

Representation for EIS or Territory Plan Amendment Notification - Submission confirmation

Your submission has been successful. Please keep a copy of this receipt for your records.

Date and time

20 Mar 2026 3:56:33 PM

Reference code

DSF8WCPX

Access Canberra

GPO Box 158
Canberra City, ACT 2601

Phone: (02) 6207 1923
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

Enter at least one phone number: *

Home phone

Work phone

Mobile

Email address*

Application details

Amendment number*

Provide the details of your representation*

I am a long-term resident of (inner) Lyneham. I have lived in [REDACTED] since Christmas 1959.

I have no conflicts of interest associated with this Draft Plan Amendment 12.

My home is ten minutes walk from the car-park site; I cross five streets eastwards to get there.

"BCEL" is the abbreviation I shall use here for the former business Owners of the Brindabella Christian College ("BCC").

Some years ago, I refused to sign a public Petition being advanced by another Lyneham resident [REDACTED] [REDACTED]. At that time, I discussed aspects of their then opposition to the BCEL/BCC by the Lyneham Community Association ("LCA").

Around that time, I also had some mutually unsatisfactory eMail dialogue with the LCA.

PLEASE NOTE that I have NOT and I still do NOT consider that the LCA is a 'representative' community association, although of course I acknowledge that its self-appointed office-bearers and associated 'members' have evidently claimed such status formally as a registered 'Association'.

I have had NO dialogue with LCA for some years, since I consider them to be illogically partial and too selective in their limited advocacy and/or opposition to the relatively few supposed 'community' activities and development proposals that the LCA has claimed some commentary upon.

Particularly, related to all LCA activities related to the "car-park" issues of Lyneham Section 41 part Block 23 (DPA-12), I have generally opposed the LCA's positions.

Broadly, I consider that the associated ACAT determination was in too many respects quite ill-advised.

I NOW WISH FORMALLY TO SUPPORT Application Number: 2025-06 BY Applicant Name: Richard Nash, SPACELAB Studio Pty Ltd.

The history of the questionable development of what has now become the BCC public car-park, is best put aside in large part. Regrettably, the former BCEL owners apparently mis-led the College staff and the parents of students about the BCEL having 'bought' the former fraction of the large roughly-grassed playing fields between the BCC and the Lyneham Primary School. (Since the Lyneham High School has its own more developed playing fields to the south-east across the Sullivans Creek culvert, I consider the secondary students' use of the Brigalow Street area to be at best marginal.)

The amenity of the Brigalow Street playing fields is essentially unaffected by the small portion now occupied by the public 'car-park'. To my passing observation, the College and Primary students use is not materially limited, as the whole grassed area is so large. I have never seen the available grassed area ever being used by sufficient pupils to over-crowd the space now available.

There may be vexed questions about the BCEL's former (overly ?) dense development of school buildings upon their BCC site, however that is a series of separate questions in my view.

THE FACT IS that the BCEL was permitted to make virtually exclusive use on school-days of the small section excised from the rough playing fields, next to the BCC site.

The BCEL's initial Development Application ("DA") was both for school buildings and an associated car-park, I understand. That DA was rejected. The LCA was significantly involved in opposition to the DA, along with other "Nimbys" - not in my back-yarders.

While it seems that no substitute DA was ever submitted by BCEL, they developed most of the excised site initially as a red-gravel car-park. This was a dusty, muddy mess for some long time.

Evidently, to address the dust and the mud, the BCEL subsequently had the car-park area tarred, which was an improvement practically speaking. As well as its claims about their tenure, the BCEL apparently told parents that it was not a public car-park space. That open use status was later acknowledged, mainly affecting the very few who used the grassed playing fields on weekends, etc..

The car park has served TWO practical purposes -

1. an off-street drop-off area for the many parents who are delivering or picking-up their BCC student-children.
2. a parking area for about 130 vehicles.

Of necessity, a majority of students are driven to/from BCC because the private school's catchment area is NOT limited to inner north Canberra 2602. These children's safety in getting to/from BCC is a crucially important consideration.

Brigalow Street itself (and adjacent streets) are quite unsuitable to permit on-road BCC transfers.

Lyneham Primary School has a reasonably sized off-street loop which facilitates that process from/to parents' cars, but far more local Lyneham children walk or ride bikes into the Primary School.

There is a limited-use Route 50 inbound bus-stop at BCC. Parents cars cannot stop in it.

The out-bound 50 stop is on Brigalow Street, near the BCC raised-platform pedestrian crossing.

Brigalow Street and a 40 KmH speed limit in school days from near to the Brigalow/Hall Streets' pedestrian crossing, nearly up to Mouat Street.

Speeding cars are a problem, and a radar van is periodically seem facing north-bound cars near to Longstaff Street.

An elderly person was killed on the southern pedestrian crossing (apparently by a BCC employee).

Brigalow Street as it now stands, is a risky traffic zone in this designated.40 KmH area.

As was quickly all too evident after the ACAT closed the car-park, the shifting of BCC Staff cars into on-street parking in nearby adjacent streets (especially Lewin Street)

NOTABLY, the ACAT appeared to ignore or discount too much of the Expert advice that the ACT government traffic planner provided. I believe that none of those Expert's recommendations were actioned by the ACAT. For example, the convoluted path cars take exiting and entering Brigalow Street; and the exiting no-right-turn which is "honoured in the breach". Parents' drop-offs are confused among the Staff parking. BCEL did nothing useful; and it seems that while the new owners have recently re-painted the car-park lines, nothing else has been rectified, sensibly pending some better overall resolution.

Those important traffic management improvements need formally to be given due weight in any DPA-12 decision, please.

IN SUMMARY, I support the SPACELAB Studio Pty Ltd proposals, subject to long overdue technical traffic management issues within the site being addressed by the new proprietors of BCC.

Thank you,


20 March 2026

No files attached.

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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Representation for EIS or Territory Plan Amendment Notification - Submission confirmation

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Date and time

24 Mar 2026 8:54:25 AM

Reference code

DG4PG6V5

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GPO Box 158
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Phone: (02) 6207 1923
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Representation for EIS or Territory Plan Amendment Notification - Submission confirmation

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Date and time

24 Mar 2026 9:03:47 AM

Reference code

C2VY2XN8

Access Canberra

GPO Box 158
Canberra City, ACT 2601

Phone: (02) 6207 1923
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We would like this arrangement to continue as it has had several positive impacts on the surrounding area. It has helped reduce congestion on nearby streets, particularly in relation to parking, and has improved overall traffic flow. It has also contributed to increased safety for school students by reducing vehicle movements during busy periods. In addition, allowing the carpark to be used by the public on weekends provides a valuable benefit to the wider community.

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Exemption from the public register

To approve your request to exempt all or part of your representation from the public register the Territory Planning Authority must be satisfied that the part of the representation to which your exclusion application relates contains information that:

- (a) the publication of which would disclose a trade secret; or
- (b) the publication of which would, or could reasonably be expected to
 - (i) endanger the life or physical safety of any person; or
 - (ii) lead to damage to, or theft of, property.

Please note: Completing this section does not guarantee your application for exemption from the public register will be approved. A customer service officer will contact you to discuss any request for exemption from the public register.

Do you want to apply to have all or part of your representation excluded from the public register?*

Yes No

Provide details of your exemption request*

No need for exemption

Representation for EIS or Territory Plan Amendment Notification - Submission confirmation

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Date and time

24 Mar 2026 9:07:42 AM

Reference code

JVCZ36GY

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I think it is very important for the Brindabella Christian College Carpark to stay open for the following reasons:

- There are 2 schools on the same street
- Congestion- where do all the parents park to drop of their little cherubs, which mean they will park all over the place and cause more havoc, lets face it
- Which then leads safety - you have more cars driving all over the place, and kids crossing the street in random places, and even though we have crossings, we know human nature will always take the shortest route.
- Then for the community after hours and weekends they can use that carpark, which they do.
- Lastly, have seen how big the oval is next to it and the other across from it, you can only green every where, so really don't understand what the problem really is, but I can however foresee there really will be problems if we close it. It is common sense.

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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24 Mar 2026 9:07:26 AM

Reference code

TDMKTM6W

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Dear Sir/Madam,

I am writing to provide my support for the current car park application that has progressed to the consultation stage through Planning ACT.

I strongly support the approval of this application and the continued accessibility of the car park for staff use. The car park plays an important role in reducing congestion on surrounding streets, which in turn contributes to improved traffic flow in the area. This is particularly important during peak periods.

Additionally, the availability of the car park supports the safety of nearby school students by minimising on-street parking pressures and associated traffic risks. The proposal to allow public use of the car park on weekends is also a positive outcome, offering broader community benefit.

For these reasons, I respectfully request that the application be approved.

Thank you for the opportunity to provide input.

Yours sincerely,

You may upload any additional supporting documentation or photos.

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-

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Date and time

24 Mar 2026 9:14:59 AM

Reference code

T62MQHNC

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The parking area at the school has led to significantly reduced congestion on the surrounding streets particularly with parking.

Before the parking area was in existence, parents would park on the streets, on the nature strip and even on neighbour's driveways in extreme circumstances, which led to issues with traffic flow on Brigalow Street and attached roads, and also to the souring of relationships between the school and their neighbours. The erratic nature of the parking caused significant risk to young people attempting to cross the road by the shortest route due to limited visibility and driver's ability to see pedestrians.

Parking on the road caused significant risk to bicycle riders who were at risk of opening doors from cars knocking them off their bikes.

The current car park has become an asset to park users, particularly at weekends.

Rather than causing an issue for the community, the car parking area has become an asset to the neighbourhood and has actually improved relations with the community.

You may upload any additional supporting documentation or photos.

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Date and time

24 Mar 2026 9:23:02 AM

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7R8GYYP

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All schools need a car park that is safe for families to use and that has the least impact on the surrounding area. By keeping this car park open, it will reduce congestion in the surrounding streets, particularly considering that there are three schools on this Lyneham block.

Improved traffic flow as it will allow cars, deliveries and visitors to turn off the through roads.

Safety of school students and small children who access the Early Learning Centre. It will assist with the discrimination against disabled people and the elderly who are wanting to visit the school who might not be able to negotiate the roads or long walk to the school grounds.

Allowing the use of the carpark for the public on weekends.

Allow the general public and other schools who also access the carpark on a daily basis.

You may upload any additional supporting documentation or photos.

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Date and time

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NCQ6K3KJ

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This car park serves the broader community and delivers important safety, traffic, and wellbeing benefits. It plays a critical role in keeping children safe during school pick-up and drop-off by providing an orderly, off-street location for vehicles and reducing unsafe stopping on surrounding streets. During peak hours, it supports efficient traffic flow and significantly reduces congestion in the local area.

Beyond school hours, the car park encourages a “park and ride” approach, allowing residents to access nearby facilities, including the oval, which supports community wellbeing and active lifestyles. It also provides a low-risk, controlled environment that is well suited for learner drivers to gain confidence and experience.

Retaining this car park ensures ongoing safety, accessibility, and shared community use, delivering benefits that extend well beyond the school itself.

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Date and time

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VP4R6FW3

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Z6B6BP4W

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I work at the school and park in the carpark. If my colleagues and I were no longer allowed to park here we would take up most of the available spaces on the streets around the area. I believe our school brings visitors into the area who spend money in the local shops and cafes and our school provides a service to the local community. The car parking space is available to the local community members as well as staff and is a valuable amenity particularly with its location adjacent to the dog friendly park next door.

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- A maximum of 5 files can be uploaded.

Disclaimer

Your personal information will be managed in accordance with the *Information Privacy Act 2014* and the Environment, Planning and Sustainable Development Directorate (EPSDD) [Information Privacy Policy](#), which is available for viewing on EPSDD's website.

Copies of written comments will be made available on the authority website unless the submission is withdrawn. Copies of written comments will also be given to the proponent of the development proposal.

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 under Sections 502 or 503 of the *Planning Act 2023* (or Sections 411 or 412 of the *Planning and Development Act 2007*). A request for exclusion under these sections must be in writing, clearly identifying what parts of your submission you are seeking to exclude and how the request satisfies the exclusion criteria.

Printed copies of the draft amendment (this document) and background documents are available for inspection and purchase at the EPSDD Customer Service Centre, 8 Darling Street, Mitchell, Monday to Friday (except public holidays) between 8:30am and 4:30pm. Please call [\(02\) 6207 1923](tel:0262071923) to arrange a copy for purchase.

[Click here for more information on applying for exemption from the public register.](#)