on Clift Cres.

Pedal Power supports the recommendation to split Block 8 Section 788 to retain the shared path and cycle access to Clift Cres. This is important given the proposal for the development of this site.

Lighting

Pedal Power supports the recommendation for improved lighting. The underpass should be lit and lights should be installed on the north-south trunk route. Indeed, the overhead lighting installation should be continued along the trunk route in the Tuggeranong Creek corridor back to Isabella Dr. This would establish a continuous illuminated route from the Tuggeranong Town Centre to the Calwell Centre.

Formalising the dirt tracks

This recommendation is supported. There are popular walking and cycling routes to the Centre along the Creek corridor and beside Were Street shown by the defined desire lines. They should be constructed with sufficient width to cater for cycling and walking. They are marked as proposed footpaths in Fig 29 of the MP whereas we suggest they be marked as proposed shared-use paths.

Legible and safe connection from the shopping centre to the western services area

This recommendation is supported. It would encourage greater use of the underutilised car parking in the north-west of the Centre. It would also give reason to create a western entrance to the shopping centre which is currently a dead zone. Pedal Power also supports the MP recommendation for active frontages in that side of the shopping centre

Directional signage

Pedal Power supports the recommendation for directional signage in and around the Centre which is virtually absent at present. The trunk route connections should be clearly signposted.

Bicycle parking

Pedal Power supports the recommendation for bicycle parking at shopping centre entrances and at bus stops. This will encourage people to ride and will avoid bikes being left in inappropriate locations. Currently there are no bike racks at the eastern entrance.

Lower speed limits

We agree with the MP comments about the need to limit car speed in the car park to facilitate access for walking and cycling. We support a 20km/hr limit in the parking zones and retention of 40 k/hr on Webber Cres. The raised crossings we propose will also aid in traffic calming. We suggest the 40km speed limit be extended to that section of Were St within the MP study area

Fewer car parks and more open space

We support the recommendation to manage car parking by limiting parking in the southern car park to short stay and disabled parking. Longer term parking could be accommodated to the north and west which is currently under-utilised. We propose that the MP go further and recommend a reduction in car parking in the south to widen the access paths and increase the size of the open space along the southern edge of the shopping centre. This would give greater scope to re-design the landscaping in that zone to provide more grass, seating and shade trees as proposed in the MP and to widen the approach to the southern entrance.

(Photo provided showing unused car parking on the north western side of the Centre)

New playground associated with activated frontages

As indicated in Fig 31 of the MP, the southern playground could be re-located to the open space at the south-eastern side of the shopping centre outside the Post Office. This would be a quieter location away from the main entrance to the shopping centre. The blank shop fronts could be opened with a cafe and/or coffee shop looking out on the open space. With its existing shade trees, and with additional space obtained by eliminating some car parking, this area has the potential to be a pleasant retreat for parents and carers who are watching over children in the play ground. It would thereby contribute to the MP's objective of making the Centre a better community and social hub.

(Photo provided showing where the proposed playground should be located – near the eastern entrance which has well established shade trees and blank shop fronts should be opened and trading arrangement changed to allow for cafes/coffee shops to face outwards to create an inviting space.)

In a similar way, as recommended in the MP, the main southern entrance to the shopping centre has the potential to become an attracting outdoor plaza if it were re-designed, the playground relocated, more shade trees added, and the blank shop fronts opened to the outside. Alternatively, a kiosk-style coffee shop could be built on the plaza with some weather protection so people could enjoy this outdoor space.

Planning Context

In addition to the reference to Transport for Canberra, this section should refer to the Active Travel Framework released by the Government in 2015. The MP could contain a short description of the Government's active travel policy to support the recommendations on walking and cycling.

END