



# Canberra Brickworks + Environs (CB+E) Planning and Development Strategy

Revised Strategy Fact Sheet February 2015

## KEY ISSUES

### CB+E STRATEGY (MAY 2014)

### REVISED CB+E STRATEGY (FEBRUARY 2015)

#### HERITAGE

Canberra Brickworks Complex

Initial 'make safe' works to enable private and/or community sector interest in further investment and adaptive reuse of the Canberra Brickworks. Estimated cost of \$1.5m.

At least \$5m will be spent on conserving and adapting the Canberra Brickworks. Reconstruction and adaptation works will enable use of the buildings for office, studio and gallery or community space.

Increased investment will conserve and adapt all core and supporting buildings and structures and will allow public access.

Quarry Park investment of \$10m will remain.

#### OPEN SPACE

Quarry Park

Approximately 4ha.

Provision of additional public space in the quarry to accommodate community gardens, and reduced development.

Denman Street Park

Provision of a parkland buffer between new and existing residents.

Parkland area extended behind the Uniting Church to amend the interface with the proposed development.

Heritage Railway Remnants

Heritage-registered area represented in the Master Plan.

Railway Remnants park connected to RCGC corridor, to increase functionality and importance of this area.

Royal Canberra Golf Course (RCGC) buffer

Maintained as a buffer to new development.

Re-establishment of a public footpath, and connection to the Railway Remnants.

Westbourne Circle

Part of Dudley Street retained, and Kintore Crescent extension (Westbourne Circle) provided as a vehicular link.

Movement through the new suburb supported by an augmented layout of Dudley Street, and Kintore Crescent extension treated as a pedestrian link only.

#### TRAFFIC

Mint Interchange

Mint Interchange not included.

Revised design for the Mint Interchange included. Project area increased to reflect new arterial road solution.

Bus stop

Recommended bus stop from feasibility study incorporated under Kent/Novar bridge.

Bus stop on Adelaide Avenue remains, to be funded by the Land Development Agency.

Street connectivity

Additional connectivity provided via Dudley Street. New Quarry Road disconnected from Bentham Street.

Abbott Street and Woolls Street connections included. Quarry Road connection with Bentham Street reintroduced, and Dudley Street retained as a collector road.

Kintore Crescent extension treated as pedestrian link only.



Artist impression of the Quarry Park

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### FACILITIES AND SERVICES

Commercial area	15,000 sqm of commercial area allocated for mixed use sites in West Deakin only.	8,000sqm retained in Deakin. 2,600sqm provided in Yarralumla within, and adjacent to, the Canberra Brickworks Complex.
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### PARKING

Existing and new facilities	Car parking provided within the Canberra Brickworks + Environs precinct, compliant with the Territory parking standards.	Additional public parking areas proposed along Bentham Street, south of the Denman Street Park, and within the Canberra Brickworks residential estate.  Park 'n' ride facility identified in Deakin to support the Adelaide Avenue bus stop.
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### DENSITY

Dwelling yield	Approximately 1,600 dwellings.	Dwellings in the original study area have been reduced to approximately 1,300, with higher density developments moved to the extended area closer to Cotter Road. The future area being brought forward will yield approximately 500 dwellings.
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Quarry housing	Townhouse development extending along the length of the Quarry Road.	Reduced amount of townhouse development along the Quarry Road, with community gardens to be included.
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### BUILDING HEIGHTS

Maximum heights	8-storey maximum in West Deakin and facing Royal Canberra Golf Club (RCGC).  Range of 2, 3, and 6-storey maximum for remainder of development.	8-storey development limited to West Deakin only.  6-storey maximum along Cotter Road.  Building heights between RCGC and the Canberra Brickworks reduced to 4 storeys.  Range of 2, 3 and 4-storey maximum for the remainder of development.
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