

**INNER SOUTH CANBERRA COMMUNITY COUNCIL (ISCCC) AND
KINGSTON AND BARTON RESIDENTS GROUP (KBRG)**

**Public Forum on Kingston Arts Precinct
and Update on Dairy Road Precinct**

**Eastlake Football Club (Duffy Room)
3 Oxley Street Griffith
22nd September 2019**

DRAFT MEETING RECORD

1. Welcome and introduction.

Marea Fatseas, Chair ISCCC introduced the meeting, welcomed participants, and acknowledged the traditional custodians of the land.

2. Attendance:

A headcount identified 84 participants - 77 people signed on. The majority were from the Inner South, including many from Kingston and Barton, some from Forrest, Griffith, Narrabundah and Red Hill and a few from other Canberra suburbs such as Weetangera, Aranda, Kambah, Wanniasa. There were also local businesses, Friends of Manuka Pool, friends of Jerrabomberra Wetlands, Art Sound and some other arts groups and artists, and staff of MLAs.

3. Apologies

Rachel Stephen-Smith MLA, Elizabeth Lee MLA, David Johnstone, Peter Pharaoh, Ken and Sally Begg, Angela Chow, Amanda Evans, Sarah and Anton Wasson, Scott Leggo.

4. Presentations

First session Community engagement process/timeline: Elizabeth Judd – Judd Studio

- Judd Studio is the consultant to GEOCON and is undertaking engagement and consultation in liaison with the Government.
- There have been two “meet the architect” meetings, meetings with Foreshore body corporates and businesses, and a pop up at the bus depot markets so far.
- The architect’s briefing on the concept plans for the Kingston Arts Precinct, at a forum organized by GEOCON, is on the website www.kingstonartsprecinct.com.au.
- An outline of the project timeline was provided.
- The tender plan that was accepted by the government consists of the preliminary concept plans that were on display and are also available on the KAP website.
- Currently in the Concept Plan stage. This involves a process of consulting, listening, and collaborating with relevant parties.
- A community panel with broad representation of stakeholders (about 25 people) is being set up.
- The community engagement process is expected to last over a year.
- It was emphasized that the current plan (Master Plan) drawn from the accepted tender is only a starting point and is open to change.

Second session--Heritage: Nick Swain, President, Canberra District Historical Society (and also a committee member, Kingston and Barton Residents Group)

- Old Bus Depot Markets, while important, are close but not within the KAP.
- There were extensive government sponsored consultations from 2011 to 2015. This is a summary of key issues – do people think they are still valid:
 - Reinforce the significant industrial heritage of the area
 - New buildings do not dominate or screen Power House
 - Preserve all heritage listed buildings in the precinct including the 1948 Switch Room
 - Retain industrial heritage character
 - Retain view of heritage buildings from Wentworth Avenue
 - Sensitive to heritage architecture-reflect historical links in colours, materials and structure
 - Limit building height to ensure relationship with existing visual landscape and respect heritage
 - Adequate separation between old and new development.
- A green sheet was circulated that included the urban design planning principles for heritage (See Attachment).

Third Session: Arts: David Whitney, Board Chair, Canberra Glassworks

- Optimistic view of the precinct and the greater creative opportunities it will bring. In the past, the Glassworks building had been turned into storage and abandoned. Canberra artists argued the need for a workshop. An average artist's income is \$48,000 so need support and investment in infrastructure. This falls to state/federal governments – except Mona in Hobart.
- Welcomed the Fitters workshop but still isolated so welcome the KAP – success is a whole that is greater than the sum of its parts - not just a group of buildings. Examples Midlands Atelier – Perth, Jam Factory - Adelaide, Meat Market - North Melbourne, Collingwood Arts Precinct (incl Circus Oz), Gunnery Woolloomooloo, Brisbane Powerhouse, Tanks Arts Centre – Edge Hill (QLD).
- Great roadmap, but need to build own identity, adaptive reuse.
- Synergies between artists and art groups sharing ideas, need the right supporting infrastructure.
- Supports the proposed additional art space for touring exhibitions and visiting artists.
- Civic Square was meant to be a public space but didn't work – separated by road etc - the KAP will need to work around this using day and night time economy and permanent residents.
- Glassworks is not just a museum but a place where artists create work. It is world renowned.
- The Glassworks enjoys engagement with the Old Bus Depot Markets. Visitors to the Markets also often visit the Glass Works.
- There is a need to ensure the KAP attracts a critical mass of people 24/7 and it doesn't become deserted for lengthy periods when workers leave the area as is the case in Civic.

Fourth Session: Business: Anthony Niravong, Co-owner of Old Bus Depot Markets

- Bought the business 3.5 years ago.
- Two main concerns as a business– access and parking during and post construction.
- The annual wool expo attracts some 200 stallholders, plus visitors (60% are tourists) – when they host the wool celebration expo, people travel from as far away as Queensland and Adelaide to attend. Parking is a big issue, with lots of residents using free parking. So there is not enough parking for visitors (common complaint). Stallholders need access to offload and pack up.

- Parking is needed for 150 to 200 stallholders as well as the general public.
- There are questions about how this will be accommodated.
- Disability parking is also important.
- Another concern is how will the bus depot markets stand out in the precinct. It is already an anchor building. Is this being considered in the design?
- The Old Bus Depot Markets see themselves as fitting in with the KAP. Many stallholders are artisans.
- Cost of parking is an issue. Pay parking in other areas has affected business clientele and could do the same in KAP.

Fifth Session: Local residents: Key development principles: Peter Moore, Kingston and Barton Residents Group

- Points from KBRG's Submission to GEOCON on 29 August 2019 and Community requirements for KAP were distributed around tables prior to the meeting (see attached).
- Peter Moore welcomed the new precinct in Kingston but noted there was only one chance to get it right.
- The KAP was proposed last century (1999). It needs to compete on the world stage, and there are good architects assigned to help deliver this, however have already received a lot of questions from residents concerning enforcement on building quality, noise abatement, scale and design, deviation from masterplan, connectivity between precinct and lake and concerns with framing the heritage buildings appropriately. There are unique buildings and trees that need to be considered.
- Community engagement has occurred since 2010 and through many public meetings. Continued meaningful consultations are essential – can not be just a tick and flick, the government must own the consultation, not the developer. Many precincts have failed when consultation has been flawed through such things as over-focus on residential development.
- Existing sites like Old Bus Depot Markets need to be considered - parking and vendor access required for now and into the future.
- It is important that an independent study of transport and parking needs be undertaken.
- Dense build proposed – swamps the heritage of the site, which is the distinctive feature of the site. Wentworth Avenue view of glassworks and chimney and trees will be lost under current proposal.
- Journey must be together and optimistic we can get a great final design.

5. Main themes from Q and A session

- Strong community views on footprint, plot ratios, and public realm on the site. In response, it was noted that the white blocks on the precinct map were not necessarily the entire building footprint and there could be open space there. Geocon would not be managing the public space and activation into the future but this would be taken into account in the design.
- Parking – needs to be a mix of underground and above ground parking; loss of competitiveness of local businesses if paid parking is introduced. The response was that there would be underground parking for residential and aboveground multi-level parking for other uses. KBRG noted that the traffic review needs to be done by government, not the developer.
- Will trees in the precinct be protected? Far too little vegetation in the precinct, including in the context of the ACT Government's establishment of a target of 30% canopy cover.

- Need to seek views of different age groups eg average age in the suburb is in the thirties. In response, it was noted that there is significant outreach through social media (Facebook, Twitter and Instagram), a growing email database, mainstream print media and radio.
- Impact on Old Bus Depot Markets – need to engage with OBDM and stallholders in terms of functional requirements, 160 stallholders need parking to set up and pack up; cheap or free parking needed to attract customers, as many areas that have introduced paid parking have damaged local businesses; OBDM wants to engage with the arts precinct because over 140 stallholders make their own products. The response was that the OBDM was not within the scope of the development but it would be considered.
- One forum participant asked if the Old Bus Depot Markets would consider relocating to Fyshwick. The Old Bus Depot Markets co-owner responded that the arts centre was integral to the precinct - relocating the OBDM was not on the agenda. The room broke out in applause.
- An artist living north of the lake noted that only a small selection of the artistic population was represented and that residential development was creeping into the arts precinct. What about a theatre, concert hall? In response, it was noted that the ACT government is planning for a new Canberra theatre and street theatre, and that Llewellyn Hall plays an important role as a concert hall already in Canberra.
- A participant was concerned that a newsletter had referred to a cycling organisation’s conversations with ACT Government calling for removal of parking from Eastlake Parade (last link in cycling path around the lake). None of the speakers were aware of it.
- Need to consider the impact of residential apartments within the proposed development, as well as how to ameliorate the impact on adjacent residential apartment buildings. The original masterplan included a green space buffer near the Aspire building. What happened to that? In response, it was acknowledged there are many stakeholders to consider and that there would be meetings with body corporates along with on-line and paper surveys, reaching out to the many people who need to be consulted.
- Need for concessional parking at the weekend and free parking for artists.
- Geocon was looking at issues like electric car charging points and bike access to the site.
- Need for more proactive arts development.
- The Arts Precinct will depend on visitation and visibility. Need a transparent financial business model for the whole precinct, and how business activation will occur. The response was that a Kingston Arts Precinct management body will be set up, as no one group could manage KAP on their own. ArtsACT is recruiting a new staff member to work on KAP issues.
- In response to a comment that the proposal reads like the Kingston Apartment Precinct not the Kingston Arts Precinct, there was applause.
- There was a view that Kingston Arts Precinct development should be government-led rather than developer-led.
- Concern that the proposal does not adhere to many original design principles.
- There was a view that the community should have access to the Request for Tender document for the KAP from the ACT Government to better understand what is “on the table” and “not on the table”. The reply was that the Concept Plans on the Kingston Arts Precinct website are the tender response.
- Should contact ACT NoWaste for suitable design for management of waste.

Main points from post it notes and other notes provided by participants:

- In winning the tender Geocon had to put forward plans that mirrored the original Government consultation for the 2014 plan.
- The public parking is reduced in the Geocon model

- There are so many stakeholders, only the Government should be organising consultation. Should be led by Government to meet the people's needs
- Stakeholder Engagement Strategy is available online. Are we able to review stakeholders and their roles? Which stakeholders are influencers or even approvers?
- The community panel is limited and will not be representative of all stakeholders.
- Economic studies must include price elasticity of parking as this is critical to affordability of parking for traders and customers.
- Old Bus Depot Markets need adequate parking (access for stallholders, buses, visitors, 60% tourists. Special days interstate stall holders).
- It is critical to preserve the vitality of the Old Bus Depot Markets and this requires enabling traders to drop off and pick up their goods. Need good quality traffic and parking study at an early stage.
- Activate Old Bus Depot frontage to public realm.
- Ensure Heritage trees on Wentworth Ave are preserved.
- Important to preserve the heritage trees adjacent to Power House which are part of Weston's landscape design.
- Aspire building in former plan had a green space buffer.
- Extensive deep rooted tree planting needed.
- Latest ACT tree cover to be increased by Government from 20% to 30% to address local warming.
- Is there a conflict between preservation of heritage and beauty and public space/facility?
- Wider view corridor from Wentworth Ave to Power House.
- No new buildings between Wentworth Ave and Power House.
- The cycle way should not go through Kingston Foreshore. Wentworth Avenue is better.
- Sophisticated children's play area needed for Kingston Foreshore. Many child visitors and family oriented visits.
- Need to protect public realm space, views.
- Foreshore - 2 major residential developments. Add existing residents into the planning.
- Don't limit the stakeholders, such as s49 residents.
- Build to the limit.

6. Motions

Motion 1

In line with the KBRG submission to Geocon on 29 August 2019, that significant changes are made in order to:

- Respect the heritage places of industrial and architectural significance of new buildings to be well set back from the Powerhouse and to retain the 1948 Switch Room (Chapel)
- Maintain important views to and dominance of the Powerhouse building from Wentworth Avenue and from the lakefront
- Relieve congestion on Eastlake Parade with clearly enabled access to the KAP.

Moved Peter Moore, Seconded Ian Morrison. Carried by strong majority.

Motion 2

The ongoing needs of the long established and multi award winning Bus Depot Markets must be fully considered in the KAP design to ensure that the commercial future of the popular facility is considered in the planning and final design of the KAP – including suitable parking and access for visitors and stall holders.

Moved Peter Moore, Seconded Anne Forrest. Carried by strong majority

Motion 3 (as amended)

A formal Government managed public consultation mechanism should be established and tasked with setting up the community panel. There should be multiple ways and opportunities for community engagement throughout the development of the precinct.

Moved Peter Moore, Seconded Rebecca Scouller. Carried by strong majority

Motion 4 (as amended)

The meeting would like to know which groups will be represented on the Community Panel and requests that each group can have one representative and a delegate (alternate) to ensure meaningful input that is not too burdensome on any one volunteer. This flexibility will allow those with work, family and caring responsibilities more opportunity to participate in the process.

Moved Peter Moore, Seconded Gary Kent. Carried by strong majority.

7. Update on Dairy Road Precinct Gordon Lowe and Alice Buck, Molonglo Group.

An outline of the proposal for the final phase of the 'Green Spine' adjoining Building 3 at 1 Dairy Road was provided. The existing industrial buildings at Dairy Road, have been undergoing staged refurbishment as part of a transition from their former transport and storage uses to space for innovative makers and creators. Gordon Lowe advised that as each stage of the building refurbishment is completed the adjoining external areas are also transformed from parking and bitumen hard-standing to landscaped space. Water has featured prominently in the landscape design. A small "creek" meanders through the landscape in recognition of the relationship to the Jerrabomberra Wetlands. The area has proven popular with visitors and children have embraced the water play opportunities, particularly in the hot summer months. The final phase of the Green Spine was always intended to be the "source" of the creek.

Alice Buck of Molonglo emphasized that a key design requirement was that the same access be used by all people regardless of their mobility. Similarly, the depth of the water in the reflective ponds was consciously designed to allow access by wheelchairs. Molonglo are not content to simply design to the accessibility code, they want Dairy Road to be a destination of choice for people with disabilities.

Gordon Lowe advised the meeting that the proposal would be the subject of a development application. While pre-consultation was not mandatory Molonglo were keen to present the proposal so that its nature and purpose could be explained in a way that a development application couldn't convey (**see Attachment for further details about the proposed development**).

HERITAGE - COMMUNITY REQUIREMENTS FOR THE KINGSTON ARTS PRECINCT

Extensive government sponsored consultations were conducted from 2011 to 2015. They included:

- Kingston Arts Strategy Report. Principles workshop conducted by Purdon Associates, March 2011;
- Kingston Section 49 Master Plan. October 2013 (Cox Architecture, Purdon Associates, Lovell Chen, CTA Consultants). Extract from 'community and stakeholder consultation' prepared by Purdon Associates; and
- KINGSTON ARTS PRECINCT. Report for feasibility, management models and design options on behalf of artsACT, Chief Minister, Treasury and Economic Development (CMTEDD). June 2015. Prepared by Stewart Architecture.

• Reinforce the significant industrial heritage of the area
• New buildings do not dominate or screen Power House
• Preserve all heritage listed buildings in the precinct including the 1948 Switch Room
• Retain industrial heritage character
• Retain view of heritage buildings from Wentworth Avenue
• Sensitive to heritage architecture – reflect historical links in colours, materials and structure
• Limit building height to ensure relationship with existing visual landscape and respect heritage
• Adequate separation between old and new development

**There are also statutory requirements under the
*ACT Heritage Act 2004***

Over page – URBAN DESIGN PLANNING PRINCIPLES
FOR HERITAGE

SLA Request for Proposal

URBAN DESIGN PLANNING PRINCIPLES (Consolidated Masterplan 2011, KAP 2015, Traffic/Parking 2015, Draft Technical Amendment Kingston Precinct Code 2015)

HERITAGE

Aims:

1. Retain the heritage of the place - respect and reinforce the significant heritage of the area including the built form, the spaces between and the social history of the area
2. Buildings, elements and fabric of primary significance should be retained and conserved
3. New uses that have regard for significant fabric and values are encouraged
4. Industrial character of the area should be maintained

Design Criteria:

1. Satisfy Heritage Strategy parameters for the master plan
2. The primary curtilage area surrounding the Power House and the Fitters Workshop should be retained as open space in order to appreciate the architectural and planning relationship between the two buildings
3. Where new development is proposed within the secondary heritage curtilage, the siting, massing and height of new built form should demonstrate a sensitive approach to buildings and elements of primary significance.
4. An arts hub that consists of purpose-built buildings and adaptive re-use of heritage buildings.

Power House historic Precinct Heritage Register requirements

The place is to be conserved and appropriately maintained consistent with its heritage significance. In conserving the place, its prior use as an industrial site for the generation of electricity should continue to be evident and accessible to the public.

i) Buildings including alterations and additions

- a) **The Power House is to remain the dominant feature of the Precinct in any future development.**
- b) **The industrial character, form and scale of the Power House and Fitters' Workshop shall be retained.** External additions to the Power House, Fitters' Workshop and 1948 Switch Room shall only be permitted if the proposed additions do not adversely affect the heritage significance of the place.
- c) External alterations to the Power House, Fitters' Workshop and 1948 Switch Room, including alterations to external finishes, shall reflect and complement the architectural style of the buildings.
- d) Internal alterations or additions to the Power House and Fitters' Workshop will respect proportions of space and may only be permitted where it can be demonstrated that they will not adversely affect the heritage significance of the place. Any alterations or additions shall be undertaken in accordance with a Conservation Management Plan approved by the ACT Heritage Council and any subsequent amendment of that plan. Any proposed works which will require the alteration or removal of the significant internal fabric identified at Schedule 1 will require a Development Application.
- e) **Any new buildings or elements shall be consistent with the architectural character of the place,** and where possible, shall positively enhance the public's ability to understand its former industrial use and historic role in the development of the National Capital. **New construction shall only be permitted where it can be demonstrated that it will not adversely affect the heritage significance of the place and will not affect the landmark qualities of the Power House and Fitters' Workshop.**
- f) The base of the second chimney stack shall be conserved in its current location. If the base of the first chimney stack is uncovered during development works this shall be conserved and protected from disturbance.
- g) The siren and whistle shall be conserved and retained in its current location on the roof of the Power House and maintained in working order.

Consideration shall be given to future operation for interpretive purposes or new use.

ii) Demolition of Buildings

- a) **Demolition of the Power House, Fitters' Workshop, base of the second chimney stack and 1948 Switch Room shall not be permitted, other than in exceptional circumstances**, including circumstances in which the buildings are structurally unsound and beyond economic repair or where there are significant public health and safety reasons to warrant demolition. Demolition shall not be permitted unless it can be demonstrated that there is no prudent and feasible alternative.
- b) Demolition of any part of the original fabric of the above features shall only be allowed in the context of sympathetic conservation of the place, including any alterations and additions.
- c) Accurate recording of any building or structure shall be undertaken prior to any demolition or removal of fabric.

iii) Landscape

- a) The plantings on the corner of Mundaring Drive [now Eastlake Parade] and Wentworth Avenue of Monterey Pine (A) and White Brittle Gum (B), and those to the west of the Power House of White Brittle Gum (B), are to be conserved and when appropriate, replaced with the same species of tree. All are to be maintained.
- b) **The alignment of the former railway and existing railway track should be retained as a linear open space and appropriately expressed in future landscaping treatment.** An indicative portion of the existing railway track should be retained, conserved and interpreted in situ.
- c) The immediate spaces surrounding the Power House, Fitters' Workshop and railway alignment that demonstrate the industrial servicing and operation of these buildings shall be retained and appropriately landscaped.
- d) **Significant visual links shall be retained between the Power House and (i) East Basin and (ii) Bowen Park. The prominent gables and roof form of the Power House shall be visible from potential water transport links to and from the Kingston Foreshore area.**
- e) Excavation and landscaping works shall be undertaken in accordance with approved archaeological procedures.

KINGSTON ARTS PRECINCT – POINTS FROM KBRG SUBMISSION TO GEOCON 29 AUGUST 2019

(SEE ALSO “CONSTRAINTS AND OPPORTUNITIES” DRAWING)

ASPECTS VALUED BY COMMUNITY (FROM PREVIOUS CONSULTATION)	HOW PREVIOUS PLANS HAVE DEALT WITH ‘VALUED ASPECTS’	HOW GEOCON’S “DESIGN CONCEPT JULY 2019” DEALS WITH ‘VALUED ASPECTS’
<p>1. RESPECT FOR HERITAGE PLACES – NEW BUILDINGS TO BE WELL SET BACK FROM POWER HOUSE – RETAIN 1948 SWITCH ROOM (‘CHAPEL’)</p>	<p>2014 MASTER PLAN PROVIDES GOOD SEPARATION BETWEEN NEW BUILDINGS AND POWER HOUSE; NO BUILDINGS BETWEEN POWER HOUSE AND WENTWORTH AVENUE</p>	<p>X – 2-STOREY BUILDINGS CLOSELY WRAPPING AROUND POWER HOUSE WITH 4-STOREY BUILDINGS RIGHT UP TO WENTWORTH AVENUE FRONTAGE</p>
<p>2. RETAIN IMPORTANT VIEWS TO AND DOMINANCE OF POWER HOUSE - FROM LAKE FRONT AND WENTWORTH AVENUE</p>	<p>2014 MASTER PLAN HAS GENEROUS VIEW CORRIDOR FROM EASTLAKE PARADE OPPOSITE GAP BETWEEN ‘WATERFRONT’ AND ‘AURORA’; NO BUILDINGS TO WENTWORTH AVENUE FRONTAGE</p>	<p>X – NARROW ALLEYWAYS LEADING UP FROM EASTLAKE PARADE GIVE VERY LIMITED VIEWS; VIEW TO POWER HOUSE FROM WENTWORTH AVENUE EFFECTIVELY COMPLETELY OBSCURED</p>
<p>3. APPROPRIATE, WELL LOCATED VEHICULAR ACCESS – TO RELIEVE CONGESTION ON EASTLAKE PARADE ETC.</p>	<p>2014 MASTER PLAN SHOWS PRINTERS WAY EXTENDING TO JOIN EASTLAKE PARADE OPPOSITE TREVILLIAN QUAY, ONE OTHER ACCESS ROAD ONLY FROM EASTLAKE PARADE OPPOSITE ‘WATERFRONT’ AND FROM WENTWORTH AVENUE OPPOSITE GOSSE STREET</p>	<p>X – THREE RANDOMLY LOCATED ACCESS POINTS ALONG EASTLAKE PDE AND A VAGUELY DEFINED NEW STREET FROM EASTLAKE PDE TO WENTWORTH AVE AROUND THE SUBSTATION, PLUS ONE ACCESS DIRECTLY OFF WENTWORTH AVE</p>
<p>4. GENEROUS CENTRALLY LOCATED PUBLIC OPEN SPACE - ADJACENT TO POWER HOUSE, FITTERS WORKSHOP & MAIN ENTRANCE TO OLD BUS DEPOT</p>	<p>2011 CONSERVATION MANAGEMENT PLAN CALLED FOR A ‘MARKET SQUARE’ BETWEEN POWER HOUSE AND OLD BUS DEPOT; 2014 STEWART ARCHITECTURE PLAN HAD A ‘PUBLIC QUADRANGLE’</p>	<p>X – MAIN OPEN SPACE LOCATED BEHIND FITTERS WORKSHOP ADJACENT TO LARGELY BLANK SIDE WALL OF OLD TRANSPORT DEPOT – NOT WELL RELATED TO ANYTHING MUCH</p>

CONCLUSION: THE GEOCON DESIGN CONCEPT JULY 2019 DOES NOT FORM AN ADEQUATE OR APPROPRIATE BASIS FOR FURTHER DEVELOPMENT OF A NEW MASTER PLAN FOR THE KAP. A NEW DESIGN CONCEPT NEEDS TO BE WORKED UP, RESPONDING TO THE ABOVE ‘VALUED ASPECTS’, WITH OPEN ENGAGEMENT OF REPRESENTATIVES FROM THE LOCAL, ARTS AND BROADER CANBERRA COMMUNITIES.

COMMUNITY REQUIREMENTS FOR THE KINGSTON ARTS PRECINCT

This is a summary of the main requirements expressed by the community in a number of government sponsored consultations from 2011. The categories used are not mutually exclusive so requirements listed on one category could be relevant to others.

ARTS HUB/ PRECINCT	Met by Initial concept plan (Y/N or ?)
To be the focal point of the precinct	Y
Include both visual and performing arts	?
Include public performance spaces to increase activity and attract tourists	N
Engender a sense of place, provide capacity and attract critical mass	Y
Not an isolated component of the precinct - link to rest of precinct, spill out into commercial area – interact with businesses	N
Include Aboriginal art centre	N
Organisations have own spaces and shared spaces	Y
Shopfronts for arts organisations	Y
Resource arts programs	?
Design arts buildings to be captivating	?
Room for expansion of arts activities	N
Arts related retail e.g. artisan jewellers	?
Attract creatives	?
HERITAGE (there are also statutory requirements under the Heritage Act that must be met)	
Reinforce the significant industrial heritage of the area	N
New buildings do not dominate or screen Power House	N
Preserve all heritage listed buildings in the precinct including the 1948 Switch Room	N
CHARACTER	
Retain industrial heritage character	N
Must have a distinct identity	N
An inviting and unique destination	?
Openness	N
Social meeting place and sense of community ownership	N
Strict height controls	?
Energetic and creative	?
CONNECTIVITY AND ACCESS	
Connects to surrounding institutions, parks, shops, apartments and markets	N
Strong pedestrian and cycle access	N
Good disability access	N
Lake foreshore access	N
Maintain access off Wentworth Avenue	Y

VIEWS	
Maximise and mandate remaining views to and from Lake Burley Griffin	N
Maximise family friendly, green open space including seating	?
Retain view of heritage buildings from Wentworth Avenue	N
Keep buildings low to preserve views of lake	N
LAND USE AND ACTIVITY	
Arts hub is clearly the primary use and attraction	N
Diverse activities – small scale commercial, community use spaces. markets, event spaces	?
Provide public toilets	?
Provide food outlets and entertainment venues	N
All week activities – day and night, not just weekends	?
Maintain existing residential amenity of Foreshore	N
A place to meet and socialise	Y
PARKING AND TRAFFIC	
Parking sufficient to meet additional demand generated by precinct	?
Locate parking centrally	Y
Encourage other forms of transport – bus and active	N
Discourage internal traffic	Y
Minimise traffic through Foreshore	N
Basement parking for all new buildings	?
Enough capacity for weekends and major sporting events at Manuka Oval	?
Internal roads only for servicing and emergencies	Y
PUBLIC SPACES	
Open and community orientated spaces	Y
Spaces for passive recreation – sitting, observing, playing and picnicking	?
Shady and green out door areas	N
Spaces that invite the practice of art	?
Spaces that link internal and external spaces	N
FUTURE DEVELOPMENT	
Include water features	N
Wider footpaths	?
Improved transport access and connections	N
Enhanced entry points	?
Sensitive to heritage architecture – reflect historical links in colours, materials and structure	N
Limit building height to ensure relationship with existing visual landscape and respect heritage	N
Adequate separation between old and new development	?
Uncrowded – open corridors not narrow lanes	N
Limited residential development because of noise	?

Update on Dairy Road Precinct Gordon Lowe and Alice Buck, Molonglo Group (provided at ISCCC Public Forum on 22 September 2019, Eastlake Football Club)

An outline of the proposal for the final phase of the 'Green Spine' adjoining Building 3 at Dairy Road was provided. The existing industrial buildings at Dairy Road, particularly Building 3, have been undergoing staged refurbishment as part of a transition from their former transport and storage uses to space for innovative makers and creators. Gordon Lowe advised that as each stage of the building refurbishment is completed the adjoining external areas are also transformed from parking and bitumen hard-standing to landscaped space. Water has featured prominently in the landscape design. A small "creek" meanders through the landscape in recognition of the relationship to the Jerrabomberra Wetlands. The area has proven popular with visitors and children have embraced the water play opportunities, particularly in the hot summer months. The final phase of the Green Spine was always intended to be the "source" of the creek.

The design of the final phase of the Green Spine has been heavily influenced by last year's public engagement process on Dairy Road. One of the key themes that emerged was *accessibility*. Accessibility had many dimensions but particular emphasis was placed on Dairy Road being a place that all people could freely navigate around, engage with and enjoy.

Molonglo addressed that challenge and collaborated with internationally renowned architects Pezo Von Ellrichshausen to design the space. The result is *LESS* pavilion. A series of five reflective ponds measuring 10.5m x 10.5m with water 1cm deep which invites people of all abilities to move through and explore. Above one of the ponds is a structure which consists of 36 columns each 0.5m x 0.5m and 15m tall. The columns suspend a platform 3m above the ground which is accessible via an elegant circular ramp specifically designed to allow wheelchair access. Molonglo presented a model of the *LESS* concept.

Alice Buck of Molonglo emphasized that a key design requirement was that the same access be used by all people regardless of their mobility. Similarly, the depth of the water in the reflective ponds was consciously designed to allow access by wheelchairs. Molonglo are not content to simply design to the accessibility code, they want Dairy Road to be a destination of choice for people with disabilities.

Molonglo intend that *LESS* become a focal point for Dairy Road, a place that is a readily recognizable and natural point to meet. Alice Buck pointed out that rather than people having to meet at particular businesses Molonglo want the same natural meeting places that occur in traditional towns and villages. In such places, said Alice, it's typical for people to say "meet you at the clock tower or the fountain, somewhere in the public domain that is open to all".

Molonglo describe the proposal as an architectural landscape. Gordon Lowe advised the meeting that the proposal would be the subject of a development application. While pre-consultation was not mandatory Molonglo were keen to present the proposal so that its nature and purpose could be explained in a way that a development application couldn't convey.