



Australian Government
National Capital Authority

Consultation Report

Works Approval No 101340

Dudley Street Upgrade, Yarralumla

May 2019

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Introduction

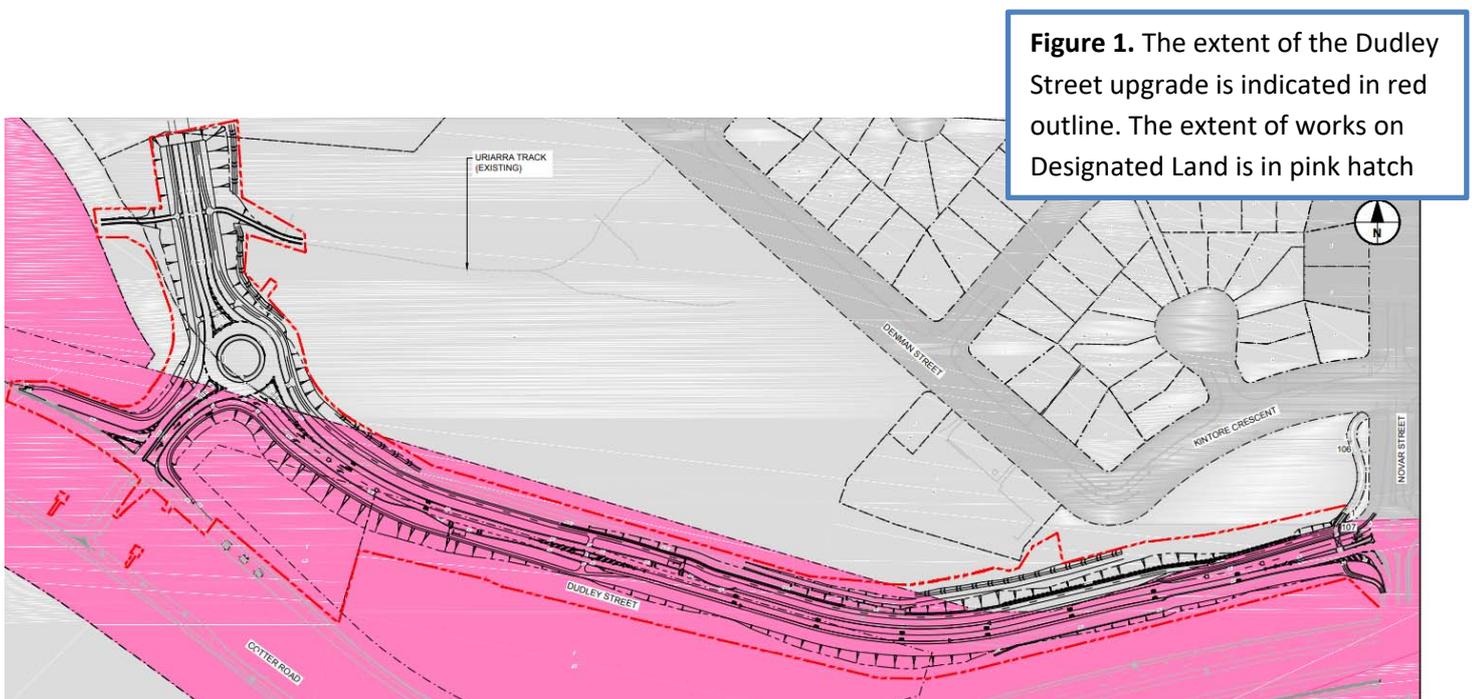
Under the *Australian Capital Territory (Planning and Land Management) Act 1988*, the National Capital Authority (NCA) prepares and administers the National Capital Plan (the Plan) to ensure Canberra and the Territory are planned and developed in accordance with their national significance.

The Plan sets out the broad planning framework for the Australian Capital Territory (ACT). Areas designated as having special characteristics of the National Capital are subject to detailed planning policies and guidelines.

Any buildings or structures, demolition, landscaping or excavation works in Designated Areas require the approval of the NCA. The NCA considers such proposals in the context of the relevant provisions of the Plan.

On 20 February 2019 the NCA received a Works Approval application from Transport Canberra and City Services within the ACT Government for upgrades to a road located at Dudley Street in Yarralumla. This included widening of an existing road and construction of a 2.5m off-road shared path.

The total extent of the Dudley Street upgrade project falls on both Designated Land (administered by the NCA) and Territory land (administered by the ACT Government). This works approval application relates to works on Designated Land Only.



Public Consultation requirements

1.1 National Capital Plan

Under the Plan, requirements for public consultation apply to:

- Major developments proposed for Section 9 Barton;
- A landmark building to RL617 adjacent to Commonwealth Avenue (within the Constitution Avenue and Anzac Parade Precinct);
- Detailed plans for development at Academy Close, Campbell;
- High-impact telecommunications facilities;
- All residential proposals within the Deakin/Forrest Residential Area Precinct; and
- All residential and commercial development proposed for Section 5 Campbell.

The application was referred for public consultation due to the environmental values present in the area, as well as previous community interest for works in the area.

1.2 Commitment to Community Engagement

The NCA's 'Commitment to Community Engagement' details how the NCA conducts consultation. The purpose is to achieve a greater level of consistency and transparency in the NCA's decision making process.

The 'Commitment to Community Engagement' describes the minimum requirements for consultation, and the process by which WA applications that are released for public consultation will be assessed.

Part 2.7 *Works Applications* and Attachment C *Protocol for Development Applications for Works Which Require Consultation* of the NCA's 'Commitment to Community Engagement' describes the consultation process for WA applications. The NCA will make an assessment of whether a proposal is consistent with the National Capital Plan and if it requires public consultation. An assessment is made in relation to adverse impacts on:

- public space and community amenity
- environment, heritage or landscape values
- amenity of the locality in terms of materials, finishes, scale, massing, design and quality
- consistency with an existing Heritage Management Plan.

When an application for works is lodged and consultation is required, consultation with the community and stakeholders will be undertaken by the applicant, the NCA or both. Where consultation is undertaken by the applicant, the NCA may choose to stipulate specific requirements that the applicant is required to implement.

The NCA may set aside the requirement to undertake full public consultation where:

- previous consultation has been undertaken on the proposal
- minor amendments to previously approved works are required
- the NCA determines no stakeholders will be affected
- proposals are given exemption, as outlined in Part 2.3 of the 'Commitment to Community Engagement'

Public consultation was undertaken on the application as the proposal may have adverse impacts on public space, community amenity, environment, heritage and landscape values.

Summary of Public Consultation

2.1 The public consultation process

Public consultation was undertaken by the NCA between 15 March 2019 and 5 April 2019 in the following manner:

- On Saturday 16 March 2019, publishing a public notice in *The Canberra Times* detailing the proposed works and inviting submissions to be made to the NCA in relation to the proposal ([Attachment A](#))
- Between 15 March 2019 and 5 April 2019, publishing details of the proposal on the NCA's website
- Between 15 March 2019 and 5 April 2019, placement of an A1 size sign on site
- The NCA writing to neighbours and interested stakeholders advising of the consultation process and inviting comments

2.2 Submissions Received, Comments and Response

The NCA received a total of six submissions on the proposal. All submissions raised issues or objections in relation to the works approval or the broader proposal associated with the redevelopment of the Yarralumla Brickworks.

Emails of acknowledgment were sent to all submitters advising them that their submissions will be taken into consideration before a decision is made on the application.

Key issues raised in the submissions relevant to the proposal were:

- Lack of an on-road cycling route and conflict points between cyclists and motorists
- Integration with light rail and other potential future developments
- Inadequate consideration of ecological impacts
- Concerns upgrades on other intersections are required more urgently
- Preference for signalisation over a roundabout

A summary of each submission and the NCA response is provided at [Attachment B](#).

Conclusion

The NCA's consultation process was carried out in accordance with the Plan and the NCA's 'Commitment to Community Engagement'.

The NCA has reviewed issues raised by submitters and have taken them into account as part of the assessment process.

The NCA is satisfied that major concerns of the community related to this proposal have been addressed. The proposal is not inconsistent with the provisions of the National Capital Plan, and is supported by the NCA.

Please note: If any interested parties have any enquiries or comments relating to the redevelopment of the area more broadly, an email can be sent to the project team within the ACT Government at Yarralumla.Roads@act.gov.au. Works not in Designated Areas are not subject to NCA approval.

Attachment A

The Canberra Times Public Notice and Facebook Post



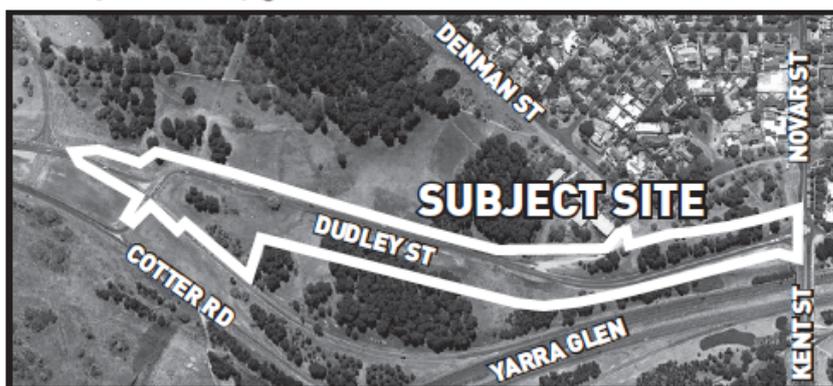
Australian Government
National Capital Authority

WORKS APPROVAL

Open for Public Consultation

Dudley Street, Yarralumla

The National Capital Authority (NCA) has received a Works Approval (WA) from the ACT Transport Canberra and City Services (TCCS) Directorate for the Dudley Street upgrade (off Cotter Road) at Yarralumla.



The plans and supporting documentation for this WA application can be viewed at the NCA's website.

The NCA welcomes feedback on this application **by close of business, Friday 5 April 2019.**

Submissions can be made via email to worksapproval@nca.gov.au or sent to GPO Box 373, Canberra ACT 2601.

Please contact the NCA for further information on (02) 6271 2888.



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National Capital Authority

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Public comments are welcomed on a Works Approval lodged by ACT Transport Canberra and City Services (TCCS) for works to upgrade Dudley Street off the Cotter Road in Yarralumla.

Comments can be lodged until COB Friday 5 April, 2019.

See the supporting documents and how to have your say here

<https://www.nca.gov.au/con.../dudley-street-upgrade-yarralumla>



Attachment B

Summary of submissions and NCA Response

The National Capital Authority (NCA) undertakes an open and transparent works approval application process. As part of this process the NCA prepares a Consultation Report for publication on the NCA website, which includes a summary of each submission, along with the name of each person making the submission. Names of submitters have been omitted where a submitter requested confidentiality.

Submission	Issue	NCA response
1. André Wheeley	Concerns were raised in relation to the lack of an on-road cycling path (including a lack of marker shoulder).	<p>TCCS have indicated that designated on road cycling lanes were excluded from the design with the agreements of Roads Act. The following considerations were taken in account:</p> <ul style="list-style-type: none">• Traffic speed on Dudley Street is usually low and experienced cyclists can ride on the street amongst the traffic (with the 1.0m clearance road rule assisting this).• There is a 1.5 metre sealed shoulder outside the 3.5 metre wide traffic lanes for large sections of the road length which acts as a de-facto cycle lane.• There is a shared path in place north of Dudley Street to cater for less confident cyclists. This also has an off ramp onto the 1.5 metre shoulder.• There is access off Dudley Street onto the path network adjacent to the bus stops.• The bus stops have barrier kerbs to encourage cyclists to use the off road paths and not conflict with buses.• An off road cycle path is to be provided as part of the Canberra Brickworks development along Denman St• Reducing the overall road formation width reduced the environmental impact on high quality natural temperate grassland.
	Concerns were raised in relation to potential conflict between motorists and cyclists.	Please refer to the response provided above.

Submission	Issue	NCA response
2. Yarralumla Residents Association		
	Concerns were raised that the proposed upgrades are an inefficient use of resources and could be better used elsewhere. The intersection of Nova Street and Dudley Street were suggested in the alternative.	TCCS has indicated that the upgrading of Nova Street/Dudley Street/Kent Street is on their short term intersection upgrading program. TCCS has also advised a concept design has been completed and further works will occur subject to funding availability.
	Concerns were raised about a lack of integration with a future Mint interchange.	Apart from a minor geometrical realignment, the upgrading of Dudley Street follows the same horizontal alignment as the existing road, the Dudley Street upgrade will therefore not constraint any future grade separation of Yarra Glen.
	Concerns were raised about a lack of integration with proposed light rail.	Layout details of a Yarra Glen/Kent Street Light Rail stop have not been finalised, however pedestrian and cycle connectivity to this light rail stop will not be constrained by the upgrade of Dudley Street.
	Concerns were raised about a lack of integration with a prospective development of Curtin Horse Paddocks.	The upgrading of Dudley Street has no relation to possible future development on the southern side of Yarra Glen. The 'Curtin Horse Paddocks' site is located on the opposite side of Cotter Road and is outside the scope of the Dudley Street upgrade works.
	Disagreement with the determination by the Commonwealth Minister from the Department of Environment and Energy about the offset strategy for Golden Sun Moth.	Noted. The project relies on expert ecological advice. Assessment of the project and the EPBC Act approval was undertaken the by the Commonwealth Department of Environment and Energy. This process has been completed and conditions will form requirements for the applicant.
	Concerns were raised about the lack of a dedicated path to connect Denman Street to proposed bus stops.	The design and siting was determined to minimise impact on ecological values. Connectivity to other bus stops is maintained on existing roads nearby.
	Concerns were raised about the accuracy of the traffic analysis.	Noted. TCCS have utilised traffic modelling by a suitably qualified consultant in consultation with Roads Act. The NCA has accepted this expertise.
	Concerns were raised over the efficiency of a roundabout compared to traffic lights.	Traffic studies and expert review from Roads ACT / Traffic Management and Safety confirms a roundabout is the safest and most efficient treatment for the Dudley St/Canberra Brickworks access road intersection.
	Concerns were raised in regard to a lack of pedestrian treatments at the new Access Road and existing Uriarra Track.	This is outside the scope of this works approval application as this area is not on Designated Land.
	Concerns were raised in relation to a lack of consideration for noise	A noise study was undertaken to determine ambient background noise. There is no urban development adjacent to the site to mitigate noise for. The asphaltic concrete wearing surface is a 'lower' noise generator than

Submission	Issue	NCA response
		the existing stone aggregate surface.
	Concerns were raised in relation to a lack of consideration for loss of parking at the Uniting Church.	There is no formal access to the Uniting Church from Dudley Street with access being provided from Denman Street. This is also outside the scope of works in the Designated Area.
	Concerns were raised in relation to a lack of consultation for development in the area more broadly and lack of consideration from the views of the Yarralumla community.	The proposed works relate to works in a Designated Area, which is within the jurisdiction of the NCA. Any separate works on Territory Land should be addressed to the ACT Government. Correspondence can be sent to the project team at Yarralumla.Roads@act.gov.au .
	Concerns were raised in relation to intersection of the proposed Brickworks Access Road and Uriarra Track.	This area is outside the scope of this works approval and is not in a Designated Area.
3. Dennis O'Leary		
	Concerns were raised in relation to the choice of a roundabout over traffic lights	TCCS has indicated that the upgrading of Nova Street/Dudley Street/Kent Street is on their short term intersection upgrading program.
4. Inner South Canberra Community Council		
	Concerns were raised in relation to the proposal meeting objectives set out by the Brickworks community panel.	The proposal is consistent with the requirements of the National Capital Plan. Please note approval only applies the scope of works in a Designated Area.
	Concerns in relation to greater needs for works within Yarralumla (in particular between Nova and Dudley streets).	TCCS has indicated that the upgrading of Nova Street/Dudley Street/Kent Street is on their short term intersection upgrading program. TCCS has also advised a concept design has been completed and further works will occur subject to funding availability.
	Concerns were raised in relation to the choice of a roundabout over traffic lights.	Traffic studies and expert review from Roads ACT / Traffic Management and Safety confirms a roundabout is the safest and most efficient treatment for the Dudley St/Canberra Brickworks access road intersection.
	The submission recommended a dedicated path directly connecting new bus stops on Dudley Street to Denman Street to avoid adverse impacts on the Golden Sun Moth Habitat, the native temperate grasslands and the Uniting Church.	Installation of a path to directly connect Dudley Street bus stops to Denman Street would traverse and disturb GSM habitat and temperate grassland. Ecological values have been considering during the design stage of the project to minimise impacts.
	Concerns were raised about the traffic analysis, in particular impacts of congestion on Dunrossil Drive and Cotter Road from motorists in new development seeking to avoid Dudley Street.	This is outside the scope of the Works Approval application considered by the NCA. However, this concern is also not supported by the traffic modelling.

Submission	Issue	NCA response
5. Gill Hugonnet		
	Concerns were raised in relation to the arrangement for the crossing of bicycles (a zebra crossing is suggested).	Design improvements (including provision of a Keep Clear pavement marking) have been incorporated at the existing path crossing location at the Novar Street end of Dudley Street after discussion with Roads ACT.
	Concerns were raised additional traffic from the Brickworks redevelopment will put pressure on the intersection of Kent and Dennison Streets.	TCCS has indicated that the upgrading of Nova Street/Dudley Street/Kent Street is on their short term intersection upgrading program. TCCS has also advised a concept design has been completed.
6. Pedal Power ACT		
	The submission raised concerns over the choice to propose a roundabout. The submission suggested traffic signalized or a raised priority crossing in the alternative.	Traffic studies and expert review from Roads ACT / Traffic Management and Safety confirms a roundabout is the safest and most efficient treatment for the Dudley St/Canberra Brickworks access road intersection.
	A request for a priority crossing on Dudley Street adjacent to the intersection with Novar Street.	<p>Design improvements including provision of a Keep Clear pavement marking have been incorporated at the existing path crossing location at the Novar St end of Dudley St in discussion with Roads ACT. This is to respond to safety concerns expressed by pedestrians and cyclists in relation to this section of path.</p> <p>Pedestrian movement warrants and minimum distance to the Kent / Novar Street intersection do not permit provision of a raised priority crossing on Dudley Street adjacent to the intersection with Novar Street. The ultimate design of the Novar Street / Dudley Street / Kent Street intersection is for it to be signalised with this path crossing controlled as part of these traffic signals.</p>

