

Phillip Business Community
President, Tom Adam
ceo@canberramartialarts.com.au
0448004024

Re: Submission for the 2023 Budget

To Whom it May Concern;

Please find below the Phillip Business Communities (PBC) input for the upcoming ACT Budget by way of this submission.

Also included is a copy of the Feedback we have provided to the ACT New Draft Territory Strategy & Policy documents as part of the plan.

2023 ACT Budget Submission Input

The PBC have the following items for consideration:

1. Grant funding (\$10,000) to engage a local architect/designer to develop "A Vision for Southern Woden",
2. Re-visit the feasibility of Multistorey Parking in the Phillip Business Precinct,
3. A feasibility study of an Indoor Sporting and Commercial Precinct in Southern Woden
4. Investment into the neglected Streets and Footpaths of Phillip (\$1.5mil)

The detail for each section is included as the first 4 attachments to this document and consideration of the detail.

Regards,



Tom Adam

President, Phillip Business Community
20 February 2023

1. A Vision for Southern Woden

The Phillip Business Community (PBC) are seeking a Grant (est. \$10,000) to work with a local architectural firm, or even the University of Canberra by way of a competition, to develop a vision for Southern Woden incorporating a Sporting and Commercial Precinct, as well as residential development, along the Athlon Drive running between Hindmarsh and Mawson Drives.

The PBC believe that there is a need for a vision to utilize this space, including in this will be:

- What the light rail will look like between Woden central and Mawson,
- Integrated Walk-ways between the suburbs, the light, rail and between Woden central and Mawson,
- The Sporting and Commercial precinct, like a mini-AIS, where some facilities will be community run (i.e. indoor netball or basketball) and others by business (like martial arts or dance schools) and other businesses like cafes, retail etc that do not compete with Woden or Mawson shopping centres but support local community and visitors to the sports in play,
- Incorporate the Wetlands and park-scapes as gaps between buildings to maintain Canberra's charm but still accommodate the future development required along that corridor.

The PBC believe this can incorporate aspects of the new Territory Plan and the model it is trying to bring for the future, as well as provide guidance on Development Application limits and features for the future precinct "South Woden".

2, Multistorey Parking Phillip Business Precinct

In the PBC 2018 Budget Submission, as well as discussions with Minister Steel in his office, as well as in person on the street in Phillip, there is a failing of parking related usage in Phillip.

We have explored all options and the only one that will accommodate the Park-and-Ride users that will most definitely look for parking around the Phillip Business Precinct is the deployment of Multistorey parking on the Grenville Cct and Prospect Cct areas.

Currently there is a lack of long-term parking for staff, and the issues have returned post-pandemic and possible are now worse due to the bus depot and it's own multistorey parking building being build on Parramatta Road.

We believe that this could be a private industry lead endeavour, as it would allow for high-user businesses (i.e. Caryards and Mechanics who park a lot of vehicles each day in public parking spaces) to negotiate with the providers for spaces to be allocated.

Yes, there would be a user-charge for this, however if the agreements are set-up correctly the Government would benefit from additional revenues from the parking leases as well as adding parking meters to the rest of the short-term parking.

As much as business don't want more expenses, it is time that Phillip (like the rest of the areas of Canberra that are busy) start to look at paying for parking.

At least we have the facilities to justify the expenses.

3. Indoor Sporting Facility and Commercial Precinct

Incorporated in the Vision for Southern Woden, the PBC would like the ACT Government to make an allowance for a feasibility study to be conducted openly and publicly into having a Sporting and Commercial Precinct on Athlon Drive opposite Shea Street in Phillip.

As outlined above, this could be mixed used between non-for-profit and business sectors offering Sporting and Sports related endeavours.

Basketball and/or Netball, Dancing, Martial Arts, Music, Art, having a central location would also give a space for people to engage in community activities that aren't ball sports needing massive fields.

4. Investment into the Neglected Streets and Footpaths of Phillip Business Precinct

Over the past 20 years, the Phillip Business Precinct has been neglected by both the Commercial Land owners and ACT Government. You can see it on our streets with broken bitumen footpaths, broken gutters, roads that have potholes that are 5yrs+ old and sections of some of the roads look more like waving ponds.

The neglect shows in how people now treat the precinct, on Monday mornings you can find trash from the fast-food outlets spread down Townshend St. Broken glass and needles in the open air car-parks.

It's time that the ACT Government took up the mantel and looked at what is needed for the Phillip Business Precinct and worked together with land-owners to look at the street-scape of a place that once had a night-life and is now dead-space from 6pm – except for the Dance and Martial Arts clubs and a few random massage parlours.

We are seeking a \$1.5mil investment into the footpaths and streets inside the Phillip Business Precinct (Townshend, Grenville, Colbee, Prospect, Dundas, Bellona, Parramatta, and Salamandar Streets, Courts and Circuits).

With the bus depot getting a major face-lift, it's time to think about the neglected back-streets of the heart of Canberra. Remembering that Woden doesn't finish at Westfield, the efforts to date have seen all the wealth and development go north of Hindmarsh Drive – it's time the ACT Government turned their eyes south.

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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,

Thomas J.S. Adam

Tom Adam

President, Phillip Business Community
20 February 2023