

Australian Capital Territory

Planning and Development (Draft Variation No 289) Notice 2008

Belconnen Town Centre Changes to Road Network, Inter-town Public Transport Route and other Zone Changes

Notifiable instrument NI2008— 202

made under the

***Planning and Development Act 2007*, section 63 (Public consultation - notification) and section 64 (Public consultation – notice of interim effect etc)**

Draft variation No. 289 to the Territory Plan has been prepared by the ACT Planning and Land Authority in accordance with section 63 of the *Planning and Development Act 2007* (the Act).

The draft variation proposes to make changes to the road network, inter-town public transport route and other zone changes within the Belconnen Town Centre.

A copy of the draft variation is attached for information.

The documents relating to this draft plan variation may be obtained from:

- the Authority's website at:
http://www.actpla.act.gov.au/topics/your_say ; or
- the Authority's Customer Service Centre, Ground Floor, South Building, Dame Pattie Menzies House, 16 Challis Street, Dickson (opposite the Motor Registry) 8:30am to 4:30pm weekdays.

Note that access to the Internet is available free of charge at all ACT Public Libraries during library opening hours.

Written comments from the public are invited on the draft plan variation by **COB Monday 21 July 2008**. Comments should include reference to this draft variation, a return postal address, and be addressed to:

The Manager, Development Policy Section
ACT Planning and Land Authority

Comments may be submitted in one of the following ways:

- Hand deliver to:
The Authority's Customer Service Centre, 16 Challis Street, Dickson
- Post to: GPO Box 1908
CANBERRA ACT 2601

- Email: terrplan@act.gov.au

The draft plan variation has interim effect from **6 June 2008** to **5 June 2009** or until the end of the “defined period”, whichever is shorter. Under section 65(3) of the P&D Act “defined period” for a draft plan variation means the period -

- (a) starting on the day (the **notification day**) when the consultation notice for the draft plan variation is notified under the Legislation Act (see s 63); and
- (b) ending on the day the earliest of the following happens:
 - (i) the day the public availability notice under section 70 for the draft plan variation is notified in accordance with the Legislation Act;
 - (ii) the day the draft variation, or the corresponding plan variation, is withdrawn under section 68 (1) (b) or section 76 (3) (b) (v);
 - (iii) the period of 1 year after the notification day ends.

The Territory, the Executive, a Minister or a territory authority must not, during the defined period or a period stated in the consultation notice, whichever is shorter, do or approve the doing of anything that would be inconsistent with the territory plan if it were varied in accordance with the draft plan variation or anything that is inconsistent with the territory plan.

This generally means that if a requirement of the current Territory Plan is more onerous than the respective requirement in the draft Variation, the current Territory Plan will effectively be the applicable provision. However, if the relevant requirement as proposed in the draft variation is more onerous than the respective provision in the current Territory Plan, the requirement of the draft variation will be the applicable requirement during the time that the draft variation has interim effect.

Copies of all written comments received from the public will be made available for public inspection at the Authority’s Customer Service Centre, Dickson, during normal office hours for a period of not less than 15 working days after the closing date listed above.

Jacqui Lavis
Delegate of the ACT Planning and Land Authority

30 May 2008



Planning and Development Act 2007

Draft Variation to the Territory Plan No. 289

BELCONNEN TOWN CENTRE Changes to the Road Network, Inter- Town Public Transport Route and other Zone Changes

June 2008



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16. INTRODUCTION

16.1 Summary of the proposal

The draft variation is concerned with the central area of Belconnen Town Centre and reflects a proposal to link an extension of Cohen Street between Lathlain Street and Emu Bank through the existing bus interchange. In conjunction with the Cohen Street extension, it is also proposed to close part of Joynton Smith Drive and replace the existing bus interchange with a series of bus stations including a major new station to be integrated with an extension to the western side of Belconnen Mall. The Intertown Public Transport (IPT) route is proposed to be realigned to this new transport corridor, to improve public transport access to major town centre destinations.

The major new bus station and extension to the western side of the mall is proposed to occupy land between the existing mall and Lathlain Street that is currently used as surface car parking and the parts of the Joynton Smith Drive corridor and the existing bus way which are proposed to be closed. The extension to the mall will provide new development opportunities, increase the retail and business activity addressing the streets, and enhance the presentation of the town centre as a modern, safe, commercially vibrant and interesting place.

The changes create a more direct public transport link from east to west that will be used by all buses, and not just the limited number of services that can currently operate on the existing bus way. The result will be improved travel time for bus services through the town centre. The proposal includes a new retail precinct bus station that directly links into level 3 of the south west corner of the mall. Also proposed is a new pedestrian, cycle and public transport corridor through the existing interchange with a new bus station providing direct access to the ABS building, Margaret Timpson Park and the community facilities precinct that includes the health centre, library and Belconnen Community Services. A new bus station will also be constructed on the eastern edge of the town centre adjacent to Lake Ginninderra College.

16.2 Outline of the process

The Commonwealth's *Australian Capital Territory (Planning and Land Management) Act 1988* allows for the Legislative Assembly to make laws to establish a Territory Planning Authority and for that Authority to prepare and administer a Territory Plan. The *Planning and Development Act 2007* (the P&D Act) establishes the ACT Planning and Land Authority as the Authority which prepares and administers the Territory Plan, including continually reviewing and proposing amendments as necessary.

The Territory Plan (the Plan) is comprised of the written statement and a map. The written statement contains a number of parts, namely Governance; Strategic Direction; Zones; Precinct Codes; General Codes; Overlays; Definitions; Structure Plans, Concept Plans and Development Codes for Future Urban Areas.

The Territory Plan Map graphically represents the applicable land use zones (under the categories of Residential, Commercial, Industrial, Community Facility, Urban Parks and Recreation, Transport and Services and Non Urban), precincts and

overlays. The zone, precinct and overlay requirements are detailed in the written volumes of the Territory Plan.

Draft variations to the Territory Plan are prepared in accordance with the P&D Act. Following the release of the draft plan variation under section 63 of the Act, submissions from the public are invited. At the conclusion of the consultation period the ACT Planning and Land Authority (the Authority or ACTPLA) submits a report on consultation and a recommended final plan variation to the Minister for Planning for approval. The Minister has the discretion to determine if referral to the Legislative Assembly Standing Committee on Planning and Environment is warranted prior to approval, depending on the nature and significance of the proposal. If the draft variation is referred to the Committee, the Minister must consider the findings of the Committee before deciding whether to approve the draft plan variation. If the Minister approves the plan variation, the variation and associated documents will be tabled in the Legislative Assembly. Unless disallowed by the Legislative Assembly within five sitting days, the plan variation commences on a day nominated by the Minister.

16.3 This document

This document contains the background information in relation to the proposed variation. It comprises the following parts:

- Part 1 - This **Introduction**.
- Part 2 - An **Explanatory Statement**, which gives reasons for the proposed variation and describes its effect.
- Part 3 - The **Draft Plan Variation**, which details the precise changes to the Territory Plan that are proposed.

16.4 Public Consultation

Comments from the public are invited on the draft variation. Subject to consideration of responses received, the Authority proposes to submit this draft variation to the Minister for Planning in accordance with the P&D Act.

The documents relating to this draft plan variation may be obtained from:

- the Authority's website at:
http://www.actpla.act.gov.au/topics/your_say ; or
- the Authority's Customer Service Centre, Ground Floor, South Building, Dame Pattie Menzies House, 16 Challis Street, Dickson (opposite the Motor Registry) 8:30am to 4:30pm weekdays.

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17. EXPLANATORY STATEMENT

17.1 Background

Located close to the geographic centre of the Belconnen District, the Belconnen Town Centre can be described as the area bounded by Ginninderra Drive to the north, Coulter Drive to the west, Belconnen Way to the south and Eastern Valley Way/Aikman Drive to the east. It surrounds Lake Ginninderra, which is formed on the course of Ginninderra Creek.

In August 2001, the ACT Government released the Belconnen Town Centre Master Plan, which can be accessed on the Authority's website at http://www.actpla.act.gov.au/tools_resources/legislation_plans_registers/plans/master_plans/belconnen_town_centre2

The Belconnen Town Centre Master Plan (2001) was prepared in collaboration with community groups, ACT Government agencies and the general public. The Master Plan was developed as a result of the first comprehensive review of the 1986 National Capital Development Commission (NCDC) 'blueprint' for Belconnen Town Centre, the Belconnen Town Centre Policy Plan and Development Plan. The current Territory Plan essentially reflects the land use policies set out in the NCDC's 1986 plan.

Since the publication of the Belconnen Town Centre Master Plan further studies have been undertaken to investigate the feasibility of a number of proposals outlined in the Master Plan. These proposals include changes to roads and the public transport network and the replacement of the single bus interchange with new bus stations that are better linked to the main destinations within the town centre.

In 2003 the ACT Government undertook investigations to confirm the suitability of a proposal for the redevelopment of the Belconnen Town Centre bus interchange and replacement with a bus network that would comprise a major bus station, two "far-side" termini (where some bus routes would terminate) and a series of secondary stops en-route through the town centre. If considered appropriate, the concept was to be developed to a stage which would allow a number of related activities in the town centre to proceed; enable the sale and development of the surface parking area to the west of the Belconnen Mall; resolve the future of the existing bus interchange; resolve the Cohen Street Extension concept, and identify other sites and facilities required for public transport in the town centre.

In 2004, the ACT Government announced its intention to redevelop the existing interchange and replace it with a new bus network. This decision was the culmination of earlier investigations into alternative route planning for bus operations within and through the town centre, and more recent and intensive work involved with the planning and design of an improved public transport system for Belconnen.

In March 2008 the Territory finalised the Design Concept Report for Belconnen Town Centre Public Transport Improvements and Transit Oriented Development. The report documents the cumulative impacts of a range of public and private sector

development proposals and provides more detailed background information to support this variation.

The document is available on the ACTPLA website at:

http://www.actpla.act.gov.au/topics/programs_projects/infrastructure_and_capital_works/belconnen_infrastructure_and_urban_design_improvements

17.2 National Capital Plan

Under the National Capital Plan the subject site falls within the Urban Area classification and identified as a Town Centre. Under Section 4.3 Principles for Urban Areas in the National Capital Plan paragraph (2) states that:

“A hierarchy of centres will be maintained, with each town having a centre acting as a focal point for higher order retail functions, commercial services, offices and community facilities.”

It is considered that the proposed changes in the draft variation and the resultant development will help reinforce this principle and is therefore consistent with the provisions of the National Capital Plan.

17.3 Site Description

The draft Variation is concerned with multiple sites that together aim to improve transport and urban design outcomes in Belconnen Town Centre. The changes are focused on a new east west ‘bus street’ along an extension of Cohen Street between Lathlain Street and Emu Bank. This new transport corridor includes four new bus stations and allows buses to operate from the eastern to the western sides of the town centre and enjoy more convenient access to major destinations such as the shopping mall, community facilities, major employment nodes and the mixed services area. The bus street includes dedicated bus lanes, landscaped and well lit pedestrian paths and cycleways and bus stations that are well integrated with other town centre activities. A more functional and attractive public transport system creates opportunities for other developments including an extension of Level 3 retailing from the mall to Lathlain Street, new residential and office opportunities fronting Benjamin Way in the area currently occupied by the bus layover area, and residential and mixed use development fronting Emu Bank.

Temporary bus facilities need to be constructed before any changes are made to the existing interchange. The bus street and its associated developments such as the retail bus station will have a construction period of at least two years. During this construction period it is proposed that temporary bus stations be constructed in Lathlain Street, Chan Street and Cameron Avenue. Lighting and paths that link these temporary stops to major town centre destinations will be upgraded to meet the full range of disability access requirements. A location plan is at Figure 2.1.

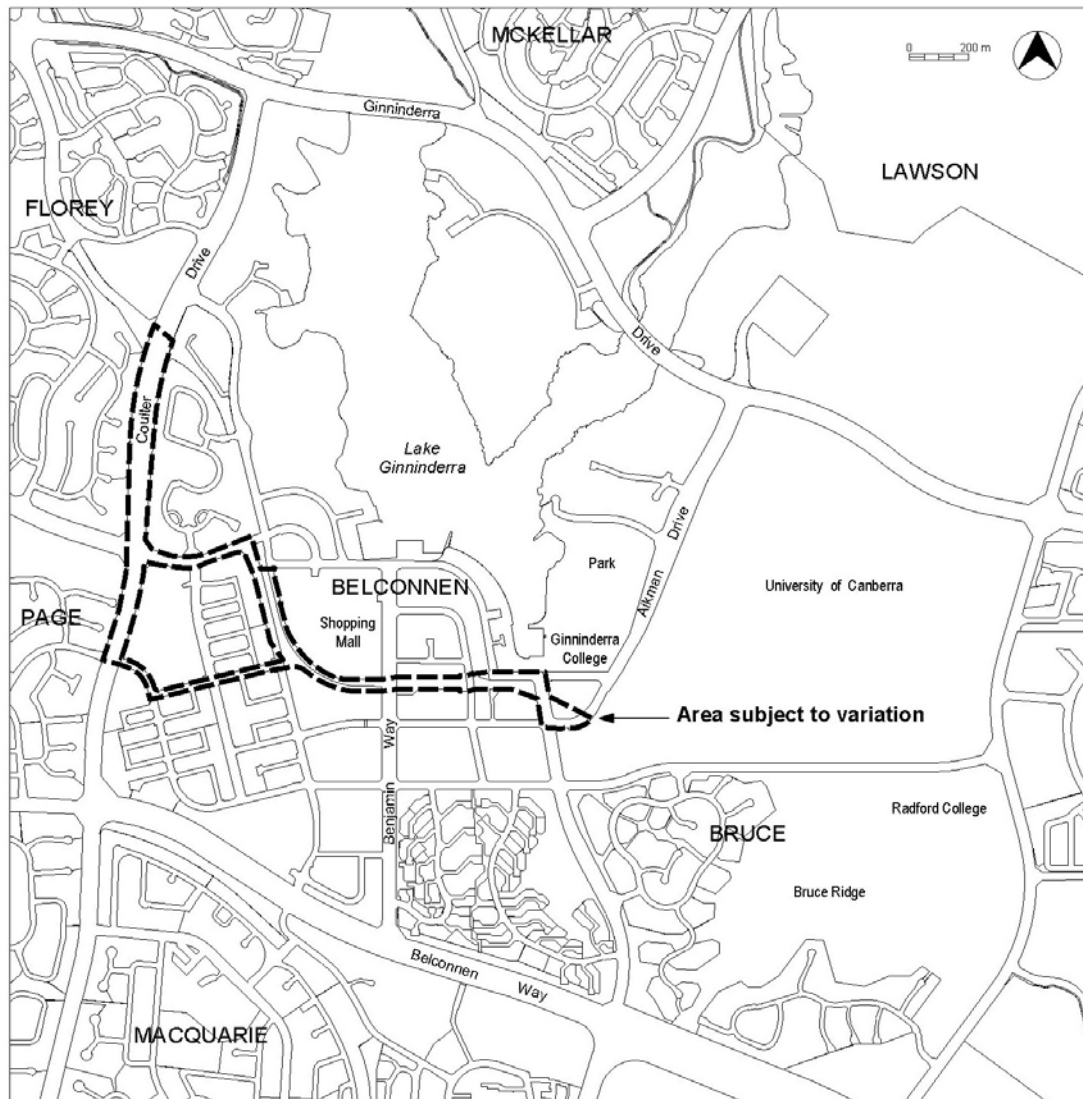


Figure 2.1 Location Plan

17.4 Current Territory Plan Provisions

This draft variation proposes changes to the current zones applying to parts of Sections 48, 50, 52, and 152 Belconnen and Joynton Smith Drive, as well as changing the alignment of the Intertown Public Transport Route overlay.

The current zones that apply to the area subject to this variation are identified both through the Territory Plan Written Statement and the Territory Plan Map. The area is subject to various zones including CZ1 (Commercial Core Zone), CZ2 (Commercial Business Zone) TSZ1 (Transport and Services Zone 1 – Transport Zone), TSZ2 (Transport and Services Zone 2 – Services Zone) and the Intertown Public Transport route overlay.

The existing zones and overlays for the area subject to this variation are shown in Figure 2.2.

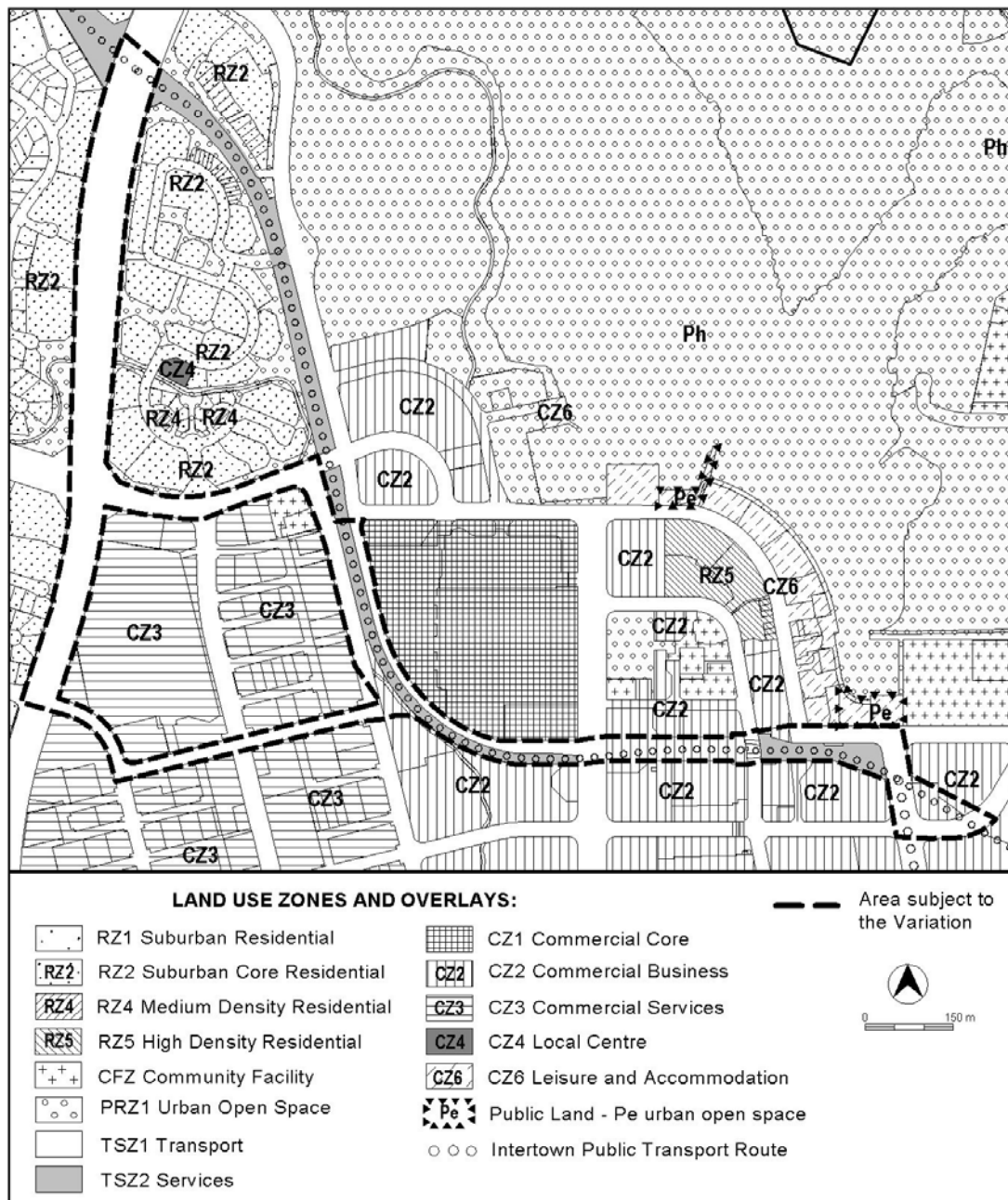


Figure 2.2 – Territory Plan Current Zones and Overlays

The existing Territory Plan provisions generally reflect the existing pattern of land use and transport connections. TSZ1 follows the existing alignment of Joynton Smith Drive on the western side of the Westfield Shopping Complex. Parallel to that is the TSZ2 and Intertown Public Transport (IPT) route following the alignment of the existing busway. On the eastern side of the Town Centre, the IPT route follows an alignment that passes through the existing bus interchange and Block 12 Section 48 Belconnen to join Eastern Valley Way. The existing bus interchange is in CZ2 but the busway again falls within TSZ2 in the section between Chandler Street and Emu Bank.

17.5 Proposed Changes

17.5.1 Proposed Changes to the Territory Plan Map

The proposed changes to the Territory Plan map for the Division of Belconnen are indicated in Figure 3.1 at Part 3 of this document and detailed as follows:

- Remove TSZ1 from the part of the Joynton Smith Drive road corridor between Emu Bank and the proposed Cohen Street extension and replace with CZ1.
- Remove TSZ2 from the part of Block 6 Section 50 (the existing bus way) between Emu Bank and the proposed Cohen Street extension and replace with CZ1.
- Remove TSZ2 from the part of Block 6 Section 50 (the existing bus way) between the proposed Cohen Street extension and Benjamin Way and replace with TSZ1.
- Remove CZ2 from part of Block 1 Section 152 (existing bus interchange) and replace with TSZ1.
- Remove CZ2 from Block 53 Section 55 and replace with TSZ1.
- Remove TSZ2 from part of Block 12 Section 48 Belconnen and replace with TSZ1.
- Remove TSZ2 from part of Block 12 and Block 4 Section 48 Belconnen and replace with CZ2.
- Establish a new alignment for the Inter-town Public Transport Route (IPT) overlay to follow the new Cohen Street extension, Cohen Street, Nettlefold Street and Coulter Drive where it will continue on its current designated alignment.
- Establish a new alignment for the Inter-town Public Transport Route overlay to follow Coulter Drive, Luxton Street, Lathlain Street and the new Cohen Street alignment from Lathlain Street to Emu Bank, and then Emu Bank to Aikman Drive and through the proposed layover site east of Aikman Drive where it will continue on its current designated alignment.
- Provide a link between the new IPT overlay on Lathlain Street to the remaining part of the existing IPT overlay that follows the bus way adjacent to Joynton Smith Drive up to Coulter Drive.

17.5.2 Proposed Changes to the Territory Plan Volume 1

The draft variation proposes to change the Territory Plan Volume 1 Part 4.3 Town Centres Precinct Code in the following ways

- Amend Town Centres Precinct Code **Figure A1: Belconnen Town Centre** to reflect the boundary changes described in 2.5.1 above; and

- Amend Town Centres Precinct Code **Figure A5: Belconnen – Main pedestrian areas and routes** to reflect the boundary and route changes described in 2.5.1 above.

17.6 Reasons for the Proposed Variation

The proposal aims to improve the road connections and bus operations through the Belconnen Town Centre to create new development opportunities that will help bring street edge activity to the town centre.

The proposed bus system improvements include the demolition of the existing bus interchange and the pedestrian bridge over Benjamin Way, and the construction of a new network of bus stations at locations along the new Cohen Street/Emu Bank alignment. All buses that provide access to the town centre and beyond will be routed along the bus street to provide a high level of access and convenience for commuters, and for those seeking intra-town destinations.

Part of the existing bus way between the Cohen Street extension and Coulter Drive is proposed to be decommissioned and replaced by a new route along Lathlain Street, Luxton Street and Coulter Drive. However the Territory Plan will retain the option of reconnecting to that part of the route north of Emu Bank should it be required in the future.

A new alignment for the Inter-town Public Transport Route (IPT) overlay is proposed to follow the new Cohen Street extension, Cohen Street, Nettlefold Street and Coulter Drive where it will continue on its current designated alignment. A bus turn around and layover area will be created in Cohen Street on the site of the existing ACTION bus depot.

In conjunction with the improvements to the public transport within the Town Centre, it is envisaged that some government owned land will be released for development in the future.

The proposed improvements to the public transport system and the release of government-owned land within the town centre will help to achieve the goals of the Belconnen Town Centre Master Plan. These proposals require changes to the Territory Plan in order to change the zones, formalise boundary changes associated with the extension of Cohen Street and provide for the realignment of the Intertown Public Transport Route.

17.7 Planning Context

17.7.1.1 National Capital Plan

The *Australian Capital Territory (Planning and Land Management) Act 1988* established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (NCP) and to keep the Plan under constant review and to propose amendments to it when necessary.

The National Capital Plan, which was published in the Commonwealth Gazette on 21 January 1990 is required to ensure that Canberra and the Territory are planned and developed in accordance with their national significance. The *Australian Capital Territory (Planning and Land Management) Act 1988* also required that a Territory Plan be prepared by a Territory Planning Authority responsible to the ACT

Legislative Assembly and that the Territory is planned and developed in a manner not inconsistent with the NCP.

17.7.2 Statement of Strategic Directions

The draft plan variation is not inconsistent with the Statement of Strategic Directions in the Territory Plan.

The following are of particular relevance to this draft variation:

Environmental sustainability

- 1.5 Planning policies will seek to ensure the efficient use of all resources and to reduce consumption of non-renewable resources. Waste minimisation and recycling will be encouraged, whilst energy rating and conservation measures will be applied wherever appropriate, particularly in transport, subdivision planning, and building design and construction.
- 1.10 Integrated land use and transport planning will seek to maximise accessibility and transport efficiency, reduce energy consumption, support the preferred pattern of development, promote safety, safeguard environmental quality, and reduce Greenhouse gas emissions.

Economic Sustainability

- 1.17 In planning future development and redevelopment, particular emphasis will be placed on cost effective provision and management of existing and new infrastructure and services, taking into account whole of life and whole of system costs, including the ecological footprint of proposed developments and activities.

Social sustainability

- 1.22 Urban development will be planned in a manner that promotes community vitality and safety, applying principles of crime prevention through environmental design. Provision will also be made for emergency services infrastructure necessary to ensure a high standard of safety for residents and visitors.
- 1.23 The needs of people with disabilities will be recognised in all facets of urban planning, particularly including the design and operation of transport and access systems and the assessment of development proposals.

Spatial planning and urban design principles

- 2.7 Development will be planned to encourage use of public transport, walking and cycling, including commuter cycling. Routes will be reserved for an enhanced inter-town public transport system. Requirements for vehicle parking will be related to commercial needs and transport policy objectives.
- 2.9 A planned hierarchy of roads will be maintained in order to promote road safety, protect the amenity of residential and commercial areas, and facilitate the efficient movement of major traffic flows and heavy vehicles.

Urban Design

- 2.14 Policies and procedures to promote high quality, creative design of development, urban spaces and landscape settings will be applied throughout the Territory, and innovation encouraged, in keeping with the spirit of the National Capital as an exemplar of best practice. Particular care will be taken to ensure high amenity, quality design outcomes within residential areas, heritage areas, major centres and activity nodes, and along principal approach routes. The relationship between the public and private realms will also be emphasised in terms of the design quality of precincts and shared spaces, including spaces around buildings, as well as that of individual developments.

17.7.3 Planning Strategy for the ACT

Sustainable Transport Plan

The Sustainable Transport Plan is part of the Planning Strategy and is closely integrated with the Spatial Plan. The framework sets out sustainable transport systems that seek to retain high levels of accessibility with lower costs and less negative impacts and encouragement of public transport use.

Requirements for vehicle parking will be related to commercial needs and transport policy objectives.

The Spatial Plan

The Canberra Spatial Plan, released in March 2004, outlines a long term strategic direction that will help manage change and provide for growth to achieve the social, environmental and economic sustainability of Canberra.

There are a number of goals outlined in the Canberra Spatial Plan. One of the goals most relevant to this draft variation is to retain ease of movement and facilitate good travel connections in order to establish a more sustainable and responsive transport system.

Redevelopment of interchange facilities at Belconnen will be one of the short term implementations. In medium term, the Canberra Spatial Plan recommends that the use of private motor vehicles for commuting be minimised by changes to parking policies.

Another goal of the Spatial Plan relevant to the changes in land use policies is to sustain employment opportunities. The town centre land use policies aim to encourage employment growth in town centres and activity nodes; improve the range of services in town centres; and continue the development of town centres as vibrant and viable places.

17.7.4 The Belconnen Town Centre Master Plan

The Belconnen Town Centre Master Plan, approved in August 2001, provides a framework for ensuring the long term sustainability of the town centre as the community's economic, social and recreational centre.

The concerns of the communities with an interest in the future of the town centre included the need to address the physical and visual barriers to pedestrian movement around the town centre, including improving access for people with a disability, and addressing concerns for safety, lighting, cleanliness and security at the existing bus interchange.

The Master Plan identified a series of strategic initiatives to redress the structural deficiencies of the town centre, and other matters identified through planning investigations and community consultation.

17.8 Interim Effect

As stated in the consultation notice (notified in the Legislation Register and the Canberra Times), the variation has interim effect from **6 June 2008 to 5 June 2009** or until the end of the “defined period”, whichever is shorter. Under section 65(3) of the P&D Act “defined period” for a draft plan variation means the period -

- (a) starting on the day (the **notification day**) when the consultation notice for the draft plan variation is notified under the Legislation Act (see s 63); and
- (b) ending on the day the earliest of the following happens:
 - (i) the day the public availability notice under section 70 for the draft plan variation is notified in accordance with the Legislation Act;
 - (ii) the day the draft variation, or the corresponding plan variation, is withdrawn under section 68 (1) (b) or section 76 (3) (b) (v);
 - (iii) the period of 1 year after the notification day ends.

The Territory, the Executive, a Minister or a territory authority must not, during the defined period or a period stated in the consultation notice, whichever is shorter, do or approve the doing of anything that would be inconsistent with the territory plan if it were varied in accordance with the draft plan variation or anything that is inconsistent with the territory plan.

This generally means that if a requirement of the current Territory Plan is more onerous than the respective requirement in the draft Variation, the current Territory Plan will effectively be the applicable provision. However, if the relevant requirement as proposed in the draft variation is more onerous than the respective provision in the current Territory Plan, the requirement of the draft variation will be the applicable requirement during the time that the draft variation has interim effect.

17.9 Consultation with Government Agencies (s61(b) of P&D Act)

17.9.1 National Capital Authority

In preparing this draft plan variation the Planning and Land Authority is required under section 61(b)(ii) of the *Planning and Development Act 2007* to consult with the National Capital Authority in relation to the proposed draft plan variation.

The National Capital Authority provided the following comments:

- “1. Explanatory Statement should identify the current provisions of the National Capital Plan as articulated for the Territory Plan;*
- 2. Section 2.6 Planning Context should represent the hierarchy of planning documents in the ACT and as such should commence with the National Capital Plan; and*
- 3. The document should identify if the proposed DV is consistent or otherwise with the National Capital Plan.”*

Response

The draft variation document has been amended to respond to and incorporate the comments made by the National Capital Authority.

17.9.2 Conservator of Flora and Fauna

In preparing this draft plan variation the Planning and Land Authority is required under section 61(b)(iii) of the *Planning and Development Act 2007* to consult with the Conservator of Flora and Fauna in relation to the proposed draft plan variation.

The Conservator made the following comments:

- “In accordance with Section 61(b) of the Planning and Development Act 2007, I advise that I have had the Draft Variation to the Territory Plan No. 289, Belconnen Town Centre – Change to the Public Transport System and other Zone Changes, examined and have no issues of concern.”*

Response:

Noted.

17.9.3 Environment Protection Authority

In preparing this draft plan variation the Planning and Land Authority is required under section 61(b)(iv) of the *Planning and Development Act 2007* to consult with the Environment Protection Authority in relation to the proposed draft plan variation.

The Environment Protection Authority provided the following comments:

“In accordance with Section 61(b) of the Planning and Development Act 2007, I advise that I have had the Draft Variation to the Territory Plan No. 289, Belconnen Town Centre – Change to Public Transport System and other Zone Changes, examined and have no comment to provide other than to note my support.”

Response

Noted.

17.9.4 Heritage Council

In preparing this draft plan variation the Planning and Land Authority is required under section 61(b)(v) of the *Planning and Development Act 2007* to consult with the Heritage Council in relation to the proposed draft plan variation.

The Heritage Council provided the following comments:

The Variation does not *“raise any heritage concerns, and consequently the Heritage Council has no further comment.”*

Response

Noted.

18. DRAFT VARIATION

18.1 Variation to the Territory Plan Map

The Territory Plan map for the Division of Belconnen is varied as shown in Figure 3.1 for the area shown as subject to the variation as follows:

- Remove TSZ1 from the part of the Joynton Smith Drive road corridor between Emu Bank and the proposed Cohen Street extension and replace with CZ1.
- Remove TSZ2 from the part of Block 6 Section 50 (the existing bus way) between Emu Bank and the proposed Cohen Street extension and replace with CZ1.
- Remove TSZ2 from the part of Block 6 Section 50 (the existing bus way) between the proposed Cohen Street extension and Benjamin Way and replace with TSZ1.
- Remove CZ2 from part of Block 1 Section 152 (existing bus interchange) and replace with TSZ1.
- Remove CZ2 from Block 53 Section 55 and replace with TSZ1.
- Remove TSZ2 from part of Block 12 Section 48 Belconnen and replace with TSZ1.
- Remove TSZ2 from part of Block 12 and Block 4 Section 48 Belconnen and replace with CZ2.

- Establish a new alignment for the Inter-town Public Transport Route (IPT) overlay to follow the new Cohen Street extension, Cohen Street, Nettlefold Street and Coulter Drive where it will continue on its current designated alignment.
- Establish a new alignment for the Inter-town Public Transport overlay to follow Coulter Drive, Luxton Street, Lathlain Street and the new Cohen Street alignment from Lathlain Street to Emu Bank, and then Emu Bank to Aikman Drive and through the proposed layover site east of Aikman Drive where it will continue on its current designated alignment.
- Provide a link between the new IPT overlay on Lathlain Street to the remaining part of the existing IPT overlay that follows the bus way adjacent to Joynton Smith Drive up to Coulter Drive.

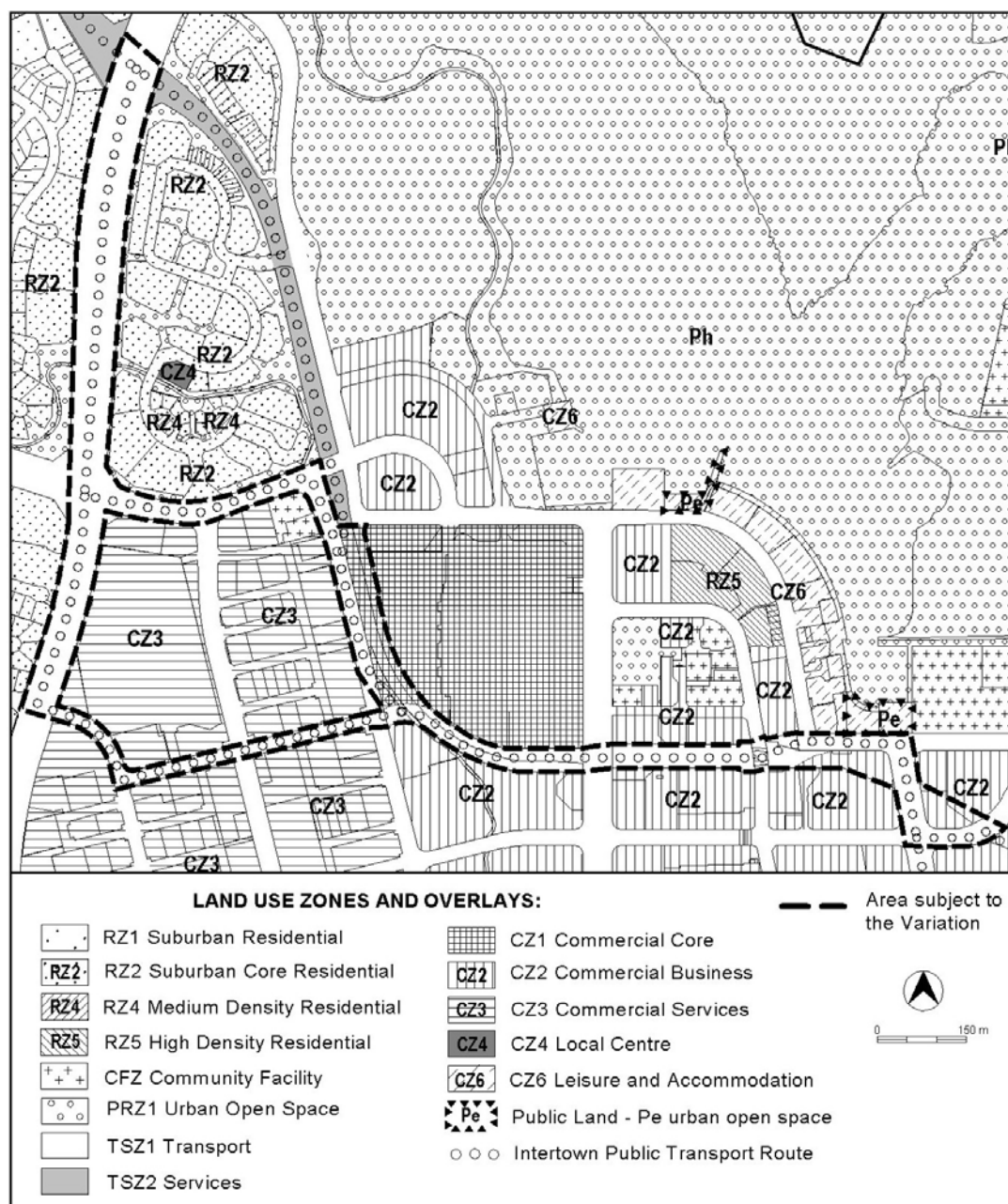
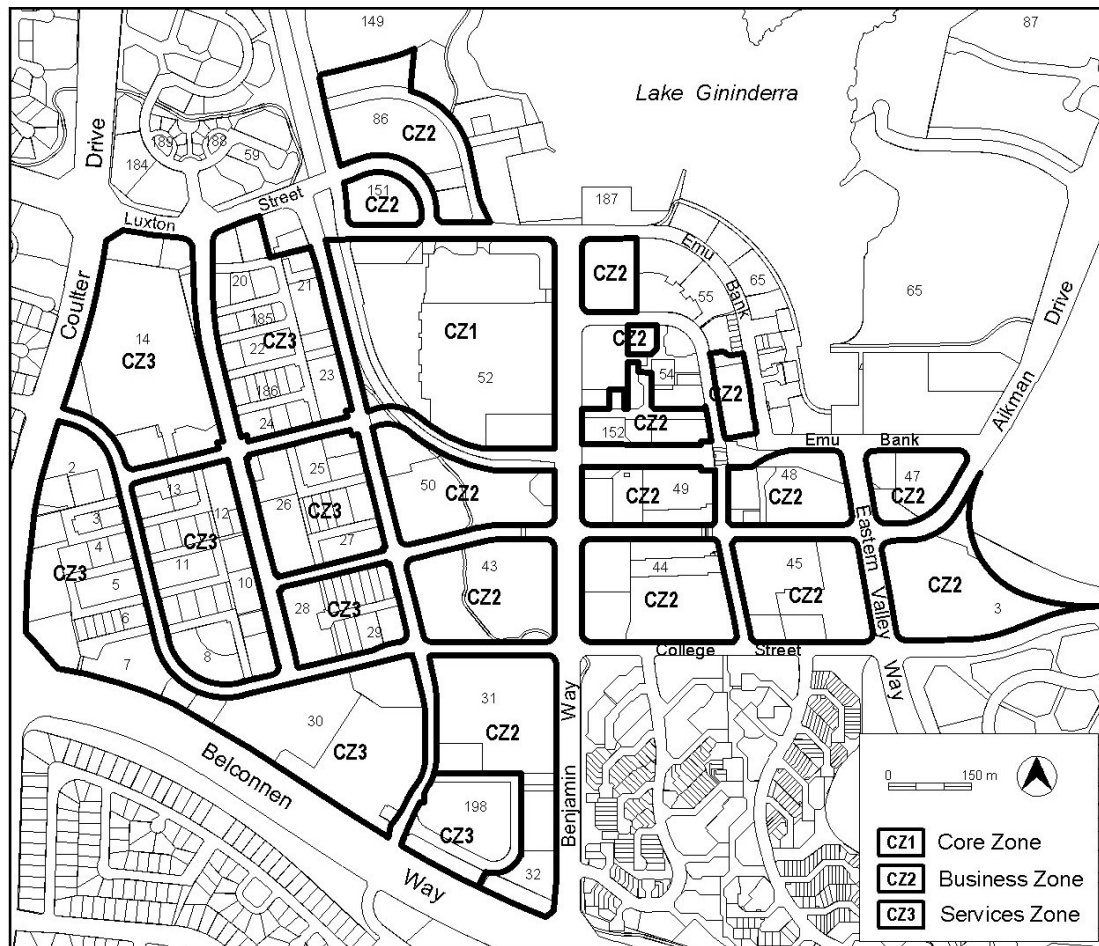


Figure 3.1 Proposed Territory Plan Map

18.2 Variation to the Territory Plan Written Statement

The **Town Centres Precinct Code** at Part 4.3 of Volume 1 of the Territory Plan Written Statement is varied by replacing the existing **Figure A1: Belconnen Town Centre** with the new Figure A1 below:

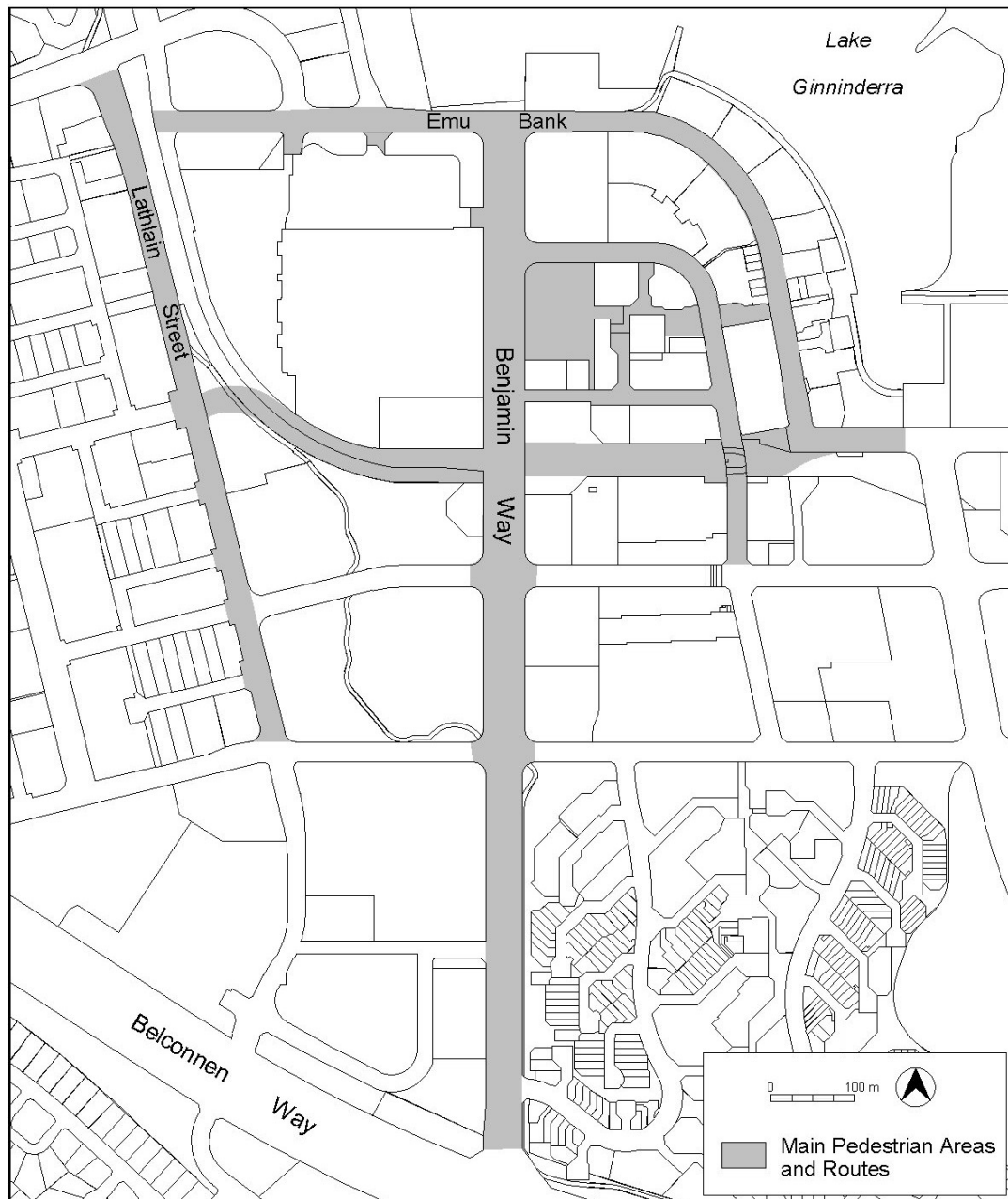
Figure A1: Belconnen Town Centre



And;

The **Town Centres Precinct Code** at Part 4.3 of Volume 1 of the Territory Plan Written Statement is varied by replacing the existing **Figure A5: Belconnen – Main pedestrian areas and routes** with the new Figure A5 below:

Figure A5: Belconnen – Main pedestrian areas and routes



Interpretation service

ENGLISH	If you need interpreting help, telephone:
ARABIC	إذا احتجت لمساعدة في الترجمة الشفوية ، إتصل برقم الهاتف :
CHINESE	如果你需要传译员的帮助，请打电话：
CROATIAN	Ako trebate pomoć tumača telefonirajte:
GREEK	Αν χρειάζεστε διερμηνέα τηλεφωνήστε στο
ITALIAN	Se avete bisogno di un interprete, telefonate al numero:
MALTESE	Jekk għandek bżonn l-għajjnuna t'interpretu, čempel:
PERSIAN	اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
PORTUGUESE	Se você precisar da ajuda de um intérprete, telefone:
SERBIAN	Ако вам је потребна помоћ преводиоца телефонирајте:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

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