

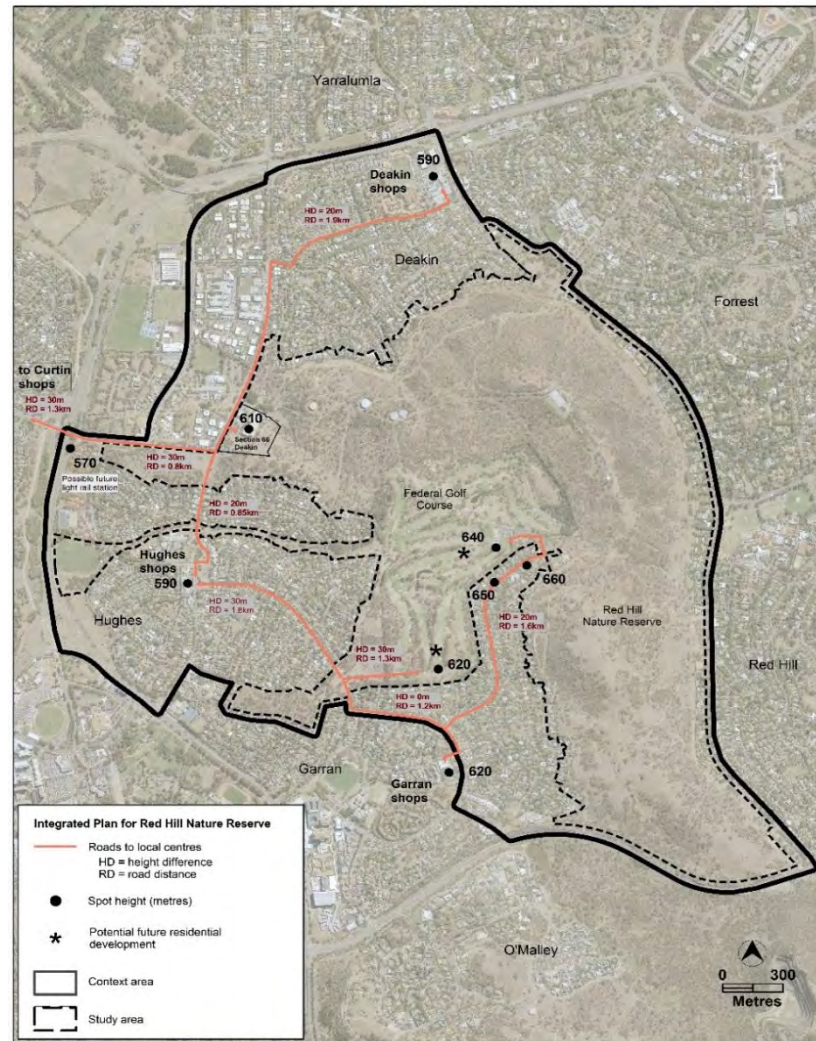
Residential Access and Connections

Deakin section 66

The site is removed from existing residential areas. It has good access to public transport on Kent Street. The Hughes shops are 850metres away (20metres height change). The site is also 40m higher than the future light rail corridor on Adelaide Avenue (800metres).

Existing residential areas

Generally removed from major roads, public transport routes and local centres. They do not present ideal opportunities for residential intensification



Federal Golf Club

The existing Golf Club house (proposed location of the retirement village) involves a 60metre height change and is some 1.6km from the Garran shops. The southern portion of the golf course is at level with the Garran shops which are some 1.2km away.

There is no direct access to rapid transport from the golf course sites. However, the southern portion of the site does provide ready access to bus services on Kitchener Street.

Red Hill Nature Reserve – Opportunities and constraints

- Development within the Red Hill Nature Reserve is administered by the National Capital Authority.
- Land management within the Red Hill Nature Reserve is outlined in the Plan of Management for the Canberra Nature Reserve.
- Funding has been obtained to cap the old Deakin land fill.
- Registered heritage places within and surrounding the Nature Reserve are protected.
- The public open space network surrounding the Nature Reserve contribute to links and corridors within the reserve.

Integrated Plan for Red Hill Nature Reserve and Surrounds

Future development opportunities

- Urban development opportunities in existing residential areas adjoining the Nature Reserve are limited due to bush fire prone areas, the low density settlement pattern and distance to shops and services.
- Urban development opportunities exist at Deakin Section 66 and at the Federal Golf Club. Existing utility service supplies are adequate.
- Urban constraints include: ecological values, bushfire prone areas, traffic and access, urban services for residential development and management of potential impacts on existing urban areas.

Consultation to date

- **Federal Government:** Department of Finance; and the National Capital Authority.
- **ACT Government** - All relevant agencies including: Conservator of Flora and Fauna; Environment Protection Authority; ACT Heritage Council; ACT Emergency Services; Active Canberra (Sport and recreation); Transport Canberra and City Services (Roads ACT, Transport Planning and Open Spaces).
- **Stakeholders:** Federal Golf Club and Mbark (development proponents); Hindmarsh Group (Deakin section 66)
- **Community Groups:** Red Hill Regenerators; ACT Conservation Council; Friends of Grasslands; Deakin Residents Association; Hughes Residents Association; Garran and Hughes Residents Action Group; Red Hill Community Group; Inner South Canberra Community Council; Woden Valley Community Council

Key outcomes of Consultation

- Federal agencies supportive, provided impacts on the Nature Reserve can be minimised.
- ACT Government agencies generally supportive subject to:
 - Emergency access in bushfire prone areas (ESA)
 - Retention of an 18 hole golf course (Active Canberra)
 - Upgrades to Kent Street and surrounding streets (Transport Canberra).
 - Conservation of ecological values at the Federal Golf Club (Conservator of Flora and Fauna).
- Community groups – protection of ecological values, residential amenity and traffic are key concerns.

Draft Integrated Plan – proposed approach

Deakin Section 66

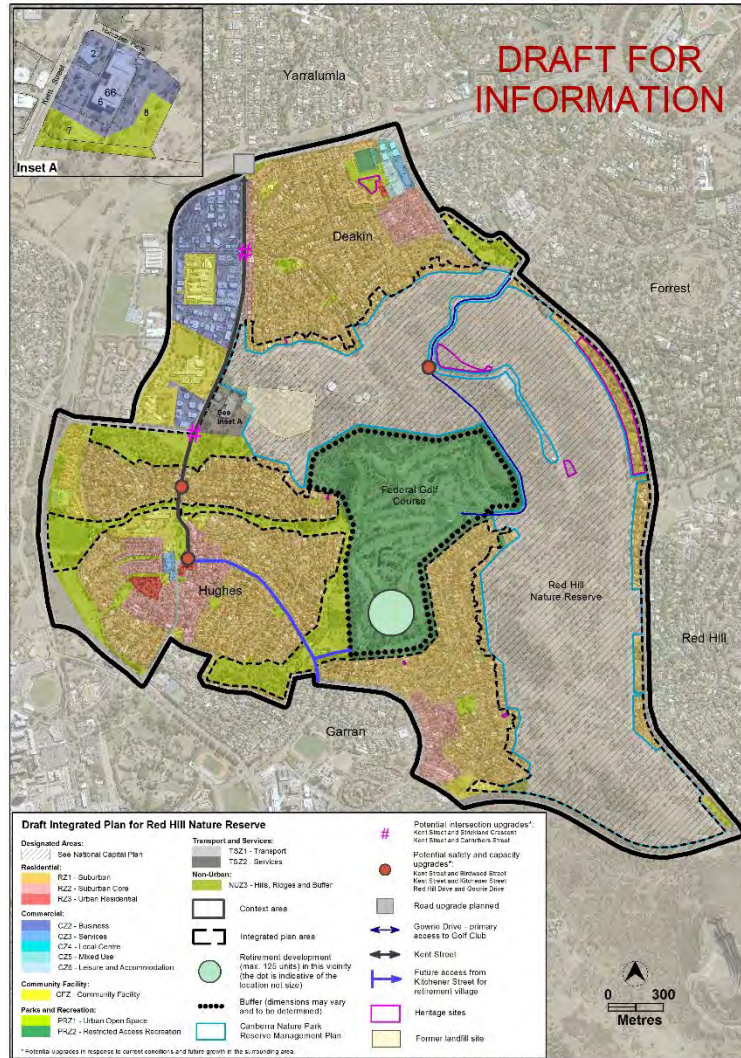
Expand the Deakin Office Park and open space network by rezoning the site to part C22 Business zone without residential uses and part PRZ 2 Urban open space zone.

Context area

- Upgrades to Kent St

Red Hill Nature Park

The Red Hill Nature Reserve will be managed consistent with the Canberra Nature Park Reserve Management Plan and the National Capital Plan which allows a range of uses including roads and public utilities. Capping of the old Deakin tip on-site and at Deakin section 66.



Federal Golf Club

Provide a buffer around the boundary of the golf course to provides links and corridors with the nature reserve and to separate development from surrounding residential areas.

Retain an 18 hole golf course with access via Gowrie Drive. Limit the range of uses currently permitted in the PRZ2 restricted access zone on the golf course.

Consider a low density retirement style development (maximum 125 units) on lower part of the golf course subject to:

- Access via Kitchener Street and
- Offsets of ecological values in this location

Considerations related to Resolution & next steps

- Deakin section 66 - Hindmarsh Group proposed development is not consistent with the recommended draft Integrated Plan approach. Propose to rezone part of blocks 7 and 8 to urban open space. The balance of Deakin section 66 proposed to be included as consistent zoning and development form of Deakin office park.
- Federal Golf Club – recommend the Mbark proposal is better placed to be considered in the southern part of the site.
- Propose to finalise the draft Integrated Plan & need to further consult with community.



ACT
Government

Thank you

From: Dau, Jeff on behalf of ACTF&R Risk & Planning
Sent: Tuesday, 8 October 2019 11:38 AM
To: Terrplan
Cc: EmergencyManagement
Subject: FW: Emailing: 20191004 Bushfire and Emergency service considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]
Attachments: 20191004 Bushfire and Emergency service considerations for the Red Hill Integrated Plan.docx

Importance: High

Categories: Caroline

UNCLASSIFIED

Hi Caroline,

Could you please update the recipients of this work to actf&rrisk&planning@act.gov.au and remove Brians email thanks.

Regards,

Station Officer Jeff Dau



Bushfire and Development Assessment Officer
ACT Fire & Rescue | Community Safety
9 Amberley Ave Fairbairn ACT
m. [REDACTED] p. 62078472
e. actf&rrisk&planning@act.gov.au

From: Mexon, Brian <Brian.Mexon@act.gov.au>
Sent: Sunday, 6 October 2019 10:23 PM
To: ACTF&R Risk & Planning <ACTF-RRisk-Planning@act.gov.au>
Subject: Fw: Emailing: 20191004 Bushfire and Emergency service considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]
Importance: High

Jeff...for attentions

From: Terrplan <Terrplan@act.gov.au>

Sent: Friday, 4 October 2019 11:10:19 AM

To: Mexon, Brian <Brian.Mexon@act.gov.au>; EmergencyManagement <EmergencyManagement@act.gov.au>

Subject: Emailing: 20191004 Bushfire and Emergency service considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]

Hi Brian,

The Red Hill Integrated Plan is finally coming together. We have placed a summary of the key findings of the planning process on the EPSDD website:

https://www.planning.act.gov.au/topics/current_projects/red-hill-integrated-plan

I am now finalising the wording for the integrated plan document and have attached the draft wording related to bushfire prone areas as per our previous discussions and your feedback. Please note that the draft integrated plan does not promote any new urban development or intensification within the bushfire prone area. For the Federal Golf Course access is proposed to be via Kitchener Street and the retirement village will be located in the southern portion of the golf course outside the bushfire prone area.

Please advise if you are happy with this wording and if not, please feel free to make any amendments, corrections or updates as necessary.

Your feedback would be appreciated by **Friday 11 October 2019**.

Many thanks
Caroline Sayers

Caroline Sayers | Territory Plan Section

Phone: 02 6207 1719 | Email: caroline.sayers@act.gov.au

Planning, Land & Building | Environment, Planning and Sustainable Development Directorate | ACT Government

Dame Pattie Menzies House, Challis Street Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au



Bushfire and Emergency service considerations for the Red Hill Integrated Plan

Bushfire potential

Bushfire prone areas

The Red Hill Nature Reserve has significant bushfire potential and this extends into the low density residential RZ1 suburban zoned areas surrounding the reserve. It also extends into parts of the urban open space network and parts of the Federal Golf Course and all of Deakin section 66 (off Kent Street) (**Map 7**).

The ACT Strategic Bushfire Management Plan applies to bushfire prone areas. A range of 'assets protection zones' are applicable for development in bushfire prone areas. In this regard, a 10 metre assets protection zone is applicable for residential development.

Further, a 40 metre assets protection zone is required for 'special fire protection developments'.

These include:

- Schools
- Hospitals
- Nursing homes, aged care facilities and retirement villages
- Childcare centres
- Motels and Tourist accommodation
- Other areas as determined by the ACT Emergency Services Agency.

This limits development potential and intensification on the blocks within the bush fire prone area and includes all of Deakin Section 66 and parts of the Federal Golf Course.

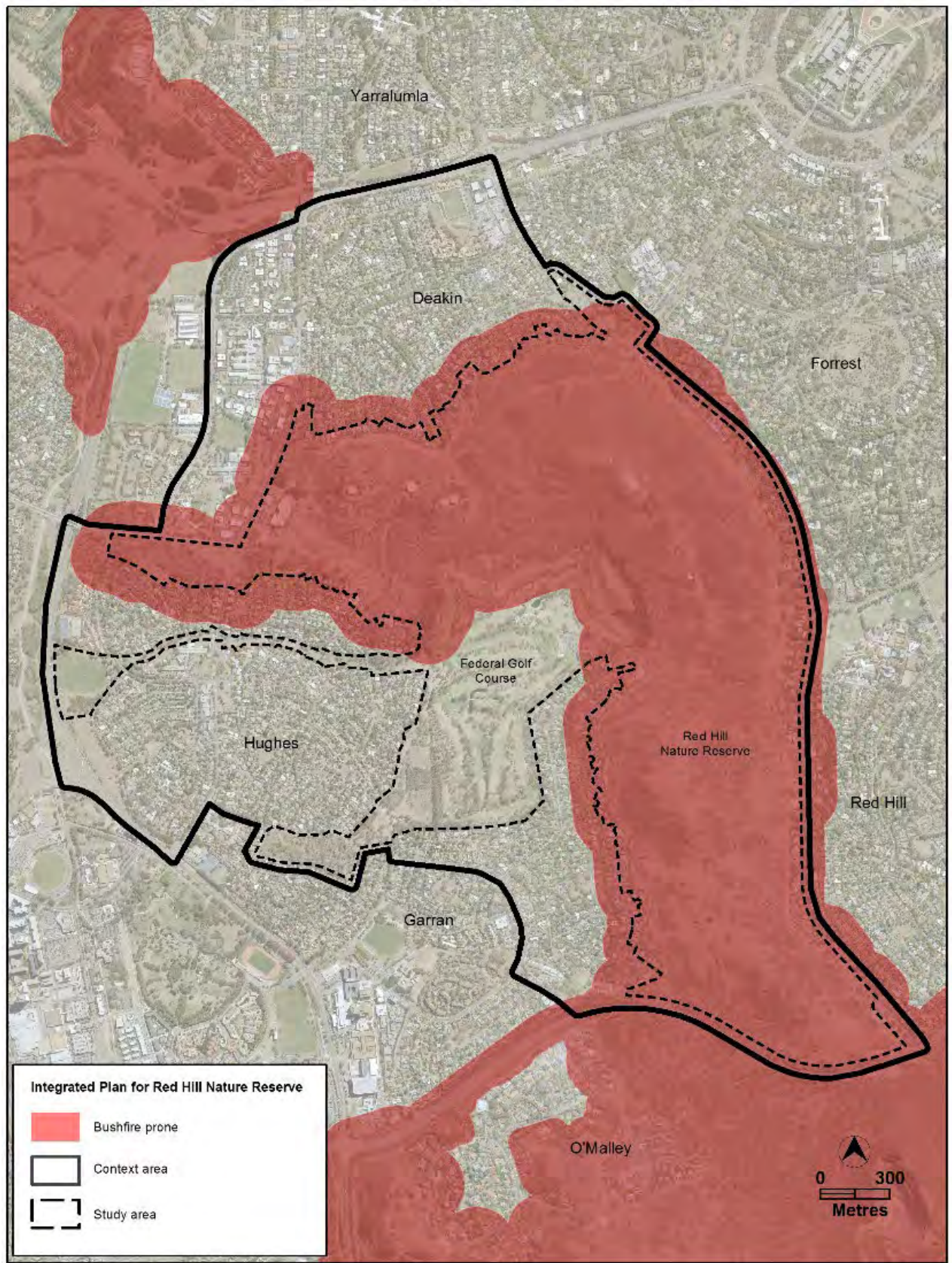
Emergency access and egress

The Bushfire Management Standards have informed the ACT Fire and Rescue Advice relating to development that relies on access through the bushfire prone areas, such as at the Federal Golf Course which has one point of access through the Red Hill Nature Reserve and the bushfire prone area along Gowrie Drive. In this circumstance, significant upgrades would be required to be undertaken to Gowrie Drive and an appropriate secondary access provided.

Key considerations for the integrated plan

- Note the requirements for assets protection zones of the ACT Strategic Bushfire Management Plan particularly for residential development and for special fire protection developments within bushfire prone areas
- Note the requirements of the Bushfire Management Standards for emergency access and egress within bushfire prone areas.

Map 7: Bushfire potential



From: Watts, Michaela
Sent: Thursday, 10 October 2019 10:37 AM
To: Sayers, Caroline
Cc: ConservatorFloraFauna
Subject: 20191004 Ecological values - Draft wording for the final Integrated Plan (GB edits) (A21821562)
Attachments: 20191004 Ecological values - Draft wording for the final Integrated Plan (GB edits).docx

UNCLASSIFIED

Hi Caroline,
Word doc with mark ups from Greg attached.
Please let me know if you have any questions or comments.
Regards
Michaela
X71831

Michaela Watts has sent you a copy of "20191004 Ecological values - Draft wording for the final Integrated Plan (GB edits)" (A21821562) v1.0 from Objective.

Draft wording for the final Integrated Plan

Ecological Values

A key consideration of the resolution of the Legislative Assembly was to 'include a detailed environmental plan to protect Red Hill Nature Reserve from the impact of the proposed developments'.

Red Hill Nature Reserve

The Red Hill Nature Reserve is part of the Canberra Nature Park network of reserves with connectivity to and from Red Hill to the south via Mt Mugga Mugga. The ecological values (**Map 4**) of the integrated planning area are centred on the Red Hill Nature Reserve. Mapping of Red Hill Nature Reserve indicate that 197 hectares of Yellow Box – Blakely's Red Gum is present in this reserve. ~~These woodlands are listed as critically endangered on the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 and endangered on the ACT Nature Conservation Act 2014. This woodland remnant is one of the largest of this critically endangered community in Australia. Red Hill NR supports one of Australia's largest remaining patches of this woodland community.~~ In all, the reserve support six native vegetation communities:

- Yellow box – Apple Box tall grassy woodland ~~(a component of the endangered community)~~
- Red Stringybark – Scribbly Gum – Red anthered Wallabygrass tall grass – shrub dry sclerophyll open forest
- Red Box tall grass-shrub woodland
- Mealy Bundy – Red Stringybark grass-forb mid-high open forest
- Blakely's Red Gum – Yellow Box tall grassy woodland ~~(a component of the endangered community)~~
- Apple Box – ~~Broad-leaved~~ Peppermint tall shrub grass open forest.

~~The White Box Yellow Box Blakely's Red Gum Grassy woodland are listed on the Commonwealth Environment Protection and Biodiversity Conservation Act 1999. This vegetation also meets the definition of the endangered Yellow Box Blakely's Red Gum Grassy Woodlands listed on the ACT Nature Conservation Act.~~

~~Endemic vegetation~~ Some ~~vegetation~~ communities present in the nature reserve (Apple Box – ~~Broad-leaved Peppermint~~, Yellow Box – Blakely's Red Gum and Mealy Bundy – ~~Red Stringybark~~) are largely restricted to the ACT. They are not listed as endangered communities but they are still a high priority for conservation because they cannot be conserved by any other jurisdiction. ~~The~~ Red Hill Nature Reserve is also a significant strong hold for the nationally threatened *Rutidosia leptorrhynchoides* (Button Wrinkelwort) and the rare *Dianella longifolia*.

~~There are also six derived communities that have arisen following the clearing of the native vegetation. Some of these communities have special conservation values because they are endangered or endemic to the ACT.~~

Red Hill has recently been identified as perhaps the most important nature reserve in the urban area for ~~Gang-g-Gang~~ Cockatoo (which is listed a vulnerable).

The Red Hill Nature Reserve supports habitat for the ~~endangered~~ Perunga Grasshopper and the ~~Common Eastern Froglet~~ ~~Pink-tailed Worm-lizard~~. It may also provide habitat for the Coconut Ant, ~~the Pink-tailed Worm Lizard~~ and Spotted-tailed Quoll as ~~some of~~ these species have been documented in ~~this~~ ~~the local~~ area.

The Canberra Nature Park Reserve Management Plan has recently been reviewed and updated. It provides the primary mechanism for protection and management of ecological values within this

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reserve. However, development within the Red Hill Nature Reserve is subject to the requirements of the National Capital Plan and works approvals issued by the National Capital Authority.

In terms of research, ACT Government ecologists have undertaken monitoring of Button Wrinklewort, woodland dieback and hazard reduction burn monitoring. Canberra Ornithologists Group has bird monitoring locations on the reserve. Dieback within endangered woodlands is a major management problem for the ACT Parks and Conservation. Dieback reduces woodland condition and the connective value of woody vegetation

Urban Open Space Network

Ecological values exist within the parts of the surrounding open space network particularly at the Hughes ridge. In addition to providing recreation opportunities and contributing to the landscape setting, the open space network also provides essential links and corridors to the Red Hill Nature Reserve. There are no plans to alter the existing arrangements for the urban open space network in the study area.

Leasehold land

The majority of leasehold land adjoining the Red Hill Nature Reserve is low density residential RZ1 suburban zoned land and is highly modified from its natural state. There are no plans to alter the existing arrangements for this land.

There are two larger parcels of leasehold land at Deakin section 66 (off Kent Street) and the Federal Golf Course which exhibit ecological assets and values, despite being considerably modified over the years. Retention of trees (particularly mature hollow bearing trees) is a priority, both for connectivity and for the valuable habitat provided for threatened or declining bird species recorded including Speckled Warbler, Little Eagle, Scarlet Robin and Superb Parrot and for local fauna.

Deakin section 66

A site inspection of Deakin section 66 (off Kent Street) was undertaken by a Senior Government Ecologist in June 2018. The site inspection determined that there are matters of national environmental significance on this site. This includes Yellow Box – Blakey’s Red Gum woodland which meets the requirements for listing as part of the endangered ecological community under the Commonwealth’s *Environment Protection and Biodiversity Conservation Act 1999*. In addition to the endangered woodlands the local area is known habitat for the Little Eagle. It is likely the blocks provide foraging habitat for this species. This has implications for future development on the site.

Federal Golf Course

The Federal Golf Course exhibits a range of ecological values, particularly towards its northern and north western boundary with the Red Hill Nature Reserve. Remnant trees and other species also exist in the ‘rough’ areas of the course. This includes native grasses and forbs.

A site Inspection of the southern portion of the Federal Golf Club was conducted by a Senior Government Ecologist between 13 and 17 May 2019. The assessment identified approximately 115 remnant eucalypts with high values under the ACT *Nature Conservation Act 2014*. All remnant trees were either Yellow Box (*Eucalyptus melliodora*), Blakely’s Red Gum (*E. blakelyi*) or Apple Box (*E. bridgesiana*). Further assessment would be required to determine if the areas have a diversity of forbs sufficient to meet the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* requirements for classification as part of the box gum woodland endangered ecological community.

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Threatened and declining birds ~~use benefit most from the proximity of the~~ large remnant trees on the Federal Golf Course ~~for foraging, movement corridors, and possibly nesting, and are important users of the local connectivity corridors.~~ Some fifty-two of the trees had visible hollows with 128 hollows counted. This is likely to be an underestimate given the observation method was not comprehensive.

Bird surveys were not undertaken as part of this assessment however two significant species were observed; Superb Parrot and Gang-gang Cockatoo. Superb Parrots (listed as vulnerable in the ACT and nationally) were observed using the “rough” areas along the western border of the golf course. Superb Parrots have also recently been recorded on the northern portion of the golf course (Canberra Nature Map records). ~~Loss of mature trees has been identified as a key threatening process for this species.~~

Gang-gang Cockatoos (listed as vulnerable in NSW) were observed in the same general area as the Superb Parrots. Gang-gang Cockatoo’s have been recorded in 2014 undertaking breeding behaviour ~~in proximity~~ close to this area. Bird surveys will be required to determine the presence and abundance of birds in the location and the potential for impact on protected species.

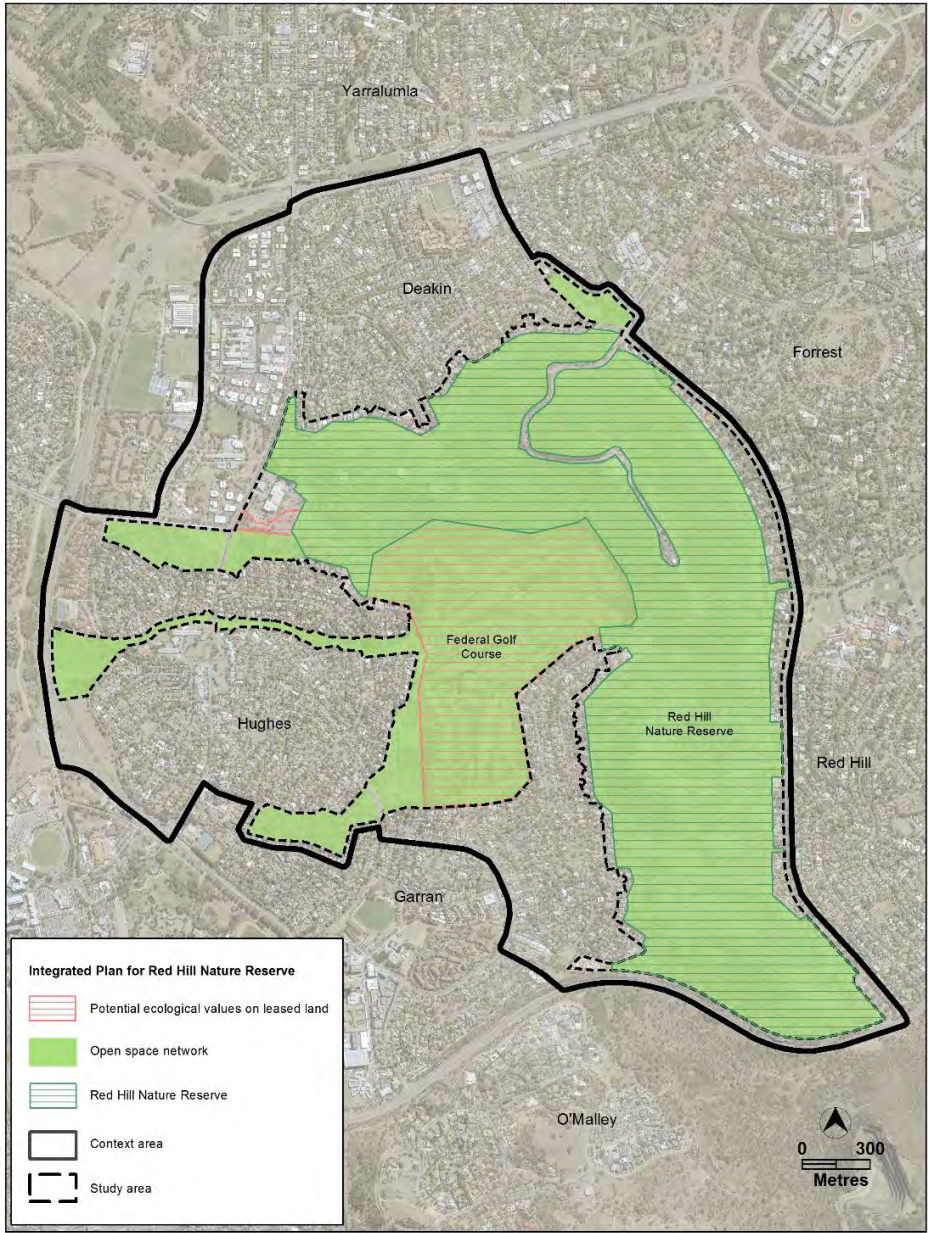
There are two main statutory documents that apply to the conservation of the ecological values outlined above. These are ~~the~~ Notifiable instrument NI2018–536 (Loss of Mature Native Trees) and the Draft Superb Parrot Action Plan. Additional statutory requirements may be required subject to the outcomes of complete ecological assessments.

Additionally, the current access to the Federal Golf Course is via Gowrie Drive which traverses the Red Hill Nature Reserve. This has implications for future development at the golf course, particularly if access along Gowrie Drive is to be upgraded.

Key considerations for the Integrated Plan:

- Implement the Canberra Nature Park Reserve Management Plan
- Continue to manage the existing urban space network
- Limit intensification of the existing low density residential RZ1 suburban zoning adjoining the nature reserve
- Minimise loss of and potential impacts on ecological values at Deakin Section 66 (off Kent Street) and at the Federal Golf Course
- Provide buffers between future development and the Red Hill Nature Reserve
- Minimise the need for upgrades to Gowrie Drive through the Red Hill Nature Reserve.

Map 5: Ecological values of the Red Hill Nature Reserve and surrounds



From: Walter, Stephan
Sent: Thursday, 10 October 2019 2:46 PM
To: Sayers, Caroline
Cc: Terrplan; Lashkari, Mohammadali; Paynter, Patrick
Subject: RE: Emailing: 20191004 Transport considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]
Attachments: 20191010 Transport considerations for the Red Hill Integrated Plan stephans suggestions.docx

UNCLASSIFIED

Hi Caroline,

Good work for bringing this work together. You've done a great job in synthesising the transport analysis!
Attached are my suggested edits in track changes. There will be no blood spilt if you do not take up the suggestions!!!

Regards
Stephan

From: Terrplan <Terrplan@act.gov.au>
Sent: Friday, 4 October 2019 11:19 AM
To: Balberona, Justinieta <Justinieta.Balberona@act.gov.au>; TCCS_PlaceCoord <TCCS.PlaceCoord@act.gov.au>; Joseph, Gabriel <Gabriel.Joseph@act.gov.au>; Walter, Stephan <Stephan.Walter@act.gov.au>; Lashkari, Mohammadali <Mohammadali.Lashkari@act.gov.au>; Paynter, Patrick <Patrick.Paynter@act.gov.au>
Subject: Emailing: 20191004 Transport considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]
Importance: High

Hi all,

The Red Hill Integrated Plan is finally coming together. We have placed a summary of the key findings of the planning process on the EPSDD website:

https://www.planning.act.gov.au/topics/current_projects/red-hill-integrated-plan

I am now finalising the wording for the integrated plan document and have attached the draft wording related to transport considerations as per the traffic analysis, our previous discussions and your feedback.

Please advise if you are happy with this wording and if not, please feel free to make any amendments, corrections or updates as necessary.

Your feedback would be appreciated by **Friday 11 October 2019**.

Many thanks
Caroline Sayers

Caroline Sayers | Territory Plan Section

Phone: 02 6207 1719 | Email: caroline.sayers@act.gov.au

Planning, Land & Building | Environment, Planning and Sustainable Development Directorate | ACT Government

Dame Pattie Menzies House, Challis Street Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au



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Transport considerations for the Red Hill Integrated Plan

Transport

A key consideration the Legislative Assembly Resolution was to 'address the joint transport and amenity impacts of the proposed developments'.

Traffic Analysis

A traffic analysis was commissioned in 2018 to evaluate the likely road network impacts of residential development at Deakin section 66 and a retirement village (max 125 units) at the Federal Golf Course (with primary access via Gowrie Drive, Brereton Street and a combination of both). A subsequent analysis was undertaken in 2019 to evaluate the likely road network impact of the proposed developments with access to the retirement village at the Federal Golf Course via Birdwood Street and Kitchener Street. Scenarios tested included:

- Base case 2011 (for the initial analysis)
- Base case 2016 (for the subsequent analysis)
- Scenario 1 – base case plus the proposed development at the Federal Golf Course only (not including Deakin section 66 development) with access via Gowrie Drive only.
- Scenario 2 – base case plus the proposed development at the Federal Golf Course only (not Deakin section 66) with access via Brereton Street only.
- Scenario 3 – base case plus the proposed development at the Federal Golf Course only (not Deakin section 66) with access via Gowrie Drive and Brereton Street.
- Scenario 4 – base case plus the proposed development at Deakin section 66 only.
- Scenario 5 – base case plus development with the preferred access option selected from scenarios 1-3 (access from Gowrie Drive only was selected).
- Scenario 6 base case plus development proposals at Deakin section 66 and at the Federal Golf Course with access via a new road to the retirement village on the southern portion of the Federal Golf Course connecting to Birdwood Street. Retention of access to the Golf club and course being retained via Gowrie Drive.
- Scenario 7 – base case plus development proposals at Deakin section 66 and at the Federal Golf Course with access via a new road to the retirement village located around the existing clubhouse on the southern portion of the Federal Golf Course connecting to Kitchener Street via a relatively long access road along the eastern boundary of the golf course. Existing access to the Federal Golf Club via Gowrie Drive is assumed removed. Retention of access to the Golf Club and course being via Gowrie Drive.

The traffic analysis found that the small amount of additional traffic generated by the proposed developments at Deakin section 66 and at the Federal Golf Course does not significantly increase traffic volumes in the future for any of the scenarios tested. However, traffic capacity issues are evident on existing streets particularly Kent St.

Regardless of the development proposals, Kent Street will be close to predicted-nominal capacity in 2031. The additional traffic generated by Section 56 Deakin pushes it to capacity earlier and results in noticeable traffic diversions as existing Kent Street traffic is displaced by the new development traffic. Some form of traffic calming and upgrades to intersections along Kent Street will likely be required in future including Birdwood, Carruthers and Strickland Crescent intersections. Some form of traffic calming and upgrades to intersections along Kent Street will likely be required in future, including Birdwood, Carruthers and Strickland Crescent intersections.

If the retirement village is to be located in the vicinity of the existing Federal Golf Club house, then the best access is via Brereton Street. While development in the vicinity of the existing club house can be readily accommodated via access to either Birdwood Street or Kitchener Street, the intersection of Birdwood and Kent Street is likely to perform worse than the intersection of Kitchener and Kent Street.

The transport study report traffic analysis found that identified the potential advantages for access based on the suggested alternative location for development of the retirement village in the southern portion of the Golf Course. The access route via Kitchener Street is significantly shorter. has a major advantage over the club house locations due to shorter access route via Kitchener Street as well as other planning and environmental advantages. Detailed analysis of this option was not undertaken but the traffic impacts would be substantially the same as Scenario 7. Although the additional traffic generated by the development still affect existing streets, the impact of the additional traffic is limited to Kitchener Street (a collector road) rather than a lower order access street such a Brereton or Birdwood Streets. The consultants recommended this option be considered and assessed further.

Crash test results included extremely small samples sizes, but did indicate that the intersection of Gowrie Drive with Red Hill Drive has the highest crash records. This is followed by the intersection of Carruthers Street and Kent Street. Interventions should be considered in these locations. The intersection of Kitchener Street and Kent Street had a high proportion of crashes at night which may indicate a need for better lighting in this location.

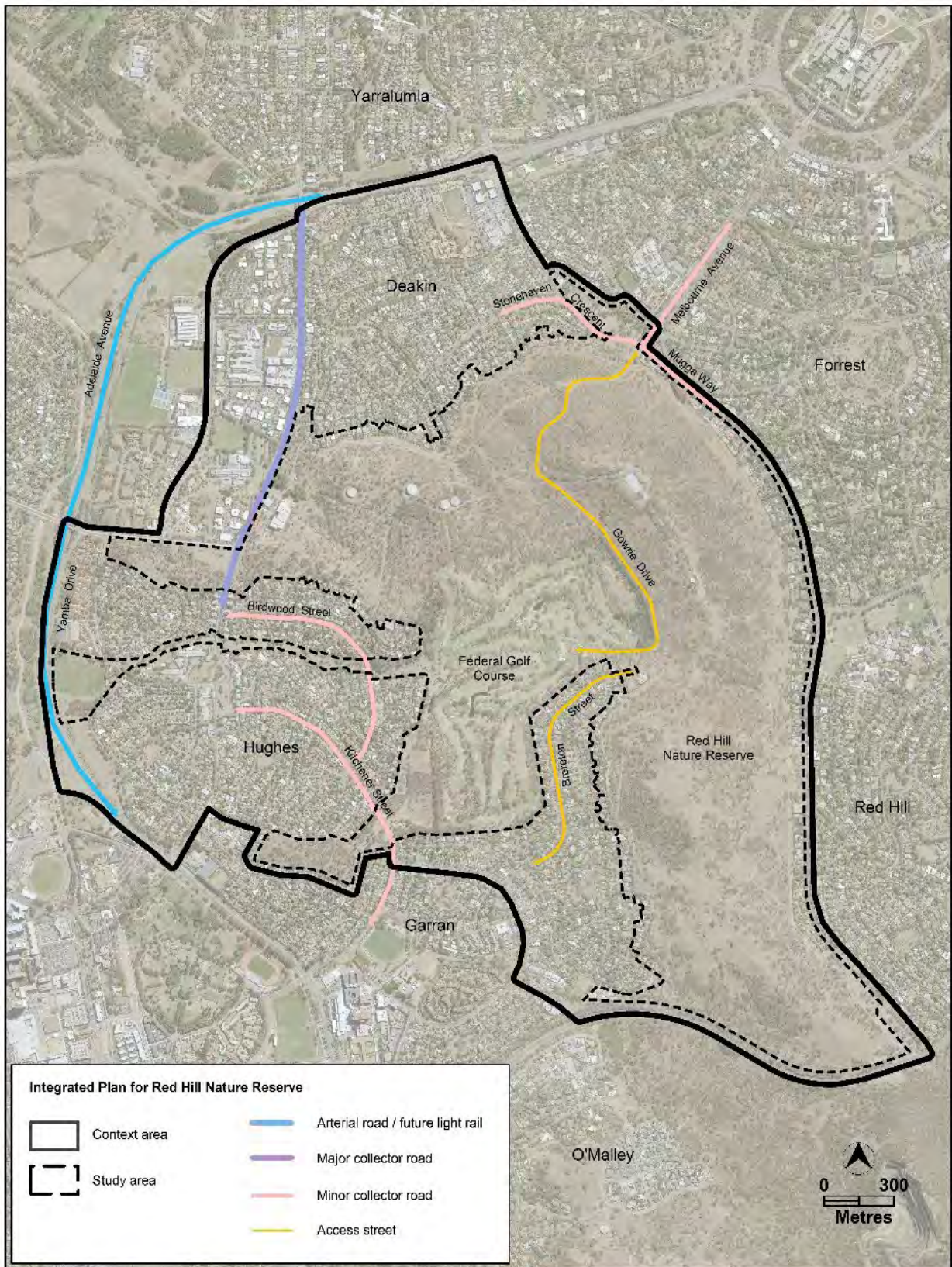
Public Transport

Proximity to public transport indicated that a bus stop adjacent to Deakin section 66 provides access to Civic and Woden. The Federal Golf Course has no access to public transport. The area surrounding the golf course generally have reasonable access but the northern part of Brereton Street does not have any access. Locating the Section 56 development to the southern portion of the site will improve access to public transport located on Kitchener street.

Key considerations for the Integrated Plan:

- Consider providing access to the southern portion of the Federal Golf Course site from Kitchener Street.
- Investigate road upgrades and improvements at three intersections on Kent Street including the Birdwood, Carruthers and Strickland Crescent intersections.
- Investigate safety upgrades and improvements at the intersection of Kent Street and Kitchener Street and at the intersection of Gowrie Drive and Red Hill Drive.
- Consider access to public transport in planning the location of future residential and retirement development.

Map 9: Road network and capacity



From: Dillon, Amelia
Sent: Thursday, 10 October 2019 4:50 PM
To: Sayers, Caroline
Subject: RE: Emailing: 20191004 Transport considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]
Attachments: Transport Assessment and Planning Input - 20191004 Transport considerations for the Red Hill Integrated Plan TCCS comments.docx

UNCLASSIFIED

Hi Caroline

Thank you for the opportunity to provide comments on the Red Hill Integrated Plan. Please see the attached document with some suggested amendments for your consideration.

Kind regards
Amelia

Amelia Dillon | A/g Strategic Asset Management Planner

P 6207 4928 | E amelia.dillon@act.gov.au

Place Coordination and Planning | Transport Canberra and City Services Directorate | ACT Government

490 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601

www.act.gov.au | www.tccs.act.gov.au | [@tccs_act](https://twitter.com/tccs_act)



From: Sayers, Caroline <Caroline.Sayers@act.gov.au>

Sent: Tuesday, 8 October 2019 11:14 AM

To: Dillon, Amelia <Amelia.Dillon@act.gov.au>

Cc: Karanfilovski, George <George.Karanfilovski@act.gov.au>; Balberona, Justinieta <Justinieta.Balberona@act.gov.au>

Subject: RE: Emailing: 20191004 Transport considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]

Importance: High

Hi,

Here it is.

Thanks

Caroline

From: Dillon, Amelia

Sent: Tuesday, 8 October 2019 10:47 AM

To: Sayers, Caroline <Caroline.Sayers@act.gov.au>

Cc: Karanfilovski, George <George.Karanfilovski@act.gov.au>; Balberona, Justinieta <Justinieta.Balberona@act.gov.au>

Subject: FW: Emailing: 20191004 Transport considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hi Caroline

Are you able to provide a copy of the transport analysis that was undertaken?

Kind regards

Amelia

Amelia Dillon | A/g Strategic Asset Management Planner

P 6207 4928 | E amelia.dillon@act.gov.au

Place Coordination and Planning | Transport Canberra and City Services Directorate | ACT Government

490 Northbourne Avenue, Dickson | GPO Box 158 Canberra ACT 2601

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From: Karanfilovski, George <George.Karanfilovski@act.gov.au>
Sent: Tuesday, 8 October 2019 10:14 AM
To: Dillon, Amelia <Amelia.Dillon@act.gov.au>; Balberona, Justinieta <Justinieta.Balberona@act.gov.au>
Subject: RE: Emailing: 20191004 Transport considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]

UNCLASSIFIED

Morning Amelia,

Thanks for sending this through. I'm happy to coordinate a response for this.

- Amelia – is it possible to get copies of the transport analysis that was undertaken for this proposal?
- Justinieta – did you provide CSTM plots for their traffic analysis? Or was it AIMSUM through Rama (if possible)?

Happy to discuss and clarify if required.

G

From: Dillon, Amelia <Amelia.Dillon@act.gov.au>
Sent: Tuesday, 8 October 2019 10:03 AM
To: Balberona, Justinieta <Justinieta.Balberona@act.gov.au>; Karanfilovski, George <George.Karanfilovski@act.gov.au>
Subject: FW: Emailing: 20191004 Transport considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]
Importance: High

UNCLASSIFIED

Hi Justinieta and George

Could you please review the attached draft wording on the *Red Hill Integrated Plan – Transport Considerations*.

Please advise of any comments, amendments etc. or nil comment by **COB this Thursday 10 October 2019**.

Kind regards
Amelia

From: Terrplan <Terrplan@act.gov.au>

Sent: Friday, 4 October 2019 11:19 AM

To: Balberona, Justinieta <Justinieta.Balberona@act.gov.au>; TCCS_PlaceCoord <TCCS.PlaceCoord@act.gov.au>; Joseph, Gabriel <Gabriel.Joseph@act.gov.au>; Walter, Stephan <Stephan.Walter@act.gov.au>; Lashkari, Mohammadali <Mohammadali.Lashkari@act.gov.au>; Paynter, Patrick <Patrick.Paynter@act.gov.au>

Subject: Emailing: 20191004 Transport considerations for the Red Hill Integrated Plan.docx [SEC=UNCLASSIFIED]

Importance: High

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Please advise if you are happy with this wording and if not, please feel free to make any amendments, corrections or updates as necessary.

Your feedback would be appreciated by **Friday 11 October 2019**.

Many thanks

Caroline Sayers

Caroline Sayers | Territory Plan Section

Phone: 02 6207 1719 | Email: caroline.sayers@act.gov.au

Planning, Land & Building | Environment, Planning and Sustainable Development Directorate | ACT Government

Dame Pattie Menzies House, Challis Street Dickson | GPO Box 158 Canberra ACT 2601 | www.act.gov.au



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Transport considerations for the Red Hill Integrated Plan

Transport

A key consideration the Legislative Assembly Resolution was to 'address the joint transport and amenity impacts of the proposed developments'.

Traffic Analysis

A traffic analysis was commissioned in 2018 to evaluate the likely road network impacts of residential development at Deakin section 66 and a retirement village (max 125 units) at the Federal Golf Course (with primary access via Gowrie Drive, Brereton Street and a combination of both). A subsequent analysis was undertaken in 2019 to evaluate the likely road network impact of the proposed developments with access to the retirement village at the Federal Golf Course via Birdwood Street and Kitchener Street. ~~Scenarios tested included:~~

The Canberra Strategic Transport Model (CSTM) was utilised to help test the 7 scenarios listed below. This was undertaken through two revisions -

- Base case 2011 - Land use and transport network assumptions for 2031 without the proposed developments using the previous CSTM calibrated to 2011 conditions.
- Base case 2016 - Current land use and transport network assumptions for 2031 using the CSTM calibrated to 2016 conditions. This scenario also assumes no developments in the Section 66 Deakin and Federal Golf Club sites.
- Scenarios tested included:
- Scenario 1 – base case plus the proposed development at the Federal Golf Course only (not Deakin section 66) with access via Gowrie Drive only.
- Scenario 2 – base case plus the proposed development at the Federal Golf Course only (not Deakin section 66) with access via Brereton Street only.
- Scenario 3 – base case plus the proposed development at the Federal Golf Course only (not Deakin section 66) with access via Gowrie Drive and Brereton Street.
- Scenario 4 – base case plus the proposed development at Deakin section 66 only.
- Scenario 5 – base case plus development with the preferred access option selected from scenarios 1-3 (access from Gowrie Drive only was selected).
- Scenario 6 base case plus development proposals at Deakin section 66 and at the Federal Golf Course with access via a new road to the retirement village on the southern portion of the Federal Golf Course connecting to Birdwood Street. Retention of access to the Golf club and course being retained a Gowrie Drive.
- Scenario 7 – base case plus development proposals at Deakin section 66 and at the Federal Golf Course with access via a new road to the retirement village on the southern portion of the Federal Golf Course connecting to Kitchener Street. Retention of access to the Golf Club and course being via Gowrie Drive.

The traffic analysis found that the additional traffic generated by the proposed developments at Deakin section 66 and at the Federal Golf Course ~~would not significantly~~ increase traffic volumes in the future for any of the scenarios tested, particularly along Kent Street. ~~However, traffic capacity issues are evident on existing streets.~~

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~~Regardless of the development proposals,~~ Kent Street will be close to predicted capacity in 2031. Some form of traffic calming and upgrades to intersections along Kent Street will likely be required in future, including Birdwood, Carruthers and Strickland Crescent intersections. Such upgrades would be subject to Transport Canberra and City Services (TCCS) submitting a successful business case for ~~such these~~ upgrades to be considered, designed and constructed.

If the retirement village is to be located in the vicinity of the existing Federal Golf Club house, then the best access is via Brereton Street. While development in the vicinity of the existing club house can be readily accommodated via access to either Birdwood Street or Kitchener Street, the intersection of Birdwood and Kent Street is likely to perform worse than the intersection of Kitchener and Kent Street.

The traffic analysis found that development of the retirement village in the southern portion of the Golf Course has a major advantage over the club house locations due to shorter access route via Kitchener Street as well as other planning and environmental advantages. Although the additional traffic generated by the development still affect existing streets, the impact of the additional traffic is limited to Kitchener Street (a collector road) rather than a lower order access street such a Brereton or Birdwood Streets. Similarly, the design and construction of a road from the proposed retirement village development to Kitchener Street would be subject to Transport Canberra and City Services (TCCS) submitting a successful business case for such upgrades to be considered, designed and constructed. Further analysis of the surrounding environmental and geotechnical constraints and opportunities would also need to be considered as part of any future expansion.

Crash test results included extremely small samples sizes, but did indicate that the intersection of Gowrie Drive with Red Hill Drive has the highest crash records. This is followed by the intersection of Carruthers Street and Kent Street. Interventions should be considered in these locations. The intersection of Kitchener Street and Kent Street had a high proportion of crashes at night which may indicate a need for better lighting in this location.

Public Transport and Active Travel

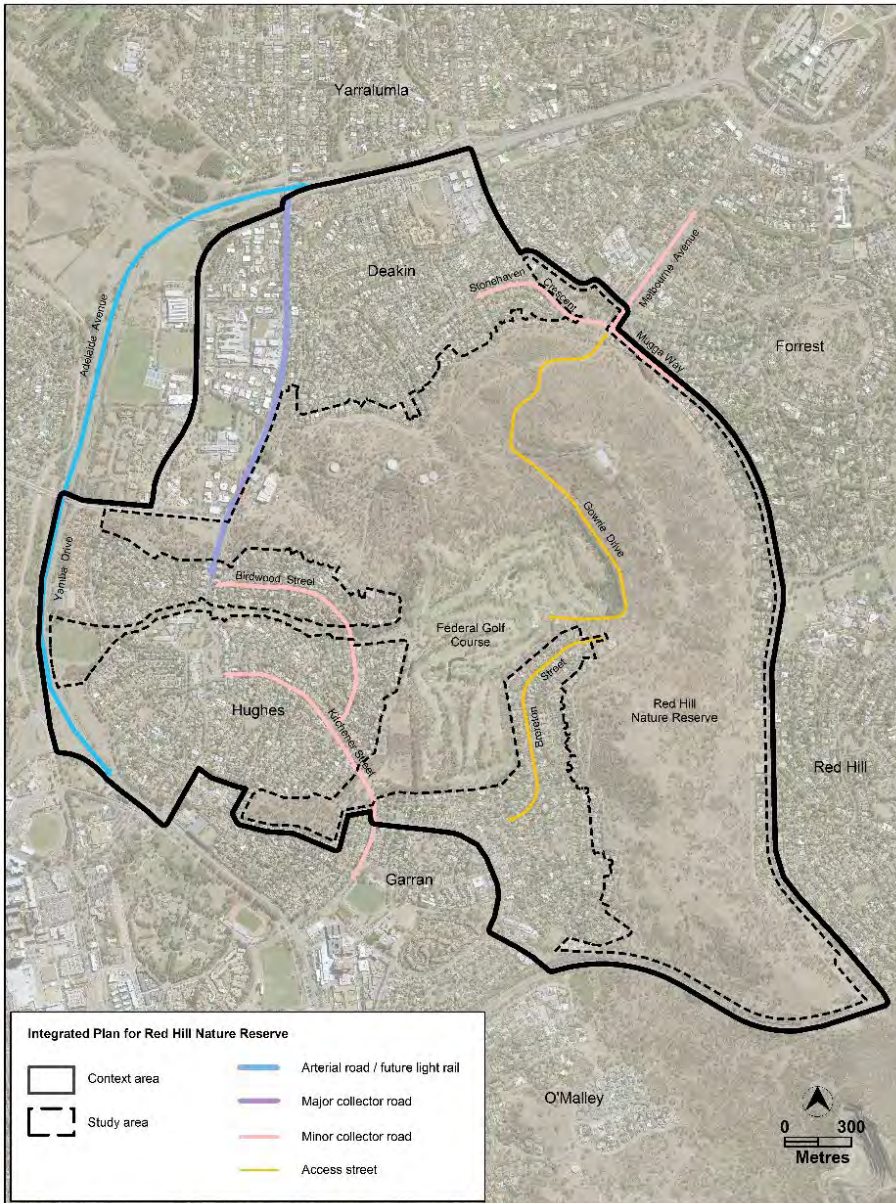
Proximity to public transport indicated that a bus stop adjacent to Deakin section 66 provides access to Civic and Woden. The Federal Golf Course has no access to public transport. The area surrounding the golf course generally have reasonable access but the northern part of Brereton Street does not have any access. Sound pedestrian and cycling facilities would need to be considered for design and construction from the proposed developments, subject to any future business cases being successful for these upgrades. Such investments would also have to integrate with the established pedestrian and cycling network.

Key considerations for the Integrated Plan:

- Consider providing access to the southern portion of the Federal Golf Course site from Kitchener Street.
- Investigate road upgrades and improvements at three intersections on Kent Street including the Birdwood, Carruthers and Strickland Crescent intersections.
- Investigate safety upgrades and improvements at the intersection of Kent Street and Kitchener Street and at the intersection of Gowrie Drive and Red Hill Drive.
- Consider access to public transport in planning the location of future residential and retirement development.

- The above considerations would be subject to future TCCS Capital Works bids being successful that would allow for more detailed planning and design work to be undertaken, followed by construction.

Map 9: Road network and capacity



From: Bootes, Trish
Sent: Monday, 14 October 2019 4:02 PM
To: Terrplan
Cc: Watts, Michaela
Subject: RE: Emailing: 20191004 Nature Reserve Management and Ecological Values draft wording for the Integrated Plan.docx [SEC=UNCLASSIFIED]
Attachments: 20191004 Nature Reserve Management and Ecological Values draft wording for the Integrated Plan V2.docx

Categories: Caroline

UNCLASSIFIED

Hi Caroline

Sorry about the delay. Thanks for sending through the draft wording. I have made a few edits/suggestions in track changes in the attached.

Cheers

Trish

Trish Bootes

Director, Parks Planning and Policy
Environment Division

Environment, Planning and Sustainable Development Directorate

Tel: (02) 6205 0805



From: Terrplan <Terrplan@act.gov.au>
Sent: Friday, 4 October 2019 10:44 AM
To: Bootes, Trish <Trish.Bootes@act.gov.au>
Cc: Watts, Michaela <Michaela.Watts@act.gov.au>
Subject: Emailing: 20191004 Nature Reserve Management and Ecological Values draft wording for the Integrated Plan.docx [SEC=UNCLASSIFIED]
Importance: High

Hi Trish,

The Red Hill Integrated Plan is finally coming together. We have placed a summary of the key findings of the planning process on the EPSDD website:

https://www.planning.act.gov.au/topics/current_projects/red-hill-integrated-plan

I am now finalising the wording for the integrated plan document and have attached the draft wording related to the nature Reserve Management Plan and the ecological considerations as per our previous discussions and your feedback.

Please advise if you are happy with this wording and if not, please feel free to make any amendments, corrections or updates as necessary.

Your feedback would be appreciated by **Friday 11 October 2019**.

Many thanks
Caroline Sayers

Territory Plan Section

Email: terrplan@act.gov.au

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Draft Nature Reserve Management and Ecological Values

Canberra Nature Park Draft Reserve Management Plan

In addition to the integrated planning process, a draft reserve management plan for Canberra Nature Park has been prepared by the ACT Government. This management plan includes the Red Hill Nature Reserve and has been released for public comment between September and December 2019. The plan will guide management over the next 10 years. The draft plan includes:

- A vision for Canberra Nature Park
- Statutory requirements
- Key values for all Canberra Nature Park reserves
- Management zones
- Goals, objectives, policies and actions to guide management
- Permitted and prohibited activities and limitations on activities in some zones.
- A priority for implementation of actions.
- Summary profiles for each of the 37 existing reserves in Canberra Nature Park. These profiles will provide additional, more detailed information and offer the community an opportunity to provide information and comments specific to individual reserves.

In addition to the public consultation about the draft reserve management plan, ACT Parks and Conservation Service has consulted with the key stakeholders listed in **Table 3** and groups in preparing the Canberra Nature Park Draft Reserve Management Plan. Consultation also included workshops with all ParkCare groups and with recreation user groups on the preliminary draft plan.

Table 3: Key stakeholders consulted in the preparation of the Canberra Nature Park Draft Reserve Management Plan

ACT Aboriginal and Torres Strait Islander Elected Body (ATSIEB)	Friends of Grasslands
ACT Commissioner for the Environment and Sustainability	Land Development Agency
ACT Scientific Committee	National Parks Association of the ACT
ACT Emergency Services Agency	National Capital Authority
ACT Heritage Council and Heritage Unit	Natural Resource Management Advisory Committee (NRMAC)
ACTPCS Murrumbung Rangers	Planning and Land Authority
ACT ParkCare Groups (workshops)	Representative Aboriginal Organisations
ACT Recreation Users Group (workshop)	Scientific Committee
ACT Equestrian Association	Traditional Custodians (Field Trip)
Canberra Ornithologists Group	United Ngunnawal Elders Council
Conservator of Flora and Fauna	Woodlands and Wetlands Trust (Mulligans Flat sub-committee)
Conservation Council of the South-East Region and Canberra (Biodiversity Working Group)	Woodlands Working Group
Dual Sport Motor Riders Association	

Ecological Values

A key consideration of the resolution of the Legislative Assembly was to 'include a detailed environmental plan to protect Red Hill Nature Reserve from the impact of the proposed developments'.

Red Hill Nature Reserve

The Red Hill Nature Reserve is part of the Canberra Nature Park network of reserves with connectivity to and from Red Hill to the south via Mt Mugga Mugga. The ecological values (**Map 4**) of the integrated planning area are centred on the Red Hill Nature Reserve. Mapping of Red Hill Nature Reserve indicates that 197 hectares of Yellow Box – Blakely's Red Gum is present in this reserve. This woodland remnant is part of one of the largest areas of this critically endangered community in Australia. In all, the reserve support six native vegetation communities:

- Yellow Box ± Apple Box tall grassy woodland
- Red Stringybark – Scribbly Gum – *Rytidosperma pallidum* tall grass shrub dry sclerophyll open forest
- Red Box tall grass-shrub woodland
- Mealy Bundy – Red Stringybark grass-forb mid-high open forest
- Blakely's Red Gum – Yellow Box tall grassy woodland
- Apple Box – Broad-leaved Peppermint tall shrub grass open forest.

The White Box-Yellow Box-Blakey's Red Gum Grassy woodland is listed as a critically endangered ecological community under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*. This vegetation also meets the definition of the endangered Yellow Box-Blakely's Red Gum Grassy Woodlands listed under the ACT Nature Conservation Act.

Endemic vegetation communities present in the nature reserve (Apple Box, Blakely's Red Gum and Mealy Bundy) are largely restricted to the ACT. They are not listed as endangered communities but they are still a high priority for conservation because they cannot be conserved by any other jurisdiction. The Red Hill Nature Reserve is also a significant stronghold for the nationally threatened *Rutidosis leptorrhynchoides* (Button Wrinkelwort) and the rare *Dianella Longifolia*.

There are also six derived communities that have arisen following the clearing of the native vegetation. Some of these communities have special conservation values because they are endangered or endemic to the ACT.

Red Hill has recently been identified as perhaps the most important nature reserve in the urban area for the Gang Gang Cockatoo (which is listed as vulnerable in NSW).

The Red Hill Nature Reserve supports habitat for the Perunga Grasshopper and the Common Eastern Froglet. It may also provide habitat for the Coconut Ant, the Pink-tailed Worm Lizard and Spotted-tailed Quoll as some of these species have been documented in this area.

The Canberra Nature Park Draft Reserve Management Plan has recently been released for public comment and will provide the primary mechanism for protection and management of ecological values within this reserve. However, development within the Red Hill Nature Reserve is subject to the requirements of the National Capital Plan and works approvals issued by the National Capital Authority.

In terms of research, ACT Government ecologists have undertaken monitoring of Button Wrinklewort, woodland dieback and hazard reduction burn monitoring. Canberra Ornithologists

Group has been monitoring birds in the reserve since 1998. Dieback within endangered woodlands is a major management problem for the ACT Parks and Conservation Service. Dieback reduces woodland condition and the connective value of woody vegetation

Urban Open Space Network

Ecological values exist within the parts of the surrounding open space network particularly at the Hughes ridge. In addition to providing recreation opportunities and contributing to the landscape setting, the open space network also provides essential links and corridors to the Red Hill Nature Reserve. There are no plans to alter the existing arrangements for the urban open space network in the study area.

Leasehold land

The majority of leasehold land adjoining the Red Hill Nature Reserve is low density residential RZ1 suburban zoned land and is highly modified from its natural state. There are no plans to alter the existing arrangements for this land.

There are two larger parcels of leasehold land at Deakin section 66 (off Kent Street) and the Federal Golf Course which exhibit ecological assets and values, despite being considerably modified over the years. Retention of trees (particularly mature hollow bearing trees) is a priority, both for connectivity and for the valuable habitat provided for threatened or declining bird species recorded including Speckled Warbler, Little Eagle, Scarlet Robin and Superb Parrot and for local fauna.

Deakin section 66

A site inspection of Deakin section 66 (off Kent Street) was undertaken by a Senior Government Ecologist in June 2018. The site inspection determined that there are matters of national environmental significance on this site. This includes Yellow Box – Blakey's Red Gum woodland which meets the requirements for listing as part of the endangered ecological community under the Commonwealth's *Environment Protection and Biodiversity Conservation Act 1999*. In addition to the endangered woodlands the local area is known habitat for the Little Eagle which is listed as Vulnerable in the ACT and NSW. It is likely the blocks provide foraging habitat for this species. This has implications for future development on the site.

Federal Golf Course

The Federal Golf Course exhibits a range of ecological values, particularly towards its northern and north western boundary with the Red Hill Nature Reserve. Remnant trees and other species also exist in the 'rough' areas of the course. This includes native grasses and forbs.

A site inspection of the southern portion of the Federal Golf Club was conducted by a Senior Government Ecologist between 13 and 17 May 2019. The assessment identified approximately 115 remnant eucalypts with high values under the ACT *Nature Conservation Act 2014*. All remnant trees were either Yellow Box (*Eucalyptus melliodora*), Blakey's Red Gum (*E. blakelyi*) or Apple Box (*E. bridgesiana*). Further assessment would be required to determine if the areas have a diversity of forbs sufficient to meet the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* requirements for classification as part of the box gum woodland endangered ecological community.

Threatened and declining birds benefit most from the proximity of the large remnant trees on the Federal Golf Course and are important users of the local connectivity corridors. Some fifty-two of the

trees had visible hollows with 128 hollows counted. This is likely to be an underestimate given the observation method was not comprehensive.

Bird surveys were not undertaken as part of this assessment however two significant species were observed; Superb Parrot and Gang-gang Cockatoo. Superb Parrots (listed as vulnerable in the ACT and nationally) were observed using the “rough” areas along the western border of the golf course. Superb Parrots have also recently been recorded on the northern portion of the golf course (Canberra Nature Map records).

Gang-gang Cockatoos (listed as vulnerable in NSW) were observed in the same general area as the Superb Parrots. Gang-gang Cockatoo’s have been recorded in 2014 undertaking breeding behaviour in proximity to this area. Bird surveys will be required to determine the presence and abundance of birds in the location and the potential for impact on protected species.

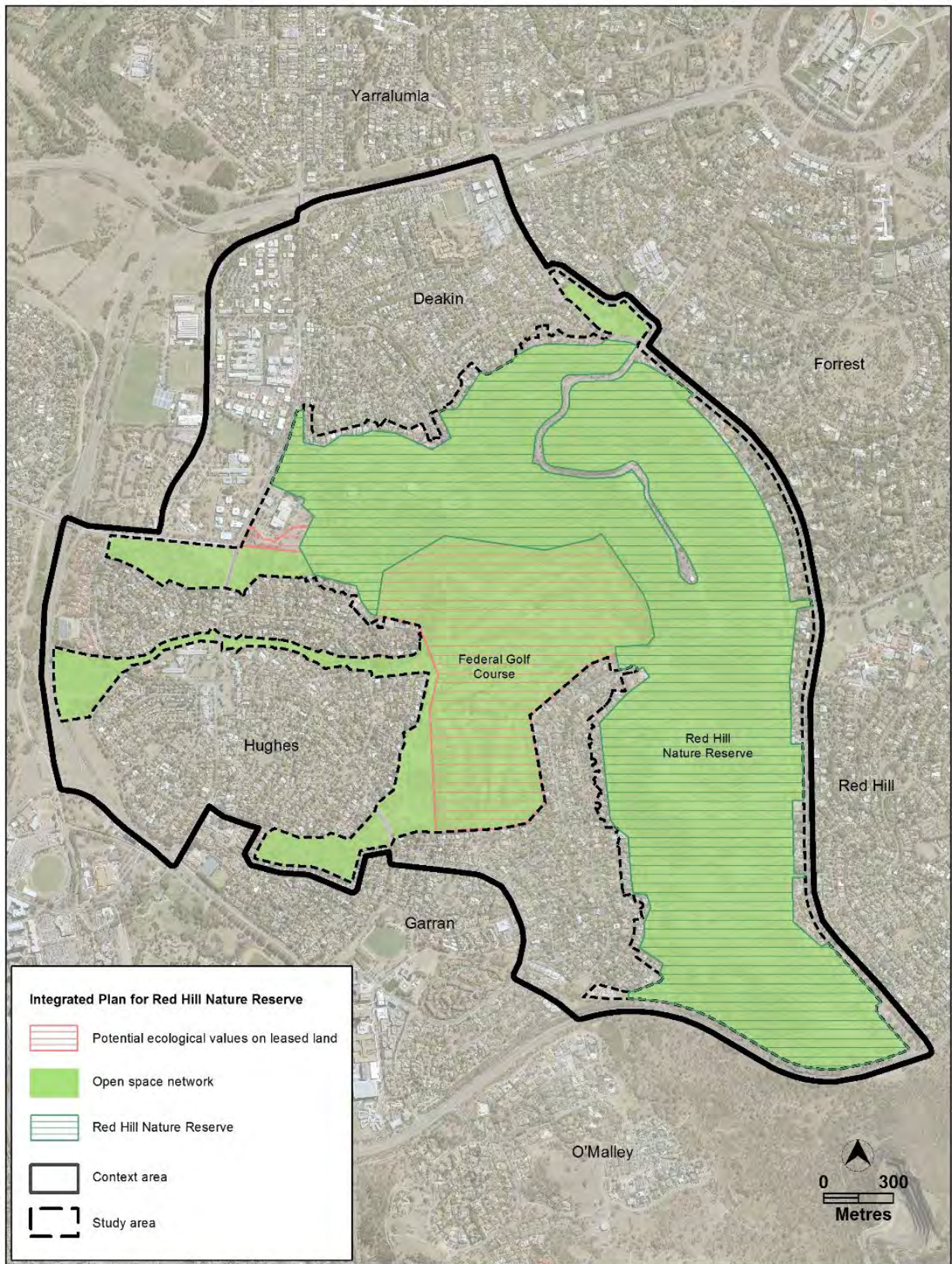
There are two main statutory documents that apply to the conservation of the ecological values outlined above. These are the: Notifiable instrument NI2018–536 (Loss of Mature Native Trees) and the Draft Superb Parrot Action Plan. Additional statutory requirements may be required subject to the outcomes of complete ecological assessments.

Additionally, the current access to the Federal Golf Course is via Gowrie Drive which traverses the Red Hill Nature Reserve. This has implications for future development at the golf course, particularly if access along Gowrie Drive is to be upgraded.

Key considerations for the Integrated Plan:

- Implement the Canberra Nature Park Reserve Management Plan
- Continue to manage the existing urban space network
- Limit intensification of the existing low density residential RZ1 suburban zoning adjoining the nature reserve
- Minimise loss of and potential impacts on ecological values at Deakin Section 66 (off Kent Street) and at the Federal Golf Course
- Undertake further bird surveys to determine the presence and abundance of birds in the location and potential impact of any development on threatened species
- Retain remnant trees that provide important habitat, particularly those containing breeding hollows.
- Undertake further detailed vegetation assessments on the Federal Golf Course site to determine if the vegetation meets the requirements for classification as the box-gum woodland endangered ecological community under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.
- Provide buffers between future development and the Red Hill Nature Reserve
- Minimise the need for upgrades to Gowrie Drive through the Red Hill Nature Reserve.

Map 5: Ecological values of the Red Hill Nature Reserve and surrounds



From: Berry, Elissa on behalf of EmergencyManagement
Sent: Tuesday, 15 October 2019 9:40 AM
To: Sayers, Caroline
Cc: ACTF&R Risk & Planning; Potts, Greg
Subject: FW: ACT F&R review of the Bushfire and Emergency service considerations for the Red Hill Integrated Plan

UNCLASSIFIED

Good Morning Caroline,

Please see the below email in regards to ACTESA comments on the Red Hill Integrated Plan.

Thanking you,

Elissa Berry

Elissa Berry | Administration & Support

Mobile: [REDACTED] | Desk: 0262059919

Risk & Planning | ACT Emergency Services Agency | ACT Government

9 Amberley Avenue **Fairbairn** | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

From: Dau, Jeff <Jeff.Dau@act.gov.au> **On Behalf Of** ACTF&R Risk & Planning
Sent: Monday, 14 October 2019 11:22 AM
To: EmergencyManagement <EmergencyManagement@act.gov.au>
Cc: Potts, Greg <Greg.Potts@act.gov.au>
Subject: ACT F&R review of the Bushfire and Emergency service considerations for the Red Hill Integrated Plan

UNCLASSIFIED

Hi Emergency Management,

ACT Fire & Rescue concurs with the wording provided in 20191004 Bushfire and Emergency service considerations for the Red Hill Integrated Plan with one exception.

The following sentence be amended: “In this circumstance, significant upgrades would be required to be undertaken to Gowrie Drive and an appropriate secondary access provided”.

Should read - “In this circumstance, upgrades would be required to be undertaken to Gowrie Drive and an appropriate emergency secondary access provided”.

Thanks,

Station Officer Jeff Dau



Bushfire and Development Assessment Officer
ACT Fire & Rescue | Community Safety
9 Amberley Ave Fairbairn ACT
m. [REDACTED] p. 62078472
e. actf&rrisk&planning@act.gov.au

From: [REDACTED]
Sent: Monday, 18 November 2019 9:46 PM
To: Brady, Erin
Cc: Sayers, Caroline; 'Roger Adcock'
Subject: Red Hill Integrated Plan

Hello Erin

Congratulations to you and Caroline and all the other people who contributed to the development of the draft Red Hill Integrated Plan. GAHRAG considers that the draft Plan is comprehensive and provides the necessary facts and justification to support the findings of the planning process. GAHRAG will be supporting the Integrated Plan.

I have discussed the draft Plan with a large number of people from a range of organisations over the last few weeks. One matter which is causing some confusion and providing an opportunity for some mischief making is the way the possible site for the proposed retirement village is depicted. On Map 17 at page 50 the possible development area is depicted by the number 2, with the northern part of the golf course depicted by the number 3. Unfortunately because of the colouring of the map people wrongly think that area 2 extends well into the northern part of the golf course and that a development could be undertaken anywhere in that area, with the northern area (3) restricted to the bushfire zone. There needs to be a clearer demarcation between the northern and southern parts of the course. Adding to the problem is the fact that in paragraph 4 on page 51 "Area 3" should read "Area 2". Some further confusion is caused by the proposed future retirement village being shown by an * on Map 21 (page 65) and the large green dot on Map 23 (page 72). It would be good if the confusion could be dealt with on the electronic version of the document on the website, and avoided in the drop-in sessions and presentations to community councils.

Another issue of concern raised with me is the text about the northern and southern portions of the golf course in the first three paragraphs on Page 31. Because there is very little detail in paragraph 1 about the high biodiversity in the northern parts of the course, with details about some "high values" in the southern part of the course in paragraph 2 (with nothing said about the large numbers of plantation blue gums and other "low value" biodiversity) people have been emboldened to mount an argument that the southern part of the course is not actually suitable for development. Because of the encouragement given by this paragraph some residents opposed to any development are attempting to survey all the trees in the southern part of the golf course along with the adjacent open space area to show that that the area is not suitable for a retirement village or an access driveway from Kitchener Street. This work also includes an attempt to demonstrate that the grassy open space meets the definition of woodland for the purposes of the Commonwealth EPBC Act, and as mentioned in the last sentence of paragraph 2. One way of bringing an end to a large part of this misguided survey would be to release the results of the site inspection conducted by the senior government ecologist in May 2019, as referred to in the first sentence of paragraph 2.

In talking to people about the draft Integrated Plan a number of issues have been raised many times. It is highly likely that they will be raised at the drop-in sessions and at the Community Council sessions and also be included in email comments. These issues are:

- Why didn't the government pursue the no "housing" development option for the golf course area?

- How does the government justify rezoning of part of the golf course to enable “housing” development instead of some other more acceptable form of development?
- Does the Integrated Plan ensure that the golf course area cannot be turned into a suburb, particularly if the golf club fails?
- How does the Integrated Plan ensure that the retirement village on the golf course is not the “thin edge of the wedge” and that further developments on the golf course will follow?
- Why should the Federal Golf Club members and a property developer reap millions of dollars from the development of public land?
- The draft plan does not have community support as required by the Legislative Assembly.
- Green space will be destroyed by the construction of an access road from Kitchener Street. This appears contrary to the intent behind the Integrated Plan.
- The southern part of the golf course has not been surveyed for birds, yet development is proposed for the area.

I trust you find the content of this email helpful.

Kind Regards



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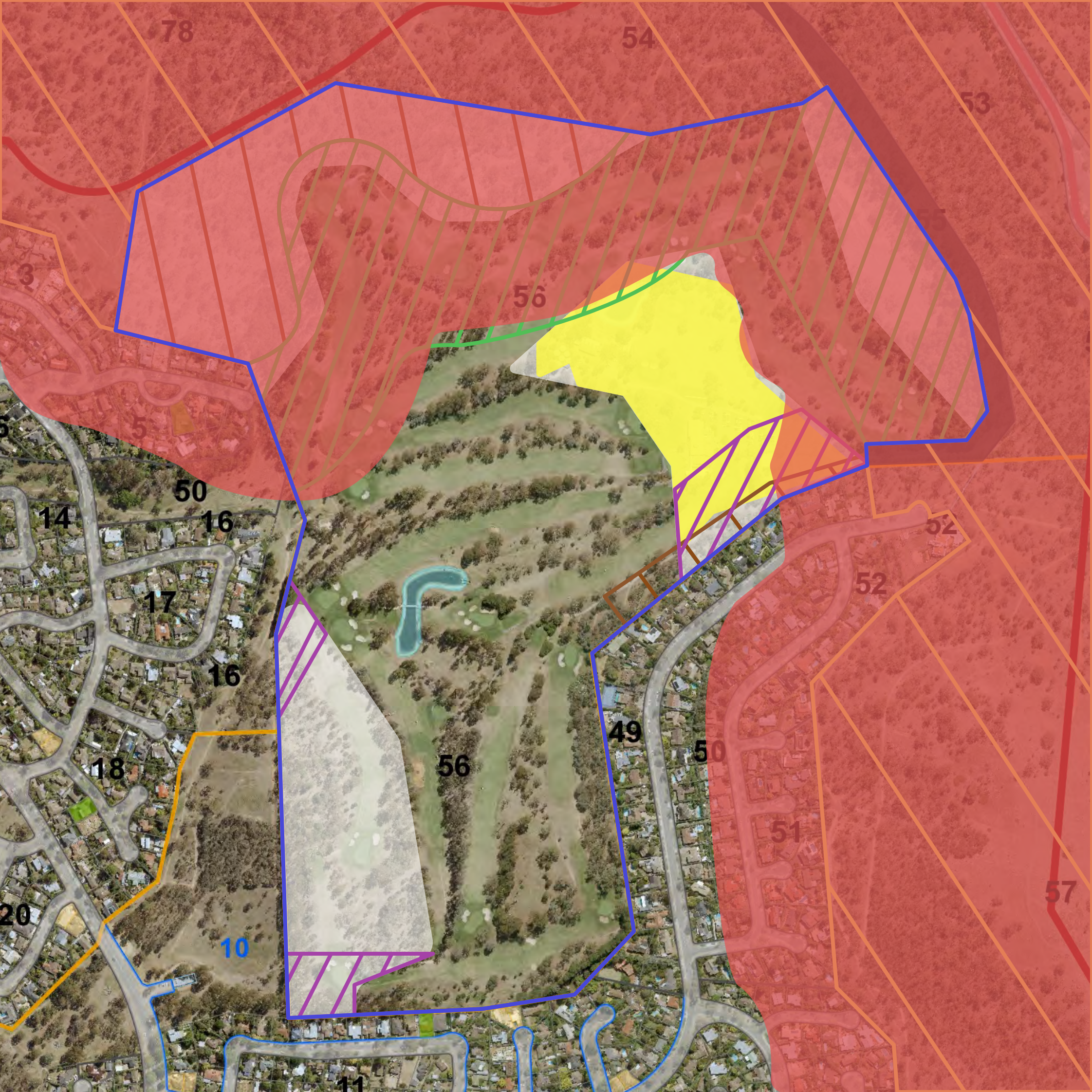
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