

Land Development Agency
TransACT House
470 Northbourne Avenue
DICKSON ACT 2602
BRICKWORKS@ACT.GOV.AU

Dear Sir/Madam

Planning and Development Strategy for the Canberra Brickworks and Environs

Thank you for the opportunity to comment on the Planning and Development Strategy for the Canberra Brickworks and Environs.

My vision for Yarralumla is of a suburb in which the dominant residential character is comprised of single and double storey, detached family dwellings, a mix of dual occupancies with some multi-unit townhouse and apartment sites along the Adelaide Avenue corridor.

The 2004 Yarralumla Neighbourhood Plan aims to promote 'high-quality residential development that is sympathetic to the existing garden suburb neighbourhood character in terms of scale, form and landscape setting' (Yarralumla Neighbourhood Plan ACT Planning and Land Authority 2004). I do not believe the proposed development is sympathetic to this objective.

I was unable to attend the public meeting at the Yarralumla primary school as I was interstate at the time. My comments therefore are based on the documents available at the following website:
<http://www.lda.act.gov.au/canberra/planning-and-development-strategy>.

I made a submission to the LPA in 2014 in relation to the previous plan (copy attached). It is apparent that many of my concerns have not been addressed in the revised plan and those concerns still stand.

I was pleased to read the following elements of the revised plan:

- A six-lane full diamond Interchange to be constructed allowing four-way movements between Cotter Road and Yarra Glen, providing a direct link to Deakin and Woden
- Building heights lowered to improve dwelling diversity

but was concerned to read the following elements:

- New road connections between the proposed CBE development precinct and the existing Yarralumla street network
- Dwellings spread across a larger project area.

I believe the ACT Government should address all concerns and issues raised in relation to the proposed development so there is transparency as this development proceeds.

Yours faithfully

April 2015

April 2015

Environmental concerns

Endangered Species

As indicated in my 2014 submission I believe that we have a responsibility to protect endangered species and communities recognised under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) and relevant ACT legislation. I support the recommendation in the Umwelt Ecological Assessment that a review is undertaken of planned open spaces in the development to maintain and enhance golden sun moth habitat and protect the EPBC listed natural temperate grasslands.

Loss of open space

As discussed in my 2014 submission I participated in the planting of trees by the Yarralumla community in the area bound by Kintore, Novar and Dudley Streets and the Uniting Church. To me this area represents the community working together, under the auspices of the ACT Government, to improve its environment.

Eleanor Grassby, then an ACT Assembly member, participated in the activity and planted one of the trees. This area should be retained as a community open space and form an entry into Yarralumla. I suggest that this area is formally reserved and named the Grassby reserve to celebrate the work not only of Eleanor Grassby but also her husband the late Hon Al Grassby.

Loss of public access to the area for recreation purposes

The SMEC report *Traffic, Transport and Infrastructure* states '*The CB+E development area is proposed to be located in a relatively undeveloped area that contains few pedestrian facilities*'. A site visit would reveal many social paths created by locals and people from the broader Canberra community who walk from Yarralumla around the Royal Canberra Golf Course using recreation paths and Dunrossil Drive. I have spoken to people using this area who travelled from O'Connor and Queanbeyan to walk, run and ride their bikes. The Canberra community will lose a valuable recreational asset.

Traffic

Improving traffic flows from the Cotter Road to Civic, West Deakin and Woden

I agree that a full diamond interchange is required to improve traffic flow from the Cotter Road to Adelaide Avenue, Yarra Glen and Denison Street. I do not believe that this is, or should be, dependent on the CBE proceeding.

With the development of Molonglo the ACT Government should be developing infrastructure such as this interchange and giving more thought to the future transport needs of Weston and Molonglo, including access to public transport. The Cotter Road and Tuggeranong Parkway will not be sufficient to handle traffic flows from these centres even with an interchange on Adelaide Avenue and Yarralumla will continue to be used as a 'rat run'.

Consideration should also be given to future extension of the light rail from Civic to Woden and Weston/Molonglo. There doesn't appear to be any capacity for this in the description of the plans for Adelaide Avenue in the SMEC report.

Traffic implications for Yarralumla

I have a number of concerns with the SMEC report as it relates to Yarralumla:

- a. A sample of traffic on one week day, 31 July 2014, and one weekend day, 2 August 2014, is insufficient to estimate and model traffic flow for the preparation of a report of this nature.

This is not a statistically significant sample and doesn't include for example summer traffic to Weston Park or the Lake for those wishing to undertake recreational activities in these areas.

- b. Bentham Street is not suitable for additional parking for those wishing to use the Yarralumla shops as it is steep and the elderly and frail will find it difficult to use, particularly if carrying shopping.
- c. The proposed construction of Quarry Ridge Road to Bentham Street, providing a bypass around the CBE development for traffic heading to and from Yarralumla, will increase traffic levels in Bentham Street to higher levels than it is designed to carry. In addition increased traffic on Bentham Street is not conducive to it being used as parking for the Yarralumla Shops.
- d. The primary purpose of the CBE from the SMEC report appears to be enhancing the traffic flow from Weston\Molonglo to Adelaide Avenue, Yarra Glen and Kent/Denison Streets. The focus of the report is too narrow it does not, but should, consider the traffic requirements of Yarralumla as a whole, including residents and those who work and play in the suburb.

I suggest that there should be no connection between Yarralumla and the BCE site; that Brickworks Road is the major entry point into a new suburb which is separated from Yarralumla by the Quarry Park and the Denman Street Park, which should link up with Quarry Park. This new park, like Haig Park, should contain shared paths for cyclists and pedestrians to allow movement between the two suburbs. Dudley Street could be re-aligned as suggested in the SMEC report to allow vehicle access between the Cotter Road and Novar Street. I have attached an illustration of how this might be accomplished (Attachment B).

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Dear Sir/Madam

Yarralumla Brickworks Development

Thank you for the opportunity to comment on the Planning and Development Strategy for the Canberra Brickworks and Environs.

My vision for Yarralumla is of a suburb in which the dominant residential character is comprised of single and double storey, detached family dwellings, a mix of dual occupancies with some multi-unit townhouse and apartment sites along the Adelaide Avenue corridor.


The 2004 Yarralumla Neighbourhood Plan aims to promote 'high-quality residential development that is sympathetic to the existing garden suburb neighbourhood character in terms of scale, form and landscape setting' (Yarralumla Neighbourhood Plan ACT Planning and Land Authority 2004).

I do not believe that the proposal under consideration will achieve this and have addressed my concerns in the attached document.

I am disappointed that after a four year process the Land Development Agency has moved even further from the community's aspirations for Yarralumla and, in particular, the brickworks site in the proposal being presented to the community. I am forced to conclude that the Land Development Agency did not listen to the feedback provided by the Yarralumla community during the 2010 consultation process.

I have provided copies of this letter to the Yarralumla Residents Association, Mr Steve Doszpot, Mr Shane Rattenbury, the Minister for Territory and Municipal Services, and Ms Gai Brodtmann.

Yours faithfully



June 2014

Amenity

The proposal would nearly double the number of dwellings in Yarralumla. This will significantly increase the number of people wishing to use amenities in the area including, *inter alia*, the Yarralumla shops, roads and also increase pressure on aging infrastructure such as sewage and water pipes and stormwater drains.

Parking at the shops is already hard to find. The current number of car spaces is inadequate for a vibrant shopping centre with five cafe/restaurants, two hairdressers, medical practices, and other well patronised businesses. If locals cannot find parks they will not patronise local business. I already do minor grocery shopping in Curtin where it is easier to find a car park it is in Yarralumla.

Yarralumla stormwater drains are inadequate for the run-off from quite moderate amounts of rain with flooding occurring at regularly at the corner of Schlich and Novar Streets, and several intersections along these streets. Replacing nearly 40 hectares of green space which absorbs water with high density dwellings will exacerbate the problems associated with run off in the suburb. Much of this stormwater runoff will flow into the lake with subsequent impacts on water quality.

ACTEW recently repaired water pipes in Novar Street near Bailey place. Once the water pressure was restored the pipe burst a few metres further on. The infrastructure is over fifty years old and requires significant upgrading to meet current demands. Additional housing will have an impact on this infrastructure.

Not only will the residents of the new development drive cars through Yarralumla it appears that traffic from Molonglo, Weston Creek and Belconnen wishing to access Deakin and parts of Woden will also be diverted through Yarralumla with the apparent closing of the Cotter Road and Dudley Street. This will create a rat race through the new housing development and the existing parts of Yarralumla as commuters make their way to Hopetoun Circuit or Novar Street to make their way to Deakin and Woden.

One of the charms of Yarralumla is that it is not subject to significant through traffic and it has the feel of a village which is separate from, and has a different character to, the neighbouring suburbs. This proposal will ruin this ambience and turn Yarralumla into another Kingston or inner Braddon without the same vibrancy created by a mix of commercial businesses, artistic endeavours and social milieu. The area risks becoming like the Kingston Foreshores, appended to but not really part of Yarralumla. However, unlike Yarralumla, the Kingston Foreshores had ready access to a main arterial road, Wentworth Avenue, which reduced the need to commuters to travel through Kingston or Barton.

The proposed development would lead to the loss of a significant area of green space to the Yarralumla and broader Canberra community. This is an area in which people ride bikes and horses, walk, run, and exercise their dogs and children play.

In addition the Yarralumla community was involved in the planting of trees in the area bounded by Kintore, Novar and Dudley Streets and the Uniting Church. With my family I assisted in planting several trees and have enjoyed watching them grow. I am reminded of time shared with my husband and daughters doing something constructive for the community every time I pass the area.



This proposal will sunder the connection that I, along with many other residents, have with Yarralumla. If the development proceeds it will strip me of areas in which I regularly walk with friends as well as destroying a green space which I, together with my family, helped create.

The Brickworks

A very disappointing aspect of the proposal is that nothing will be done to restore the Canberra Brickworks. In the past there has been a strong correlation between raising funds through development of the area and using these funds to develop the Brickworks as a facility for the community. Instead we will be left with a derelict building somehow 'made safe' which will apparently separate most of the development and indeed most of the suburb from the major new green space to be developed in the quarry. There does not appear to be much connection between this new park and the suburb, nor can I see any parking for residents wishing to avail themselves of the presence of the park.

How safe will the brickworks be and how will funds be made available to make repairs as the infrastructure ages and is subject to weathering? One and a half million dollars to make the Brickworks safe will not go far. What assurance does the community have that the government will keep the Brickworks site safe into the future?

Potential Health Issues

The recent report *A spatial vulnerability analysis of urban populations to extreme heat events in Australian capital cities* by the National Climate Change Adaptation Research Facility (<http://www.nccarf.edu.au/content/spatial-vulnerability-analysis-urban-populations-extreme-heat-events-australian-capital>) notes that

Heatwaves in Australia have a greater negative impact on population health than any other natural hazard. As climate change progresses heat exposure stands to cause additional heat-related illness and death, especially for the most vulnerable groups such as older people, young children, people with chronic disease **and those living in built-up areas in cities.**(emphasis added).

The report develops an index of population vulnerability to extreme heat using readily accessible data. The **local environment**, the health status of a population and the demographic structure of a population all contribute to vulnerability (emphasis added). All three aspects were included in the index of vulnerability. When complete the index was used to create a vulnerability map for each capital city providing a visual representation of risk during extreme heat events. Maps provided with the report indicate that Yarralumla currently sits at about the mid-point of the vulnerability Index and slightly below the mid-point for ambulance callouts between 17 August 2004 and 10 April 2011.

The report indicates that, to develop effective medium-term to longer-term adaptation plans, we need to know how heat-related risk is going to change in the future. The temperatures were modelled for two future time periods (2020-2040 and 2060-2080). This provided an indication of how many extremely hot days we can expect each year in the future. In addition, population projections for each area were used to identify areas where **urban density was predicted to increase** and **areas where the proportion of older residents was predicted to increase. Areas of high urban density require careful planning to offset the urban heat island effect which intensifies heat exposures during hot weather in built-up areas** (emphasis added).



The report suggests that the planning and development strategy which is being considered by the Land Development Agency will increase the vulnerability of the population of Yarralumla, and surrounding suburbs, by introducing an area of high urban density into an area with open green space.

Conservation Issues

The golden sun moth *Synemon plana* is found near the Canberra Brickworks between Dudley Street and Lady Denman Drive (see the 2012 report for the National Capital Authority by Alison Rowell <http://www.nationalcapital.gov.au/haveyoursay/attachments/article/217/Appendix%20%20-%20Environment%20Report%20prepared%20by%20Alison%20Rowell.pdf>). The species is listed as critically endangered under the *Environment Protection and Biodiversity Conservation Act 1999* and Endangered under the *ACT Nature Conservation Act 1980*.

The *Significant impact guidelines for the critically endangered golden sun moth (Synemon plana)*, available on the department of the environment's website at <http://www.environment.gov.au/system/files/resources/b945f32e-3f75-4739-a793-9f672893f3bb/files/golden-sun-moth.pdf>, indicate that the principal threats to the golden sun moth most relevant to judgements on significance include loss, degradation, modification and fragmentation of habitat through, *inter alia* removal of vegetation. The proposal under consideration appears to remove the entire habitat of the golden sun moth in the vicinity of the Yarralumla Brickworks and could be considered to have a real chance or possibility of a significant impact on the species.

Remnants of the natural temperate grasslands are found near the Canberra Brickworks between Dudley Street and Lady Denman Drive. The grassland is listed as critically endangered under the EPBC Act 1999 and Endangered under the ACT nature Conservation Act 1980. One of the main threats to this community is decline in extent and fragmentation of sites due to clearing for urban infrastructure development (see <http://www.environment.gov.au/node/14548>).

A performance criterion of the *Environment ACT 2005 National Recovery Plan for Natural Temperate Grassland of the Southern Tablelands (NSW and ACT)*: an endangered ecological community (Environment ACT, Canberra). is that 'all organisations involved in planning, management, development and development control of land/vegetation in the region are aware of the issue of NTG-ST conservation and have incorporated this matter into their functions (see <http://www.environment.gov.au/system/files/resources/7c8a51fb-0436-450e-b895-fb46bc1f7b39/files/temperate-grasslands.pdf>).

The maps produced on page 16 and 18 of Ms Rowell's publication plot the distribution of natural temperate grassland and golden sun moth respectively. Consideration should be given to the conservation of these areas in any development and a referral to the Australian government under the *Environment Protection and Biodiversity Conservation Act 1999*.

Response to community concerns

I attended a community meeting in 2010 in relation to the proposed development of the Yarralumla brickworks. In my opinion the current proposal has moved further away from the views expressed by the community in 2010 rather than closer. There are significant differences which have a greater deleterious impact on Yarralumla residents including:

- The brickworks will be made safe rather than put to some use
- Funds from the sale of the land will not be used to restore the brickworks but will flow into consolidated revenue and be available for other projects such as the light rail



- The interchange on Adelaide Avenue to smooth traffic flow from Molonglo, Weston and Belconnen will not proceed, funnelling more traffic through Yarralumla
- The number of dwellings has significantly increased and as a consequence the number of residents
- The maximum of height of buildings has increased from three to four storeys to six to eight storeys
- No retail to be placed near the brickworks increasing the pressure on the Yarralumla shops
- The Denman Street Park is reduced by 28 per cent resulting in greater loss of amenity and green space

I am disappointed that the views of the Yarralumla community have been ignored by the Land Development Agency in developing the 2014 proposal.





shared cycle/pedestrian path (no vehicle access)

shared cycle/pedestrian path (no vehicle access)

park (Denman St/Quarry Park)

park (Denman St)

shared cycle/pedestrian path

park (Grassby Reserve) bound by Novar, Kinross, Dudley streets

BRICKWORKS DEVELOPMENT

Submission from [REDACTED]
[REDACTED]
[REDACTED]

We wish to place on record our ongoing opposition to your plans for redevelopment generally of the green spaces around Yarralumla and Deakin, and for the brickworks/quarry area in particular.

There are still far too many multi-storey dwellings planned for the area between Yarralumla and Deakin, and there should be none at all in the brickworks/quarry area.

We had a meeting recently in our backyard with owners of existing units surrounding the brickworks and representatives of the Land Development Agency. Not one single person of the almost 30 who were there supported the construction of townhouses in the brickworks/quarry area. All supported the creation of the park. There was a show of hands.

There was no explanation given for the proposed construction of the new units, other than they would provide passive surveillance for the proposed park. It was pointed out existing homes which border the area would provide such surveillance.

We also pointed out that the existing units are built on the only piece of stable land around the brickworks. If there had been more stable land when they were built in the 1980s, more of them would have been built. There has been no explanation for why the Government LDA, insists on allowing the building of houses on unstable land.

We know the area is unstable because we are original owners and were told by the builder at the time and subsequently. Unfortunately his records from the time no longer exist because his own house was destroyed in the Canberra fires. The Government and the LDA might have short memories, we do not.

[REDACTED]
[REDACTED]
It would be impossible to fit in, as now proposed, two storey units [REDACTED] with an adequate buffer to provide [REDACTED] privacy as well as the access road.

The entire proposal is both unfeasible and impractical and the sooner this is acknowledged the more time and money can be spent on other more worthwhile enterprises.

Yours faithfully.

April 2, 2015.



March 11, 2015



LDA,

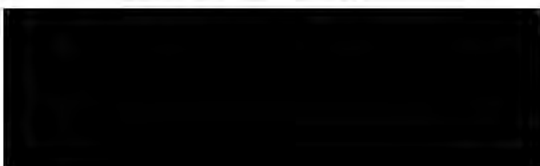
Canberra ACT.

Dear Sir/Madam,

I am writing about the proposed redevelopment of Yarralumla/Deakin. In your February 2015 newsletter it states that the building heights for Deakin will be four to eight stories. This is not in keeping with the plans of Walter Burley Griffin. In the West Deakin Business area there are few if any buildings of eight stories in height. We therefore object strongly to this and ask that the buildings be no higher than four stories.

We are also concerned about the greatly increased traffic flow up Denison Street to Kent Street, in Deakin. Kent Street is the second worst street for accidents in Canberra. With the Park and Ride facility at the top of Denison Street this will bring cyclists into Denison Street, Kent Street and Novar Street. These streets are not made for cyclists as well as motor vehicles, including buses. Could the bus interchange and the park and ride be placed further down Adelaide Avenue towards the Cotter Road?

Yours sincerely,





The ACT Equestrian Association Incorporated

ABN 47 674 025 536

All correspondence to:
The Secretary, PO Box 4, Curtin ACT 2605
Phone 02 6247 7843

www.actea.asn.au

President: Christine Lawrence Vice President: Gregory Calder Secretary: Beth Stone Treasurer: Debbie Morrissey

Mr David Dawes
Land Development Agency
Email brickworks@act.gov.au

Re Canberra Brickworks and Environs Planning consultation 2015

This Association has previously made representations in relation to proposals for re-development of the Canberra Brickworks. We represent about 20 affiliated equestrian sporting and recreational groups. Many members of those groups agist their horses in the Curtin, Illoura and Yarralumla Government Horse Holding Paddocks and appreciate the ability to take recreational rides from those paddocks to and across Dunrossil Drive, between the Canberra Golf Club boundary and the Brickworks, and so to Weston Park. Horse riders from further afield, using Equestrian Park as a base, also make recreational rides to Weston Park.

We have looked at the current Revised Canberra Brickworks and Environs Planning and Development Strategy 2015, particularly the appendix Landscape Strategy by Group GSA and others. We are very disappointed to note that the parkland corridor between the Royal Canberra Golf Club and the Brickworks refers only to a pedestrian path. Page 23 of this appendix refers to an existing dirt track along the golf course fence line indicating a pedestrian desire line. This route is currently used by horse riders. In our submissions of 2011 and 2014 we emphasised we wished to see development plans allow not only for green space for pedestrian and cyclist use, but also for recreational horse rider use. **We repeat that we want this particularly to apply to the route across Dunrossil Drive, around the Canberra Golf Club boundary and so to Weston Park.**

In making plans please allow for:

- Sufficient green space across the front of Dunrossil Drive to allow for a safe crossing through green space by horse riders near its intersection with Brickworks Road.
- Golf course/ Brickworks interface (p.23 Group GSA and CIA Landscapes Report). Sufficient space is needed between housing development and the Golf Club boundary fence to provide not only a landscape buffer between “the grandeur of character for the proposed residences along this

ACTEA supported by funding from Sport and Recreation Services ACT

boundary” and screening from the golf course but adequate width of pathway for use by horse riders, cyclists and pedestrians. We suggest a 5 metre pathway as a minimum which would allow a bitumen path and green space for pedestrian and horse rider use.

- And again on p.44 of the Group GSA and CIA Landscapes Report there is only mention of a pedestrian trail on the Golf Course /Brickworks interface. This is extremely limiting and should allow for multi-use, including horse riding.
- This page 44 suggests plantings of trees developing spreading crowns (e.g. *Cedrus deodara*) which would require more space than seems allowed.
- Also on page 44 *Acanthus mollis* is a proposed planting. Its leaves droop very quickly if short of water; its flowerheads dry off with extremely dangerous prickles and it spreads its seed readily. It is definitely not suitable as a plant along a pathway in a public area.

ACTEA is concerned that planning for the Canberra Brickworks Development is consciously electing to ignore submissions from the equestrian community which has a traditional use of the area and would like some indication that our requests for that use to be designed into planning is being taken seriously. We are happy to discuss this matter with planners at any time.

Beth Stone
ACTEA
Secretary



2 April 2015

From: [REDACTED]
To: [Brickworks](#)
Subject: RE: Canberra Brickworks + Environs [REDACTED]
Date: Thursday, 2 April 2015 3:07:47 PM

Parking presently at the Yarralumla shops is chaotic and dangerous, due chiefly to Bentham Street being narrow and car spaces on both sides of the street being at strict right angles. There have been numerous accidents there, and two very recently involving a car striking two cars and then crashing into a light pole which was flattened, landing only a couple of metres from people dining outside at The Farmer's Daughter. It was sheer luck that there were no injuries or indeed fatalities. The second recent accident saw a car go over the kerb, down the steps and almost into the front window of the pharmacy. Residents wonder how much worse it is likely to get with such a large increase of population in a small suburb.

It is noted that that the plan calls for an extra **50 -96** parking places 200 metres from the Yarralumla shops. Why the uncertainty? Why such a significant margin of nearly 100%?

From: Brickworks [mailto:LDABrickworks@act.gov.au]
Sent: Wednesday, 1 April 2015 5:08 PM
To: [REDACTED]
Subject: Canberra Brickworks + Environs: Comments close 4 April

Good afternoon

Just a reminder that you can still provide feedback on the revised Canberra Brickworks + Environs Planning and Development Strategy. **The comment period closes this Saturday, 4 April 2015.**

The following reference materials are available on the Land Development Agency (LDA) website:

- The full Planning and Development Strategy and appendices can be found on [The Strategy > Planning & Development Strategy page](#)
- Display boards from the community drop-in session held on 28 February, along with the results of a recent phone poll of 1,400 Canberrans about the proposed development, are on the [Consultation > Current Consultation page](#)
- A video providing a brief overview of the project can be found on [The Vision page](#).

All feedback and comments received by 4 April will help inform the final project design and CB+E Planning and Development Strategy that will be submitted through the statutory approval processes. We will provide a summary report of this round of community engagement on the LDA website after the comment period closes.

You will have more opportunities to provide comments during the statutory processes that follow, which include:

- Referral under the Environment Protection and Biodiversity Conservation Act 1999

(Commonwealth)

- Variation to the Territory Plan
- Amendment to the National Capital Plan
- Estate development approval under the Planning and Development Act
- Individual Development Applications for residential dwellings.

We look forward to hearing from you.

Kind regards

Community Engagement

Communications | Chief Minister, Treasury and Economic Development Directorate | ACT Government

PO Box 158 Canberra ACT 2601 | www.economicdevelopment.act.gov.au

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Date: 4th April 2015

To:

Land Development Agency, brickworks@act.gov.au

Copy to:

Chief Minister Mr Andrew Barr MLA, barr@act.gov.au

Mick Gentleman, gentleman@act.gov.au

Mr Shane Rattenbury MLA, rattenbury@act.gov.au

Mr Simon Corbell MLA, corbell@act.gov.au

Mr Jeremy Hanson MLA, hanson@parliament.act.gov.au

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Andrew Leigh, andrew.leigh.mp@aph.gov.au

Katy Gallagher, senator.katy.gallagher@aph.gov.au

Yarralumla Residents Association, Info@yarralumlaresidents.org.au

**Submission on the Canberra Brickworks + Environs Planning and Development Strategy February 2015
(Deadline 4 April 2015)**

Dear Sir/Madam,

I live at [REDACTED], adjoining the Brickworks and wish to make the following submission.

I fully support the Yarralumla Residents Association Submission to the Land Development Agency of 1 April 2015 on the Canberra Brickworks and Environs Planning and Development Strategy February 2015, including its call for:

- A comprehensive traffic survey, with peer-reviewed modeling, of the existing suburb of Yarralumla, and adjacent suburbs to assess future traffic flows and impacts;
- The development's scale to be reduced to one in keeping with the character of Yarralumla and site topography, with a mix of dwellings and heights (no more than 3-4 storeys);
- Retention of the current landforms, buffering of the development from the current suburb with connected natural parkland instead of a formal park along Denman Street, retention of continuous walking /cycling trails and of the golden sun moth and natural temperate grasslands within that corridor;
- A revised strategy for the Canberra Brickworks and Environs that is consistent with the National Capital Plan;
- Transparency from the ACT Government on costings for preservation and adaptation of the core Canberra Brickworks elements, and calls for establishment of a formal trust, with Government funding, empowered to raise funds from the private sector and public.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, 1 March 2015 4:30 PM
To: Brickworks
Cc: info@yarralumlaresidents.org.au
Subject: Development in the Yarralumla brickworks and environs

Categories: Replied

Dear Sirs

I appreciate the opportunity to comment on the revised proposal for development in the Yarralumla brickworks and environs.

As a Yarralumla resident [REDACTED] my main concern remains increased traffic and congestion in the Novar Street/Dudley Street area. I am pleased to see the inclusion of a six-lane full diamond interchange which it is proposed will be constructed allowing four-way movements between Cotter Road and Yarra Glen, and providing a direct link to Deakin and Woden, which I believe would reduce congestion in that area somewhat.

However, there seems to be only limited access to the Cotter Road from the new residential area, i.e. via Brickworks Road. This will inevitably mean that Dudley Street will be the principal exit from the area for traffic wishing to move in an easterly direction along Adelaide Avenue, which I imagine will be the most popular direction for traffic exiting the area, and indeed for traffic wishing to travel south into Deakin and beyond. I suggest that the one or both of the proposed roads labelled Woolley Street South and Maxwell Street South, presently shown as being closed at their south-west ends, should be opened to join the Cotter Road, providing additional exits from the area for traffic wishing to join Adelaide Avenue to travel east or to move south-east into Deakin West.

Thank you.

[REDACTED]

From: [REDACTED]
Sent: Monday, 6 April 2015 11:58 PM
To: Brickworks
Subject: 2015 Brickworks feedback

G'day,

I would like to provide feedback on the 2015 Brickworks Plan, specifically the Mint Interchange.

In short, I propose that a 'full diamond' interchange is not required or suited to future traffic; rather a more major intersection is required. I would like to suggest that what is needed is:

1. Keeping the current Adelaide Av to Cotter Road overpass.
2. Not building the overpass to Denison Street.
3. Build a single overpass from Cotter Road to Yarra Glen - this would pass over Cotter Road west of the current western abutment. Traffic to Deakin would travel via the Carruthers St exit and thus provide a traffic light free flow from Dunrossil Dr to Denison St via Carruthers St. (It seems an abutment has already been built in the middle of Yarra Glen near where the Adelaide Av bus lane ends).
4. Traffic flowing from Yarra Glen to Cotter Rd would be via an exit ramp similar to where a dirt track currently exists.
5. For traffic flowing from Kent St to Cotter Road, add a road from Kent St (south of Adelaide Av) to merge with the existing exit from Adelaide Av and then over the existing overpass.
6. Modify the current route from Cotter Road to Deakin, not via the new intersection, but via an exit off the current Cotter-Adelaide entry ramp connecting with Dudley St at the Novar St roundabout. This may necessitate a section of the shortened Dudley Street to be 1-way (eastbound only).

With the growth of Molonglo, traffic volumes are likely to significantly increase onto Cotter Road. This traffic is likely headed to either Woden town centre or Barton/Parliament House. With plans to duplicate Cotter Road from the Tuggeranong Parkway to McCulloch Street planned, this route will very soon face significant increases in traffic. I believe this necessitates a traffic-light free flow of traffic from Adelaide Av to Cotter Road. The suggestions above would still involve building one overpass, but I believe would allow much larger traffic flows than a diamond intersection.

Please consider these suggestions.

Thank you

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 1 April 2015 3:40 PM
To: Brickworks
Subject: Feedback on 2014 Brickworks

G'day,

I would like to provide feedback on the updated Brickworks Canberra Brickworks + Environs Planning and Development Strategy.

- The number and density of dwellings is too high.
 - The houses are too close to Cotter Road. Could I suggest that no houses be built south of Dudley Street and Park Street.
 - The grid-style layout of streets is "too boring". I realise this allows the LDA to maximise land sales, but get over the dollars and see the long term! Perhaps match the flow of Cotter Road.
 - Cotter Road to Adelaide Ave - east and westbound traffic will be severely disrupted having to go through an intersection. Could I suggest that fewer houses be built near the intersection to allow the current road to be maintained from Cotter Rd - Adelaide Av.
 - People travelling from Woden to Belconnen currently cannot travel on Yarra Glen to Cotter Road, so they either "rat-run" through McCulloch Street or via Hindmarsh Drive and Tuggeranong Parkway. McCulloch St has had traffic calming measures installed and Hindmarsh to Tuggeranong (northbound) experiences significant traffic and delays each day. So could I suggest that the traffic route from Yarra Glen to Cotter Road (westbound) be implemented as a major route - ideally allowing traffic to maintain it's speed of 80km/h. Perhaps a long sweeping road across the care paddock, rather than the sharp left-hand-turn planned. Perhaps this road could be implemented first and traffic volumes monitored.
 - Consider keeping the current overpass and not the one planned, but instead implement an entry ramp from Kent St to Cotter Road. Consider not having a traffic route from Yarra Glen to Deakin - as this can be currently achieved via Carruthers or Hopetoun.
- [REDACTED]

To whom it may concern

Re: Submission – Proposed Canberra Brickworks and Environs Development 2015

As a resident of Yarralumla, I am strongly opposed the latest proposal by the LDA and ACT government.

I will continue to oppose this development until the following main concerns in this submission are properly addressed : -

1. **The increasing number of residential households**

According to the 2011 census, the population of Yarralumla is 2922 and with the proposed additional 1800 households, the projected population is expected to be more than doubled **without significant budgeted increase in infrastructure.**

2. **The proposed traffic management plan is not viable – residents will use the quickest route (i.e. via existing streets in the suburb).**

Abbott and Woolls street will carry the majority of the increased traffic to and from the proposed residential development. These two streets are the smaller of the streets in comparison to Kintore and Maxwell streets. This needs to be addressed. Abbott Street is 7m wide, Woolls street is 6.3 m wide whereas Maxwell Street (which connects to Western Street) is 9.2m wide.

3. The traffic load to existing streets can be alleviated by **NOT** connecting the higher density proposed development to the existing streets in the suburb. So far there are no studies done on the impact of the additional traffic on these streets. Over the last 3 years the traffic flow into Novar Street has increased considerably with the opening of new suburbs in Western Creek.

- a. The connection of existing roads to the proposed development will encourage “rat running” for traffic trying to avoid the congestion between Cotter road/YarraGlen and Adelaide Avenue during peak periods (see Figure 2). This includes traffic from the new Western Creek suburbs as well as additional traffic from the proposed development. This is in part acknowledged in The Traffic, Transport and Infrastructure Report, Part 2, which states that *“DudleyStreet still carries some rat - running traffic but the congestion is greatly relieved. With the added connectivity, traffic between Cotter Road and North Yarralumla is also seen to be using the Brickworks Road – Denman Street Woolls Street route as an alternative.”*

I believe that “rat running” will be significantly worse than predicted.

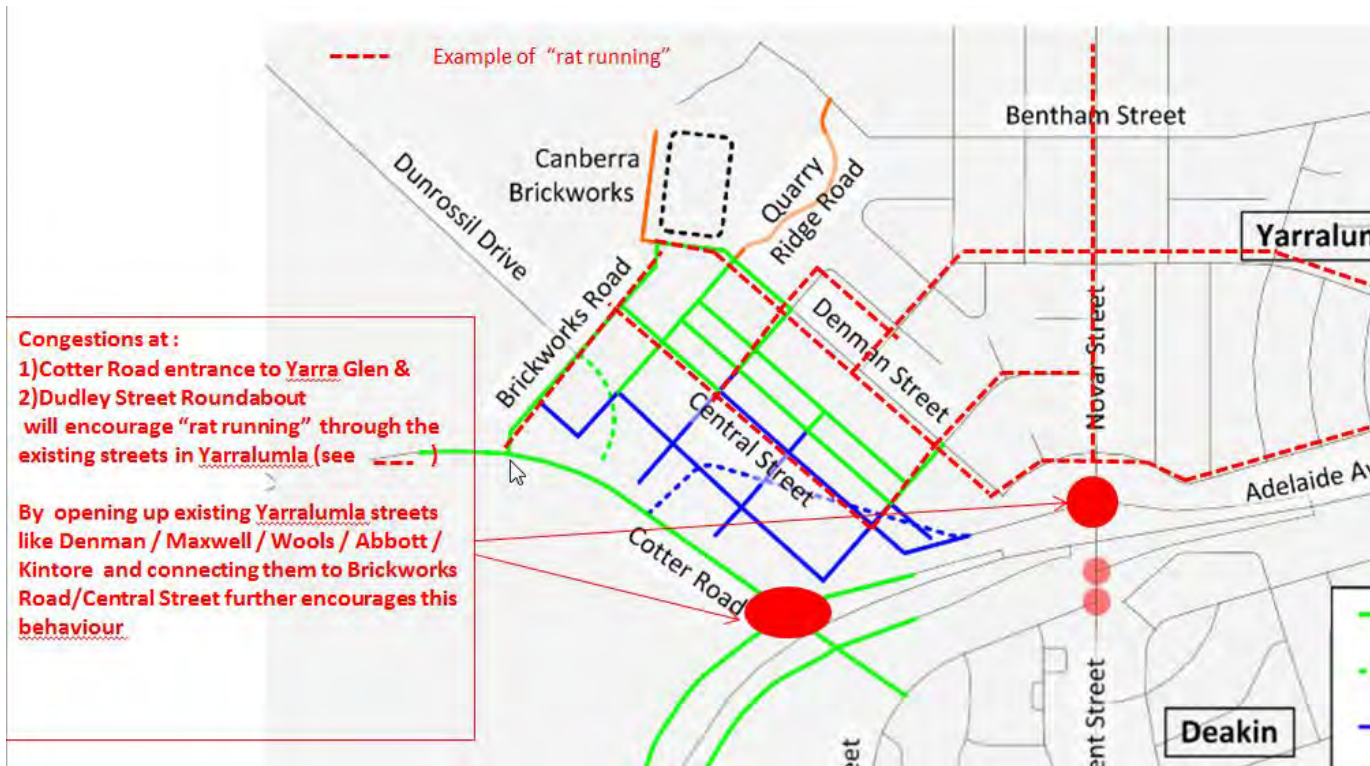


Figure 2 – Opening up existing streets to the proposed development will greatly encourage “rat running” as traffic avoid the congestion of Cotter Road and YarraGlen.

In addition to the above points, I have **serious concerns over the handling of these development proposals over the last 5 years:** -

- **The government does not appear to be listening to constituents.** In 2010, constituents opposed the proposal of 990-1000 dwellings. Regardless, we now have a proposal for 1800 dwellings. The number of proposed residential households has increased with each subsequent proposal (see attached table). This increased in residential housing has a direct increase on the traffic flow to existing roads and infrastructure. .

2010-Proposal- π	2014-Proposal- π	2015-Proposal- π
No-of-dwellings: 990-1100 π	No-of-dwellings: 1600-on-42-hectare-site- π	No-of-dwellings: 1300-on-42-hectare-site, plus-500-on-an-additional-7-hectare-site π Total 1800 π

Table 1 – History of proposed number of dwelling with each proposal

- **Proper planning Process**

This development was not part of a strategic plan for the ACT. It would seem reasonable to assume that the ACT Government is pursuing urban infill without proper planning, at any cost to fund projects such as the light rail development.

In conclusion, I would like to note that I am not opposed to properly planned urban infill but I remain strongly opposed to this development going ahead in its current form.

Yours faithfully

██████████

██████████

██████████

4th April 2015