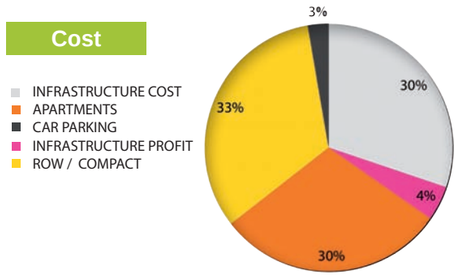
IDEA THREE

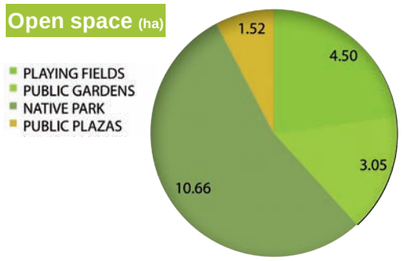
east lake urban renewal

Cost

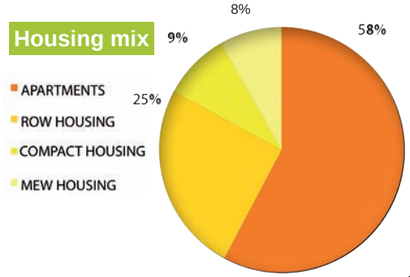


Revenue
Shows the proportion of revenue derived from apartments, lower rise housing, car parking and infrastructure. The objective for revenue could be to maintain the total amount of revenue to both the public and private sector overall, but to derive it from a more sustainable mix. For example, it could be possible to reduce the amount of income from car parking on the one hand and increase it from a higher investment in the public domain on the other.

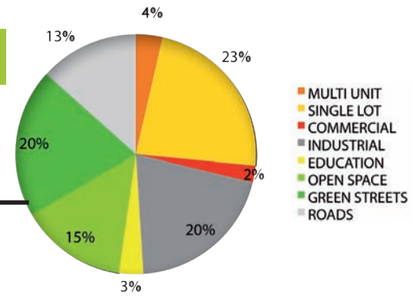
Open space (ha)



Housing mix



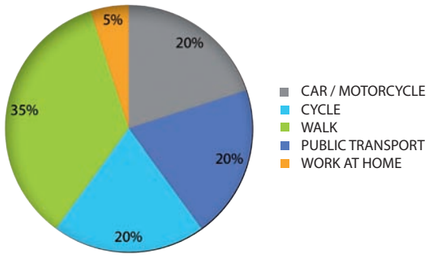
Land use
with green streets



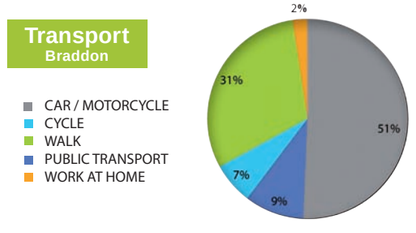
Scheme description:

- Idea 3 aims to maximise the amount of low rise housing in individual ownership on single lots.
- It increases the amount of single lot housing to 42% and incorporates a diverse housing mix including: row housing, compact lots and “mews” housing types. This mix can provide a diverse range of affordable housing by catering for a much broader social demographic.
- Water Sensitive Urban Design is integrated into the street design and with the management of the wetlands. Walking and cycling are encouraged through a comprehensive and independent green network of shared ways, which function separately to the road networks. It connects to all public open spaces.
- The schools are centrally located on a smaller site and would be 3 or 4 storeys high. This now happens in other higher density renewal projects around Australia.
- The commercial areas form a band along Mildura Street linking with the existing markets for the creation of an active town centre.
- The railway line and station are relocated to the eastern side of the site to improve the pedestrian connectivity through the main site and reduce creek crossings.
- Higher intensity residential corridors have been established along major roads and facing open space.

Transport



Transport
Braddon



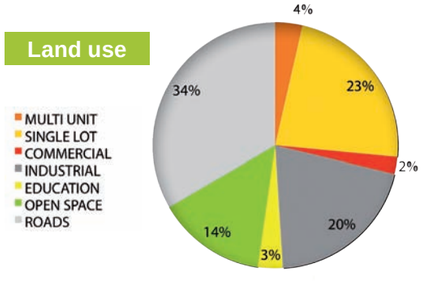
Transport
These are targets for how people get to work for future East Lake residents. They are based on the very high patronage of public transport, walking and cycling that occurs in Braddon. The advantages of the site, its proximity to employment and the city (5.7km by cycle) means there is good potential for a very different travel pattern compared to the rest of Canberra.

Figure 1 – this illustrates the current road network approach focusing on primary vehicular traffic routes providing overall connectivity and efficient traffic movement.

Figure 2 – shows a continuous fine grain “green network” of traffic calmed streets and lanes where pedestrians and cyclists have priority. The green network would be designed to minimise conflict points and provide a convenient safe and attractive means of getting to school and moving around the area.

Figure 3 – Shows the two networks overlayed illustrating the complementary nature of the two networks that have little conflict with each other.

Land use



Walking and cycling are by far the most important recreational activity in Australia. In idea 3 although there is a greater proportion of road area, almost two thirds of this could be green streets which would form part of the recreational facilities of the area. The very low travel speeds could also make these appropriate for informal games and childrens play- as is the case in “woonerf” living streets in the Netherlands and “home zones” in the UK.