

Deakin Residents Association, Inc  
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[www.deakinresidents.asn.au](http://www.deakinresidents.asn.au)

Mr David Dawes  
CEO  
Land Development Agency  
ESDD

Dear Mr Dawes,

Comment on CB+E Development Strategy February 2015

Deakin Residents' Association appreciates the opportunity to comment on the above strategy.

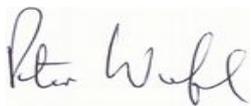
We note that the updated strategy has attempted to address some of the comments made on earlier versions of the strategy, but we regret that the current proposals remain far from acceptable in the context of good planning for the future of the immediate area (including Deakin) and the broader planning issues facing South Canberra.

We have seen the comments submitted by the Yarralumla Residents Association and generally support the range of issues and arguments they have raised. Our own comments focus on the direct effects on current and future residents of Deakin, as well as the failure to address core planning principles that apply to Canberra and this precinct.

We will continue to contribute actively to all consultation processes that are available to us as a residents' community association.

The specifics of our comments follow below.

Yours sincerely,



Peter Wurfel  
President  
Deakin Residents' Association, Inc

4 April 2015

## CB+E Planning and Development Strategy February 2015

### Deakin Residents' Association comments to LDA.

#### 1. Deakin Traffic Impacts

DRA agrees that:

- an effective interchange between Cotter Road and Adelaide Avenue/Yarra Glen is overdue and needs to be implemented. Traffic flows in all directions are certain to increase, and better public transport on the Adelaide Avenue corridor must be accommodated.
- a bus stop on Adelaide Avenue, with proper pedestrian access, is also a priority and should be implemented as an early part of the project, allowing access by current residents (and employees in Deakin West) to the rapid public transport network along Adelaide Avenue

We make the following points.

a) We are concerned that the SMEC traffic studies, on which the current CB+E Strategy relies, have been confined too narrowly to provide a proper account of the affects of the proposed development, particularly effects on Deakin.

For example:

(i) The included intersection studies show significant traffic at the intersection of Kent St with Strickland Crescent in current and future scenarios, but this intersection is excluded from the area for traffic control or road design amelioration.

(ii) There is no consideration of current or expected traffic flows at the intersection of Strickland Crescent with Denison Street (opposite the Mint) or further along Denison Street.

The Mint Interchange and the greatly increased population of the precinct, together with large population increases at Molonglo, will significantly increase traffic through Denison Street, and Kent Street.

b) Roads ACT figures analysed in a Canberra Times article in February 2015 [<http://www.canberratimes.com.au/act-news/canberras-worst-roads-for-crashes-revealed-20150210-13as5d.html>] show that Kent Street and Denison Street are both in Canberra's TOP 20 of traffic accident sites, even before any of the changes that would follow the proposed development.

Deakin is the only suburb in Canberra to have three of its main streets in the top twenty of accident-prone roads. Kent Street is 2nd, Hopetoun Circuit is 10th, and Denison is 17<sup>th</sup> out of 440 roads on which Roads ACT has collected accident data.

Drivers already have various reasons to avoid Adelaide Avenue and Yarra Glen and rat-run through Deakin with significant detrimental impact to local residents, and the current proposal is certain to accentuate this. For example:

- Adelaide Avenue can already experience significant congestion during peak periods, with frequent changes of lane availability causing bottlenecks. The proposal would reduce the capacity of Adelaide Avenue through elimination of the T2 lane to accommodate the Kent Street bus interchange.
- Traffic heading to or from other Inner South destinations, and even Queanbeyan and further east, finds effective rat-runs through Strickland Crescent, Macgregor Street/Gawler Crescent, and Stonehaven Cres/Mugga Way. Traffic from the Mint Interchange onto Denison Street will significantly increase this.
- Through traffic between Cotter Road or Lady Denman Drive and Hughes or Garran, including the Canberra Hospital, and some traffic to Curtin, will use Denison Street in preference to Yarra Glen/Yamba Drive.

c) The removal of Dudley Street as a free-flowing connection between Cotter Road and Novar Street will encourage eastbound heavier vehicles to use Denison Street and the Mint Interchange for access to Yarralumla, rather than weaving through narrow residential streets. We understand that commercial deliveries to the Yarralumla Shops amounts to significant numbers of large vehicles per day, not counting construction traffic, buses and the like. A proportion of this will undoubtedly divert through Deakin.

DRA will only support a development that provides credible responses to the traffic issues noted above. These might include:

- Properly controlled intersections at Strickland Crescent with Kent Street and Denison Street.
- Traffic calming strategies to discourage rat-running through Deakin from Kent street and Strickland Crescent.
- Retention of Dudley Street, possibly with some realignment, as an unobstructed bypass for traffic between Yarralumla and Cotter Road.

d) The proposal provides no detail with respect to the proposed Park'n'Ride facility and

its connection to the bus stop in the median strip of Adelaide Avenue. We would expect the Park'n'Ride facility to be modest in scale, and consider that it is imperative that it does not simply attract traffic from, or become a replacement for, other similar facilities elsewhere – for example, the Woden interchange, Curtin shops, and at Mawson.

e) We consider that a transport planning study which fully addresses people movement in all its forms – pedestrians, cyclists, motor vehicles, public transport – must be initiated as a matter of urgency and before any development plan can be approved.

It should fully address the relationship between the current proposal, the current patterns of destination and through traffic in the Yarralumla/Deakin area, as well as the future impact of urban expansion (in Molonglo), and urban infill more generally.

It is claimed in the proposal that:

- “The new neighbourhood is planned to be highly permeable for pedestrians and cyclists”, and also
- “generous shared footpaths provided on the primary street network, pedestrian and cycle connections exist through the public open spaces and through the informal streets and spaces created within the development blocks”

It is notable that existing infrastructure in much of inner south Canberra – including street lighting, pedestrian crossings, and footpaths – is very poor. We consider that appropriate integration of a fully effective network of consistent quality is especially important given that aging-in-place and “active travel” are important public policy considerations.

## **2. Deakin Landscape Impacts**

The Interchange and the proposed buildings between Denison Street and Adelaide Avenue will replace the only area of treed public open space in West Deakin. This includes off-leash dog exercise area within walking distance of many Deakin residences.

The proposed heights of the buildings in this area may have overshadowing and horizon dominating detriment to the amenity of the area, including existing residences within view of the towers.

DRA will not support this development unless

- Adequate provision is made to replace the existing treed open space with comparable public open space amenity.
- Heights of buildings are controlled so as not to intrude upon the horizons of residents in the residential zones of Deakin.

### **3. Adelaide Avenue Landscape aspects**

On the plans, the proposed implementation of the “Clianthus Circle Parkland” at the visual terminus of Adelaide Avenue is welcome. However, it is difficult to see how this can be effectively implemented in practice, given the intensity of traffic routes and controlled intersections proposed for the same location.

- Our submission is that the new buildings west of Clianthus Circle should not be visible above the tree-line at Clianthus Circle, which defines the end of Adelaide Avenue as seen from Capital Hill and for the length of Adelaide Avenue from National Circuit.
- For this purpose, a planting program that requires decades to mature will not be acceptable, so building heights must be limited in accordance with site elevations.

### **4. General Planning Principles for Canberra**

DRA is generally concerned that the proposed development ignores the core design principle of Canberra that requires preservation of undeveloped ridge-lines as defining landscape elements between built-up areas.

The special conditions applying to Adelaide Avenue are also integral to the National Capital Plan.

We are concerned that the imposition of a grid street layout over the varied topography of the Yarralumla area is excessive, unnecessary, and also wasteful of current and potential amenity of the area.

We ask that the current plan be replaced with one that

- respects the existing landscape,
- preserves highly valued recreational resources and provides pedestrian and shared-path connectivity,
- better handles road traffic and people movement issues affecting existing and future residents and the wider suburban area.