



Inner South Canberra Community Council

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ISCCC Response to the ACT Government's Invitation for Public Comment: Canberra Brickworks Precinct (CBP) Access Road and Dudley Street Upgrade, Yarralumla ACT (EPBC 2018/8072) and EIS Exemption Application NO: 201800023

The ISCCC is pleased to have this opportunity to respond to the ACT Government's invitation for public comment and trust the comments will also assist in assessing the EIS Exemption Application.

As a member of the Canberra Brickworks Community Panel, the ISCCC has been closely watching the progress associated with the development of the Canberra Brickworks Precinct (CBP). The construction of the Access Road is one of the first concrete actions towards realization of the CBP development.

We welcome the confirmation that there will be no through connection from the Cotter Road/ Dudley Street intersection to the rest of Yarralumla, which will help to reduce rat-running and the negative impact on existing residents in the area. This aligns with Precinct Objective 5(a), which states, "*Propose measures to minimise traffic volume and rat-running impacts on the currently existing built areas of Yarralumla and Deakin*".

We are disappointed that the Access Road does not prioritize the Uriarra Track as stated in the Precinct Objectives (2016), compiled by the Canberra Brickworks Community Panel and incorporated in the tender documents for development of the Canberra Brickworks Precinct (CBP). Precinct Objective 4(a) states "*Retain and improve the continuous woodland loop, part of which is the Old Uriarra Track, in its natural state with mature trees and groundcover and without requiring people who are walking, cycling or using other active travel and recreation to cross a primary access road*". The safety of pedestrians and cyclists should be a priority. The ISCCC agrees with other members of the Community Panel that, at a minimum, a wombat crossing should be installed at the intersection of the Uriarra Track and the Access Road.

The current proposal also goes against a number of other Precinct Objectives, Parameters and Perspectives (2016) included in the tender documents and we are concerned that community consultation is once again being ignored when these types of projects are presented as if a fait accompli.

Precinct Objective 2(f) states, "*Plan development to minimise disturbance to the Precinct's current terrain, soil structure and hydrology, and to ensure protection of critically endangered Golden Sun Moth and temperate grasslands nearby*". We request that further

mitigation efforts be made to ensure protection of the critically endangered Golden Sun Moth and natural temperate grasslands.

We are concerned that offset proposals are often problematic (including in terms of keeping track of, and maintaining, cumulative offsets well into the future) and, in any case, offsets are not yet proven to give good outcomes reliably for the Golden Sun Moth.

Precinct Objective 2(g) states, *“Demonstrate how active and public transport will be the attractive, safe (and perceived to be safe) and accessible choice in the Precinct”*. A Precinct Parameter states, *“Active and public transport should be the obvious, convenient, safe (and perceived to be safe), accessible and sustainable transport choice for travel to, from, and within the area”*. The location of the bus stop is not conducive to public transport being used by residents or visitors to the CBP. If the ACT Government is serious about public transport, efforts must be made to ensure public transport is accessible from within the CBP.

We anticipate ongoing increase in traffic volumes and congestion issues through the inner south of Canberra with the growth in the suburbs of Weston Creek and the Molonglo Valley as well as expansion of employment opportunities in areas such as Deakin. Such traffic movements require careful management and a master plan for future development. The plans need to be integrated with the public transport network. We are concerned that the Dudley Street upgrade appears to be a band-aid rather than a comprehensive solution.

On specific issues, we note that the existing congestion at the Dudley Street/ Novar Street roundabout, the Adelaide Street off-ramp to Kent Street, the Kent Street/ Denison Street intersection as well as the Adelaide Avenue/ Hopetoun Circuit intersections will all be directly affected by increased traffic volumes, not only from the CBP, but also from the greater use of the Cotter Road to access inner south Canberra. A comprehensive plan is required for these issues and the Dudley Street upgrade should not proceed in isolation of these other requirements.



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Chair
Inner South Canberra Community Council
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