

Your local voice



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**Minutes of WCCC General Meeting
Wednesday, 25 July 2018
Chapman Primary School, Perry Drive, Chapman**

1. Opening of Meeting

Pat McGinn opened the meeting at 7.30pm. She welcomed Caroline Le Couteur, Jeremy Hanson, and Bec Cody, Members of the Legislative Assembly for Murrumbidgee, and a representative of Gai Brodtmann, MP for Canberra in the Federal Parliament. Pat also welcomed representatives from Village Building Company.

76 people were present.

2. Apologies: John Logue, Tom Anderson, Jenny Adams, Janice Paull.

3. Presentation

CEO of Village Building Company (VBC), Travis Doherty, introduced members of the company, Melissa Anderson, Lindsay Hunter, Chris Millman and Ben (traffic engineer).

Travis opened with an overview of VBC's approach to the project, which he described as endeavoring to provide a beautiful development with landscapes for the community. He said that VBC understood the challenges of building a new development in an old suburb, and that was why VBC had sought early engagement with the local community. Travis said that VBC had made some changes to their plans, based on feedback from community members. He noted that the consultation period was still in the early stages and that there was still opportunity for community feedback.

Melissa Anderson said VBC hoped to add value to Weston Creek by opening up the site, and wanted to develop it so there would be connection to the older parts of Weston as well as to Fetherston Gardens. Their vision was to combine the new community with the old, and to provide diverse housing choices that would cover all ages, lifestyles, and life stages. The emphasis would be on having green spaces, optimising usability and connectivity for residents.

Lindsay Hunter said that VBC's first plan had been for around 250 dwellings. He showed the current concept plan and noted that several changes had been made:

- Some single houses had been relocated from Streeton Drive to Heysen Street'
- There would be no driveways from these on to Heysen Street'
- The 3-storey apartment blocks had been relocated deeper into the site so that they would not be visible from Heysen Street and the number of apartments has been reduced from 60 to 45'

- Townhouses on Heysen Street will be 2-storey dwellings, with no front loading (no driveways) onto Heysen Street.
- There will be three access roads on Heysen Street. The one closest to Streeton Drive will be Entry Only; the middle one will be two-way, to serve the whole site; and there will be a smaller one to serve 14 of the townhouses.
- Visitor parking spaces were pointed out

Chris Millman, architect, said the site has capacity for many more dwellings than the current plan, which is for around 245 dwellings. At that number the site would not be crowded and there would be plenty of open space. He showed slides of some proposed dwellings to give an idea of the look and feel of the various housing types. He said there would be a combination of styles, for example, pitched and flat roofs, and a high level of articulation between dwellings. Materials to be used will be traditional brick, timber and tin (Colourbond).

Chris showed three images of the site from Heysen Street, before and after the AFP buildings were demolished, looking east and looking west, plus an artist's impression of some of the proposed dwellings. He also showed elevations of row housing, which would have a mixture of roof lines, brick on the bottom and Colourbond on top.

He said the 3-storey terrace houses would be mix of 2, 3 and 4-bedrooms. The 2-storey townhouses would be placed higher up on Heysen Street, with all garages at the rear, giving on to the interior of the site. Modules of 4 are planned. The importance of light and ventilation has been stressed in the design.

Ben (traffic engineer)

- VBC has had consultations with the ACT Government. Both sides noted that the main traffic movement will be towards Streeton Drive, while a second major traffic movement will be along Heysen Street, for people going to or coming from Woden.
- Roads ACT has done modelling of future traffic flows.
- The ACT Government understands that the intersection of Streeton Drive and Heysen Street needs upgrading as a separate issue, even without the current development.
- To ameliorate problems on Heysen Street side of the site and to reduce congestion:
 - First access road will be Entry only;
 - Second access road will be two-way and will be in the centre of that side;
 - Higher up will be a third driveway to give access to townhouses.
- On Unwin Street there will be only a single access point from the site.

Ben noted that the ACT Government required that there be at least two ways in and out of the site.

Q: Why are there three access points on to Heysen St, but only one on to Unwin St? The traffic lights at the intersection of Unwin Street and Streeton Drive make that a better route for handling high volumes of traffic.

VBC: From a traffic perspective, more driveways means traffic is staggered and that leads to more congestion. That is why there is only a single access road on to Unwin St.

Both Unwin Street and Heysen Street have capacity for more traffic. We considered having a single driveway on each, but analysis showed that the present design would produce a better split of traffic.

Q: Would it be possible to make the exit on to Unwin Street as left-turn only, so that traffic cannot turn up towards Orana School and McCubbin Rise? This would prevent people using the through roads as a rat-run from Heysen Street to Orana and to Cotter Road.

Q: Under the proposed new bus timetables, Bus Route 83 will disappear. Will this make a difference to traffic volumes? Has this been taken into account?

Comment by Pat McGinn: WCCC has been talking with Government representatives about the proposed bus routes, especially about keeping the present routes up Heysen Street and

McInnes Street.

VBC: The shift in bus routes, and the effects of development in Molonglo, are being taken into consideration. We expect that there will be many changes in the future.

Q: Have you considered installing traffic-calming devices on Heysen Street? There are two schools in the area. The Government has said that no crossing is possible on Heysen, but a number of children cross the road, and it can be quite dangerous, especially with cars coming fast down the hill. Will it take a death before proper measures are installed?

VBC: We could put in traffic-calming devices, but so far that has not been considered.

VBC: Travis said that some matters of infrastructure are outside the control of Village Building Company. They will work with the Government and will look beyond the site directly to liaise with government and residents. The development proposal is not yet up to the point of such specific detail.

In regard to the number of exits on Heysen and Unwin Streets, VBC has looked at this very carefully. Data and analysis shows that this proposed solution would provide an optimal load for each exit. VBC takes note of the questions and comments of residents.

The Government has the capacity to ask developers to do off-site works. If the residents want that, please tell the Government.

Q: The overall volume of traffic in this part of the city has increased a lot in recent years. With VBC building a new precinct of 240 dwellings, the consequent car movements will result in significant congestion by around the end of 2021. Traffic flow on to Cotter Road already causes a bottleneck at peak times. How could this much extra traffic not cause a problem?

Comment by Pat McGinn: This may not be within the control of VBC. Residents should contact the Government about this issue.

VBC: Travis said that the Government cannot mandate a developer to make improvements on roads. The last thing VBC wants is for people to be concerned about whether to buy into this development due to worry about roads and access, because that would be commercially damaging. He reiterated that VBC could put as many as 700 apartments on this site, but had deliberately decided to develop only 75% of the site because VBC thinks more than that would not be good.

Q: Have you considered that much of the traffic leaving this site will go down Malangi Street, and through Dargie Street to get on to Cotter road, causing huge congestion on Dargie Street?

VBC: Travis said that VBC will continue to do traffic studies. At this stage they do not know where traffic will choose to go.

Q: Where are the additional residents and visitors going to park their cars?

VBC: Travis referred to the plans and said that VBC had made an effort to provide more than the required number of parking spaces on site, there are 67 more spaces than required. Most residents will have two spaces. Where a dwelling has only a single space, there will be extra room on verges.

Q: Over 100 dwellings are not facing north. Many face west and will get hot.

VBC: East/west orientation provides better solar amenity for most townhouses and apartments on the site. If a property faces north, some of its own land at the back will be shaded. VBC has made every effort to plan in accord with Government requirements. There is a good amount of public amenity, good solar access into the green spaces.

Q: How many detached houses are there?

VBC: There are 19 detached houses and the rest of the townhouses have a yard or courtyard. Total development 242 dwellings, and out of that there are only 45 apartments. Not everyone these days wants a quarter-acre block. There will be ample green space.

Q: Will the townhouses at the top of Heysen Street cast a shadow over the houses on the south side of Heysen Street? Townhouses there will not integrate with the existing neighbourhood.

VBC: The solar aspect has been looked at very carefully. There will be no shadow over the houses on the south side of Heysen Street. We will work with the architects on this issue and seek to integrate the townhouses with the local environment.

Q: Where is the parking for visitors? How many spots will there be?

VBC: There is a row of visitor parking on the north side of the site; there is end-on parking in several spots, and parallel parking at other places.

Q: What about a traffic management plan? And what is the effect of the North Weston Concept Plan that was issued by the government in 2008? Why do we have walls of townhouses on Heysen Street? Higher up Heysen Street, the DHA development has dwellings that integrate well with the local environment.

VBC: A number of the single houses are on Heysen Street, but not with their garage or back door facing Heysen. The North Weston concept Plan mentions having two-storey dwelling along Heysen Street but does not mention how much set-back there should be.

Q: If there is to be only a left turn out of the site on to Unwin Street, how would parents from the site get their kids to school at Orana? If average speeds go up to 80 kph, will that be a problem?

VBC: If there were to be only a left turn on to Unwin Street, there would usually be a physical barrier. We have been hearing a lot about traffic on Heysen and Unwin Streets and we will look at these issues and the wider context. We need to talk with the government and work out what would be best.

Q: Have you done any modelling about getting large vehicles in and out? What about fire engines or rubbish trucks?

VBC: We have designed for some roads on the site to be wider than other roads, especially for emergency vehicles and rubbish trucks. Some roads are only minor roads.

Q: Will there be some turning circles?

Q: Will there be gardens, BBQs, playgrounds, and so on? Will it have a neighbourhood feel?

VBC: It certainly will. We are trying to find a balance between having open space and dwellings. The biggest open space will be 200 metres long, and vary in width between 30 and 50 metres. We are trying to keep as many trees as possible. The topography makes parts of the site a bit difficult to deal with.

Q: In earlier meeting, residents asked for only single dwelling to be built on Heysen Street. The street can be very dangerous at times, and it would be difficult to get out of driveways, especially if there were parked cars on the street.

VBC: Chris Millman said that the architects have taken notice of what residents said and have made changes. They understand that these changes may not make everyone happy, but VBC has done a lot to try to reach an optimal outcome. The lots along Heysen Street are rear-loaded (driveways go on to the site, not on to Heysen Street), to minimise the number of cars trying to get out on to Heysen.

Q: Can the community put up bollards to stop people doing a rat-run through the site?

VBC: That would be up to the owners' corporations.

Pat McGinn thanked the representatives of Village Building Company and invited attendees to make comments on the WCCC website or Facebook site. They can also comment on the government's have Your Say website.

Pat then invited members of the Legislative Assembly to speak for 5 minutes each.

Jeremy Hanson commended VBC. He said he is concerned about other housing issues, about the changes to bus routes, and about parking at Coleman court. He has urged the government to encourage development of the shopping centre at Denman Prospect. He invited attendees to get in touch with him over any issues.

Bec Cody said she would be at the opening of the Duffy Dog Park this weekend, and invited residents to come and see her and get in touch for a chat.

Caroline Le Couteur congratulated VBC on doing some real consultation with residents. She noted that clearly the transport and road network is an issue, and said there need to be some

improvements over the entire transport system. She said that it is really important that as a society we plan for the future, that we are not disadvantaged by development.

Pat thanked all representatives for attending

Minutes of the last meeting were accepted with an amendment from one resident which related to Item 5, page 6, first question after the dot point on page 6: "*We have built a house*", should read, "*We have rebuilt our house*"—this more accurately represents the fact that it was the owners who went through the entire process. (Moved/Seconded: Chris Wilson/ Val Bland)

There was no other business arising from the minutes.

The treasurer reported that there was \$17,851.29 in the WCCC main account, and \$8642.65 in the Fetherston Gardens account.

The report was accepted. (Moved/Seconded: Chris Wilson/Shelby Scholfield)

General Business

1. There will be a "50th Birthday of Weston Creek" celebration on 28 October in Fetherston Gardens.
2. **Please tell us your stories!** WCCC is collecting material from residents for a Storybook about living in Weston Creek. Written contributions and photos are invited from residents.
3. WCCC will do a submission on the proposed new bus network.
4. WCCC is also going to make a submission on the proposed changes to the Community contributions Scheme, on how much clubs donate to community groups.
5. Better Suburbs Citizens Forum: Chris Wilson will attend the five full days of the forum. If anyone would like her to raise any specific issues, such as playgrounds, please speak to Chris afterwards.
6. WCCC is doing a submission on the Development Application process.
7. Second petrol station in Weston Creek. Some alterations were made to the plans as a result of the submission by WCCC. Building has started.
8. Dog Park will be opened at the weekend.
9. Holder Wetlands have been completed, but there is no water in them yet. The soft landscaping will take two years to establish, and the fences will not come down until then. Some fences will stay until the water areas finally establish.
10. Housing types: WCCC will do a submission to the consultation on what types of housing ACT residents want.
11. Lack of services in Molonglo: There are no shops yet, but shops are being built at Denman Prospect. The situation of the shops in Coombs is a disaster, but there is a new site at Wright. If and when those shops come into use, the pressure on Cooleman court may ease.
12. ACAT is holding hearings into the public housing developments in Holder (17 August) and Chapman (15 August). One block next to the site at Chapman has been sold to Hartley Life Care, without the community being consulted. They propose to build a 4-bedroom house for 3 people and carers.
13. In a submission on the 2018-2019 Budget, WCCC asked for:
 - A new Weston Creek New Community Centre
 - Toilets at Fetherston Gardens
 - Playground at Waramanga shops
 - Upgrade at Duffy shops
 - New high school in Molonglo
 - Sportsfields in Molonglo

- Seats at Weston Ponds
- Concern with reduction of services
- Noted changing demographics

If residents want action, need to join and help WCCC to lobby the Government.

Next meeting: 29 August 2018 at the Raiders Weston Club, Liardet St, Weston, at 7.30pm.