



Inner South Canberra Community Council

National Capital Authority
worksapproval@nca.gov.au

Dear Sir/Madam

Works approval application: Phase 2 Boardwalk and Land Reclamation, Block 23 Section 33 Acton

The Inner South Canberra Community Council shares concerns of the ACT Branch of the National Trust and the Lake Burley Griffin Guardians about ACT Government planning of West Basin, including the need for complete environmental and heritage assessment before approval of the proposed works.

For inner south Canberra residents, Commonwealth Avenue is the main route for travelling to the City, and we are not aware of traffic modelling having been undertaken to determine the impact of the West Basin development on users of that transport corridor. Such traffic modelling should have been undertaken at an early stage and provided to the public to ensure a full appreciation of potential impacts for all road users before the project reached this works application stage. If the NCA is in possession of such traffic modelling, the ISCCC would like to receive a copy.

While proponents of the West Basin development may compare it to the Southbank developments in Melbourne and Brisbane, both of those precincts face north and so receive sunlight in winter. The West Basin development in Acton will face south, in Australia's coldest capital city in winter, potentially making it very uninviting in winter. By comparison, we note that the Kingston Foreshore precinct faces north.

Importantly, the Inner South Canberra Community Council is not convinced that the National Capital Authority has the authority to approve the proposed works because the proposed West Basin development of which these works are the first stage is inconsistent with the current West Basin Precinct Code of the National Capital Plan that was approved by the Australian Parliament.

The current West Basin Precinct Code in the National Capital Plan makes clear that the first objective of the West Basin Precinct is to:

1. Create a legible network of paths and streets by extending the city grid of streets and paths to enhance connectivity and accessibility to the lake.

Then under the heading *4.7.5 Detailed conditions of planning, design and development*, the precinct code says:

"Extend the city grid of streets and paths from city to West Basin, maintaining the connectivity and accessibility of the urban block pattern.

*Extend the city's urban structure to the lake."*¹

Figures 54, 55 and 56 in the precinct code all show clearly the intent for a grid of streets to extend from the city to the lake across a land bridge over Parkes Way. Figure 57 most clearly shows the

¹ <https://www.nca.gov.au/consolidated-national-capital-plan/precinct-codes>, accessed 22 May 2020
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length of the land bridge, which appears to extend over Parkes Way from Edinburgh Avenue almost until Commonwealth Avenue.

Yet it is clear from public statements that the ACT Government's intent is not to construct a land bridge over Parkes Way, due to the high cost, as indicated in this media article:

<https://www.canberratimes.com.au/story/6047760/government-reconsiders-lowering-parkes-way-looks-for-new-site-for-city-pool/>

The ACT Government's long term *Infrastructure Plan 2019* makes no provision for such a long land bridge across Parkes Way, with only a reference to light rail stage two works on and near Commonwealth Avenue.

https://apps.treasury.act.gov.au/_data/assets/pdf_file/0009/1432449/act-infrastructure-plan.pdf

In conclusion, the ISCCC considers that these and related issues need to be resolved before the proposed works are approved.

Yours sincerely



Marea Fatseas
Chair
22 May 2020