

From: Russell and Louisa [wenholzers@ozemail.com.au]
Sent: Friday, 26 June 2015 4:32 PM
To: Terrplan
Subject: Draft Variation no. 351

Sir/Madam

DRAKE BROCKMAN DRIVE Recreation trail

I am concerned about the future of the recreation trail on the southern side of Drake Brockman Drive.

Regardless of its "official" land classification, the trail is in continuous use by horse riders, walkers - with and without dogs - joggers and cyclists. It runs the full length of Drake Brockman Drive (2.5 km).

DV351 indicates that next year there will be new road works at the western end of Drake Brockman Drive. These road works will extend into the land occupied by the popular recreation trail.

According to DV 351 future plans, Drake Brockman Drive will be duplicated for its full length (2.5km) occupying land now contained in the popular trail.

I could find no mention of the fate of this trail in DV 351. (However, I could have missed it. DV 351 is so cluttered with generic platitudes, I found it hard to locate specific facts and figures).

Should the popular trail survive (moved further south, maybe), there needs to be provision for pedestrian access to it - i.e. across Drake Brockman Drive. A footbridge - like Bruce to Aranda - or an underpass - like at the southern end of Kings Avenue bridge. And should new roads be built that intersect Drake Brockman from the south, similar structures will be required to maintain the popular trail.

In view of the eventual population of this West Belconnen project (30,000), the best long-term solution is to construct a new road from lower Stockdill Drive to intersect William Hovell Drive south of the current William Hovell/Drake Brockman intersection. This road would "save" the recreation trail and, more importantly, ease future traffic problems - and associated spending - on Drake Brockman, Southern Cross and Ginninderra Drives. This road will increase the value of the developer's land, so the developer should be required to help fund this project.

HOLT TRAFFIC

Clause 15.1.5 refers to the Holt local shops as "trading at a poor level." I presume the new owners of the Holt IGA - which has been in existence for 40 years - were consulted on this. Since the local traffic management personnel at TAMS introduced structures to increase the volume of traffic travelling through Holt - rather than around it - I suspect the patronage of the Holt shops has increased.

Clause 18.2.1 refers to projected traffic flows for 2013. I presume this should be 2031. The streets mentioned do not include Beaurepaire Crescent. Surely it should be included.

If I have missed some reference to the above topics in DV351, could you please direct me to them before the closing date on submissions. (Is the Aecom 2014a traffic survey included in DV 351?)

Russell Wenholz
3 Bardsley Place
Holt ACT 2615
62543585

PS The Somerset Maugham (1864-1975) quote is relevant but Maugham is re-stating Pliny the Elder (23-79) who is credited with "Only one thing is certain: that nothing is certain." Prophetic, in Pliny the Elder's case - he died in the eruption of Mt Vesuvius.