

YARRALUMLA RESIDENTS' ASSOCIATION

Submission

Canberra Brickworks and Environs Planning Strategy

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EXECUTIVE SUMMARY

Purpose of Submission: To provide the views of Yarralumla residents, as presented to the Yarralumla Residents Association (YRA), about the proposed development of the Brickworks and Environs, together with action suggestions on how the ACT Government can address concerns.

Key Issues and Suggested Action:

YRA supports the Brickworks restoration and site development, and asks to continue to be closely involved in the process as the plans firm up. YRA is concerned about current linking of funding for the Brickworks with housing development in adjacent areas, and requests that the two activities be separated. To this end, a Brickworks Trust and Board should be established (similar to other government special purpose trust funds for restoration) to receive and manage Brickworks restoration funds, to ensure that plans agreed with the community are implemented, and development activity is monitored in line with agreed plans. YRA is very pleased that the ACT Government intends to start work on the Brickworks prior to any development activity, however it requests that no housing development should begin until the Trust is established and funded.

YRA recommends that the following pre-planning be undertaken in the next year:

- ACT Government to request funds from the Commonwealth for the Brickworks development, including through Centenary funds, and in return for buying some ACT Government land for Embassy development. Embassies can also be built on designated National Capital Plan land between Dudley Street and Cotter Road/Adelaide Avenue, and on either side of Dunrossil Drive, and its extension to Cotter Road, or by swapping land with the ACT Government, closer to existing housing. NCA is interested in examining any option for future diplomatic sites in and around Yarralumla.
- An in-detail assessment, including timeline and cost for clean-up of the contamination in the quarry area and adjacent to Dunrossil drive.
- That the Conservation Plan be amended to include National Trust concerns, and Heritage listing of the Brickworks Railway Corridor, and *the Yarralumla Formation*, a geological monument, and then the areas to be conserved for perpetuity by being zoned as urban space parkland, and gazetted.
- That a Sustainable Traffic Plan be developed for Yarralumla, linking in with Molonglo and Deakin and other Canberra developments which will impact on the suburb. This plan should include assessment of health /noise/other pollution concerns and be compared with relevant Australian environmental and WHO standards.
- Agree on final zoning and housing types and number for the Quarry area, in accordance with the existing Neighbourhood Plan and Zoning Development Code.
- Agree on final zoning, housing types and number, and heritage/environmental exclusion areas on the land where the “grid” housing was proposed. YRA recommends that this land (part PRZ2) be used for a sustainable housing and community gardens model project of one or two storey buildings, meeting strict environmental standards for sustainable living, and managed by the government not a developer, and embassies. The development would weave around excluded areas.
- An assessment of Canberra projected population for the next 20 years, and utilisation of common resources, such as water; assessment of impact of population ageing and other developments on Yarralumla, and update of Yarralumla Neighbourhood Plan with YRA, so impacts of the Brickworks and Environs project will be integrated with total Yarralumla planning. The total increase of Yarralumla’s population should not exceed a 30% increase on current numbers.

YRA then provides a suggested timeline for implementation over the next 4 years: Clear Contaminated site; obtain funds from Commonwealth, establish Brickworks Trust and Board (including YRA Member), and begin Brickworks construction; Implement Traffic Plan; Build sustainable housing and gardens project and then sell houses; Open Brickworks and continue monitoring operations over time through the Brickworks Board.

1. Background

The Brickworks were operational from 1913 to 1976. Since then it has been virtually mothballed, other than providing leases for limited small businesses relating to re-cycled timber and art and craft work. In recent years it has been fenced off and locked up out of business hours, for security reasons.

In May 2001 the Brickworks was added to both the National and ACT Heritage Lists. The ACT Government produced a first Review report of the Brickworks and its Environs in 2005 (1). In April 2010 a consultation process began about developing the brickworks site and environs, which has included three community consultations.

The ACT Government produced a Canberra Spatial Plan in 2004 (2) in which it said that there will be an increase of homes built within 7.5 km of the city centre so as to reduce urban sprawl and travel costs to work locations, however, it stated *there would be limited change to existing suburban areas.*

A Yarralumla Neighbourhood Plan was produced by the ACT Government in 2004 (3) which did not nominate any significant increase in residential development, other than that there would be a limit to housing in the Brickworks precinct to no more than 25 dwellings. This Plan is due to be reviewed in 2011 (7 years after development). There was also a Yarralumla Bay Recreation Hub Master Plan produced by the National Capital Authority in 2009 (4), which supports preservation of this area for aquatic recreation. The Yarralumla Residents Association (YRA) was involved in all the Yarralumla plan developments.

A Canberra Brickworks Conservation Management Plan (April 2010) has been endorsed by the ACT Heritage Council. However it was not put out for community consultation and the National Trust submitted its concerns in August 2010 that it excluded discussion or assessment of indigenous flora and fauna, the brickworks railway corridor, and the social values attached to the Brickworks. It also excluded assessment of the wider area being considered for re-development (5).

A Sustainable Transport Plan is being developed. However, in its absence, a submission was lodged on Development Application 201018942 in Deakin (Hellenic Club Plan) by a Senior Occupational Hygienist on 3 December 2010, on the transport, traffic, parking, noise and other pollution levels which could be expected, compared with WHO standards. He considers the AECOM Traffic Impact Assessment is not objective, and is severely flawed. Given the planned major development in Yarralumla, these same issues are relevant (6).

The YRA has submitted previous submissions to the Government in which it has expressed concern about the linking of the brickworks conservation and development, and the plans for housing and commercial development in the suburb, and requested de-coupling.

An information session, on the Government's preferred option (still not de-coupled) and a "mothball" option, was held on 4 December for Yarralumla residents and other interested parties, at which attendees were asked to provide feedback on their preferred options on a questionnaire by 28 February 2011.

The questionnaire was completed by many, but the YRA felt that it was rather prescriptive, and has therefore chosen to provide a more detailed submission which discusses the key concerns of Yarralumla Residents, together with action suggestions on how the Government can address them.

This submission has been drafted following consultations with Yarralumla residents at a final community meeting on 13 December, discussions of YRA Committee members with the Chief Minister on 2 December 2010, at the Brickworks Reference Group meeting on 2 February 2011, and with the Chief Executive of the Department of Land and Property Services on 8 February 2011. There have also been many consultations of the YRA committee members with experts relating to development, conservation and traffic. This submission provides a consolidated view from all these inputs and discussions.

2. Key Concerns of Yarralumla Residents

2.1 *The Brickworks and Quarry Site (Fenced Area)*

The area in question forms part of the original Walter Burley-Griffin Plan for Canberra, and any future development should respect this heritage. In addition the well-treed high ground adjoining Denman Street formed part of Burley-Griffin's "Westridge" buffer against prevailing winds.

The YRA is supportive of the evolving plans which are in line with *An Exploration of the Adaptive Reuse Design Concepts for the Yarralumla Brickworks by Master of Architecture students from the University of Canberra 2008-09* (editor Ann Cleary) (7).

The initial plans to preserve the essential structures and kilns, and to have a Museum and Theatres for drama, ballet and other artistic productions, as well as art and craft shops and events in accord with the Centre purpose, are supported by YRA.

The YRA is keen to have some accommodation for artists-in-residence, and for attendees at workshops and conferences relating to the aims of the Centre, as they consider having some residents living there permanently will ensure the security of the area.

In informal discussions with the ACT Government, YRA has been informed that consideration is being given to a small boutique hotel, health club, some eateries and some limited artistic-related commercial activities; these developments would be supported.

The YRA is also pleased with the evolving plans for the quarry area proposed in informal discussions with ACT Government, which would include considerable large play areas for children and have a natural park-like appearance.

The YRA will look forward to continuing dialogue with the Government as these plans firm up. It will be essential to have detailed proposals on types of activities, businesses, projected numbers, hours of operation and parking requirements so as to assess impacts on the suburb. Currently such detail has been missing in ACTPLA documentation made available to residents.

However, the YRA is concerned that funding for the Brickworks must not be linked to funding for housing and commercial development in Yarralumla. To this end the YRA has written to Senator Bob Brown suggesting that restoration of the brickworks would make an appropriate **Centenary project** (copied to the Chief

Minister (18 January 2011 – ref 8). We would ask that you pursue this option, and other options to obtain Commonwealth funds, and also establish a **Brickworks Trust** and a Board to manage funds obtained from development. This is essential so as to de-couple the Brickworks from housing development, so a change of government could not stop the restoration. Such Trusts are established for similar purposes to quarantine restoration projects in NSW, and our Prime Minister is currently quarantining funds for the Post-Floods restoration.

2.2 Environmental and Sustainability Issues

The YRA was pleased to learn in informal discussions with Government, that there are plans to keep the current Yarralumla walking track beside the Golf Club. However, other tracks must be retained through the bush area between Dunrossil Drive, Denman Street and Dudley Street, which weave through the area which contains the old brickworks railway track and the Sun Moth habitat. The essential requirement, of this maintenance of existing walking tracks, will be to change the planned housing development in this area so it is not “grid” style. Such a style is not compatible with the walking tracks, or flora and fauna preservation.

Yarralumla residents have said clearly that what they like about this area is its rather wild character. Informal talks with people from other parts of Canberra who walk and cycle through this area tell us they value the area in a similar way. The hills and ridges and other areas provide Canberrans in most suburbs with quite ready access to similar wild country. One aspect of this area that is particularly appreciated is the swathe of grassland (some of it native) framed by two stands of trees with the blue Brindabellas in the distance. This would be lost if the proposed plan eventuated with its north-east, south west, north-west, south-east street layout and more formal rectangular or linear parks. The late Nigel Wace, an ANU botanist, considered this area to have particular value as an unusual cohabitation of endogenous and exogenous species. The proposed plan would involve destruction of much of the existing trees. It is true that some *pinus radiata* specimens, particularly in the area close to Dunrossil Drive and between the brickworks and the golf course, are senescent and must be felled. Many have died and fallen in the last couple of years. The stands near Denman St are much younger. These stands are most important as protection from the prevailing wind. Over time, if allowed, these stands would regenerate. Alternatively, other species could be introduced progressively. There is a substantial stand of English Oak.

The Golden Sun Moth occurs throughout the grassland area, not only the native grass areas. As the species is listed as critically endangered under the *Environment Protection and Biodiversity Conservation Act 1999* the Commonwealth could decide that all of this habitat should be protected. If it is not all to be protected it would be appropriate to protect an area which includes the native grassland. Native grassland habitat is also important for other species including some threatened species. This would perhaps not be a very large area, but could be at least as large as the area protected for the moth in Barton, which is presumably large enough to support a viable population.

The Conservation Action Plan, taking into account the National Trust assessment, needs to be extended to include assessment of the wider area, including indigenous flora and fauna, and the railway. When this is done it will be a lot clearer where any building can occur.

When the natural form, walking tracks, and flora and fauna areas to be preserved (including Golden Sun Moth habitat) have been agreed, this parkland should be zoned open urban space parkland for perpetuity,

and housing developments could then only occur in pockets outside these areas, so would not be in “grid” formation. Heritage listing should be obtained for the rail corridor.

The foregoing discusses features that are within areas 3, 4 and 5 on the map at 4.3. These were rated by residents as being areas where there should be very limited development. In our view any development that occurred in these areas must take account of the concerns we have expressed.

It is generally known by older residents that waste (including asbestos) was dumped by the brickworks on their own site and further over towards Dunrossil Drive. There will need to be an urgent assessment prior to any building, as any dangerous waste will need to be removed for health reasons before any building occurs. The health impacts on children of this not being done would be serious. The cost and timeline for clean-up of contamination needs to be determined.

The whole area of study needs to be assessed regarding the best areas to build community gardens, and where solar, water collection and storage and waste disposal can best occur. There are increasing reports (9) warning of the increasing indicators of food shortages (due to declining agricultural land, soil erosion, limited water, climate change, etc.) All city dwellers (who utilise the best agricultural land in their localities for their homes) need to look at ways to become more self-sufficient and grow food in their gardens, and on their walls and roofs. There is a need to utilise water storage and recycling, waste disposal and composting to the fullest extent possible, as well as sun, wind, rain and shade to advantage. It is imperative that the Government undertakes such planning if it is to be a responsible land manager in these changing times.

It is of interest that Regional Development Australia referred to the Canberra Brickworks as a potential site for an ACT Sustainability Hub (10). A number of sustainable housing and community garden projects are discussed in international literature (9). The Sydney City Council has a Community Gardens Policy (13), Sweden has some interesting environmental housing and community gardens projects (14), and there are interesting projects being developed in Victoria and South Australia.

The YRA questions the proposed north-east, south west, north-west, south-east street layout in terms of solar orientation. In our view development should be based on a street layout appropriate for facilitating passive solar design. This could be achieved by having streets generally running north/south, east/west, as is the case for much of Yarralumla now. Some curving streets, similar to those which exist in the suburb already, would be appropriate, provided that block shapes facilitated building for solar orientation. Two areas which could be suitable for development have gentle north facing slopes and are ideal for passive solar design. Furthermore, research now shows that low rise townhouse dwellings can be the most energy efficient and that buildings higher than eight stories are energy inefficient.

The YRA recommends that *The Yarralumla Formation*, a marine unit within the mostly volcanic mid-Silurian sequences of the Canberra Region, be placed on the ACT Heritage list. The geological monument is in the quarry area and is of scientific value, and also of considerable educational value both to schools and the general public if some interpretive programme was developed for the area. A report on this in 1987 is at Ref. 11. There are four sites in the quarry area.

2.3 Residential Development

There are three issues of concern:

(a) Links with Whole of Canberra Planning:

The YRA believes that the Government focus on extending residential housing within 7.5 km of the city centre needs to be managed very carefully, in order to respect the Canberra Spatial Plan's statement of *limited change to existing suburban areas*. A first stage is for the YRA to have information on population projections over the next 20 years, and other planned developments in Canberra, and their impact on common resources, such as water and central facilities. It will be essential also to ensure the transport systems will be adequate. The timing of all the developments relating to other areas which impact on Yarralumla is crucial to the development of Yarralumla. The YRA is especially concerned about the developments in Deakin (the most current being the Equinox building and the Hellenic Bowling Club), the Molonglo suburbs and the proposed mixed commercial development. The YRA requests information on all possible future developments which could impact on Yarralumla.

The YRA requests that Transport Plan aspects which relate to Yarralumla, which will include a transport hub at the Deakin turnoff, a feeder road from the new Molonglo suburbs, projected traffic density, and traffic mitigation strategies, be made available for consultation with YRA, as this will greatly impact on YRA's views on the acceptable size of any development in Yarralumla. This should also include a timeline, as it will be essential for the transport components to be operational before any additional housing is completed in Yarralumla.

We are aware that consideration is being given to the possible location of additional embassies on NCA land. This has been discussed with NCA, who are supportive of examining any options for future diplomatic sites in or around Yarralumla. This could include putting a couple of Embassies on the Yarralumla triangle of land between Dudley Street and Cotter Road/Adelaide Avenue, as this is designated land under the National Capital Plan. Also, comparing the land use zoning map and the Adaptation Master Plan, it appears that the area on either side of Dunrossil Drive and its extension to Cotter Road is currently zoned as land designated under the National Capital Plan, so NCA could locate embassies here too. The YRA has discussed with NCA the possibility of purchasing land where the "grid" is proposed, so embassies are located there too, and they are supportive of examining this option. Another option is to "swap" NCA land for ACT Government land and have embassies closer to existing housing and residential development closer to major roads. Yarralumla is seen as the Embassy suburb, and residents are very comfortable with the concept of having more embassies.

The proposed Brickworks site activities will result in considerable traffic and parking needs, and therefore there will be limited ability for Yarralumla to cope with too many additional houses. Embassies would be less traffic-intensive and promote green infrastructure. Funds could be provided by the Commonwealth for embassy land, and these funds could be used for Brickworks restoration. YRA recommends that ACT Government negotiates with the NCA regarding this as a follow-up to YRA's communication with them (12).

(b) Yarralumla Overarching Planning

YRA requests that it be involved with ACTPLA in updating the Yarralumla Neighbourhood Plan 2005, as an overarching strategic Plan for Yarralumla is badly needed. It is not sensible to plan for the Brickworks and

environs in isolation. The proposed brickworks and environs development will impact considerably on the Yarralumla Shopping Centre, schools, leisure facilities and parking on the streets. Yarralumla already has many visitors to Weston Park, the Yarralumla Bay Recreation Hub and the Golf Club. It is essential that excessive housing development is not undertaken that will adversely affect the health of Yarralumla residents (as has occurred with a number of inner-city developments in other cities (6) due to noise, pollution, and inaccessibility, especially for older or disabled residents). This plan needs to consider all aspects of planning and likely impacts, with particular attention to sustainability compliance.

YRA is of the view that the Government's projected increase of population in Yarralumla, which would in essence double the population, would be unsustainable. The maximum that could be absorbed, due to the large number of daily visitors to the Brickworks, the Golf Club and the Lake environs, would be a 30% increase. It needs to be born in mind that with increased dual occupancy and developments such as the apartments in Hampton Circuit, the suburb's population may be growing anyway, though this might be moderated by a decrease in persons per dwelling. Any increase in the study area should be calibrated accordingly.

There is sentiment among some residents that mothballing the brickworks is preferable to the proposed development of the suburb which would almost double the population (4.2).

(c) Types, Locations and Numbers of Buildings

Residents want to retain Yarralumla as a residential suburb. The Yarralumla Bay Recreation Hub, the Golf Club, Weston Park, the Brickworks, and seven existing cafes/restaurants at Yarralumla shops, already draw a large volume of traffic on weekdays and weekends, and are quite sufficient developments for use by non-residents. The YRA is against any mixed commercial development adjacent to Adelaide Avenue.

The proposed scale of development is too dense. Any further residential development should be in keeping with the current character of the suburb and the current zonings of the area :

(i) The Brickworks and its immediate surrounds are zoned CZ6 leisure and accommodation.

The Zone Development Code (dated 22 December 2010) says that maximum building heights in this zone are two storeys and minimum setbacks are six metres.

The Zone Development Code also says that where a neighbourhood plan exists (as it does in Yarralumla), development should demonstrate a response to the key strategies and actions of the relevant Neighbourhood Plan. The Yarralumla Neighbourhood Plan said the Government had made a commitment to the Yarralumla community that any additional housing in the precinct would be limited to approximately 25 dwellings. Clearly, the current proposal is not consistent with that commitment.

The Zone Development Code specifically refers to Yarralumla Section 102 (blocks 1, 7 and 20), which is the Brickworks area, as follows:

- It establishes "criteria" (not as tough as a rule), amongst others, that maximum building heights are 3 storeys for residential use and 2 storeys for other uses

- It has a rule that minimum setbacks are 20m on the northern and eastern boundaries of the Brickworks site
- It has a rule that shops occupy a total maximum of 500sq.m. excluding shops associated with or related to entertainment, accommodation and leisure uses, and that offices occupy a total maximum of 1500sq.m.

The YRA recommends that in the quarry-surround area a limited number of residences are built using these rules/criteria. Referring to the map at 4.3, this is area 8 which was seen as suitable for some development by a significant proportion of residents. However, it should be noted that some residents from the quarry surrounds request no housing in the quarry area, or at least a 20 metre buffer zone. We understand that there are to be individual consultations with residents adjacent to the quarry and their concerns must be taken fully into account.

(ii) Most of the green and forested space between the Brickworks and Dudley Street which is zoned PRZ2 Restricted Access Recreation.

The Territory Plan Restricted Access Recreation Land Use Policies say that restricted access recreation areas are set aside for sport and/or recreation activities, and such land is generally not freely accessible to members of the public.

Allowable uses are aquatic recreation facility, car park, child care centre, communications facility, community activity centre, indoor recreation facility, outdoor recreation facility parkland, playing field, Totalisator Agency Board (TAB), or for purposes related to these uses such as club, educational establishment, guest house, hotel, motel.

Yarralumla has adequate child care Centres, a hotel and education centre is planned for the Brickworks, there are many community recreation centres, and the YRA would oppose a TAB. So, the YRA recommends that this area, (weaving among the areas that should be protected for environmental and heritage reasons) be used for an environmentally friendly model sustainable housing and community gardens project comprising about 100 residences (no more than two storey, with about half being one storey for older people) and embassies (NCA can purchase land from ACT for this which can go into the Trust, and can build some on its own land).

(iii) Area between Uniting Church and Dudley Street to the south, Novar Street to the east and Kintore Crescent and the end of Denman Street to the north. This area is zoned as PRZ1 Urban Open Space.

PRZ1 areas are intended to provide, amongst other things, an “appropriate quality, quantity and distribution of parks and open spaces that will contribute to the recreational and social needs of the community”. Except for “park maintenance depots” and “small-scale community activity centres”, PRZ1 Urban Open Space cannot be built on without a change to the Territory Plan.

YRA would not accept a zoning change of this area. Moreover, it appears to the YRA that this area is actually outside the specified study area. Referring to the map at 4.3, this is area 1 and in our survey no one considered it suitable for development.

For any rezoning that the Government proposes it is the YRA's view agreement should be reached through consultation with residents on the zoning and type of housing to be permitted in Yarralumla (height restriction, density, number of storeys, environmental friendly standards (solar orientation, airflow, water, waste, community gardens and embassy and aged care development).

The type of housing to be built in the area where the Grid is proposed must be placed so as to have the best solar orientation. YRA recommends a green buffer zone for all existing Yarralumla housing. Overall, the type of housing should reflect the current mix of housing, including public housing.

It is noted that the LDA plan exceeds the study area (including some of Curtin and Deakin). These proposals need to be negotiated with Residents in these suburbs.

2.4 Traffic and Parking

There needs to be a Sustainable Traffic Plan for Yarralumla. The YRA has strong concerns about the impact of development on traffic (roads, buses and rail). This is not just because of the proposed Brickworks development. The now filling Ambassador apartments, the Sri Lankan Embassy under construction on Hopetoun Circuit, the two large apartment buildings nearing completion on Hampton Circuit, the Equinox building and the planned development of the Hellenic Bowling Club on Kent Street will together add greatly to traffic impact on Yarralumla (and Deakin). On top of all this new Molonglo suburbs will make a huge impact.. There will be very substantially increased traffic on the Cotter Road and Adelaide Avenue and probably "rat runs" through Yarralumla. This will be so even without the proposed new housing development, brickworks and quarry park usage and associated proposed commercial development in West Deakin.

A traffic mitigation plan needs to be developed and agreed with residents before a Sustainable Traffic Plan is agreed. The traffic from the south and west to Deakin and Yarralumla must be well dealt with – the Cotter overpass and Novar Street Roundabout, to Adelaide Avenue.

If the planned residential development in Yarralumla goes ahead, residents have warned of the problems at the Novar/Kintore intersection (which is already accident prone) and that the new proposed road into Bentham Street is on a dangerous bend (which already has lots of Golf Club traffic).

Residents have documented existing traffic problems as follows: Traffic from Weston Creek area along the Cotter Road is already a concern at peak time in the mornings, when travel is very slow and at a standstill at times. Traffic is banked up on Dudley Street waiting to traverse the roundabout into Kent Street, Deakin, and will be exacerbated when the Kent Street Business Park is fully occupied. If the proposed residential development outside the brickworks precinct is completed before the proposed Cotter Road/Adelaide Avenue roundabout and upgrade is built, and Weston/Molonglo suburbs come on line, then the traffic in these areas will become unmanageable. This does not take into account additional traffic from Belconnen/Gungahlin into Deakin via Scrivener Dam.

Ample parking must be provided within or adjacent to the Brickworks complex, and also for visitors to any residential development.

2.5 Funding and Management of Development

YRA requests that priority is given to obtaining funds from the Commonwealth for Embassy development, and through Centenary funds for brickworks restoration, and the setting up of a Brickworks Trust. Until this Trust is funded and established no land should be provided for residential development, so work can begin on the Brickworks before residential development begins.

YRA requests that a small sustainable housing and community gardens development be managed by LDA, and that land not be sold to developers. In this way Yarralumla can be a model for alternative energy, water conservation, waste management, recycling and community gardens. When these houses, which can include aged care single storey houses, are sold, funds from their sale can go into the Brickworks Trust Fund.

3. Timeline for Action

No	Pre-Planning	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5
1	Negotiate with Commonwealth regarding Centenary Funding, Embassies and other funding for Brickworks restoration					
2	Establish Brickworks Trust Fund and Board					
3	Ongoing consultation with YRA as plans for Brickworks and Quarry develop					
4	Amend Conservation Plan to include National Trust concerns, and get areas to be conserved for perpetuity zoned as urban space parkland.					
5	Obtain heritage listing for Railway Corridor					
6	Undertake assessment of timeline and cost for clean-up of contamination.					
7	Ongoing consultation with YRA regarding sustainable housing and community gardens, and with similar housing projects in other cities, in development of plan, and development of environmental standards for the project.					
8	Provision of Business Plan on population projections and other planned developments in Canberra, and their impact on common resources, such as water and central facilities.					
9	Development of Sustainable Transport Plan for Yarralumla with links to plan for Canberra as a whole, with special emphasis on traffic and parking impacting on Yarralumla					
10	Agree on zoning and type of housing to be permitted in Yarralumla in conjunction with YRA, and locations for building agreed around the environmentally protected open parkland space, and heritage listings.					
11	Update Yarralumla Neighbourhood Plan with YRA, including population.					

No	Implementation	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5
A	Clear asbestos/waste					
B	Have regular meetings with YRA to assess progress and adjust as required					
C	Obtain funds from Commonwealth, finalise plans for Brickworks and Quarry and begin construction					
D	Brickworks Trust (with YRA member on Board) to manage activities in construction and operational phase which will be ongoing)					
E	Implement traffic plan					
F	Begin sustainable housing and community gardens project construction					
G	Sell sustainable houses					
H	Open Brickworks					

4. Appendices

4.1 References

1. The Yarralumla Brickworks and Environs Planning Review, ACTPLA, March 2005 and ongoing.
2. Canberra Spatial Plan, 2004, ACT Government.
3. Yarralumla Neighbourhood Plan, 2004, ACT Government.
4. Yarralumla Bay Recreation Hub Master Plan, National Capital Authority, 2009.
5. Canberra Brickworks Conservation Management Plan: Comments by ACT National Trust. 13 August 2010, and Media Release: National Trust has expressed its concerns over the Conservation Plan for Yarralumla Brickworks. 24 August 2010.
6. Comments on AECOM Proposed Redevelopment of Block 28 Section 35 Deakin, Traffic Impact Assessment, Martin Jenkins, Senior Occupational Hygienist, 3 December 2010, and comments from Transport Regulation and Planning Branch (TRAP) 15 December, 2010.
7. An exploration of adaptive reuse design concepts for the Yarralumla Brickworks, by Master of Architecture Students, University of Canberra, 2008-09. Editor: Ann Cleary.
8. Letter to Senator Bob Brown relating to the Commonwealth providing Centenary funds for restoration of the Brickworks, 18 January, 2010.
9. The Coming Famine: The Global Food Crisis and What We Can Do To Avoid It. Julian Cribb (CSIRO), University of California Press. 2010.
10. ACT Strategic Regional Plan 2010. Regional Development Australia (Australian Capital Territory), p.65.
11. Geological Monuments in the Australian Capital Territory, M Owen, A report prepared by the Monuments Subcommittee of the Territories Division of the Geological Society of Australia for the Australian Heritage Commission, April 1987.
12. Email Communication from Chief Executive of NCA saying we can record an official view that they would be happy to examine any option for future diplomatic sites in or around Yarralumla. 22 Feb 2011.
13. Sydney City Council Community Gardens Policy. <http://www.livingthing.net.au/go/news/living-sustainably/back-issues-and-stories/issue-16-jul-2010/community-gardens-growing-around-nsw.aspx>
14. Swedish environmental housing and community gardens complex - <http://www.ekoby.org/cs/sol.pdf>

4.2 Summary of Resident's Views: YRA Meeting 13 December 2010

Areas of Concern prioritized by residents:

- Scale and density of development raised the most concern with a request that **development be restricted to 30% of the existing Yarralumla population**. It was also noted that the LDA plan exceeds the study area and this should be restricted.
- There was strong sentiment that there should be a green buffer zone for all existing Yarralumla housing, with some residents from the quarry surrounds requesting **no housing in the quarry** area or at least a 20 metre buffer zone.
- In relation to open space, the **proposed housing is too dense** and that the **retention of green space should retain its current natural character** rather than be regimented into parks.
- There was considerable sentiment that the **brickworks should be mothballed** rather than develop the suburb and that the **brickworks preservation should not be tied to development** of the suburb
- **Retention of existing grassland** and **protection of the existing Golden Sun Moth habitat** were supported.
- There should be **mixed types of housing**, including **embassy and aged care development**.
- There were strong concern about the impact of development on traffic (both from the proposed Yarralumla development and Kent Street development - Equinox and Hellenic Bowling Club, and the Molonglo), including **good access to the proposed residential area by car**, the intersection of Novar and Kintore (already accident prone), and the new proposed road into Bentham is on a dangerous bend (with lots of golf traffic).
- There should be no mixed commercial development adjacent to Adelaide Avenue - questioned **access** to this proposed development and the **greenhouse footprint** of this proposed development.
- Sustainability concerns include **whether the grid design contradicts the need for passive solar homes** and the **effect of traffic flow** in the area.

THE 20 MOST CONTENTIOUS ISSUES RELATING TO THE PROPOSED BRICKWORKS REDEVELOPMENT PLAN IN ORDER OF IMPORTANCE

3 b = 22	New proposed development restricted to 30% existing suburb population
9 f = 12	No quarry housing
1 a = 11	Proposed housing development too dense
1 b = 11	Retain natural character for any green space – not regimented parks
3 a = 11	Keep development to study area
5 a = 11	Get rid of brickworks – then no need for redevelopment or proposed housing
2 b = 10	Keep grassland as they are
8 c = 10	Mix the types of housing
4 a = 9	Good access to new proposed residential area by car

7 b = 9	Redevelop the brickworks before the proposed residential
9 a = 9	Leave a buffer zone for <u>all</u> existing Yarralumla houses
4 f = 8	Novar Street and Kintore Circle (both sides) already accident prone intersection
4 h = 8	New proposed road onto Bentham is on a dangerous bend with lots of golf traffic
8 a = 8	Some aged care in new proposed residential development
2 a = 7	Don't develop in the Golden Sun Moth habitat
6 a = 7	Don't tie brickworks development with the proposed residential development
10 a = 6	Adjacent to Adelaide Avenue – access to new proposed development
10 f = 6	Greenhouse footprint emissions
11 a = 6	Grid design contradicts need for solar passive homes
11 e = 5	Concern on the effect of traffic flows in area

Outcome of preferred areas for development using numbered map.

AREA	1	2	3	4	5	6	7	8	9	None
Number	0	21	2	5	3	22	9	14	7	7

Order of preference:

AREA	Number
6	22
2	21
8	14
7	9
NONE	7
4	5
5	3
3	2
1	0

Area 6 - The area directly south of the existing brickworks land

Area 2 - The area between Dudley Street and the Cotter Road

Area 8 - The area south of Bentham behind the old quarry

Area 7 - Vacant land at the end of Denman Street

Comments:

- Development should be no more than 30% of LDA plan
- Keep a good walking corridor to Dunrossil Drive
- No development on Golden Sun Moth habitat
- No development of areas 7 and 8 until satisfactory transport solution
- No mixed use buildings on Yarralumla side of Adelaide Avenue
- Limit of 2 storey building, wide streets, off street parking, good traffic flows.

4.3 Yarralumla Westridge Open Space (8 zones)

