



**east lake** urban renewal

# **Report of Community Forum**

**30 March 2010**

Prepared for The ACT Planning and Land Authority



"...pathways to success"

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## 1 . Introduction

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East Lake is an historic inner south area of Canberra first developed in the 1920s. The developed area currently consists mainly of mixed commercial and light industrial activities. It also contains the Jerrabomberra Wetlands, Canberra Railway Station and historic railway, as well as a small established residential area, including the Causeway Housing precinct.

In 2004 the Canberra Spatial Plan, <http://apps.actpla.act.gov.au/spatialplan> , identified East Lake as a location for potential urban renewal. The site is strategically located close to the Parliamentary precinct, Civic, Fyshwick, and the Canberra International Airport. This location is adjacent to major transport routes and employment centres.



The East Lake study area is 471 hectares, bounded by the Kingston Foreshore development Wentworth Avenue, Canberra Avenue, the Monaro Highway, and the Jerrabomberra Wetlands. This includes 221 hectares of the Jerrabomberra Wetlands Nature Reserve.



From 2006 a series of studies were prepared along with the East Lake Draft Planning Report.

[http://www.actpla.act.gov.au/topics/significant\\_projects/planning\\_studies/eastlake\\_urban\\_renewal](http://www.actpla.act.gov.au/topics/significant_projects/planning_studies/eastlake_urban_renewal)

The ACT Planning and Land Authority (ACTPLA) also partnered with CSIRO through the CSIRO Sustainable Communities Initiative, to conduct initial consultations and address the sustainability principles, technologies and practices for the East Lake Urban Renewal. In March 2008 CSIRO prepared a comprehensive report on stakeholder engagement "Planning the Sustainable Urban Renewal of East Lake: CSIRO Stakeholder Engagement Report." <http://www.csiro.au/files/files/pl9g.pdf>

### **Vision**

The ACT Government has endorsed a vision for East Lake.

*The vision of East Lake is to become a lively, high-density urban community providing an Australian showcase of sustainable development.*

It is envisaged that East Lake will cater for 4000 dwellings and up to 9000 people and that the residents will have access to a range of cultural, education, and recreation opportunities. East Lake is to include mixed housing and open space with access to schools and new and existing shops and commercial endeavours offering employment opportunities.

### **Planning and Design Framework**

In early 2010 ACTPLA commissioned SGS Economics and Planning (SGS) to prepare a Planning and Design Framework (a Sustainable Plan for East Lake) and a Strategic Environmental Assessment for East Lake. Public consultation on ideas for the design was required. Following initial planning and analysis work a Community Forum was scheduled

for 30 March 2010.

Local residents and interest groups were invited to attend the Community Forum through community notices in The Canberra Times (Saturday 6, 13 and 27 March 2010) and The Chronicle, radio advertisements, an ACTPLA website notice, a letterbox drop to approximately 6000 households, and other direct contacts.

## 2. Community Forum

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The East Lake Community Forum consultation was held on Tuesday 30 March 2010 at the Eastlake Football Club, Oxley Street, Griffith. It consisted of:

- a Community Information Display
- a Community Forum.

The **purpose** of the forum was to:

- Provide information on earlier consultations and planning work to date including:
  - an overview of Sustainable Plan for East Lake and how it has been shaped by earlier work and community input;
  - the Strategic Environmental Assessment; and
  - an outline of the four ideas or development scenarios being considered for East Lake planning.
- Seek community input and comment on the strengths and weaknesses and issues, in relation to each idea or development scenario.
- Provide information about the next steps in the planning process.

In terms of the ACT Government Community Engagement Guidelines the forum sought to provide for the information and involvement of interested community members.

**Community Information Display** - A static display, attended by ACTPLA and SGS staff, allowed interested community members to discuss and consider the issues and the development ideas, before attending the forum. Feedback and comments were recorded by staff and three computers provided attendees with access to an on-line survey. Copies of the survey with self-addressed envelopes were also available for interested people to take away and consider before returning them to ACTPLA.



*Community Information Session Displays*

Approximately 80 members of the public attended the information session.

### **The Community forum process**

On arrival attendees were provided with copies of the four Ideas for East Lake planning - described as the Base, and Ideas One, Two and Three. These materials were also available at the community information session prior to the forum.

An agenda was also provided to each attendee (See Appendix A). On the reverse side of the agenda were printed the five key themes identified by the community through earlier CSIRO consultations:

- transport and access
- local community facilities
- environment
- financial aspects of development
- high quality urban development.

ACTPLA Chief Planning Executive, Neil Savery, welcomed attendees and made a series of opening remarks in relation to the vision for East Lake. Appendix B highlights a number of the key points.

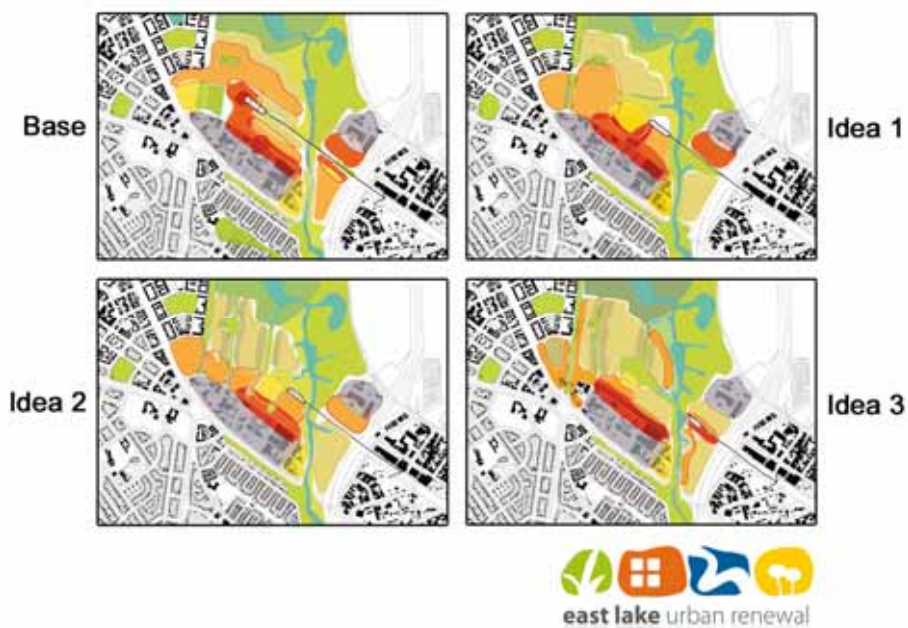


*Presentation by ACTPLA Chief Executive, Neil Savery.*

A series of short presentations by project team members were provided to set the scene for a discussion forum and small group sessions. Presentations were made by:

- Mr Pat Fensham, of SGS Economics and Planning and the Project Director “East Lake Scenarios – ideas for future development”
- Mr Rod Simpson, an Urban designer from S+W Architects and Urban Designers “Issues and context for scenarios”
- Mr Bruce Taper, Director Kinesis, presented “Analysis – performance of the scenarios”.

The presentations provided a brief history of the East Lake planning to date, the current Issues and context, the four Ideas for future development, and an analysis of the performance of those ideas. An overview of the four ideas is set out below. Key elements are incorporated at Attachment B and a full copy of the presentations is available separately.



The presentations drew on community comments from earlier consultations e.g.

Wetlands protection "The wetland seems to be fairly well protected by ACT regulation, however, with 10,000 people living literally across what is a pretty shallow creek how are you going to stop them swarming over it? "

Housing mix "...I think it's important to have different types of housing, a real mix of housing and that's single dwellings up to much higher density. .... so that people aren't forced to move when they do get old .... houses are built so they can accommodate changes in lifestyle"

Streetscapes "..... A proper walkable streetscape that's going to drag people through."

A Centre of activity".....Fyshwick Markets work ..... It's not the flashiest place in town, but it is the centre of activity."

Following the presentations a question and answer session was held. Attendees were invited to ask questions of the panel to ensure they gained a solid understanding of the ideas before further discussions. Questions and responses are outlined at Appendix C. A series of related studies were also made available for review by attendees e.g. Railway Masterplan for the ACT (December 2009).



Question and answer session.

An open discussion forum then invited participants to respond to the presentations with their suggestions, comments, concerns and positive elements. Participants were also invited to place up to five suggestions and comments on a series of large worksheets, based on the five key themes. An additional space was provided for Other Issues. A record of the outcomes is at Appendix D.

*Small Groups* - A series of small group workshops then allowed participants to describe and discuss their responses to the planning ideas in greater depth. Outcomes from each group were reported back to the forum. A record of the outcomes is at Appendix E.



*Small group discussions.*

In the concluding remarks it was noted that there was strong support overall at the forum for Idea 3 in terms of sustainability outcomes and development planning, however many planning issues were still to be resolved in detail. Input from the Community Forum, and Community Information Display (see Appendix F), would be considered in that process.

*Next Steps* - The next steps for East Lake Urban Renewal were outlined to the Forum:

- consultants will distil information from the Community Forum and Information Session and use this input to inform their work, i.e. a preferred development scenario
- consideration within government, and comment by a community Reference Group
- preparation of a Strategic Environmental Assessment, which will be publicly displayed
- further community engagement through a community Reference Group, and a public display at Fyshwick Markets and ACTPLA/East Lake website
- government consideration of a final implementation plan
- Territory Plan variation with further opportunity for public comment.

78 people attended the Community Forum. At the end of the forum members of the consultant team remained in the room and held one-on-one discussions with interested members of the public. The forum was facilitated by Lincoln Hawkins of Beaconhill.

### 3 . Outcomes

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During the course of the Community Forum many important issues were identified for consideration in the ongoing planning and development of East Lake.

In general terms the forum strongly supported the following outcomes:

- a wide mix of housing types in East Lake, including single dwellings
- highest possible sustainability performance outcomes
- effective wetlands protection, buffer and edge treatment
- planning that values the social and cultural history of the existing residential community
- acceptable resolution of contamination issues before proceeding with detailed planning and development
- further planning work to fully address the competing objectives and requirements in relation to rail services and the Australian Railway Historical Society
- transparent planning and communications for the stakeholders.

A number of attendees provided positive comments about the quality of the information and the way in which the forum was conducted, while some others indicated that the meeting did not fully resolve their particular issues on the night.

Overall, the forum gave strong support to the most sustainable development option, Idea 3, recognising at the same time that there were issues and challenges to be resolved in the detailed planning for each Idea. Many of these issues involved trade-offs, notably the railway station location.

Further detailed planning work is also required in relation to important aspects of Sustainable Plan for East Lake such as the Jerrabomberra Wetlands edge treatment, and planning for existing residents.

## 4. Conclusion

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The East Lake Community Forum held on 30 March 2010 considered a spectrum of development ideas for the East Lake Urban Renewal project. Community feedback will be very useful in preparing and refining the plan for East Lake.

A diverse range of interests were represented and attendees at both the information session and the community forum were positively engaged in the process. However, it is not possible or practical to reconcile all planning issues during the process of the forum. An ongoing program of discussion and planning with the community will be required. This should be closely tailored to the issues of interested sectors, such as the existing residents, the Australian Railway Historical Society and others.

A preferred development option described as 'Idea 3' emerged from the process, recognising though that a number of competing issues within that option will need to be resolved, particularly the railway station location.

This proposed development plan for the East Lake Urban Renewal, with its fine grained green network, wide mix of housing types and pattern of narrower urban streets, involves important changes from current community expectations. These changes are driven by local planning issues as well as the vision for an Australian benchmark in terms of sustainable development. In the future it would be appropriate to make additional efforts to engage with the wider community and describe the nature of the development and the reasons for its design and character.

While forums of this nature represent only a relatively small section of the community they do provide a very important understanding of the critical issues for those who are interested and affected. Exposure and discussion of these issues in a public forum provides a platform for ongoing dialogue in the community and with government.

APPENDIX A COMMUNITY FORUM AGENDA

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# Community Consultation

Tuesday 30 March 2010

## Community Information Display

**3:00pm to 8:30pm – Macdonald Room, Eastlake Football Club, Griffith**  
Open display and discussion with Project Team from ACT Planning and Land Authority and SGS Economics and Planning

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## Community Forum

**6:30pm – Duffy Room, Eastlake Football Club, Griffith**  
A forum on a Sustainable Plan for East Lake

### **Agenda**

- 6.30pm Welcome and introduction – Neil Savery, Chief Planning Executive, ACT Planning and Land Authority
- 6.40pm The Forum Process: tonight and beyond – Lincoln Hawkins, facilitator
- 6.45pm ***Presentations***
- East Lake scenarios – ideas for future development – Pat Fensham
  - Issues and Context for scenarios – Rod Simpson
  - Analysis – performance of the scenarios – Bruce Taper
  - Q and A (10mins ) Pat Fensham, Rod Simpson and Bruce Taper
- 7:15pm ***Discussion Forum – issue identification***
- transport and access
  - local community facilities
  - environment
  - financial aspects of development
  - high quality urban development
- 7:35pm ***Small group discussions***
- 8.10pm ***Feedback from groups***
- 8.25pm ***Where to from here***  
Brief Recap of Explanation of Next Steps and Process
- 8.30pm ***Forum close***  
One on one conversations continue



## APPENDIX B PRESENTATIONS

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Neil Savery opened the forum by stating that ACTPLA is very genuine in wanting to seek advice from the public on the East Lake Urban Renewal project. He said that the forum should amongst other things:

- provide an update on progress of the project
- provide an opportunity for lively debate
- draw attention to any matters that are not dealt with properly.

Mr Savery outlined the history of the project and explained how the 2007 structure plan was a broad schematic of how East Lake may look in the future. He gave a commitment to having a passenger train to East Lake; but announced that the freight component would relocate to Fyshwick. The Wetlands interface study is completed. Hydrological assessment and ecological heritage studies have been undertaken.

ACTPLA, previously working with CSIRO and now the SGS consultants, has been developing options for the most sustainable development that consists of social, economical and environmental best practice. ACTPLA will “work with developers, for a plan that is feasible and viable, and outcomes focused”. He explained that while there have been ongoing consultations with Causeway residents, the Department of Housing is ultimately responsible for the issues for the Causeway estate.

The forum attendees were advised that the ACT Government had established a community reference group to proceed beyond this evening’s forum.

### Presentations

Presentations by the three speakers from the SGS consultant team are separately documented in a PowerPoint presentation. Key elements are outlined below.



#### Base

- based on earlier planning
- reflects current approach to development

#### Features:

- traditional road network
- school at western end
- single-lot housing at wetland interface
- commercial development along Mildura Street
- predominantly apartments.



### Idea one

Features:

- higher proportion of single-lot housing
- school centrally located
- larger, distributed open spaces
- commercial development along Mildura Street.



### Idea two

Features:

- range of new housing types
- open space corridors
- water sensitive urban design
- school centrally located
- commercial development along Mildura Street.



### Idea three

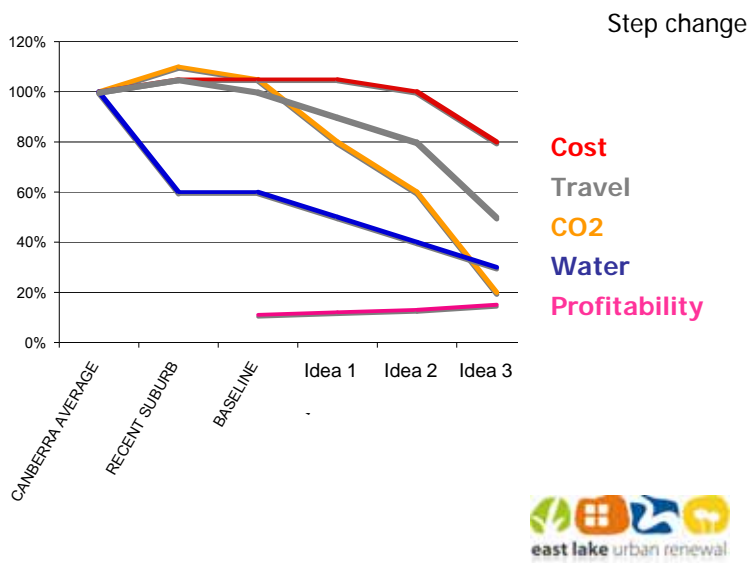
Features:

- high housing number and diversity of housing type
- fine-grain green network
- compact school centrally located
- distributed commercial development
- high-density corridors on major roads and open space.

**Land Use Mix - East Lake Development Ideas**

Idea	Multi unit	Single lot	Open space	commercial	industrial	education	roads
Base	18%	5%	19%	5%	23%	5%	25%
One	13%	11%	18%	5%	23%	5%	25%
Two	10%	17%	16%	2%	22%	5%	28%
Three	4%	23%	14%	2%	20%	3%	34%

**Sustainability Performance Measures - East Lake Development Ideas**



## APPENDIX C QUESTION AND ANSWER SESSION

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Q1. *Want to clarify if this development is backed by legislation.*  
A. NS: The development would be implemented through the provisions of the Territory Plan rather than any separate legislation; and would be supported by performance measures prescribed as part of any contract for development.

Q2: *Passive performance indicators. District trigeneration – there has been successful integration in London. Siting and orientation are concerns.*  
A. BT: Solar design is considered in the design of residences, office buildings and other aspects of development

Q3: *The base idea has 4000 dwellings. Is this the same number for all the designs?*  
A : NS: Yes

Q4: *Can you explain the difference between row, mew housing and compact housing?*

A: RS:  

- Row: are terrace houses – two neighbours with a common wall
- Mews: has the density of apartments but are single dwellings attached on three sides – back to back, and look out to the street through a front courtyard.
- Compact houses are small detached; built close to the boundaries at the back and sides with the living out the front

The project is trying to provide the most affordable housing. Apartments are relatively costly and have other issues. To build a house it costs roughly half the unit construction rate of an apartment.

Q5: *Transport links – railways and Civic. There appears to be no thinking about light rail. Also the change in the electricity substation... what will its impact be on the Wetlands?*

A NS: light rail is beyond the current means of the ACT government. But the design of the development does not rule out its possibility in the future. Electricity Infrastructure and the Wetlands is a separate planning and approval exercise to East Lake Urban renewal project.

Q6: *What if the 9000 people and 4000 dwellings decide to use electric vehicles? What impact will that have on the transport planning done?*

A: NS: Strategic Transport Plan is being undertaken for Canberra as a whole, including East Lake.

But the intention is to move into this development with the expectation that the residents' behaviour would have to change to decrease the use of cars. Want to avoid building more roads. The East Lake site is an ideal opportunity to demonstrate that there are other ways to behave, and to plan.

- Q7: *This area contains contaminated land – hazards for development. The causeway tips – we don't know what is in them. We want to see environmental plans and what the effects of digging up these contaminated lands will do.*
- A: NS: The Government is doing a contamination assessment at present. Based on the knowledge we have to date – the risk of leaving the contaminants in the land is equally problematic – as they could be leaching into the wetlands
- Q8: *The government has been closing schools in the inner south, so why would it now build a super school? How do they justify that?*
- A: NS: There may be a school and in fact there may not be a school at all. ACTPLA is talking to other departments about the demographic changes. With this project “we do want to challenge all conventional approaches”. The Department of Education are the people who will ultimately answer the question about schools. At the last meeting with Causeway residents, they were told that shops and commercial activity are planned, but the government has not fully committed to a new educational institution.
- Q9: *The Australian National Sustainability Initiative, demonstration place is not on any of the maps. It needs to be there for public sustainability education.*
- A: The area is within TAMs responsibility, but the East Lake project will address this.
- Q10: *The businesses along Majura Street are being kept – so why can't we keep the causeway houses and build around them?*
- A: NS: It is being looked at, and it may end up that way... but it is more likely to be redeveloped. The current arrangement of the Causeway will not meet performance requirements for the renewal project. The Department of Disability Housing and Community Services manages the decisions with the residents. It has made a commitment that if a Causeway resident wants to stay, they can.
- Q11: *Comment: responding to positives - can you collect energy, water etc with compact housing?*
- A: RS: Sustainability, systemic change is a social responsibility. Money needs to be spent efficiently – open to technology more appropriate in high density areas. There is a mix of strategies. There is a big emphasis on balancing commercial and residential loads. The project is considering green environment, water management and energy interactions with housing and urban forms.

The issues are complex and all being asked, are under consideration by the project. The scale is critical.

Someone has to maintain the utility at the end of this. Water tanks etc may not be the most cost effective – it may be cheaper to have a district energy base. The project is looking at the delivery model and beneficiaries are responsible for maintenance etc. We are looking at how much government and residents spend.

## APPENDIX D SUGGESTIONS AND COMMENTS

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Participants were invited to record five major suggestions or comments in response to the consultant presentations. The five major themes from previous consultations were used, along with a category for other issues.

### Transport and Access

- A rapid transit link from the station? (best in Ideas 1 and 2).
- Great to see peak oil a focus.
- 300m to the bus would be fantastic.
- Noting that cycling into and out from Civic during morning peak hour has increased by 64% in the last 6 years (Pedal Power cordon count, March 2010) recommend shared pedestrian/cycle pathways be no less than the Ds13 max.
- It is commendable that the proposal seeks high level of sustainable city development. This is supporting more walking and cycling and less reliance on cars.
- Why no mention of heavy rail to Civic and Melbourne? Can't we at least leave the corridor for a time we can afford it?
- Positive prioritizing and active transport.
- Station needs accessibility by rapid transit from Civic and from Woden/Tuggeranong – more frequent and rapid rail service needed as peak oil bites.
- Give Causeway residents more bus services.
- How will transportation needs of the aged be addressed if the development is geared to not using automobiles?
- Fast frequent public transport needed to Kingston, Manuka, and DFAT end of Barton
- Move station further east, away from the creek, remove bridges at Monaro Hwy, Ipswich and Newcastle Sts.
- Railway Historical Society near Queanbeyan West Station.
- Agree on focus on bicycle/pedestrian/public transport options.
- Also important to retain corridor if light rail to civic and to airport/Queanbeyan becomes viable in future.
- Connection to Russell? Heavy Rail? Light Rail? Ferry? Cycle Path? Bus?
- Cycle network needs to get to Russell, Barton, Manuka and Kingston, St Edmonds/St Clairs, Narrabundah College, Telopea Park School.

### **Local community facilities**

- Competition for basic groceries.
- Expand current CIT to include courses in sustainability, park management, wetlands management, to provide workers for new environment industries.
- Intended growth in families with children requires primary school p-6, high school 7-10. The local High School Telopea Park is essentially full with existing in area involvement.
- Operational Historical Railway requirements are quite incompatible with new ideas.
- Agree on need for local demonstration centre on sustainability within East Lake.

### **Environment**

- Create largest urban wetland in Australia by rehabilitating Jerra and Mill Creeks in Narrabundah.
- Use natural systems to clean air and water within built structures.
- Increase biodiversity on structures and in urban design.
- Ensure healthy/healthier ecosystems.
- Create effective buffer zone ANSI.
- Retain sustainability Demonstration Centre and Education Plan as developed by ANSI (Australian National Sustainability Initiative).
- Make use of ANSI Demonstration Centre and Allan Fox's ANSI Eastlake Education and Interpretation Plan.
- Integrate eco services within built environment for spatial and structural efficiency.
- No yards? – more and more people want to grow their own veggies – community garden areas? (particularly given Causeway and Dairy Flat area has the only really good alluvial soil in Canberra apart from Murrumbidgee corridor).
- Kingston is reputed for having the highest carbon footprint in the ACT currently – 9000 more people, 4000 extra dwellings – this will certainly increase even with the sustainable plans presented.
- How is the ageing populations' future needs being addressed in this proposed development?
- Concern about rubbish on Wetlands; population increase (Esp. Norwood Park).

- Agree it's important to ensure appropriate interface/buffer between development and wetlands. Management plan to avoid major disruption of wetlands.
- Concern about sufficient buffer zone for wetlands.
- Where does heritage fit in the five issues? – Burley Griffin home circle causeway axis; industrial heritage; social heritage – causeway residents, causeway hall.
- What about Jerrabomberra Creek and feeder creeks?
- Keep development away from Jerra Creek.
- Biggest impact on Causeway residents..but haven't considered the residents.
- Haven't considered causeway residents.

### **Financial aspects of development**

- Affordable housing using mews concept.
- Potential for solar collection and water collection if it is single story.
- High quality acoustic rating.
- Multi-use development should be considered – shops on ground, offices/medical first floor; apartments above.
- Interested to see cost benefit analyses for individual dwellings (for buyers) and for development as whole (for Government ROI).
- Apartments are very expensive to construct. Alternative would be great.

### **High Quality Urban Development**

- If we cannot build a high density sustainable development in this location in Canberra then we cannot achieve this objective anywhere in Canberra.
- Easy, clean and efficient pick up of trash.
- Like the idea of mixed housing so it's a more interesting neighborhood – but need to ensure appropriate orientation to ensure maximum solar access.
- A “full size” supermarket is a great idea ALDI and specialties is another great option
- Bicycle path wider if it is to be shared.
- Who pays to maintain the infrastructure? Body corporate will not maintain to optimal standard. – Either private or government.
- The idea of pedestrian and child friendly streets is fantastic.
- Compact housing is a great idea, but predicated on worthy high quality developers. Rare in Canberra ?– Kingston Foreshore.
- Sounds a lot like Radburn development- utilities to street, and access to parks and footpaths – didn't work!

- Passive surveillance?
- Take on more environmentally sustainable design towards net positive development.
- Ensure solar orientation and develop passive solar systems as well as trigeneration.
- Integrate eco services with designed infrastructure and buildings.
- Use leading edge renewable energy sources for all built structures.
- Ensure Healthy/healthier ecosystems.
- Minimize embodied energy and waste in construction.
- Use natural systems to clean air and water within built structures.

### **Other Issues**

- Integrate train station with shops.
- High density is the key to vibrant public spaces.
- Positive and mixed use and proposed density Idea 3.
- Wide social mix is vital – should be financially feasible to work in Fyshwick markets and live in East Lake (unlike Kingston Foreshores!).
  
- What is the process for resumption of private land in the Causeway?
- Give the causeway people some certainty – let them know your agenda – they deserve that.
- Need a solid time frame for the relocation of causeway residents in order to aid transition for the many families and elderly residents.
- Honest and transparent feedback and information surrounding the causeway area.
- The ACT government needs to consider opportunities for Causeway residents to be co-located to prevent broken families and promote community living
- Safety of Causeway and surrounding residents during redevelopment in the surrounding areas with respect to contaminants such as asbestos and cyanide.

## APPENDIX E SMALL GROUP WORKSHOPS

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### Group A (Bruce Taper, Facilitator):

- Positive development can be achieved for whole ecosystem across the site
  - Compared to what? ...to what it is now??
- Concerned that Norgrove Park is already decreasing!
  - How do we deal with maintenance? of open space. Wetlands
- Beyond the big ideas:
  - How are they delivered?
  - How are they managed?
- We want something better than the Kingston Foreshore!!
- Must have legitimate green buildings and credentials and be a model for other developments
  - Maximize solar access
- Cycling and pedestrian facilities need to be maximized
  - Standard DS -13 (Minimum)
- To deal with reduced car ownership THERE MUST be viable options
  - Safe and affordable
  - Equity and access
- The good stuff has to happen on Day 1.

### Group B: (Liz De Chastel Facilitator):

- Q: How does Idea 3 achieve its energy efficiency? housing mix?

Discussion: Historical rail issues. What can we do to remain viable?

#### *Moving the Railway Station*

- Moving the station: what is the cost? What is the benefit? Current usage?
- Retain station v new station: Costs?
- High-speed rail to airport – redundant new station
- Moving the rail station further to the east is less viable for rail. it will be used less
- Visibility
- Energy

### Group C (Rod Simpson Facilitator)

- Beware of Radburn
- Parking and cars:
  - Are there any ways to discourage cars in the area – car spaces won't be sold with dwellings
  - But will replace with car share e.g. Braddon is 40% walking and cycling
- Is there a way to restrict parking with detached housing?
- Need to naturally slow the speed limit – suggest cobblestones...works well in Europe
- Railway:
  - Idea 3: railway is too far away, Ideas 1 and 2 are preferable for rail
  - Problem with the railway stations - does not integrate now = only 36 services per week now – the questions is will it drive activity or not?
  - When it crosses the creek it will be expensive – balance up because of low usage
  - In future should be able to make more use of the rail

New School and Telopea Park School (TPS):

- The intended growth of East Lake: TPS is full to capacity with in-area enrolments, therefore a new school would be needed
- Doesn't need to be in this site – could be on another site?
- The structure of the school will require new thinking for open space
- Especially issues of safety and scenario in densely populated areas. TPS is now being fenced for security... and new school if fenced would change the concept of using the open spaces of the school by the public
- People want to live within walking distance of school, but not next to it!
- Busy road crossing will need controlled intersections, and crossing for pedestrians and cyclists
- Real need for effective network
- Future of Narrabundah College may also impact on development
- NC is at the end of the life of the buildings – in need of refurbishment therefore 2400 students would take in Narrabundah College?
- Alternative models of schools is required by project team

Availability and timeframes

- Timeframe for the building: 10-15 years est: 500 dwellings next three years –looking at other alternatives land to be released 2011/12
- Demographics – family dwellings and mixed for people and costs

**Group D** (Pat Fensham, Facilitator)

- Worthwhile aspirations
- What about "do nothing" option? ie. put the 9000 more people in outer urban areas
- Long lead times:
  - 25 years??
  - Not overnight
  - Robust principles needed
- But context will change and therefore development will change
  - Best practice will change
  - Structure to allow for change
- Economic cycles – four? in 25 years?
- Community tile arrangements could have been stronger for collective solutions re water etc – for treating and selling
- Regulators and regulations required to change attitudes; (ie as well as the planners)
- Maintenance for public domain has declined
  - TAMS funding mechanisms are not up to date
  - should be funded to invest in and then property values maintained
  - CB equation?
- History of Causeway – a benefit
- Street design has encouraged "burn outs"
- A lesson from the Foreshore was the connectivity provided by the road network which impacted on the Causeway
- Kingston Foreshore Reference Group – a good lesson from that experience – provided practical advice from those living there
- Contamination?!
- De-cant from Causeway 1 by 1, as residents depart; ie "don't refit"

**Group E** (Alejandra Rojas, Facilitator)

- Why does causeway residential area need to be part of the study area?
- Make existing dwellings more energy efficient.
- East Lake is a unique opportunity to do something extraordinary – contain sprawl: go for the high end option (3).
- Should go further than Idea 3.
- Why can't rail continue on to Russell, Civic, and Melbourne? (It used to go to civic).
- Facilities for community gardens.
- Areas of gardening with dwellings.
- Transport must be enhanced along with increased dwellings/population.
- Dedicated transport for people with mobility issues.
- Wetlands protection: opportunities to go through the Wetlands as part of the wider connection of rail.
- Aged housing should be a component of the development.
- Aged population should be considered.
- Heritage: Where does it fit into the plan?
  - Culture
  - Industrial
  - Rail museum.
- The Griffin Legacy appears to be lost.
- Hume circle/Causeway access.
- Plan has integrity; has not been allowed to be fully realized.

*Key Themes:*

Causeway – integrate and make sustainable.

- Go harder – beyond option 3 – unique opportunity.
- Match density with TP.
- Griffin Plan? Heritage?
- Aged Housing/population.

## APPENDIX F - COMMUNITY INFORMATION SESSION COMMENTS

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The following comments were recorded at the static display during the Community Information Session.

Will Fyshwick markets be moved?  
Want the (railway) station to stay where it is.

No recognition of National Capital Plan, Griffin Legacy principles etc.  
Need to recognise Griffin's Causeway vision and reinstate other Griffin visions including density principles etc (Burley Griffin Society).

Completion of lake circuit through wetlands is supported, however the link is broken near Bowen Park and along southern side of the lake, changing to gravel.

Discrepancies of open space quantities:  
Idea 1 – 14.92ha} does not correspond to green areas on plans  
Idea 2 – 12.4ha}.

Transport issues not clearly shown on plans

- station moving away from city
- not obvious where city links, access routes are on plans
- essential to identify from start.

Telopea Park School is at capacity

- high school is full, enrolments from local area
- East Lake will require a P – 10 and this reflected in planning early (site size).

Application of energy standards etc

- development control
- performance measures not enforceable.