

**From:** [REDACTED]  
**Sent:** Friday, 3 April 2015 7:19 PM  
**To:** Brickworks  
**Subject:** submission

General:

The revised plan for the Brickworks 'development' is much more acceptable, although I still question why we need to continue to expand the city and roads, destroying open space, in the first place. What is the current population strategy for Canberra, and how does this development ensure population levels off, and sustainability increases? We should be aiming for a stable, not a growing, population, and ensuring that everyone who lives here has adequate amenities. Given the number of unemployed and homeless in the city now, I wonder how this development will provide enough permanent employment opportunities for the proposed Brickworks population (so that they do not compete for employment with people in other parts of the city), and whether the proposed accommodation will remove the current homeless population or simply ignore it.

Given that the new development will be within walking distance of the city, parliament, Deakin and Woden, it should be encouraging resident to walk/cycle/bus, and not own/use cars. Therefore narrow (single lane) roads should be all that is necessary (to provide fire engine and removalist van access at most), and none of the proposed accommodation should include parking spaces or garages. By providing wide roads and plenty of parking, then people will buy and want to store/use cars without thinking if they are really necessary. We should be encouraging no-car households by providing residential areas that are deliberately designed to exclude cars and encourage walking and personal interactions, rather than isolating people in one-tonne metal containers for their commutes.

A new interchange that eases traffic flows at Cotter Rd/Adelaide Ave will only encourage more traffic. To reduce traffic, especially single-vehicle occupancy (the vast majority), we need to make car use harder, not easier, prioritizing walking/cycling over cars, and not building 6-lane interchanges. surely Canberra has enough roads already? It is already almost impossible to cross Adelaide Ave on foot at rush hour, so that the road acts as a barrier to people, not a connector. We need less speed, and people interacting as they pass on another on foot or bikes. At 80km/h in a metal can, they are isolated from nature and each other. Could Kent St overpass be pedestrianised, because the new Mint Interchange will allow traffic connection with Yarralumla/Weston, so Kent St becomes redundant?

On more specific issues:

1) The 6-storey blocks proposed adjacent to Cotter Road will dominate the skyline from Curtin, and destroy the seclusion of the North Curtin horse paddocks on the south side of Cotter Road. Surely 4-storey should be high enough, so that they do not protrude above the treeline. The 8-storey blocks proposed for Denison Street will be even worse. Again, 4 storeys should be sufficient, and will not then require lifts. Anything higher than 4 storeys will require lift access, which wastes space and requires extra electricity. If this development is to be environmentally friendly, then it should encourage staircases, not lifts, and sensible heights, not 6 or 8 storey towers that will cast long shadows and be visually intrusive locally and from afar.

2) It is not clear how electricity will be delivered around the site. I presume all powerlines will be underground? If not, they should be. Powerpoles and above-ground lines are ugly, and prevent decent trees lining streets or property boundaries. Underground lines are also safer in storms as they cannot topple onto buildings/cars/people.

3) There is mention in the text of a cyclist/pedestrian underpass under the new Mint Interchange on the off-road shared path to the east of Yarra Glen, but none of the maps actually show this. This new Cotter

Road/Denison Street intersection definitely needs to have an underpass for cyclists/pedestrians to maintain the current uninterrupted access to Kent St.

4) Signalisation of the three intersections along Kent St is a good idea. However, at present it is difficult for cyclists exiting Adelaide Avenue southwards onto Kent St to get onto the shared cycle/foot path that begins at Kent St and parallels Yarra Glen past the sports ovals. Likewise for cyclists/pedestrians coming from the Deakin shops via Newdegate/Nathan/Jersey Sts, climbing up to Kent St and crossing it to access the shared path is difficult, particularly at rush hour. Ideally there would be an underpass cut from Nathan/Jersey Sts (and accessible from the Adelaide Ave offramp) under Kent St to the existing shared path. This would separate foot/cycle traffic from road traffic, and also eliminate part of the climb currently necessary from either side to get up to Kent St which sits atop the ridge (and thus encourage more cyclists/pedestrians between Deakin and locations to the south).

5) At present, motorised traffic entering Adelaide Ave from both the Cotter Road and Kent/Novar St onramps speeds up, rather than slowing down and giving way, to traffic already on Adelaide Ave. This is very dangerous for cyclists, who are forced to stop in the middle of the road and wait for a gap to get over to the cycle lane on the left of the onramps. Often cars swerve at speed around cyclists on the road, who have right of way, trying to get over to the left. Likewise, it is difficult for pedestrians on Adelaide Ave to get across the onramps here. There needs to be a give way (but preferably a stop) sign at the bottom of the onramps to ensure motorised traffic stops and allows cyclists and pedestrians to move to the left into the continuation of the cycle path. There is currently such a sign at the intersection of Empire Cct and Adelaide Ave, so it is inexplicable why the onramps further south do not have such signs to regulate the traffic entering.

6) Lastly, while outside the study area boundary, a small footbridge over the Curtin Creek opposite Heales Place, would connect the Curtin share paths with the onroad cyclelane on Adelaide Ave, again encouraging cycling over car use, and removing cyclists from the Carruthers St/Adelaide Ave interchange, by allowing them to use the underpass under Carruthers St, and enter Adelaide Ave further north, avoiding the Carruthers St onramp and the climb onto it from the Curtin shared path.



[REDACTED]  
23 March 2015

Dear Sir or Madam,

### **Comments on Canberra Brickworks + Environs Planning and Development Strategy 2015**

I am very concerned about the current CB + E plan; it raises a large number of issues of considerable concern. In the interests of brevity, I have limited my comments to one page, addressing a few of the concerns that impact directly on the community.

#### **TRAFFIC CONGESTION**

Once again, the most serious concern relates to traffic congestion. One would have thought one purpose of the re-introduction of the new Adelaide Avenue interchange was to address the great concern by existing residents of the inevitable massive internal traffic congestion within Yarralumla, which will be generated by the large number of extra vehicles within the new residential development. Instead, there is just one new road planned, the so called Brickworks Road. The next closest available road is Novar Street where traffic during peak hours will be quickly brought to standstill by the intended installation of three sets of traffic lights in the vicinity. Even if the existing Kent Street roundabout remains, the existing chaotic queues will be dramatically exacerbated. Delayed and frustrated motorists will then attempt to meander their way through the suburb to the next less congested exit (or entry). It is confounding that with so much vacant land in the vicinity of the new interchange, that there isn't provision for a proper connection to the new residential area.

#### **DESIGN WITH TOPOGRAPHY**

It is seriously disappointing that the gently sloping relief of the site is not being taken advantage of, as it would provide the opportunity for far more interesting suburban design, both in the built form and the natural park environment. There is already a great opportunity to use the current plantings as a ready-made parks, as envisaged along Denman Street. Within the development there is a wonderful small existing oak plantation consisting of over 70 trees. Again, a ready made park that would instantly soften the harsh rawness of a new built environment. Instead, it is clear that as a result of the intention to remove and relocate some 250,000 cu. metres of soil in this area, all of the vegetation will be destroyed – truly a 'scorched earth' approach. The site provides a great opportunity to show-case a sustainable development. Instead it is apparent the objective is to provide the cheapest and therefore most boring option through the standard flat grid street pattern.

#### **PARK CONNECTIVITY AND PEDESTRIAN/CYCLE INTERGRATION**

It is great that several areas of formalized open space are in the plan. In meeting a plan objective of maintaining pedestrian and cycle access, it would be great if there was a connection between the various parks. A path could follow the perimeter of the new development, linking the Denman Street park, the community garden, the Dunrossil Drive park, the oak plantation park (as proposed) and the Quarry park. The path would provide connection between Dunrossil Drive at one end, and CSIRO Forestry area at the other, providing the many pedestrians and cyclists both current and future with a dedicated, enjoyable and interesting route, rather than just using the planned boring grid street arrangement.

#### **BRICKWORKS ADAPTIVE REUSE**

As the title of plan implies, the focus should be on the heritage values and adaptive reuse of the Brickworks. Previous plans had a great focus on the Brickworks per se, but it is apparent this has significantly dissipated in the current plan.

Yours faithfully,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Sunday, 29 March 2015 2:46 AM  
**To:** Brickworks  
**Cc:** Info@yarralumlaresidents.org.au; JONES; FITZHARRIS; DOSZPOT; CORBELL; COE; GENTLEMAN; HANSON; barr@parliament.act.gov.au  
**Subject:** LDA Latest Proposal on the Brickworks

To whom it may concern at the Land and Development Agency,

I am writing to support the recommendations in the submission of the Yarralumla Residents Association and call for a halt on any development plans until the issues that the Association has raised are adequately addressed in a new proposal which:

- “• Reduces the scale of the development to one in keeping with the character of Yarralumla and the site topography; has a mix of dwellings and heights but no more than 3 to 4 storeys; and in Yarralumla is up to XX dwellings in total.
- Is based on traffic flow assessments of the existing suburb of Yarralumla and adjacent areas from a comprehensive traffic survey to be undertaken in 2015 and applied in modelling that has been peer reviewed.
- Is not inconsistent with the National Capital Plan.
- Retains the current landforms, woodlands and forests as significant landscape scale assets - in particular the ridges running from Denman Street to Dunrossil Drive in parallel to the Cotter Road, and protects associated heritage including the 1918 plantings of *Ulmus* spp which are on the Commonwealth Heritage list
- Provides for appropriate separation /buffering of the development from the current suburb with urban open space bush parkland, not a formal park, along Denman Street.
- Retains a “Green Circuit”/continuous walking and cycling trails as part of the provision of urban open space bush parkland, and the natural temperate grassland and golden sun moth habitat in that corridor.
- Does not provide main access to the existing suburb of Yarralumla through streets that are inappropriate and unsafe due to their width and configuration and will be hazardous to drivers and pedestrians, including children and those visiting the Yarralumla shops in Bentham Street.
- Precludes the vehicles from the development from rat running through the existing suburb of Yarralumla.
- Addresses parking and traffic impacts within Yarralumla, as well as those that are relevant within the development site.
- Has a transparent, costed plan for the preservation and adaptive reuse of the core elements of the Canberra Brickworks as an essential and integrated component of the development.
- Considers the establishment of a formal Trust responsible for the future use of the Canberra Brickworks that has funding from Government and is empowered to raise funds from the private sector and public.
- Minimises the duration and overall impacts on the community and environment that would be presented by the development of the new estate, the disruption to transport and commuting during construction of roads and the construction of a new interchange.”

The document not only expresses the concerns of the resident but provides ample evidence that the proposed development does not meet the laws, regulations and guidelines of the ACT.

Yours faithfully,

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 4 March 2015 3:52 PM  
**To:** Brickworks  
**Subject:** feedback [SEC=UNCLASSIFIED]

**Categories:** Replied

Hi

I'm disappointed to hear that 3 sets of traffic lights are going to go in to the brickworks development. I think there are far too many sets of traffic lights in Canberra and routes like one from Duffy along the Cotter Road used to involve 3 sets of traffic lights into Barton now face about 8. Please don't add on more. There are other options. There was the option of having drive through feeder lanes and roundabouts along Yarra Glen Drive at the side of Curtin that for some inexplicable reason wasn't taken.

I'm also opposed to the high rise developments being put right on the edge of the highway. Why expose the maximum number of people to traffic noise? The high rise looking out on the golf course was a really good idea. Keep them. Don't build next to highways.

No doubt the houses will be built with thin walls between houses and aerated bricks that provide no insulation and privacy will continue to be privileged over north facing and residents will be expected to have no more than two bedrooms and living rooms that one can't swing a cat in like the other 10 000 residences that have been built for poor Canberrans in the past fifty years? No high ceilings, no interesting nooks or crannies, just cheap boxes? Fabulous, I look forward to squishing myself into one.

Otherwise, when do you start? Start asap.

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday, 6 April 2015 2:19 PM  
**To:** Brickworks  
**Cc:** BARR; GENTLEMAN; RATTENBURY; CORBELL; HANSON; DOSZPOT; FITZHARRIS; gai.brodtmann.mp@aph.gov.au; senator.seselja@aph.gov.au; andrew.leigh.mp@aph.gov.au; senator.katy.gallagher@aph.gov.au; Yarralumla Residents Association; Peter McGhie  
**Subject:** re: the so-called Yarralumla Brickworks Proposal

Dear Sir/Madam,

We live at [REDACTED] and wish to make the following submission.

We 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]

Email address [REDACTED]

PS We know the closure date was pre-April 6 but that should not be used as an excuse to exclude this submission. IF you are genuine in your attempts at consultation, the intervention of Easter should not prevent you from giving this submission consideration.

We also are aware that form responses are often discarded from surveys. We are using this form provided by Yarralumla Residents Association because it pithily encompasses most of the concerns we have about the proposed development.

We have not used the words “re-development” because the scale of the proposal now spans three separate areas, and the brickworks itself probably now amounts to about 15% of the proposal’s footprint.

Please avoid further misleading the public by continuing to refer to the proposal as the brickworks proposal – it has utterly changed from the concept put forward at the first consultation meeting when the focus was on the brickworks site, with scarcely a mention of matters away from that site.

We also note the letter from Peter McGhie to the Editor of the *Canberra Times* of April 6 and advise we fully support the sentiments Peter conveyed.

Sincerely,

A solid black rectangular redaction box covering the signature area.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 3 April 2015 11:13 PM  
**To:** Brickworks  
**Cc:** BARR; GENTLEMAN; RATTENBURY; CORBELL; HANSON; DOSZPOT; FITZHARRIS; Yarralumla Residents Assoc.  
**Subject:** Submission on the Canberra Brickworks + Environs Planning

We live at [REDACTED] and wish to make the following submission.

We 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.

We have found the whole process of planning of this development and consultation to be most unsatisfactory. The disregard with which officers of your agency have displayed in consultation with residents, especially at the Yarralumla School on 28 February, has been palpable. Your agency appears to see its role in this whole process as one to deliver another Kingston foreshore style development (without regard to its location and impact on the surrounding suburbs) with the maximum cash benefit to the ACT Government.

Yours sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, 2 April 2015 3:51 PM  
**To:** Brickworks  
**Cc:** BARR; GENTLEMAN; RATTENBURY; CORBELL; HANSON; DOSZPOT; FITZHARRIS;  
 gai.brodtmann.mp@aph.gov.au; senator.seselja@aph.gov.au;  
 andrew.leigh.mp@aph.gov.au; senator.katy.gallagher@aph.gov.au;  
 Info@yarralumlaresidents.org.au  
**Subject:** Canberra Brickworks Submission 2 April 2015

Date: 2 April 2015

To:  
 Land Development Agency, [brickworks@act.gov.au](mailto:brickworks@act.gov.au)

Copy to:

Chief Minister Mr Andrew Barr MLA, [barr@act.gov.au](mailto:barr@act.gov.au)  
 Mick Gentleman, [gentleman@act.gov.au](mailto:gentleman@act.gov.au)  
 Mr Shane Rattenbury MLA, [rattenbury@act.gov.au](mailto:rattenbury@act.gov.au)  
 Mr Simon Corbell MLA, [corbell@act.gov.au](mailto:corbell@act.gov.au)  
 Mr Jeremy Hanson MLA, [hanson@parliament.act.gov.au](mailto:hanson@parliament.act.gov.au)  
 Mr Steve Doszpot MLA, [doszpot@parliament.act.gov.au](mailto:doszpot@parliament.act.gov.au)  
 Meegan Fitzharris, [fitzharris@parliament.act.gov.au](mailto:fitzharris@parliament.act.gov.au)  
 Gai Brodtmann, [gai.brodtmann.mp@aph.gov.au](mailto:gai.brodtmann.mp@aph.gov.au)  
 Zed Seselja, [senator.seselja@aph.gov.au](mailto:senator.seselja@aph.gov.au)  
 Andrew Leigh, [andrew.leigh.mp@aph.gov.au](mailto:andrew.leigh.mp@aph.gov.au)  
 Katy Gallagher, [senator.katy.gallagher@aph.gov.au](mailto:senator.katy.gallagher@aph.gov.au)  
 Yarralumla Residents Association, [Info@yarralumlaresidents.org.au](mailto:Info@yarralumlaresidents.org.au)

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

Dear Sir/Madam,

We live at [REDACTED] and wish to make the following submission.

We 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 signature]

Email address: [Redacted email address]

**From:** [REDACTED]  
**Sent:** Thursday, 2 April 2015 12:09 PM  
**To:** Brickworks  
**Cc:** BARR; GENTLEMAN; RATTENBURY; CORBELL; HANSON; DOSZPOT; FITZHARRIS; gai.brodtmann.mp@aph.gov.au; senator.seselja@aph.gov.au; andrew.leigh.mp@aph.gov.au; senator.katy.gallagher@aph.gov.au; Info@yarralumlaresidents.org.au  
**Subject:** Submission on the LDA's February 2015 Proposal for the Canberra Brickworks & Environs  
**Attachments:** [REDACTED] Submission 2 April 2015.doc

### Submission on the Canberra Brickworks + Environs Planning and Development Strategy February 2015

Dear Sir/Madam,

I live in [REDACTED] 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.

I would particularly like to highlight what I perceive to be gross inadequacies in traffic modeling and parking provisions in the latest proposal.

- The proposal for Dudley Street to be rerouted through the new development will encourage cars to travel down new connector streets Abbot Street, Woolls Street, and Quarry Park Road.
- The proposal for Woolls Street Yarralumla to become a major thoroughfare with a direct connection to the new development is downright ludicrous.
- The proposal for Abbott Street to become a major thoroughfare with a direct connection to the new development is not much better.
- There had previously been a proposal to keep Denman Street as a dead-end street to discourage rat-running through the suburb. The most recent proposal instead encourages rat-running with Quarry Park Road providing a direct link from the Cotter Road to Bentham Street.
- None of the traffic modelling appears to have assessed the impact on Hopetoun Circuit/ Weston Street in Yarralumla, which is already struggling to cope with congestion in the mornings. The location of the only service station between Civic and the proposed new development on Hopetoun Circuit, Deakin will only exacerbate the congestion.
- The proposed additional parking on Bentham Street, close to the Quarry Park, still leaves the Bentham Street shops with inadequate parking spaces. The new parking spaces would also be located on the side of a busy road. I recommend the ACT and Federal Governments take a serious look at what can be done on the corner of Banks Street and Bentham Street (currently CSIRO/ Federal Government land) to alleviate the current parking problems at the Bentham Street shops and address the future parking problems that would result from any major development of Quarry Park and/or the Brickworks.

- As much as there is talk about future adaptive reuse of the Brickworks themselves, not enough provision has been made for potential parking requirements if any adaptive reuse were to result in the Brickworks becoming a tourist destination. Land for potential parking requirements needs to be set aside in any proposal to allow for the prospect of such future adaptive reuse and potential popularity of the Quarry Park.

There are many other issues that need to be addressed in the LDA's February 2015 proposal and many of these are noted in the YRA's submission. I trust that political parties from both sides of the aisle will consider what is best for current and future residents of suburbs such as Yarralumla, Deakin, Curtin, and Molonglo etc, who will be most affected by development in the area near the Canberra Brickworks.

Yours sincerely,

A black rectangular redaction box covering the signature area.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Saturday, 28 March 2015 9:35 PM  
**To:** Brickworks  
**Cc:** [REDACTED]  
**Subject:** LDA Latest Proposal on the Brickworks

LDA

I have just reviewed your latest proposal for the Brickworks and am amazed at your total disregard for comments that have been made with respect to your earlier proposals. Each time you are increasing the density, and paying scant regard to comments that have been provided. As such I find the latest proposal even worse than the earlier ones. In that regard I find the following needs to be addressed:

- Retain the existing topography – it is using the lie of the land that leads to character not clear felling and flattening everything
- Retain existing bush tracks, not sterile parkland
- Retain density consistent with the rest of Yarralumla with mix of housing styles, not high density on a dense grid patter
- Plan for a density that is consistent with the traffic the area can handle
- Ensure community amenities are matched to the housing density being introduced

Could you please confirm receipt of this email as I note that your site for the Brickworks, although it included this email address did not have any other obvious method for commenting on your plans.

In summary I am not against infill, however it needs to be consistent with the community and this latest proposal on the brickworks is anything but.

Regards

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Saturday, 4 April 2015 3:07 PM  
**To:** Brickworks  
**Subject:** RE: Canberra Brickworks + Environs [REDACTED]

Thank you for the opportunity to comment on the proposed Canberra Brickworks development.

I own property in Yarralumla and frequently travel to meet with friends and family living in Yarralumla and to attend Yarralumla shops.

Given the amount of effort that has apparently been focussed on this possible development it is quite clear that the current plan requires significant review from appropriately experienced planning and engineering design consultants to correct the obvious problems with the current plan.

The layout plan requires a serious review regarding workable traffic connections to the surrounding road network. The currently planned connections are totally inadequate. The existing Yarralumla road network cannot accept the expected traffic volumes that will result from the current plan.

Is it a question of developer greed with an expectation of dwelling densities that are unsupportable? The management of this development site must become the responsibility of other than the Land Development Agency .

Surely it is a desired outcome to create a development that will provide appropriate dwelling and commercial opportunities without resulting in negative impact on the existing community. The current plan seriously fails this outcome.

More work from appropriately experienced professionals is required to plan a suitable development which can satisfactorily attach to the Canberra Brickworks precinct and not negatively impact the existing community.

Regards

email: [REDACTED]

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**From:** Brickworks [<mailto:LDABrickworks@act.gov.au>]  
**Sent:** Thursday, 2 April 2015 5:55 PM  
**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](http://www.economicdevelopment.act.gov.au)  
**Follow us on Twitter @ACTEDD**

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