

**Submission No. 8**

(Robertson Barracks)

SL 14/4/02

Public Works Committee  
Parliament House  
Canberra ACT 2600

**ROBERTSON BARRACKS REDEVELOPMENT**

1. We would like to raise our concerns regarding the proposal to provide additional facilities and related infrastructure at the Robertson Army Barracks near our property in Knuckey Lagoons, specifically its impact of increased traffic.
2. The construction of McMillan's Road and the development of the Barracks have had a significant impact upon Brandt and Farrar Roads. These two roads were constructed as residential roads and were never intended to cope with the volume of traffic that currently uses these long, straight roads as a short cut to access Campbell Road.
3. Residents have been faced with the issue of an undisputed steady and unplanned increase in the volume (and speed) of traffic. The roads are being used by a large number of army personnel and others who access the Barracks and the rural area beyond. The traffic flow and speed are causing a great deal of concern to local residents, especially those with families, horses and other wildlife, who claim that much of the traffic shows a blatant disregard for the speed signs and the no-through road signage.
4. We gratefully acknowledge the intervention of the Police who have conducted a number of speeding campaigns to increase awareness of speed limits, resulting in a number of fines and fewer vehicles for a short period of time. Unfortunately the benefits have not been long lasting.
5. Brandt and Farrar Roads are located between the Lyons and Muirhead Defence Housing Authority developments and the Barracks. Farrar and Brandt Roads represent the most direct route to the Barracks and as the housing developments grow, residents will undoubtedly see yet another unplanned increase in traffic.
6. The Dept of Defence's submission, paragraph 92 incorrectly states that the "increase in personnel will result in an increase in vehicular traffic in and out of the base via the main gate and Thorngate Road." Residents' reports and experience shows that this clearly is not the case. This paragraph also states that "the potential increase in vehicle numbers will have a minimal

impact on overall traffic volume and local residents...” We would like to contest this statement as we believe it will not be a minimal impact, it will be quite the opposite.

7. Residents have raised their concerns on several occasions and there are records of discussions dating back to before 2002 to evidence this. Public meetings to discuss a realignment of Campbell Road to make Brandt and Farrar Roads a less attractive short-cut option, have been protracted and are still on-going. Last year commitments were given by all stakeholders to research this further and whilst progress is slow, it is still being undertaken by Gerry Wood MLA and the Litchfield Shire Council. Both federal and local politicians have attended residents’ meetings at various times in response to residents’ calls for action and in response to media coverage of accidents. The Defence submission has failed to recognise how strongly local residents are opposed to any development that will see a rise in traffic levels.
8. We acknowledge the Army’s assistance when they gave a commitment to stop all official vehicles from travelling along these roads and in providing a contact number to report any breaches. However it stopped short of issuing a directive that stopped uniformed, off-duty personnel from taking this short cut.
9. There have been a number of serious and fatal accidents, which also involves pets and wildlife being killed near the intersection of Campbell and Stevens Roads. There are many more unreported near-misses that have gone unrecorded.
10. Unfortunately my husband will be interstate and I will be unable to personally attend the public hearing, however we trust that due consideration will be given to our concerns.

Jackie and Brett Pen-Dennis

10 April 2008