



Inner South Canberra Community Council

epsddcomms@act.gov.au

ISCCC SUBMISSION ON DRAFT EAST LAKE PLACE PLAN

The Inner South Canberra Community Council (ISCCC) supports the submission by Kingston & Barton Residents Group Inc (KBRG).

The ISCCC is pleased that the Plan picks up some of the issues that the Inner South Canberra Community Council is particularly concerned about and were succinctly summarised in the KBRG submission including:

- ‘Delivering Diverse Housing’ with the following short or medium term Implementation Actions:
 - Promote housing mix to support a diverse and multi-generational community.
 - Establish targets for affordable housing inclusion in estate design and delivery, land sales processes and deed conditions.
- Recognising and protecting the heritage significance of this area and assets such as the Causeway Hall, the limestone fossil area, Cargills Cottage, the Rail Museum and Locomotive 1210, the remnant rail lines, the Dairy Farmers Co-operative buildings, and The Causeway (street) itself, a Walter Burley Griffin’s plan principal axis
- The need to protect the Jerrabomberra Wetlands
- The need for an east-west road connection through to Dairy Road (although this is termed ‘long-term’ without any indication of when – it needs to be as early as possible and co-ordinated with the Dairy Road development, which is providing a new public road through their site and which would enable a convenient local bus service)

Consultation with The Causeway residents

The ISCCC is particularly concerned about the future of the existing (many long-term) residents of The Causeway social housing. This community has been on that site since the 1920s when many Causeway residents helped build the newly emerging National Capital. Yet, there has not been a consultative approach in engaging The Causeway residents in discussing the current East Lake Place Plan.

Neither they, nor other interested parties, are part of a community panel or stakeholder reference group such as those established for other precinct redevelopments such as Kingston Arts Precinct and the Canberra Brickworks. This contrasts also with the planning for Kingston Foreshore when The Causeway residents were represented on a community reference group. There is no such reference group for redevelopment of their own precinct. There seems to be more of a focus on “informing” The Causeway residents about what’s planned rather than engaging with them as a community.

In the past, government commitments have been made to The Causeway residents that they could continue to live in the redeveloped precinct once work on it was complete. However, the Planning Minister’s recent public statements suggest that there may not be as many public housing dwellings as at present in the new East Lake precinct.



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The staging and implications for The Causeway residents of the development are not clear. The ACT should treat its residents, especially its more disadvantaged residents, with more respect and sensitivity.

The ISCCC requests that in keeping with the principle of diverse housing that provision be made in the planning for East Lake for adequate housing to accommodate the Causeway residents who wish to continue living in the area.

Transport, including active travel

The ISCCC considers that there should be greater consideration of how the East Lake Place Plan aligns with planning for the Inner South District. The ISCCC's living document "Inner South District Planning Strategy: Future Directions for our District"¹ highlighted some of the broader issues, including in relation to rail and other transport networks and infrastructure.

As noted in the KBRG submission, there is a need for an east-west road connection through to the Dairy Road precinct.

While Canberra Avenue appears to handle current traffic flows, except at peak times, it is not clear that this will be the case with projected traffic increases. Therefore, before any new developments are started in the East Lake Place area, a comprehensive traffic flow analysis, particularly of Canberra Avenue, should be undertaken.

With respect to the Active Transport section of the East Lake Place Plan, it is not clear what is cycleways (new or improved), where footpaths will be widened (particularly in existing heavy use areas such as the railway station and Fyshwick Markets) and where the routes are shared cycle and footpaths. There needs to be more detail around these routes.

Also in relation to active travel:

- Streets need to be safe, accessible, and convenient for everyone regardless of age, ability or mode of transport
- There need to be good connections to other parts of Canberra, especially at the proposed transport hub, and in particular there need to be safe and convenient crossings of Wentworth and Canberra Avenues near the precinct.

Climate change mitigation/adaptation

It is essential that East Lake is planned with sufficient vegetation to mitigate the heat island effect and ensure that it is liveable in 20-30 years' time when the incidence of extreme high temperatures in summer will have increased significantly. As highlighted by the CSIRO report "*Our Future World: Global megatrends impacting the way we live over coming decades*" (July 2022), heat-related deaths are predicted to grow by 60.5% or more across major Australian capital cities from 2020 to 2050.

¹ <https://www.isccc.org.au/isccc/wp-content/uploads/Inner-South-Canberra-District-Planning-Strategy-ISCCC-2021.pdf>, downloaded 17 May 2023



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Other comments

Comments from inner south residents on the East Lake Place Plan can also be found in the record of the ISCCC's public forum on 11 April 2023 at: <https://www.isccc.org.au/record-of-public-forum-11-april-2023> Forum participants emphasised the importance of The Causeway to the Inner South, the way the history of the Causeway is embedded in Canberra's heritage and the value of diversity in our community.

A handwritten signature in black ink that reads 'Marea Fatseas'. The signature is fluid and cursive, with the first letter 'M' being particularly large and stylized.

Marea Fatseas
Chair
www.isccc.org.au
18 May 2023