



**SEE-CHANGE**

COMMUNITIES CREATING A SUSTAINABLE CANBERRA

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### **CANBERRA BRICKWORKS PRECINCT COMMUNITY PANEL**

SEE-Change Inner South offers the attached suite of objectives in a manner that we believe would allow the community's good will and support to be captured now and in the long term for any development in the Canberra Brickworks Precinct (CBP).

We put them forward in the spirit of problem-solving for CBP in a way that appreciates everyone's contributions and strengths.

SEE-Change Inner South considers that implementing these recommendations offers the most likely opportunity for CBP to meet the requirements of Canberra and the broader community into the future and to showcase Canberra's excellence in sustainability and planning, in order to make Canberra a wonderful place for living, working and visiting.

We are happy for our list of objectives to be distributed to all members of the Community Panel ahead of Tuesday's meeting if possible. In this regard, we are conscious of the short timeframe that members of the Community Panel will have for considering this document. This is the result of my unavailability during almost all of the time since the Panel's last meeting. We note, however, that its contents are essentially the same as we have provided in our submissions, just in a different format.

Gillian King  
SEE-Change Inner South representative

7 December 2015

**CANBERRA BRICKWORKS PRECINCT – SEE-CHANGE INNER SOUTH OBJECTIVES**

**Overarching**

	<b>Objective</b>	<b>Rationale</b>
A	<p>Ensure that CBP becomes a state of the art (or at least best practice) 'sustainability showcase' that sits in and respects its current landscape (including topography) and gives prominence to national significance and public good considerations (particularly in regard to sustainability) as a contribution to Canberra's tourism and residential well-being</p>	<ol style="list-style-type: none"> <li>1 The long term sustainability of Canberra for future generations is becoming increasingly important as we approach and exceed the limits of our local and worldwide environments.</li> <li>2 Meeting the ACT's greenhouse gas emission reduction targets and enabling people in Canberra to cope with the impacts of global warming will require: <ul style="list-style-type: none"> <li>• emissions to be reduced by about 33% over the same time (which equates to reducing emissions by about half compared with Business As Usual);</li> <li>• future development to be substantially different to past development in Canberra; and</li> <li>• strong and resilient communities</li> </ul> </li> <li>3 The ACT's commitment to reducing greenhouse gas emissions and becoming self-sufficient in renewable energy has been showcased around the world. To be consistent with this, any work on CBP (at planning, development and occupation stages) should clearly show how CBP contributes to ACT Government's targets for reducing greenhouse gas emissions and for renewable energy.</li> <li>4 CBP offers the potential for an exciting step forward in sustainability of planning and development in Canberra – if it is planned and implemented well in accord with: <ul style="list-style-type: none"> <li>• its context, both in the area that surrounds it and the rest of Canberra;</li> <li>• good urban planning principles; and</li> <li>• sustainable design, particularly in the light of the need to: <ul style="list-style-type: none"> <li>- reduce greenhouse gas emissions, resource use and impacts of climate change</li> <li>- improve the health of Canberrans, particularly through increasing active transport and recreation and social connectivity</li> <li>- build community resiliency, including via increasing Canberra's self-sufficiency.</li> </ul> </li> </ul> </li> <li>5 The ACT Government has made repeated commitments to sustainability and to whole-of-government integrated planning (and especially integration of transport and land use planning) as</li> </ol>

		<p>contained in documents such as Climate Change Action Plan 2, ACT Territory Plan Sustainable Development Principles, ACT Planning Strategy and ACT Transport for Canberra. This means that, specifically, planning for CBP must at a minimum comply – and be shown publicly to comply – with:</p> <ul style="list-style-type: none"> <li>• Climate Change Action Plan 2,</li> <li>• ACT Territory Plan (including the Sustainable Development Principles),</li> <li>• ACT Planning Strategy,</li> <li>• ACT Transport for Canberra,</li> <li>• Waterways: Water Sensitive Urban Design General Code (as a minimum standard and informed by the best practice evidence and findings in the August 2014 Water Sensitive Urban Design Review Report), and</li> <li>• Planning for Bushfire Risk Mitigation General Code</li> </ul> <p>6 CBP is part of the Yarralumla Creek catchment. The ACT Basin Priority Project and cross-border catchment management planning include Yarralumla Creek as a major subcatchment. This means that any planning for and development and construction within CBP must be undertaken in the context of the ACT Basin Priority Project and cross-border catchment management planning.</p>
B	<p>CBP must be – and be seen to be – planned, built and operate in a way that is sustainable and community-focussed, including:</p> <ul style="list-style-type: none"> <li>• using a genuine triple bottom line approach that includes equal consideration of sustainability and social principles along with economic ones, in planning for the area and the siting, design and construction of buildings and other infrastructure and</li> <li>• showing clear context (including its relationship to previous consultations), strategy, evidence base, comprehensive analysis, internal consistency, compliance with current ACT Government and National Capital Authority policies, plans and legislation, the rationale for plans and development proposals, and a consistent level of detail in documentation, community engagement, and oversight.</li> </ul>	<ol style="list-style-type: none"> <li>1 The long term sustainability of Canberra for future generations is becoming increasingly important as we approach and exceed the limits of our local and worldwide environments.</li> <li>2 Planning, documentation and implementation for CBP must comply with current ACT Government and National Capital Authority policies, plans and legislation including: <ul style="list-style-type: none"> <li>• the National Capital Plan</li> <li>• Climate Change Action Plan 2,</li> <li>• Canberra Spatial Plan</li> <li>• ACT Territory Plan (including the Sustainable Development Principles),</li> <li>• ACT Planning Strategy,</li> <li>• ACT Transport for Canberra,</li> <li>• Waterways: Water Sensitive Urban Design General Code (as a minimum standard and</li> </ul> </li> </ol>

		<p>informed by the best practice evidence and findings in the August 2014 Water Sensitive Urban Design Review Report),</p> <ul style="list-style-type: none"> <li>• Planning for Bushfire Risk Mitigation General Code, and</li> <li>• Estate Development Code</li> </ul> <p>3 Planning for CBP should show how the national significance and public good considerations (particularly in regard to sustainability) of the CBP will contribute to Canberra's tourism and residential well-being are given prominence.</p> <p>4 Meeting the ACT's greenhouse gas emission reduction targets and enabling people in Canberra to cope with the impacts of global warming will require:</p> <ul style="list-style-type: none"> <li>• emissions to be reduced by about 33% over the same time (which equates to reducing emissions by about half compared with Business As Usual);</li> <li>• future development to be substantially different to past development in Canberra; and</li> <li>• strong and resilient communities</li> </ul> <p>5 The ACT Government has made repeated commitments to sustainability and to whole-of-government integrated planning (and especially integration of transport and land use planning) as contained in documents such as Climate Change Action Plan 2, ACT Territory Plan Sustainable Development Principles, ACT Planning Strategy and ACT Transport for Canberra. This means that, specifically, planning for CBP must at a minimum comply – and be shown publicly to comply – with:</p> <ul style="list-style-type: none"> <li>• Climate Change Action Plan 2,</li> <li>• ACT Territory Plan (including the Sustainable Development Principles),</li> <li>• ACT Planning Strategy,</li> <li>• ACT Transport for Canberra,</li> <li>• Waterways: Water Sensitive Urban Design General Code (as a minimum standard and informed by the best practice evidence and findings in the August 2014 Water Sensitive Urban Design Review Report), and</li> <li>• Planning for Bushfire Risk Mitigation General Code</li> </ul> <p>6 The ACT Government has made a 'commitment to</p>
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		<p>collaboration and strengthening partnerships as the cornerstone of an inclusive community'. 'The ACT Government is committed to engaging the Canberra community in the development and delivery of its policies, programs, public works and services.'</p> <p>7 The areas immediately adjacent to CBP (Yarralumla, Yarralumla Creek, Deakin and Curtin) are inextricably linked to it and will be subject to significant consequential effects of any proposed development.</p> <p>8 CBP is part of the Yarralumla Creek catchment. The ACT Basin Priority Project and cross-border catchment management planning include Yarralumla Creek as a major subcatchment. This means that any planning for and development and construction within CBP must be undertaken in the context of the ACT Basin Priority Project and cross-border catchment management planning.</p>
C	<p>Planning for CBP (including any development proposals) must take place in a transparent, whole-of-government manner, led by the ACT Environment and Planning Directorate and the National Capital Authority</p>	<p>1 Planning for CBP must be placed in a context of broader planning for Canberra, and must precede development proposals.</p> <p>2 Land development in Canberra, and specifically for CBP, must to proceed in conjunction with – rather than in isolation from – broader planning, especially in relation to planning for sustainability, transport and catchment management.</p> <p>3 The long term sustainability of Canberra for future generations is becoming increasingly important as we approach and exceed the limits of our local and worldwide environments.</p> <p>4 Meeting the ACT's greenhouse gas emission reduction targets and enabling people in Canberra to cope with the impacts of global warming will require:</p> <ul style="list-style-type: none"> <li>• emissions to be reduced by about 33% over the same time (which equates to reducing emissions by about half compared with Business As Usual);</li> <li>• future development to be substantially different to past development in Canberra; and</li> <li>• strong and resilient communities</li> </ul> <p>5 The ACT Government has made repeated commitments to sustainability, whole-of-government integrated planning (and especially integration of transport and land use planning), reducing greenhouse gas emissions and for community engagement. These are contained in documents such as Climate Change Action Plan 2, ACT Territory Plan Sustainable Development Principles, ACT Planning Strategy and ACT Transport for Canberra. This means that, specifically, planning for CBP must at a minimum comply – and be shown publicly to comply –</p>

		<p>with:</p> <ul style="list-style-type: none"> <li>• Climate Change Action Plan 2,</li> <li>• Canberra Spatial Plan</li> <li>• ACT Territory Plan (including the Sustainable Development Principles),</li> <li>• ACT Planning Strategy,</li> <li>• ACT Transport for Canberra,</li> <li>• Waterways: Water Sensitive Urban Design General Code (as a minimum standard and informed by the best practice evidence and findings in the August 2014 Water Sensitive Urban Design Review Report),</li> <li>• Planning for Bushfire Risk Mitigation General Code, and</li> <li>• Estate Development Code</li> </ul> <p>6 Yarralumla Creek is a major subcatchment of the Molonglo River and its watershed should not be altered.</p> <p>7 The ACT Government has made a ‘commitment to collaboration and strengthening partnerships as the cornerstone of an inclusive community’. ‘The ACT Government is committed to engaging the Canberra community in the development and delivery of its policies, programs, public works and services.’</p> <p>8 The ACT has in the past had a record for excellence in urban planning. LDA has yet to show that it can be more than a run-of-the mill land developer.</p> <p>9 Objectives and controls for planning and development of Adelaide Avenue and the approach to Government House are set out in the National Capital Plan. This means that CBP must, at a minimum, comply – and be shown publicly to comply – with those objectives and controls.</p> <p>10 CBP is part of the Yarralumla Creek catchment. The ACT Basin Priority Project and cross-border catchment management planning include Yarralumla Creek as a major subcatchment. This means that any planning for and development and construction within CBP must be undertaken in the context of the ACT Basin Priority Project and cross-border catchment management planning.</p>
D	By its design and building requirements and implementation, CBP shows that it:	1 To this end, the following are important goals for all development and re-development of sites that include housing:

	<ul style="list-style-type: none"> <li>• aims for zero (or negative) net emissions of greenhouse gas emissions, pollutants, nutrients and 'waste';</li> <li>• mitigates against the impacts of climate change;</li> <li>• maintains existing soil structure and hydrology of the site;</li> <li>• is socially inclusive; and</li> <li>• provides an environment and community that is easy and delightful to live within and sustainable.</li> </ul>	<ul style="list-style-type: none"> <li>• self-sufficiency in: <ul style="list-style-type: none"> <li>- electricity;</li> <li>- heating and cooling;</li> <li>- water;</li> <li>- stormwater management; and</li> <li>- sewage management.</li> </ul> </li> <li>• provision for food-growing, with a view to self-sufficiency in fruit, vegetables and fish;</li> <li>• active and public transport to be the obvious, safe (and perceived to be safe), accessible and sustainable transport choices for travel to, from, and within the area, with infrastructure for cars focused on serving the needs of people with impaired mobility';</li> <li>• public transport to connect residential areas with the major employment and service centres;</li> <li>• opportunities for positive local community, retail and employment interactions, both formal and informal;</li> <li>• buffers from westerly winds, heat and fire (as well as from flooding, where appropriate);</li> <li>• local conservation of uncontaminated soil, nutrients (for example, from prunings, leaves and household organic matter), vegetation, biological diversity, ecosystems and ecological processes, and wildlife corridors; and</li> <li>• prominence of national and local significance and public good, particularly in regard to leadership in sustainability, planning and engagement with and responding to the community.</li> </ul> <p>2 Achieving these goals will be particularly important for mitigating against and adapting to climate change. In turn, they contribute to residents' well-being and add to the attractiveness of Canberra as a tourism destination.</p> <p>3 Failure to pursue these goals will condemn people who live, work and visit the Canberra Brickworks and environs – and the broader community and future generations – to increasing costs (of all types) and reduced quality of life.</p> <p>4 Specifically, this will require CBP to:</p> <ul style="list-style-type: none"> <li>• include mandatory provisions within the site as a whole (and preferably within each block) to meet the goals in point 1</li> </ul>
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		<ul style="list-style-type: none"> <li>• have streets that are designed and constructed for people (rather than cars) of all ages and abilities, are accessible for everybody whatever their level of mobility at any time or place, and are safe – and perceived to be safe – for people to move about however they get around. This could be achieved via woonerfs and wide separated paths that have raised crossings across roads and grades for separate cycle paths that are the same as or shallower than those for motor vehicles</li> <li>• explicitly factor adaption to a changing climate into surface infrastructure and transport (for example via locating services and providing shelter at stops, to minimize passengers' exposure to heat, rain and wind)</li> <li>• construct walking and cycling infrastructure concurrently (or ahead of) construction of other transport infrastructure.</li> <li>• include public transport that connects to Molonglo, Weston Creek, Curtin, Deakin and Yarralumla with the major employment centres of Barton, Parkes, Kingston (including the proposed Eastlake development) and Fyshwick</li> <li>• give priority to active and public transport, along with appropriate layout, in order to prevent CBP becoming rat-runs and/or car parks</li> <li>• achieve, as a minimum, <i>Green Star</i> certification (all categories) and <i>Living Building Challenge 3.0</i>.</li> <li>• require all dwellings to (at a minimum) comply with Liveable Housing Design Guidelines and achieve a rating of at least 7 stars from NatHERS</li> <li>• require all commercial buildings to (at a minimum) comply with the National Construction Code and achieve a rating of at least 6 stars from NABERS</li> <li>• be part of the ACT Basin Priority Project and cross-border catchment management planning</li> <li>• ensure that 100% of public spaces are fully wheelchair and pram accessible.</li> </ul>
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**Detail**

E	<p>As a mandatory requirement, planners, developers and other proponents for the CBP must show how their proposal will:</p> <p>(a) include community involvement in subsequent work on the proposal, and</p>	See A, B, C, D
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	<p>(b) fit into the broader context of:</p> <ul style="list-style-type: none"> <li>• planning (urban, transport, catchment etc),</li> <li>• geographic surrounds, and</li> <li>• sustainability, particularly in the context of climate change.</li> </ul>	
F	<p>CBP must clearly comply with (or better) – and is seen to do so – all current ACT Government and National Capital Authority policies, plans and legislation including:</p> <p>(a) the National Capital Plan</p> <p>(b) Climate Change Action Plan 2,</p> <p>(c) Canberra Spatial Plan</p> <p>(d) ACT Territory Plan (including the Sustainable Development Principles),</p> <p>(e) ACT Planning Strategy,</p> <p>(f) ACT Transport for Canberra,</p> <p>(g) Waterways: Water Sensitive Urban Design General Code (as a minimum standard and informed by the best practice evidence and findings in the August 2014 Water Sensitive Urban Design Review Report),</p> <p>(h) Planning for Bushfire Risk Mitigation General Code, and</p> <p>(i) Estate Development Code</p>	See A, B, C
G	<p>As a mandatory requirement, CBP should demonstrate how it contributes to prominence of Canberra’s national and local significance and public good, particularly in regard to leadership in sustainability, planning and engagement with and responding to the community and surrounds.</p>	See A, B, C, D
H	<p>CBP must achieve, as a minimum, the top rating in each <i>Green Star</i> certification category and Living Building Status under <i>Living Building Challenge 3.0</i>.</p>	See A, B, C, D
I	<p>CBP landscape and landscaping must incorporate existing features that are highly valued by the local community and a variety of good quality communal spaces that support the existing and new communities to</p>	See A, B, C, D

	<p>engage and interact. This includes:</p> <ul style="list-style-type: none"> <li>maintaining the existing continuous woodland walking/cycling loop (as identified by Yarralumla Residents' Association) in its natural state;</li> <li>walking cycling links to significant destinations and through the site; and</li> <li>100% of public spaces are fully wheelchair and pram accessible.</li> </ul>	
J	All dwellings in BWP must (at a minimum and as built) comply with Liveable Housing Design Guidelines and achieve a rating of at least 7 stars from NatHERS	See A, B, C, D
K	All commercial in BWP must (at a minimum and as built) comply with the National Construction Code and achieve a rating of at least 6 stars from NABERS	See A, B, C, D
L	As a mandatory requirement, CBP should demonstrate how it contributes to the ACT's self-sufficiency in electricity.	See A, B, C, D
M	As a mandatory requirement, CBP should demonstrate how it buildings and public infrastructure will be passively heated and cooled.	See A, B, C, D
N	As a mandatory requirement, CBP should demonstrate how it contributes to the ACT's self-sufficiency in water.	See A, B, C, D
O	<p>As a mandatory requirement, CBP should demonstrate:</p> <ul style="list-style-type: none"> <li>how it fits into the ACT Basin Priority Project</li> <li>how it fits into cross-border catchment management planning</li> <li>that it does not alter the watershed of Yarralumla Creek</li> <li>how it will manage its stormwater management with a view to dealing with stormwater on-site and avoiding runoff beyond current levels into the surrounding area, Lake Burley Griffin, and the wider Molonglo catchment.</li> </ul>	See A, B, C, D
P	As a mandatory requirement, CBP should demonstrate how it will manage its stormwater management with a view to	See A, B, C, D

	dealing with sewage on-site.	
Q	As a mandatory requirement, CBP should demonstrate how it contributes to self-sufficiency and resilience of the ACT's food supply, with a view to CBP being self-sufficiency in fruit, vegetables and fish.	See A, B, C, D
R	As a mandatory requirement, CBP should demonstrate how it makes active and public transport being the obvious, safe (and perceived to be safe), accessible and sustainable transport choices for travel to, from, and within the area, with infrastructure for cars focused on serving the needs of people with impaired mobility.	See A, B, C, D
S	As a mandatory requirement, CBP should demonstrate how its streets that are designed and constructed for people (rather than cars) of all ages and abilities, are accessible for everybody whatever their level of mobility at any time or place, and are safe – and perceived to be safe – for people to move about however they get around.	See A, B, C, D
T	As a mandatory requirement, CBP should demonstrate how walking and cycling infrastructure will be safely constructed and useable concurrently (or ahead of) construction of other transport infrastructure	See A, B, C, D
U	CBP should demonstrate how it facilitates public transport to connect residential areas with the major employment and service centres.	See A, B, C, D
V	As a mandatory requirement, CBP should demonstrate how it factors adaption to a changing climate into surface infrastructure and transport (for example via locating services and providing shelter at stops, to minimize passengers' exposure to heat, rain and wind)	See A, B, C, D
W	As a mandatory requirement, CBP should demonstrate how it contributes to opportunities for positive local community, retail and employment interactions, both formal and informal.	See A, B, C, D
X	As a mandatory requirement, CBP should demonstrate how it contributes to maintaining and increasing buffers from westerly winds, heat and fire (as well as from flooding, where appropriate).	See A, B, C, D
Y	As a mandatory requirement, CBP should demonstrate how it contributes to local	See A, B, C, D

	conservation of uncontaminated soil, nutrients (for example, from prunings, leaves and household organic matter), vegetation, biological diversity, ecosystems and ecological processes, and wildlife corridors – both during preliminary development and building and once BWP is occupied.	
Z	As a mandatory requirement, CBP should demonstrate how it contributes to conservation of resources through consideration of whole-of-life impacts on the environment; minimising the use of materials that deplete natural resources or create toxic pollution in their manufacture, use or disposal; and specifying locally available materials where possible.	See A, B, C, D
AA	As a mandatory requirement, CBP should demonstrate how it contributes to minimising chemical use.	See A, B, C, D For the health of the community, the amount of pesticides and toxins must be minimised.
AB	CBP must use physical barriers rather than chemicals for termite protection of dwellings and other buildings.	See A, B, C, D For the health of the community, the amount of pesticides and toxins must be minimised.
AC	CBP must require all paints used on site to be organic or low VOC	See A, B, C, D For the health of the community, the amount of pesticides and toxins must be minimised.