



Re: Submission and Feedback to the Draft New Territory Plan

To Whom it May Concern;

Please find below our Feedback and Recommendations for amendment to both the Woden District Strategy and Woden District Policy

We commend the ACT Government for this initiative, noting that we have some frustrations that the Phillip Business Community (PBC) were not approached to discuss like other community organisations – considering we have been making representation on this matter from before 2018.

Please find our feedback:

Woden District Strategy

[Draft Woden District Strategy - 08.11.22.pdf \(amazonaws.com\)](#)

Initial Review & Overall feedback

- The map on page 10 is almost impossible to read, we are concerned that detail is being hidden or obscured that is hindering our ability to make a proper response.
- Over the document is what it says, a Strategy, but we are concerned that insufficient detail is provided for agreement and will translate into detail being missed or omitted that will impact the future of the region.
- We will focus most of our feedback on the provisions south of Hindmarsh Drive as we believe this has been ignored by the Strategy
- Orbital Freight Network
 - Will there be additional detail on increased capacity to the Parkways to accommodate future increases in Freight traffic?
 - Considering that there does not appear to be any additional Freight/Rail lines through the region, this capacity will need to be taken up by Lorries and Trucks - there is a concern that major roads (Parkways and roads like Hindmarsh Drive) need better development to accommodate the future movement of trade.
- Figure 25 and related content - not a single mention or effort to work towards Phillip as a suburb south of Hindmarsh Drive is in this strategy - we are concerned that after 20+ years of neglect in the area that this will continue based on this strategy.
- Page 88
 - Transport and Travel
 - Repeating our message from the Policy, we believe that the Mawson intersection of Athlon and Mawson Drives is a better termination point for Light Rail Stage 2B (as per our Budget Submission in 2018)
 - Further
- Page 89

- There is a need for a greater emphasis on improvements to existing facilities, but there aren't any Indoor Sporting facilities in Woden. PBC suggest an inclusion of a new Indoor Sporting Facility south of Hindmarsh on Athlon Drive to incorporate Phillip and Mawson, the schools and the actual usage of foot-traffic into the Future Woden.
- We believe that, again, the message is focused on north of Hindmarsh Drive and ignores the Phillip Business
- Page 92
 - The PBC believe that a "Develop the Phillip Business Precinct and incorporate a future residential/light commercial area along Athlon Drive south of Hindmarsh Drive" should be included in the Develop section.
 - The PBC believe that the wording of the last item should be "Develop new sporting and community facilities" to reflect the genuine desires of the community.
- Page 96
 - The PBC believe that another point should be included with a "Vision for the light rail from Woden to Mawson". Which would talk the potential for an integrated Sporting, light commercial, and residential precinct along the light rail line running from Hindmarsh Drive to the Mawson Shops (we will be putting in a Budget Submission request for funds to develop this plan as we believe there is a fantastic potential for a pedestrian focused area that can accommodate the community's needs, business needs, as well as more residential capacity.
- Page 117
 - Refers to a Community Centre or hall in Phillip Business Precinct, sadly that doesn't exist as it is all privately held commercial land and no such space is available. We would love for it to exist though.
- page 123
 - The PBC believe that the adjacent land to Athlon Drive (between Hindmarsh and Mawson Drives) can be considered for a sporting community centre opposite Shea street.

Woden District Policy & Draft Territory Plan

[PART D7 Woden District Policy.pdf \(amazonaws.com\)](#)

Initial Review & Overall feedback

- We have found that many of the images are blurry and difficult to read,
- Also the figure maps so far from information has made it difficult to review for those without access to printing facilities or a hard copy to flick back and forth - understand it's difficult, it's been hard for us.
- We're unsure why the different community forums (including the Phillip Business Community (PBC)) were not consulted directly without us inviting the discussion - it seems odd to completely avoid discussions with the business communities and no requests have been made to present the plans to the business community in Phillip.
- Figure 16 in the Woden Policy District has insufficient mention in the policy or assessment outcomes.

1.3 Policy outcomes

- The PBC believe that section 1.3 Policy outcomes, part 3 "Plan for and deliver Stage 2B of the light rail to Woden town centre.... []" should be amended to "Plan for and deliver Stage 2B of the light rail to Mawson (crn of Athlon and Mawson Drvs) to incorporate Mawson Group centre into the Woden economic node, as the spine of the public transport network in South Canberra" as Woden doesn't complete at Westfield and the consideration of the 3 schools that that location for public transport network connections will be invaluable.
- The PBC believe that section 1.3 Policy outcomes, Part 6 referring to new community facilities should specifically mention new sporting and community facilities along Athlon Drive (south of Hindmarsh Drive) as the geographic centre of Woden valley.
- Add a Policy Outcome that specific Commercial/Community building requirements be developed to ensure that community organisations and business community organisations are contacted for consideration as too much development is occurring with "sale" in mind rather than the user requirements. E.g. Land slated for dual Commercial / Residential purpose is being developed residential and commercial opportunities are diminished, leading to an impact on small business in the ACT.

1.5 Assessment outcomes

- Part 19 - Regarding the Swimming Pool, the PBC believe this should be moved to Figure 9 along Athlon drive considering the sale of the property and the current developer having no experience running a facility such as that.
- Part 31 - Clarification needs regarding maximum floor heights in Phillip, as the document refers to 4 storeys however it can be interpreted that each floor could be 4 meters in height, essentially allowing developers to create loft-style apartments.
- part 37 - Figure 12 needs to include parking considerations for Prospect Cct and Grenville Cct for future multi-storey parking development as the Light Rail will encourage more park-ride participants to try to use the parking and cause more issues. (This has been raised with Government since 2017). There is insufficient parking available for the current usage.
- Parts 12-15 (referring to Figure 9) - consideration for future sporting + commercial precinct

Please feel free to reach out to us for discussion on any issue raised above.

Regards,

[REDACTED]

President, Phillip Business Community
20 February 2023