Public Engagement Outcomes Report

Erindale Group Centre Master Plan

July 2012
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### Abbreviations and acronyms

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<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>ACTPLA</td>
<td>ACT Planning and Land Authority</td>
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<tr>
<td>ECG</td>
<td>Erindale Group Centre</td>
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<td>ERG</td>
<td>Expert Reference Group</td>
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<td>ESDD</td>
<td>Environment and Sustainable Development Directorate</td>
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<td>IAAG</td>
<td>Inter Agency Advisory Group</td>
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<td>LDA</td>
<td>Land Development Agency</td>
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<td>NCDC</td>
<td>National Capital Development Commission</td>
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<td>RLs</td>
<td>Relative Levels</td>
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<td>TAMSD</td>
<td>Territory and Municipal Services Directorate</td>
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<td>The bus station study</td>
<td>Erindale major bus station feasibility study</td>
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<tr>
<td>The Master Plan</td>
<td>Erindale Group Centre Master Plan</td>
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EXECUTIVE SUMMARY

The ACT Government has prepared a master plan for Erindale group centre. Community contributions are essential to the master plan process, and numerous stakeholders and community members have been engaged in the development of the Master Plan.

The community’s input and feedback has been gathered throughout the master plan process, with the following activities:

- stakeholder interviews - October and November 2010
- community work shop at Erindale College – 13 November 2010
- Tuggeranong Festival drop-in session – 27 November 2010
- youth consultation road show – February to April 2011
- community drop-in sessions at Tuggeranong Hyperdome – April and July 2011
- presentation to Tuggeranong Community Council and Erindale Business Council – 12 April 2011
- government interagency meetings, and
- individual submissions and feedback from community and stakeholders.

Outcomes of the stakeholder and community engagement were used to revise and refine throughout the master plan process. Consistent messages across all engagement included:

- traffic and parking has been a key issue for the accessibility and viability of Erindale
- the bus station needs to be well located and improved
- economic viability is essential to Erindale
- Gartside Street will continue to grow as an ‘eat street’
- pedestrian connections and accessibility are very important
- generally do not support significant increase in building heights
• support for a more vibrant, high quality public domain and open space, and
• concern about safety in the public domain, particularly at night

As a result of the consistency of the messages received across all the consultation, the outcomes for the Master Plan includes:

• a centre that is thriving and resilient
• a centre which is convenient and diverse
• a centre which is accessible, and
• a centre which is walkable and safe.

Introduction

This consultation report provides an outline of the consultation process undertaken as part of the Erindale group centre master plan project. It includes the consultation approach as well as the outcomes. This report provides a summary of responses to issues raised, and addresses how these comments have been considered and addressed in developing the master plan report.

ESDD led this project and Elton Consultants were engaged to help with the initial public consultation. However, much of the stakeholder and community engagement was performed directly by ESDD staff. Community consultation was undertaken between September 2010 and February 2012.

Please note, this report should be read in conjunction with the Erindale group centre master plan report.
Consultation objectives and context

The purpose of consultation was to ensure all groups and individuals within the community:

- were informed about the proposal to review planning of the Erindale group centre
- had opportunities to have a say on a range of planning and design issues, and
- were made aware of particular key issues such as the relocation of the local bus stop, and the potential development of a second supermarket.

It is important to note that numerous consultation and research activities provided input into the master plan and its report. Hence, not every comment received will be directly reflected in this report, or the Master Plan. The highest priority was given to the outcomes of the community and stakeholder workshops, as many issues and concerns were debated in groups and joint directions were suggested. It is also worth noting that many contradictory comments were received and consideration of all the issues and feedback was undertaken to develop the final Master Plan.

In conjunction with the Erindale group centre master plan, the Tuggeranong town centre master plan was also in progress. Due to unforeseen circumstances, Erindale group centre master plan was delayed for additional justified studies. Erindale Drive was also initially a part of the master planning process. Due to feedback from community, stakeholders and specialist consultant, it was agreed that Erindale Drive should be retained as a linear open space connecting Tuggeranong and Erindale. Hence no further planning was progressed for Erindale Drive.
The consultation process was designed to provide the most valuable input within the project timeframes and budgetary constraints. The specific objectives of consultation were to:

- engage stakeholders with an interest in the Erindale group centre
- identify key characteristics and issues important to the community which can be addressed as part of the project
- identify community attitudes towards the type and form of development that might occur in the centre
- identify potential adverse impacts that should be addressed and ways to minimise these
- bring differing viewpoints in the community together and deliberate priorities to achieve balanced outcomes
- provide a process that is inclusive, transparent and responsive to community concerns and values, and
- disseminate as widely as possible the information being considered in the development of the framework report.
Consultation methodology

Engagement with the community

Engaging with the community was a major part of the planning project and was undertaken in the following four stages:

- Stage 1 focused on presenting information to the community about the project, seeking ideas for a centre vision and identify issues with the centre.

- Stage 2 asked the community to develop and comment on preliminary plans and ideas which addressed issues facing the centre identified in Stage 1. The information and outcomes from Stage 1 and 2 were used to produce the framework report.

- Stage 3 sought feedback on the revised designs for the centre in light of a traffic and parking study.

- Stage 4 asked for comments and feedback on the draft Master Plan document, including the revised Master Plan design, vision, outcomes and strategies, resulting from the feedback from Stage 3.

Stages 1 and 2 of the consultation process were undertaken by the project consultants, Elton Consulting, while Stage 3 and 4 was undertaken by ESDD staff.

A summary of the overall approach is outlined later in this report.
Promotion of the consultations

To ensure a wide breadth of the community could participate in the consultation process, the following mediums were used to promote the Master plan, including:

- development of a project website
- two project newsletters which were letterbox dropped to 10,000 households within the centre and suburbs surrounding the centre
- direct mailing of a copy of the newsletters to all lease holders
- hanging of posters in the centre to advise of events and to notify the public when the framework report was available for comment
- advertisements in the community noticeboard section of the Canberra Times, and
- creation of a mailing list from all consultation events and those who registered their interest on the project website. For each major event an email was sent to all of those on the mailing list.

Opportunity for input

The following methods were used to provide opportunities for input from the community, including:

- two workshops open to members of the community and key business and community stakeholders
- one workshop with youth centres and schools
- four community drop in sessions at the Tuggeranong Festival 2010, the Erindale Shopping Centre and Erindale library
- two web based surveys and comments, and
• the draft master plan report was placed on the project website, hard copies were put in the Erindale Library, and at the ESDD shop front. Written submissions were invited via the post, email and hand delivery.

**Engagement with stakeholders**

During the master plan process, a number of issues were identified that required ESDD representatives and external stakeholder input. Working groups were created to:

- identify project issues
- discuss ideas to resolve issues
- provide advice and information to specialist consultants, and
- ensure stakeholder agreement as the project progressed.

Two community reference groups were developed to inform the master plan process, including:

- a bus stop reference group, which included representatives from ESDD Transport Planning, business owners and leaseholders, and community representatives, and
- a retail core reference group, which was attended by representatives of ACTTab, Charter Hall, and community representatives.

Stakeholders were continually engaged throughout the project, including stakeholder interviews, over 40 individual traders and leaseholder meetings, on-site walks, and informal discussion via email and phone. Interviews and meetings were conducted with:

- Erindale College
- Trinity Christian School
- MacKillop College
- Erindale Shopping Centre
- Gugan Gulwan Aboriginal Youth Centre
- Tuggeranong Community Council
- Police and Citizens Youth Club
- Capital Edge Community Church
• The Uniting Church in Australia, Tuggeranong
• Heart Foundation
• Communities@Work
• Vikings Rugby Club
• ACTTab
• Southern Canberra Gymnastics Clubs, and
• businesses and leaseholders in Erindale.

Expert Reference Group

Four experts from around Australia with backgrounds in urban design, green infrastructure, health planning and climate change were engaged to provide creative ideas to enrich, inform and progress the master plan project.

An interagency traffic and transport reference group was also established to help resolve the issues of traffic, car parking and the location of a rapid bus stop.
First stage of consultation

The overall aim of the first stage was to:

- present to the community the project and project approach
- present current knowledge about the centre to the community
- seek community input on issues affecting the centre, and
- develop a centre vision.

Engagement activities

Throughout November and December 2010, 14 interviews were conducted with key stakeholders and stakeholder groups. These were semi-structured to cover the:

- project overview, including relationships to other projects
- important considerations in future planning
- key issues, history, values and aspirations for the centre, and
- feedback on the consultation process and suggestions for other stakeholder involvement and raising community awareness.

A community workshop was held on 13 November 2010 at Erindale College. The event was organised as a drop in session where participants could come any time between those areas and view materials, and participate in activities, to help to inform the planning process.

Despite a 10,000 household newsletter distribution, advertisements in the local press and distribution of information through established community networks, attendance at the event was considerably less than expected. In response to this, another event was held at the Tuggeranong Festival on 27 November 2010.
Key messages

From the engagement, the following key messages were discovered, including:

- Erindale is a convenient, vibrant and busy place
- the variety of businesses along Gartside Street (eat street) are valued
- Erindale has traffic congestion problems
- car parking is a problem at busy times, particularly along Gartside Street
- planning for Erindale needs to focus on traffic planning and how adequate car parking (low cost or free car parking) can be provided
- the public open space needs to be improved
- the centre is haphazard, disjointed and separated, it is difficult to find your way around, and
- Erindale needs improved pedestrian access and connectivity.

The youth consultation road show was also undertaken for the Master Plan. The purpose of this engagement was to collect information from young people who live, work, play or study in the Erindale group centre area. They were asked to identify issues, and then problem solve around the key themes of public domain and transport.

Key messages

From the youth consultation, a number of issues were identified, including:

- the place is dirty and difficult to navigate, with tacked-on buildings
- the open space available is uninviting and can be much improved with shading, seating, more activities for young people and play equipment for children, and
- the area lacks lighting and feels dangerous at night because of the ‘maze’ of buildings, blank walls, lack of direct walking routes, lack of people and poor bus stop location.
The community and stakeholder feedback was used to guide the development of a vision, strategies and proposed outcomes for Tuggeranong town centre. These were tested during Stage 2 of consultation.
Second stage of consultation

Stage 2 of consultation aimed to detail feedback on the vision, strategies and proposed outcomes. The community were also asked to comment on preliminary ideas for the centre.

The main engagement activities undertaken during this stage of the project were displays and open house sessions held in the Tuggeranong Hyperdome for a week in mid April 2010. There were several engagement sessions throughout that week where ACTPLA staff and members of the consultant team attended to provide information and answer questions. The times at which the display was staffed were:

- Tuesday 12 April from 10.00am to 2.00pm
- Wednesday 13 April from 10.00am to 2.00pm, and
- Friday 15 April from 2.00pm to 5.00pm.

A key element of the information presented at the engagement sessions was the Erindale Centre Draft Scenario Plan. This plan was developed in response to the vision, goals and principles formed from the previous stage.

Erindale Centre Draft Scenario Plan
In total approximately 200 people are estimated to have viewed the information over the display week.

A number of additional consultation activities were also undertaken during stage two. These activities included special meetings for businesses in Erindale, continued engagement with community working groups, and a survey feedback form.

The survey feedback contained ten questions involving rating the elements of the draft scenario plan, with the option to provide comments.

The key questions that were asked included:

- rating of the vision
- should the town centre remain in the existing footprint rather than expanding further?
- rating of the allowance of greater residential development
- encouraging parking to be provided within buildings or on-street rather than town centre?
- allowing increased building heights in the town centre? and
- promoting active street frontage?

**Key messages**

Comments from the engagement sessions and meetings included:

- dissatisfaction with the location of the bus station shown on the preliminary designs
- allowing residential on land owned by a school was not supported
- extensive residential development in the centre was not supported, and
- residential heights of 7-8 storeys was not supported.
The survey feedback contained ten questions involving rating the elements of the draft Scenario Plan, with the option to provide comments.

The key questions that were asked included:

- rating of the vision, goals and principles
- providing a strong north-south pedestrian access to link key areas?
- creating better quality public domain?
- encouraging parking to be provided within buildings or on-street rather than town centre?
- should the centre allow more housing?
- allowing increased building heights in the group centre?
- providing a youth-focused recreation space that is safe and central? and
- promoting active street frontage?

**Key messages**

Comments from the surveys included:

- support for providing a strong north-south link and encouraging active street frontages
- mixed response on providing youth-focused recreation spaces, however the response is noted that this may reflect a bias in demographic representation
- lack of support for increased building heights of 7-8 storeys
- Strong support for better public squares and plazas for people to gather, and
- lack of support for increased housing due to perceived issues with potential traffic and parking, loss of open space, but desire good quality housing and housing options for older people.
Third stage of consultation

Consultation involved community drop-in-sessions at the Erindale shopping centre from 26 to 29 July 2011. A number of posters were displayed in the shopping centre and the engagement was advertised in surrounding local businesses. The contents included a vision statement and objectives, urban design principles, the draft master plan design and sequencing diagrams. Feedback forms were also distributed in the drop-in-sessions as well as made available online for download.

A key element of the posters presented at the drop-in-sessions was the Erindale group centre draft master plan and three possible retail centre options. This plan was developed in response to community feedback from Stage 2.
Key messages

A total of 46 responses were submitted. The majority of respondents were supportive (41%) or neutral in regards to the Draft Master Plan (34%). The following provides a summary of the responses:

Support

- Additional retail and shops in the centre, however there were mixed feelings towards the introduction of a second supermarket
- Improved pedestrian access and connections
- Relocation of the new rapid bus stop, improvement to the existing local bus stop
- Development of Ricardo Street extension and new Gartside Street, and
- Option 2 of the retail centre options was preferred (60%), with a mix for option 1 and 3 equally divided between the remaining 40% of respondents.

Concerns

- Parking – concerns that there is insufficient parking and did not support multi-storey or underground parking and/or paid parking
- Some existing traffic management issues still needed to be addressed
- Priority to include more plazas, urban open space, a central playground and upgrading the Erindale skate park, and
- Overall, the survey responses were supportive, but still had concerns in regards to specific complex issues.
Fourth Stage of consultation

Stage four involved the release of the draft master plan document. This occurred from 13 December 2011 to 17 February 2012. The aim was to gather final comments from the community and stakeholders to further refine the final master plan.

The draft master plan document was released and more than 100 copies were provided to the Tuggeranong Library and ESDD Customer Service office for the general public. It was also available on the Tuggeranong Erindale website for download.

Key stakeholder groups continued to be consulted as a part of this engagement process.

Key comments

Of the 34 emails received in regards to the draft master plan, the key comments included:

- general support for the vision, development and growth of Erindale
- major concerns about the robustness of the economic analysis undertaken for the centre
- concern about allowing an increase of retail, when there is an existing decline in economy and population in the area
- residents concerned about potential congestion, noise and pollution impacts of a new traffic lights at the end of the Ricardo Street extension and Erindale Drive, and
- parking that is affordable and easily accessible is a key to the centre’s viability.

These comments were used to further refine the master plan document before progressing it through government for endorsement. Responses to individual comments can be found in Appendix 1 of this document.
## Appendix 1

### Comments submitted on the draft master plan report

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<tr>
<th>Respondent</th>
<th>Comments</th>
<th>Response</th>
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<tr>
<td><strong>General comments - Support</strong></td>
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<td>7</td>
<td>I think the draft master plans for both Tuggeranong and Erindale look really sensible and I strongly support the ideas contained within them.</td>
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<td>11</td>
<td>...we fully support the broad vision for development and growth of the Erindale precinct.</td>
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<td>13</td>
<td>I am totally in support for the improvement of the rough diamond known as Erindale.</td>
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<td>27</td>
<td>Erindale has evolved to become a hub of activities by natural development...It is only natural that a master plan is put in place to cater for the need of the people and businesses who are already in the area and who will be drawn to the area in the future. Development should keep in pace with, or preferably, ahead of, the desire and demand of the residents living in the area and businesses which serve them. It should not be limited by arbitrary restrictions. This is a win-win situation and endorses the sentiment and logic of having a visionary approach for the long term development of Erindale.</td>
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<td>31</td>
<td>I support the visions for each centre... I agree we need to increase the amount of people that are employed in the Town Centre area and the residential population to give it more life. [This] is just as relevant for the Erindale Centre as well. I fully support the development of the Tuggeranong Town Centre and Erindale Centre to give the people who live in Tuggeranong the opportunity to work and go out in</td>
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<td><strong>Tuggeranong</strong> without the need to travel to other parts of Canberra for employment and entertainment. The benefits this brings include, less travelling, which means less expensive, more community spirit, etc.</td>
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<td><strong>32</strong></td>
<td>I have looked at the 3 [retail core] options for Erindale, and I am fairly indifferent between them. What I would like to say is that I am in favour of whichever one, in the opinion of the designers, will lead to the most vibrant Erindale possible. Erindale will be desirable if it has life and energy, and having people engaging with the Erindale urban environment be the best for all concerned.</td>
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**General comments – Do not support**

| **12** | We are concerned that proposals for retail expansion in both Tuggeranong town centre and Erindale group centre are not underpinned by robust or defensible economic analysis, which in turns undermines the validity and achievability of the proposals within the master plans themselves while increasing the level of risk. 

The economic modelling contained within the SGS report does not adequately take into account the full range of factors influencing demand for retail floor space within the centres. 

To this extent we request that the master plans be withdrawn. Any revised master plan should be supported by an up to date, credible and finalized economic analysis that takes into account all of the above matters, and which should be made available as part of public consultation processes. |

| **19** | We contend that the master plan process should not be concluded until the outcomes of these higher level policy initiatives [ACT Planning Strategy, Transport for Canberra, and Legislative Assembly Special Committee Inquiry into What currently exists in the policy documents has been integrated. |

<p>| <strong>Additional retail analysis and justification have been provided to support this master plan.</strong> |   |</p>
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<tr>
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<th>Supermarket Competition] are known.</th>
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<tr>
<td></td>
<td><strong>General comments</strong></td>
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<td>9</td>
<td>Would be good to see a strong focus on ground level activity for safety, and to promote 24hr vibrancy.</td>
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<td>This has been a key design principle of the master plan. See page 44-45 of the Erindale group centre master plan document</td>
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<td>21</td>
<td>Whilst we support some of the strategies outlined in the draft master plan for Erindale particularly with respect to improvements to the pedestrian environment, the creation of precincts and upgrading of public transport facilities, sufficient justification has not been provided in relation to the proposed expansion of retail facilities within the centre.</td>
</tr>
<tr>
<td></td>
<td>Additional retail analysis and justification have been provided to support this master plan.</td>
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<tr>
<td>21</td>
<td>This [SGS Background] report has been structured to address both the Tuggeranong and Erindale centres. Whilst it is acknowledged that any economic analysis of centres needs to assess the network as a whole, it is considered that this analysis is far too generalised particularly with respect to impact assessment.</td>
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<td></td>
<td>Additional retail analysis and justification have been provided to support this master plan.</td>
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<tr>
<td>30</td>
<td>We acknowledge the thorough input being gained from the stakeholders in the Erindale retail precinct and note that currently the Erindale master plan lacks sufficient detail currently to identify if all issues have been considered. We also understand that final retail consultation meetings were held imminently. The [group] would prefer to endorse a Master Plan which outlines the intended road works, related parking areas and Park and Ride associated with the Bus Station before cabinet submission, once final consultation</td>
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<td></td>
<td>The Erindale major bus station feasibility study can be found at: <a href="http://www.transport.act.gov.au">www.transport.act.gov.au</a>. More detailed work will be the next step, once the master plan is endorsed.</td>
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with the Vikings Club, McDonalds and the other closely affected businesses has been completed and incorporated.

| 30 | What mechanisms are in place to ensure measurement of progress towards successful outcomes over the years to come, as efforts continue towards implementing outcomes of these master plan studies? | Following the endorsement of the master plan, a precinct code will be developed, which will ensure future development is implemented to the outcomes of the master plan. |

**Traffic**

<p>| 1  | Sternberg Crescent is a major access road...there is nothing about how extremely busy that road is already or how you plan to accommodate increased traffic when Erindale expands. | Surrounding road capacity was reviewed by the traffic consultants and has been considered in this master plan. |
| 11 | Part of McWhae has been rezoned for medium density, which, as this starts to happen, the congestion for road and pedestrian traffic will get worse. The plan seems to focus on Erindale once you get into the area, but does not seem to be taking into account the areas surrounding and feeding into it. | Surrounding road capacity was reviewed by the traffic consultants and has been considered in this master plan. |
| 11 | The intersection of Sternberg and Langdon also needs traffic lights as a priority. This intersection is becoming increasingly dangerous as traffic increases and many motorists speed. The access to Erindale College/leisure centre off Sternberg should also be realigned to opposite Langdon Ave. I believe these are priority pedestrian and motor vehicle traffic management issues. | Agreed: traffic lights have been recommended at the intersection of Sternberg Crescent and Langdon Ave. But is subject to capital works bid by TAMSD. |
| 13 | What studies outline the impact on the current residents with regards to: | This is a level of detail that is beyond scope the master plan. |
|  | • Fuel emissions as a result of the proposed increase in traffic, proposed bus lane construction, and proposed intersection [Erindale Dr and Ricardo St extension]. | |
|  | • Noise pollution as a result of the above and | |</p>
<table>
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<tr>
<td><strong>strategies to minimise this for existing residents.</strong></td>
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<tr>
<td>13</td>
<td>It is my comment that current non residential routes should be utilised and improved such as Amsinck to McBryde /Ashley to Mcbryde rather than creating main access routes directly opposite established residential areas.</td>
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<td></td>
<td>The routes mentioned have been looked at by the traffic consultants. Unfortunately, they do not solve traffic issues in Gartside, along Ashley or McBryde Crescent.</td>
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<tr>
<td>15</td>
<td>As it stands, the development will cause the loss of amenity, the loss of peaceful enjoyment and significantly degrade the quality of life for residents along the northern edge of Monash. The strongest part of my objection is directed towards the new intersection which is being planned for Ricardo St/ Erindale Drive.</td>
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<td></td>
<td>This would be subject to more detailed study, outside the scope of the master plan.</td>
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<td>23</td>
<td>The Erindale Master Plan refers to placing a set of traffic lights on the proposed extension of Ricardo Street with Erindale Drive, what was the rationale behind using a set of traffic lights vs a roundabout?</td>
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<td>Traffic lights are required for buses and general traffic to flow efficiently.</td>
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<td>25</td>
<td>We are... concerned about the proposed extension of Ricardo Street and traffic lights for the reasons below which don’t seem to have been considered in your planning: Increased traffic and subsequent noise associated with this as well as the noise generated by cars and trucks stopping and accelerating... at the lights;</td>
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<td></td>
<td>This would be subject to more detailed study, outside the scope of the master plan.</td>
</tr>
<tr>
<td>27</td>
<td>Traffic congestion is becoming a major concern as more and more consumers, commuters, and students use the area. Parking spaces are the oxygen of this thriving community. It has huge potential to grow but only if it has enough oxygen to support it. Congestion can lead to chaos and danger as students and elderly shoppers have to dodge heavy traffic and negotiate</td>
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<td></td>
<td>Agreed: recommendations have been provided to address these issues, in the master plan.</td>
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long distances to their shops or schools.

| 30 | Overall the proposed changes throughout the Erindale precinct are supported...although concern has been expressed that the proposed re-alignment of Wynn St/New Wynn St may not solve the “rat-run” through the grounds of Erindale College and continuing through Langdon Ave. | Agreed: however, the detailed design of the street will help to slow traffic, ie. providing on street parking and narrower road widths. |

| 30 | It is suggested that if bike paths are to be added to this [McBryde Crescent] already constricted thoroughfare, clarification is sought as to how this may be implemented safely. | It is recommended that any bike paths along McBryde would require cycle paths separated from traffic. |

### Car parking

| 4 | Our Church car parking is already tight and any reduction in car parking spaces would be a great loss to our church and members of our community. | The master plan suggests adjacent land (Section 132, Block 48) be retained for a potential surface car park until such time additional business uses are required. |

| 5 | We have many mid-week activities, many of which are very beneficial to our community. To not have access to free parking would be disastrous to the community. | Additional surface car parking spaces are recommended in Section 132, Block 14. |

| 23 | ...currently Tuggeranong and Erindale are lacking public parking spots and I think it should be a major factor in the planning. I support the use of buses however they are not suitable for many people, such as a young family to go shopping and return home especially for a single parent. | Agreed: Traffic and parking have been strongly considered in the master plan. |

| 27 | Erindale Parking Proposed solutions: |

- Construct a 3 story car park on the south side of Erindale centre which take traffic feed from and drain traffic to, Erindale Drive. Pedestrian flyovers connect the car park to businesses on the other side of McBryde Cr and Gartside St.  
- Allow the current shops to develop into a 3 storey building (like Cooleman Court) with direct access. | The suggestions were considered. However, it was deemed unviable and did not solve a number of pedestrians and traffic issues in Erindale. |
connection to the car park.
- Current Northern car park area can be totally converted into a public bus and taxi marshalling area as well as trade vehicle entrance.

| 30 | A common problem is parking and in the master plans while it identifies where there might be future public/private parking it does not detail the mix between public and private. Obviously a difficulty exists through who owns existing land leases and how the co-ordination will occur to make sufficient land available to support public parking requirements in the centres. This requires careful attention in problem areas already highlighted such as the businesses in Gartside St and Comrie St, Erindale and Tuggeranong Square, Tuggeranong to allow easy access by their customers, promote safety through parking safely etc. | Agreed: should a development be proposed on a site, a parking plan would be required as part of the Development Application. |

**Pedestrian/ cycle connections**

| 1 | Traffic lights proposed at the New Wynne St cross roads will help...it would be less dangerous for pedestrians and traffic entering Sternberg from McWhae...A lot of people who live on north side of Sternberg walk to shops and currently crossing the road is difficult. A pedestrian bridge would be good, but it would need to be conveniently located, eg near the entrance to McWhae where people from many of the streets walk down to cross the road. | Agreed: currently a pedestrian, traffic light has been proposed on the intersection of Langdon Ave and Sternberg Crescent. |

| 7 | There should be a pedestrian crossing near Wheeler Cr/ Sternberg Cr intersection that joins up to the centre. | This crossing was not considered a priority in regards to the master plan. |

| 10 | Bike/ walk path from Wanniassa Primary to Erindale playing fields, what about this important route for access to the schools nearby and further to Isabella Plains Mackillop Catholic college. How will this link up in the future. At present it is a disgrace. | This was considered outside the group centre’s master plan study. |

<p>| 15 | The plan is unclear as to whether the footbridge over | The footbridge over Erindale |</p>
<table>
<thead>
<tr>
<th>Erindale Drive will be retained or not. Can you please clarify?</th>
<th>Drive will be retained.</th>
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<tr>
<td>I think that the need to demolish/move the footbridge should have been made clear in the Erindale plan released for public comment. The failure to make this clear makes a farce of the consultation process.</td>
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| 25 We are extremely concerned about: The impact and affect this [the extension of Ricardo St and traffic lights] will have on the overpass walkway which we all use to access Erindale. | It is envisioned that the Ricardo Street extension will not impact the existing overpass walkway over Erindale Drive. |

<table>
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<tr>
<th>Retail core</th>
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<tr>
<td>21 Firstly, the range of services and facilities in the Erindale group centre is very significant, almost to the extent that it is competing with the Tuggeranong town centre. Therefore any increase in the range of services available within this centre would place further pressure on the role and function of the Tuggeranong town centre, thus eroding the hierarchy of centres established in the Territory Plan. Secondly any increase in retail floor space at Erindale will impact on the capacity of other group centres to compete as it will create an ‘unfair’ playing field with an increased concentration of activities and facilities provided in one centre. And thirdly, this will effectively create another tier to the centre hierarchy, creating a level between the group centres and the town centre. The effective elevation of Erindale above that of a group centre will only complicate an otherwise well structured and accepted centre hierarchy. Operators and business owners within other centres in the area have made an investment in their business based on the legitimate expectation that this hierarchy will be maintained. Therefore any change to that hierarchy by the elevation of the Erindale centre is unreasonable.</td>
<td>The Erindale group centre master plan has been produced in conjunction with the Tuggeranong town centre master plan. Research has shown that due to the location of Erindale and market demand, the addition of some retail will enhance Erindale as a Group Centre. There is no change to the hierarchy of the centres.</td>
</tr>
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| 22 Erindale: Of the three options considered in the draft master | Agreed: the master plan has |
plan, option 1 and 2 only offer potential for a small-format retail outlet including a supermarket. In our opinion, neither is consistent with market trends for commercially viable retail space and neither will provide a substantial increase in effective retail competition or amenity for the group centre and customers.

Studies undertaken...indicate that there is a strong and immediate interest in expanding the existing shopping centre to include an additional 3,000-4,000sqm supermarket and additional specialty retail.

We support the general principles contained in Option 3 of the [Erindale] draft Master Plan...

It is considered that the draft Master Plan fails to recognise or explore the future role of Erindale as a stronger retail centre within the Tuggeranong retail hierarchy. The document only acknowledges the possibility of a small increase in retail space in the medium to long term.

It is considered that option 3 (or a variation thereof) would be the most appropriate outcome for Erindale Group Centre...

<table>
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<tr>
<th>Building heights</th>
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<td>5</td>
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<td>25</td>
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</tbody>
</table>
1) A 5 storey dwelling is completely out of character with the area...

2) Living just on the other side of Erindale Drive but at a higher level than the proposed site we are concerned for our privacy as there is the possibility they will be looking directly into our yards and homes. One of the most appealing aspects of Canberra has been the way you could drive around and not see housing and shopping centres because of the green belts. It will be a horrible shame if all the green belts are built on and all we see are skyscrapers.

3) The increase in population will be a burden on the already extended services in the area.

privacy issues, the allowance of higher level dwelling provides:
- residential dwelling options
- options for ageing in place
- better passive surveillance of the area, and
- economic viability.

<table>
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<th>Amenities</th>
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| 2 | Erindale skate park: It is part of Australian skateboarding history and would be an absolute shame to lose the ‘brick banks’. Please retain this historical masterpiece. | The location, safety and useability for youth have been considered. It is suggested that the relocation of the skate park retain some form of the brick banks in its new location. |

| 7 | There should be children’s play equipment at some or all of the parks/ pocket parks mentioned (currently there aren’t any). | This is subject to further investigation, beyond the scope of the master plan. Play spaces have been mentioned. |

| 16 | There is no provision for a children's playground at Erindale Centre. | This is subject to further investigation, beyond the scope of the master plan. Play spaces have been mentioned. |

<p>| 17 | Erindale skateboarding facility: The brick banks at the facility are unique obstacles that are iconic to the skateboarding community. They have had exposure in worldwide | The location, safety and useability for youth have been considered. It is suggested that |</p>
<table>
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<th>skateboarding media and they are considered a mandatory stop for professional skateboarders that are touring Australia. I think it would be a shame if they were demolished. Canberra skateboarding would lose a significant part of its heritage. They are unique obstacles and I don’t think they could ever be properly replaced or replicated.</th>
<th>the relocation of the skate park retain some form of the brick banks in its new location.</th>
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<tr>
<td>20</td>
<td>The plan neglects the needs of parents with young children and seems to miss out on a tremendous opportunity to create a space where parents can sit and watch their young children play after a shopping trip. The new town park will be designed as a formal, large green space for passive recreation - this is fine for young school age kids who need to run around, but not families of children who require structured play facilities.</td>
<td>This is a level of detail that is beyond scope of the master plan.</td>
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<td>30</td>
<td>We request that careful consideration be given to retaining as much as possible of existing green space corridors and whether alternate transport options to car/bus could assist in this.</td>
<td>Agreed: additional green space within Erindale centre has been recommended.</td>
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<td>Noise/ pollution</td>
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<td>15</td>
<td>Apart from an incredible amount of noise from traffic stopping, starting, turning etc at this planned traffic light controlled intersection, there is also the matter of the exhaust fumes that will be generated from the stopping and starting of vehicles due to traffic lights being located on a major arterial road (which is in close proximity to residences)... The presence of a multi-storey complex nearby [Erindale Drive] will act to reflect and magnify the additional noise created, directing it across the road and into the many residences...I sincerely hope that the intersection does not This is a level of detail that is beyond scope of the master plan. This will be subject to more detailed studies and design.</td>
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go ahead, but if it does, significant noise abatement treatment is required for the northern edge of Monash where it faces this new development.

| 18 | I feel that having an intersection on Erindale Drive will increase the volume of noise and reduce the enjoyment of this area. I don’t believe that adding this intersection will reduce the traffic congestion in this area as there will be increased traffic at the intersection with McBryde Crescent and the buses that use Ricardo St will make for more congestion & noise. None of these roads are wide enough for the increased traffic. Please reconsider the intersection on Erindale Drive & increase the width of McBryde Crescent & Comrie Street to cope with the traffic. | This is a level of detail that is beyond scope of the master plan. This will be subject to more detailed studies and design. |

| Transport | 6 | I am dismayed to see in the latest version that not only is the bus stop to remain, but it is to be upgraded. Can I ask that if it is to remain, it be moved away from the front of Comrie St to prevent further property damage and disruption? | The short term plan suggests the bus stop to remain on Comrie St until such time as the shopping centre and new bus station redevelops. See page 30 of the master plan. |

| | 14 | ...I believe that a bus stop for the 300 series express buses should be considered to be placed in the proximity of the Wanniassa shops as is the case at Phillip, Mawson and Farrer en route from Woden and the CBD to Tuggeranong and beyond. | This is beyond scope of the master plan. Transport Planning has been considered within this master plan. |