

## Canberra Brickworks &amp; Environs Planning &amp; Development Strategy 2015

  
3<sup>rd</sup> April 2015

A.C.T. Land Development Agency

Dear Sirs,

This is a brief submission in support of the major submission sent to you by the Yarralumla Residents Association on 1 April 2015 about the above Strategy.

As a member of the Association, I fully endorse the comprehensive work done and submitted by the Association, which I believe reflects the views of the residents of Yarralumla in a way that a small undetailed telephone poll could never do.

The present Strategy is in basic conflict with the planning of the city of Canberra, which takes deliberate and important account of land forms. This development appears to be a unique departure. It is quite different, for example, to the way in which the new adjacent suburbs of Molonglo are laid out. It should be possible to adjust the format of the new road system to take account of the topography of the area, as is normally done; but it appears that no attempt has been considered to do this. That would, among other things, reduce the need for major expenditure on flattening the whole area.

It has been intriguing to watch the density of the new area grow with the successive formulations. It appears too, from the literature, that there is a desire to increase the number of small dwellings in the mix. Most of us support careful 'infill' in sensible places in Canberra - but these places are deliberately close to facilities, and not (as in the present case) isolated from most of them. Nor are they such as to double (in this case more than double) the population of their suburb.

It is a misfortune that the shopping centre in Yarralumla is spread along a suburban street, with little space for off-street parking such as is common in other Canberra suburban centres. This adds another reason why the new area should not be left to over-stretch an existing busy centre, for most of the new residents' normal facilities such as chemist and doctor.

A serious problem with the new area is the way in which it is hemmed in by the major roads to its south. This applies also to any new facilities planned, on the other side of these major roads, in West Deakin. It has been accepted now, for example, that Parkes Way is a problem for the development of Civic, and expensive action is contemplated to address that. The only obvious route out of our new area (other than going onto the major roads, or running through the streets of the existing

suburb to the main Deakin shops) is the narrow bridge at Novar/Kent Streets. This, with its approach roads through the existing suburb, seems likely to become a major bottleneck; and three traffic lights within a few metres do not look like a very useful solution. Widening the bridge would help; but it would not address the limits of the approach roads, nor the problems for their residents.

In short, I feel that the present Strategy is not worthy of the national capital, whose development over a hundred years has been so carefully planned.

Yours etc.



Copies of this submission have been addressed to:

Mr Andrew Barr MLA  
Mr Jeremy Hanson MLA  
Mr Simon Corbell MLA  
Mr Steve Doszpot MLA  
Ms Gai Brodtmann MP  
Mr Andrew Leigh MP

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, 31 March 2015 5:04 PM  
**To:** Brickworks  
**Subject:** comments on latest proposal

Here are my comments on the latest development proposals for the brickworks area of Yarralumla

1. The original intent was that land sales would be used to fund the conservation of the brickworks. In the new proposal the conservation of the brickworks seems to be a secondary consideration. The focus is now on extensive development of the area.
2. The number of proposed dwellings keeps increasing. This will reduce the sustainability of the development.
3. Few of the new buildings are north facing.
4. The development involves extensive clearing of vegetation and loss of open space. Creating parks seems to occur at the end of the project so may never happen.
5. Bulldozing the development area to level the ground will no doubt cause environmental/ecological damage.
6. Another intent of the development strategy was to extend the distinctive character of Yarralumla into the new area. Building multiple blocks of flats does not achieve this.
7. The driveway to Government House should not be changed; it is meant to be a long avenue of trees.
8. I commute by bicycle between Deakin and Yarralumla every day. The volume of peak hour traffic has increased markedly in the last few years.
9. Cycling northbound from Kent Street to Novar Street is already dangerous at peak times. If you use the cycle path you have to dismount and cross three roads (Denison, Dudley and Novar). If you cycle on-road you have to get into the outside lane on the Adelaide Avenue overbridge to get onto Novar Street. The development will increase the danger.
10. The proposed new junctions seem to be designed for motor vehicles only.
11. As many residences in Yarralumla are already tenanted by several car owners, will there be enough parking for residents of the new development and their visitors? Eg. A couple in a one bedroom apartment may have two cars.
12. Are the roads connecting the new development to old Yarralumla adequate for the likely volume of traffic.

[REDACTED]

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To the Land Development Agency

Re: Proposed Development of the Canberra Brickworks and Associated Yarralumla Land

To Whom It May Concern,

[REDACTED] we have perused the current design and were astonished to see that Woolls Street has been amended from the previous proposal where it is not a conduit for any traffic from the new Brickworks development to being a major thoroughfare. We have serious concerns about the large increase in the number of new occupants in the area and the resultant huge increase in the traffic using the street.

As can be seen in the attached photographs, the street is by no means suitable for any sort of throughway for traffic. Not only is the street only 6 meters wide but there is also a tight, blind, downward sloping dogleg in the middle of the street (Figure a and Figure b). We have also noted that when two cars are parked directly opposite each other, a third is not easily able to pass between (Figure c). It is obvious from the proposal that whoever assigned the street as a throughway has not actually visited this street.

There are several families with young children (newborns to teenagers) on this small and narrow street and, if the current proposed development goes ahead, we have grave concerns for the safety of these children. Users unfamiliar with the street may not take the proper care required when travelling around the corner. Of the proposed additional 2000 users, it is highly likely that many of these would not drive as the corner and width of the street requires for safety – particularly during the morning peak when our children are also on or near the road preparatory to going to school. On a personal note, [REDACTED]

Consequently, we strongly recommend that, as a minimum safety measure, Woolls Street be converted to a cul-de-sac at the intersection of Denman and Woolls Street. Even the most rudimentary traffic analysis would suggest that the major through road be Maxwell Street as it is 9 meters wide and able to accommodate the expected increase in traffic. In reviewing the YRA submission, we noted that they claim an average of 140 “movements” a day in Woolls street. This is an extreme estimate. With only 14 habitats and no through traffic, we (the residents) estimate the current number of movements would be no more than 50 a day currently. An increase of 40 times the current traffic to over 2000 users a day would be catastrophic for the street.

If the government is serious about proceeding with this project in any sort of professional manner, meeting the very valid safety concerns of the local property owners/residents would encourage their support. A design that so overtly risks the safety of the local community cannot be supported by that community and in order for us to give the Brickworks redevelopment any kind of support, we would seek to have these measures considered and acted upon in the next design.

Yours Faithfully,



4<sup>th</sup> April 2015

Figure a - Blind corner



Figure b - Approach to blind corner from Denman street



4<sup>th</sup> April 2015

Figure c - 6m wide Woolls street with parked car





hope I am wrong in this assessment, but past experience does not point to a mis-interpretation on my part.

### Payment of Brickworks development themselves

The brickworks heritage belongs to all of Canberra. It is a nonsense to say the Yarralumla (and Deakin) should “pay” for any remediation costs by way of development in that area. I understand that to fix up the brickworks, to be able to have them safe and used by the public does cost money.

This could be obtained by packaging development in various areas around Canberra along with work that has to be done at the brickworks and a single developer could bid for that. There is no need at all for this to be done only in the local area. It is a nonsense and an insult to say so.

The proposed development of the brickworks themselves seems more to be a green space for the people who live there. There has been no allowance for future further development of cafes and shops at the brickworks themselves as there has been no space set aside for future parking adjacent to the kiln area (as there had been in the previous proposal). I can only conclude that the LDA does not believe that this would occur, and so basically preventing real access to the brickworks for the rest of Canberra, outside the people who live there.

### Parking, shopping and traffic flow

The traffic study is totally inadequate – based on vastly outdated data, and over an insufficient area. I spoke with the representative of the traffic modelling who told me that modelling had NOT been done through Yarralumla, just to the edge of the current proposed development. The YRA inform me that they have observed traffic flows that are up to 3 times that used in the models that were done. It is just not good enough.

The proposed 3 sets of traffic lights at Kent St/Novar St are little more than a patched attempt to fix a problem that should be avoided just by change of design of the development. Very poor planning indeed.

With the staging proposed, problems of parking at the existing shops will not be addressed for several years, and in any case, an additional 70-odd parking placed “up the road” is totally inadequate for the existing load PLUS the thousands of people and hundreds of cars from the new complex.

The inhabitants of the development will have to walk to the Yarralumla shops for their nearest shopping. Many will not, especially in the cold and/or dark. The parking at the existing Yarralumla shops is already extremely difficult at many times of the day. The only answer that was given to this problem, was that they were looking at parking, and had a proposal to put in angled parking, which would REDUCE the number of parking places. Whilst I applaud the idea of increasing safety by having angled parking, it does not in any way address how the extra pressure on parking (due to demands from the new development) will be addressed.

The change to extend the complex into Yarralumla along three streets (Maxwell etc) is laughable. These are not, nor should they become major thoroughfares. When asked about this and the effect of “rat-running” not to mention residents of the development causing major traffic flows in Yarralumla along these streets, I was just told that if this were to happen then some sort of traffic calming measures would be put in. We don’t need traffic calming, we need traffic elimination! This change in the latest proposal, makes the proposal MUCH worse.

### Open spaces, walking tracks, trees and birds

There is a vastly reduced amount of open space proposed this time, compared to last, and last time it was inadequate. The open spaces should be designed to flow around as well as within the

development, allowing people who use the existing walking trails to continue to use them. This concept on continuity of green space (a fundamental design concept) seems to be lost within the LDA.

I regularly walk around the golf course and brickworks, and often see and hear black cockatoos as well as many other parrots. The loss of the number of trees, will not only be bad for the environment but also will lose the numbers of birds we get there. Perhaps the LDA does not believe this will be a bad thing as I would not be able to walk in many of the places that I do now, should this development be allowed to proceed as is.

### How should the development proceed?

The impact of the development, and the amount of digging, rubbish and fill removal etc., would take years and impact heavily on quite a number of nearby residents for an extended period of time.

Instead, the development should be something incremental, clearly of a much smaller scale in any case, with an emphasis on making the brickworks themselves useable in some way, be it in tours, in artist colony, in shops, in play areas etc. prior to extensive housing development.

A stronger emphasis on contamination removal is important, and I believe that less money has been set aside this time for that process. This is despite not knowing exactly what sort of contamination there is there – and there is likely to be a lot, as the area was used as a dump area for some period of time. Even the trucking of waste material (in this scale) through Yarralumla and other parts of Canberra is a potential problem. The LDA could not tell me how this was going to be managed apart from saying that the de-contamination people were “experts” in this.

### Do we need this development?

With the scale of development of Molonglo, and the reduction in size of the public service that is imminent, do we need this scale of development? I would not think so. The LDA has not provided any indication that this scale of development is needed.

### NIABY

There has been some attitude expressed that some Yarralumla residents just have a NIMBY (not in my backyard) attitude. Far from that is the case.

I, and many others I have spoken with, are happy for development to proceed, but on a much more sensible scale, better planned, better communicated and with true consultation, conserving both the brickworks and the nature of Yarralumla with more and connected open space and walking trails with cycling, public transport and solar design all an integral part.

### Submissions

The submissions made on the brickworks should be made public (with the permission of the authors) as should have been done last time and the time before that (in 2010), to help the public understand the LDA’s processes and to make them transparent. I just do NOT believe the LDA listens very much, especially to those that voice an opinion in conflict with theirs.

This is a common approach made by a number of (Federal) Govt department, where public comment has been made.

The LDA should respond to the submissions, in detail, and show where they have taken into account the concerns raised. There should be genuine engagement, not just spin.

## Summary

I have made many points above, and I hope the LDA reads them as well as taking them into account and also responding to me. Not that the LDA has done that in the past.

I have teased out many of the points above and put them in point form here for easier reference:

- The current proposal should be scrapped, as it is so far away from the character of Yarralumla, places high load on existing infrastructure and community services and does not enable the brickworks to be useable in a community sense.
- The traffic study should be re-done, after obtaining valid, current data, and should extend the study into existing Yarralumla as well.
- The LDA should provide far more detailed information on design, traffic, public transport, development process.
- Genuine community consultation should be undertaken by the LDA.
- Inadequate community facilities in the proposed development.
- No allowance for future community use of brickworks as no large public parking allowance nearby
- Scale of development is inappropriate
- Nature of development is inappropriate and should contain lower heights, density and a varied housing mix.
- Existing walking trails should be maintained in the design, and should be connected
- There should be more treed areas.
- Traffic flows in, out and within the development should be detailed – not just traffic paths.
- Parking at the existing Yarralumla shops should be addressed as part of the design.
- More detail should be included on integration of existing (and other) artists as well as the Thor Hammer business.
- All submissions made to the LDA on the brickworks development should be made public.

Thankyou for this opportunity to make a public submission. I sincerely hope you take my comments seriously and we can have a sensible, consistent development in Yarralumla that protects the amenity and character of the suburb whilst also bringing the brickworks to life as a place for all Canberrans and beyond.

Sincerely,

[Redacted signature]

[Redacted contact information]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 27 February 2015 1:38 PM  
**To:** Brickworks  
**Subject:** Canberra Brickworks

**Categories:** Email acknowledged, Forwarded to Project team for response

Dear Sir/Madam

I refer to your February 2015 Newsletter. I reside at [REDACTED] and have significant concerns regarding the access to the Brickworks through this street and the new access roads to this street. I attended your consultation at the Brickworks last year. I was told by a person who was in charge of the planning at this time, that there would be a buffer area at the end of Denman Street to restrict traffic and that all traffic would lead in from other areas to reduce the traffic coming in through Yarralumla. The plan on the back of your newsletter clearly contradicts that advice. At present Denman Street is a very quiet street with little traffic. We purchased and built our home based on this as we had small children who liked to play outside. I object to the significant change in traffic that your access roads will bring to this street and the access to the brickworks from this street. Clearly it is unfair and financially detrimental to the residents of this street to turn this street into a major thoroughfare and car park.

I await your reply

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 3 April 2015 10:46 AM  
**To:** Brickworks  
**Cc:** Brickworks  
**Subject:** Re: Canberra Brickworks + Environs [REDACTED]

Dear Sirs/Madames

I write in response to your invitation to comment on the revised Canberra Brickworks + Environs Planning and Development Strategy.

I note that the proposal will involve some 3000 extra folk residing in Yarralumla, roughly doubling the current population. One does not have to be a Professor of Statistics to realise that a goodly number of these immigrants will not be People Like Us. One does not spend decades of toil and sacrifice to attain a Yarralumla address to have it devalued in this wilful fashion.

It has also been brought to my attention that the part of the plan involves rectangular street design. Shades of L'Enfant! We don't want a Washington DC style rectangular streetscape in our national capital.

I have also read much lament about the additional pressure on parking space at the Yarralumla shops. As it is already impossible to find parking at the Yarralumla shops, I must say that I do not think this planned influx will have much effect on the status quo ante.

On a more serious note, I have had occasion to observe life in a number of capital cities in Europe where the advantages in utility, amenity and lifestyle of high population density are strikingly apparent. My recommendation to you regarding the Canberra Brickworks plan is to just get on with it. You have my full support.

[REDACTED]

On 2 Apr 2015, at 5:55 pm, Brickworks <[LDABrickworks@act.gov.au](mailto:LDABrickworks@act.gov.au)> wrote:

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)

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Att: Land Development Authority

Re: submission on The Canberra Brickworks and Environs Planning and Development Strategy (Feb 2015) by [REDACTED]

This submission is to provide comment is in response to the Land Development Agency's (LDA) *The Canberra Brickworks and Environs Planning and Development Strategy* - February 2015 (the strategy).

Firstly, we wish to inform you of our support for the Yarralumla Residents Association submission, which has been informed by more than 20 reports by government agencies and by consultation with the Yarralumla community, the Deakin Residents Association, the Inner South Community Council and other stakeholders, including the 4000 Canberra residents, who signed a petition tabled in the ACT Assembly on 6 August 2015.

While acknowledging the changes made by LDA on the 2014 strategy, there remains very significant issues. It is noted that government studies have focused entirely on the Brickworks and Environs development and fail to take a suburb wide analysis of impacts of the new development in relation to traffic, congestion and existing infrastructure. This greenfields development should not be undertaken outside of a comprehensive plan for the broader area of surrounding suburbs and with the provision of all infrastructure commonly provided in other greenfield developments within the ACT.

#### Key Issues

1. The LDA strategy for the Canberra Brickworks and Environs is inconsistent with the National Capital Plan 2014, the Canberra Spatial Plan 2004, the ACT Planning Strategy 2012, the sustainability principles of the ACT Territory Plan and the Estate Development Code 2013. The development will cause traffic, parking and congestion issues, destroy a forested heritage environment, endangered species and widely used recreational areas, as well as result in the complete destruction of the ridges with cutting of 7 metres from the ridge lines.
2. The strategy completely fails in providing for heritage protection and adaptive re-use of the heritage listed Canberra Brickworks. The Brickworks should provide the centrepiece for any planning for the precinct and therefore decisions on future use of the Brickworks is key to decision making for planning the surrounding development. LDA allocation of \$5 million is vastly inadequate for preserving the Brickworks as funding predictions by heritage architects Lovell Chen in 2010 falls between \$48 and \$90 million.
3. The development strategy only considers and addresses matters that impact on the viability of the development within the boundaries of the development area. There has been no comprehensive assessment of the environmental, social and economic impact of the development which will adversely impact on the current suburbs of Yarralumla, Deakin and Curtin, nor the arterial roads outside the area, nor heritage listed on the Commonwealth Heritage list.
4. The overall scale of the proposed development is extreme with 1885 residents on 49

ha. Density and building heights of up to 6 storeys being completely at odds with the character of the existing suburb of Yarralumla. Appropriate development would provide medium density development with building heights of 2 - 3 storeys (no higher than tree height).

5. A small allocation of commercial space for mixed use does little to address the suburb-wide issues, including the Yarralumla shopping centre where there is completely inadequate parking, access issues and no community space. The proposed development provides no new community facilities such as schools or a community hall.

6. The assessment of traffic is highly unrepresentative of existing loads and therefore future volumes. The EMME based Canberra Strategic Transport Model (CSTM) calibrated with the ABS 2011 journey to work data was used to estimate traffic projections along the links within the designated study areas and the proposed Mint Interchange. This model does not use actual traffic count data and has not been validated against a comprehensive or current traffic count of the existing suburb. As a consequence it underestimates the current Yarralumla suburb traffic to such an extent that the modelling figures for Yarralumla would need to be doubled.

7. There are two main changes to the planned roads connecting the development to the existing Yarralumla suburb, namely connection of the Quarry Ridge road to Bentham Street and connecting Woolls and Abbott Street as direct access roads from the development. While the development's connecting access roads are subject to the specifications in the Estate Development Code 2013, Woolls Street, Abbott Street, Bentham Street, Kintore Crescent and also via Maxwell and Weston Street in Yarralumla would not meet those requirements in terms of width and configuration traffic volume and will be hazardous for vehicles, create congestion and present significant safety issues for residents and pedestrians.

The Quarry Road should definitely not connect to Bentham Street, which has only a 6 metre carriageway. Traffic would be directed through the Yarralumla shopping centre, which has 49 ninety degree parking space on each side of the road and is already acknowledged by the ACT Government as subject to a high accident rate, and past the Yarralumla School and Preschool. The connection of the Quarry Road to Bentham Street would also take the traffic load to Major Collector level that should require a 10 m carriageway. The traffic volume will be directed through an already hazardous underspecified on-road parking area and will result in a road that is far over capacity for its specifications and highly dangerous.

8. The quantum of parking for the new development is grossly inadequate particularly within and adjacent to the entrance of the brickworks (which remains unspecified) and does not indicate how parking will be provided for future use of the brickworks (undetermined at this stage). Attempts to address parking with on the north side of the brickworks with 50 - 96 parking spaces along Bentham Street raises a number of safety issues for existing motorists accessing the Royal Canberra Golf Club and Lane Poole Place. However their construction would not be allowed as the steep slope exceeds that required for safety by the current Australian Standard (AS2980.5). In his 1986 proposal, AR Marr provided for 400 parking spaces and we assume this would be a starting point for any planned parking for the brickworks, most likely to require a multi-storey car park as per the 1575 car park proposed in 2014 for the Kingston Foreshore development of Section 46 (Stage 4).

9. There are significant consequences of the development on the adjacent suburbs of Deakin and Curtin. The re-instatement of the Mint Interchange will facilitate traffic flows to West Deakin and reduce traffic through the new development area, however, will also have a major impact on traffic flows within and through these suburbs.

10. A full traffic survey of the existing suburbs of Yarralumla, Deakin and Curtin must be undertaken in order to analyse future traffic flows and assessments. This is necessary to ensure that the development has appropriate street hierarchy. It will also ensure that the development has the appropriate street infrastructure and does not result in the centre of the current suburb being rendered inaccessible through excessive traffic flows.

11. Decisions on the proposed development should not be made on unrepresentative and insufficient data, without detailed planning and decisions for the future use of the brickworks, and comprehensive modelling for the area, which considers Yarralumla, Deakin, Curtin and adjoining suburbs. The application of the strategic modelling should be subject to peer review. No development should occur which renders the suburb vulnerable to unsafe roads, traffic volumes beyond limits set out for new roads, congestion, and lack of accessibility for either existing residents, those from the new development and adjacent suburbs.

12. The proposed development area comprises dense undulating woodland with a number of steep ridges and gullies, rising from 575m to 592m ASL, and gullies. These ridges have been classified as landscape scale assets (dsb 2010) that should be protected and form the processional route entrance to the Governor General's residence. There are approximately 2,000 trees that have been assessed for the LDA (dab 2010) and are protected under ACT legislation. These woodland areas have been identified as landscape scale assets and as such should be preserved and protected under the National Capital Plan. They are highly valued as a recreational area by a large number of Canberra residents, who use this recreational area on a regular basis.

13. The imposition of the proposed high-density grid pattern development on hilly topography requires it to be stripped of vegetation and levelled thus cutting the ridges by a depth of 7 metres. Costs for this activity are extraordinarily high and will destroy forests and green open spaces, the critically endangered Golden Sun Moth and natural grasslands, and deprive Canberra residents of much used informal recreational space. The processional route to the Governor General's residence should be protected for aesthetic and security reasons.

Through extensive and ongoing consultation Yarralumla residents have called for a re-design which is:

- in character with the suburb;
- addresses impacts in highly valued open spaces;
- provides reduction in density;
- provides more Government action on impacts on traffic in existing street networks and parking in Yarralumla and surrounding suburbs;
- ensures adaptive reuse of the Brickworks as a centre-piece of any development plan;
- retains highly used walking trails; and,
- provides connectivity between natural parkland rather than isolated formal parks.

I also wish to raise the issue of respectful and effective consultation with key stakeholders. The LDA has failed to understand the difference between provision of information and genuine consultative dialogue, which provides residents with the opportunity to put forward their views. The following activities are not consultation:

- Reference Group meetings largely comprised of information provision and which allows each participant only 2 minutes to comment;
- Information newsletters, which are solely propaganda material and fail to articulate and discuss issues and impacts;
- Drop-in public information sessions, where LDA staff do a “hard sell” on attendees and use a questionnaire with restricted and leading questioning;
- Misleading surprise media announcements of results of a telephone survey which claim the majority of residents interviewed from the “local area” support the development. Significant investigation by the local residents association revealed that the “local area” actually includes Deakin and Curtin, and there were in fact only 139 Yarralumla residents interviewed from the 1400 Canberra-wide and 500 from the ‘local area’ despite Yarralumla residents being those who will suffer the multitude of negative impacts of the proposed development. This is deceptive practice and

In summary the proposed development for the Canberra Brickworks and Environs is clearly a revenue grab, which is ill-conceived, demonstrates extremely poor planning, contravenes a myriad of planning instruments and will strongly affect the amenity of residents of Yarralumla and surrounding suburbs, as well as others, who regularly enjoy the suburb. There is currently no shortage of land while the suburbs of Molonglo remain undeveloped just over the ridge. Intensive infill remains a questionable philosophical approach to dealing with big city housing issues and is totally at odds with our small city bush capital, which is highly valued by Canberra residents and, in fact, the reason most of us choose to live in Canberra. We encourage the ACT Government to respect the unique and special qualities of this city in any future planning.

[REDACTED]

[REDACTED]

2 April 2015

## **Comments on the Brickworks Development Strategy February 2015**

The proposal to construct the road through to Bentham Street raises a more fundamental question.

The proposition that there should be any vehicular access from the development into Bentham, Woolls and Abbott Streets other than for the Quarry Park along Denman Street can be questioned on the grounds of need and desirability.

Presumably the need would seem to be to use the Yarralumla shops. Given the parking issues there it would seem to be desirable to encourage this large number of people to refrain from driving to the shops.

In other parts of Canberra the government is working on the basis that people should be willing to walk about 1.5km to facilities. The proposed development is well within this distance to the Yarralumla shops.

For travel to the shops the current proposals do not take into account the possibility of a cycle path from the housing through the Denman Street Park into Maxwell Street. Maxwell Street could easily accommodate a cycle path as it is wide enough. The cycle path could be designed from Brickworks Road along Central Road into Maxwell Street South and on. This would further reduce the need for the roads into this part of Yarralumla.

That the residents will wish to drive to shops is itself questionable as there are several other larger shopping centers within a short drive. Also the orientation of most internal traffic will be to Adelaide Avenue.

- The development of several potential “rat-runs’ for out of area traffic is neither needed nor desirable.
- There seems to be no consideration of ways at this stage, to discourage driving and encourage walking and cycling which is supported by the government for health and environmental reasons.



11/3/2015



**From:** [REDACTED]  
**Sent:** Monday, 30 March 2015 8:53 AM  
**To:** Brickworks  
**Cc:** info@yarralumlaresidents.org.au  
**Subject:** Comments on Canberra Brickworks and Environs – Planning Development and Strategy (P&DS)

Dear Sir/Madam,

- 1) I support the comments of Tony Powell (former NDC head) in his letter to the Canberra Times of 12 March 2015. As he wrote “this latest strategic plan bears no resemblance to any aspect of existing Yarralumla”.
- 2) I support the April 2015 submission prepared by the Yarralumla Residents Association. In particular the revised P&DS provides a minimal change in density, retains the out-of-character Manhattan-style grid pattern and proposes a massive “cut and fill” destroying existing vegetation.
- 3) While I welcome the decision to reinstate the traffic overpass/interchange near the Mint the proposed links between the new suburb and the existing parts of Yarralumla are inappropriate. The two major links in the proposed design direct traffic directly into Woolls Street and Abbott Street, while not providing any direct link from the core of the development to the much wider Maxwell Street. No amount of traffic calming will stop the natural tendency of traffic to run straight on at junctions. I have already seen a B-Double truck driven down the 6.1 m wide Woolls Street. Its rear trailer would have wiped out any small car heading towards the brickworks as the truck negotiated the narrow right angled bend (see bend above ‘Denman’ on map below). Serious accidents are to be expected.

I support the detailed April 2015 submission prepared by Woolls Street residents addressing concerns about the proposed >10x increase in traffic flows for Woolls Street and suggesting possible changes.

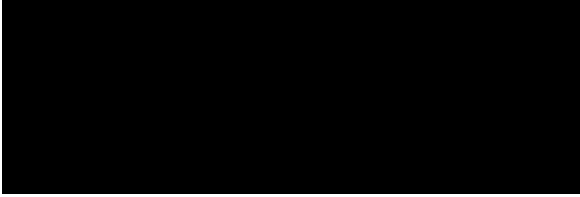


The “missing link” to Maxwell Street.

- 4) In earlier development proposals (before this current 2014-15 cycle) we were promised 20 metre setbacks from existing houses and like-for-like developments (i.e. new single story dwellings next to existing single storey dwellings). The proposed Quarry townhouses (section 4.8 in the P&DS) will be two storey dwellings in a zoned area which would allow developments to be as little as three metres (wall-to-wall) from existing single storey dwellings.

I would have no opposition to a development that respects the existing character of Yarralumla and was up to twice the density of the existing suburb. However, the broad strategy of the P&DS needs significant revision to be more in keeping with the existing character of Canberra as a whole and Yarralumla in particular.

Thanks for the opportunity to comment on the P&DS,



[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, 26 March 2015 10:55 AM  
**To:** Brickworks  
**Cc:** [REDACTED]  
**Subject:** FW: [REDACTED] re Quarry Road townhouses

Hi,  
We should include this email as a consultation submission.

[REDACTED]

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**From:** LDA  
**Sent:** Thursday, 26 March 2015 10:47 AM  
**To:** [REDACTED]  
**Subject:** FW: [REDACTED] - re Quarry Road townhouses

[REDACTED]

Please find below.

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**From:** [REDACTED]  
**Sent:** Thursday, 26 March 2015 10:47 AM  
**To:** LDA  
**Subject:** To [REDACTED] - re Quarry Road townhouses

Dear [REDACTED]

Thanks for your presentation on 14 March to local residents re the Quarry Road townhouses.

I was, however, concerned to see the location of townhouses in the plan that you showed that was different to that displayed in the Masterplan and the Feb 2015 update. In revising the location of the Quarry Road townhouses please note that the corner of Woolls Street and Denman Street was identified in the 2014 plan as an important viewpoint, which should not be built on.

Thanks for your consideration of this issue,

Regards,