

3. Create an all-weather pedestrian circulation system linking together all the major arts precinct activities and combine this with an array of indoor and outdoor public spaces, laneways, arcades, squares, atriums including hard and soft landscape areas for all occasions.
4. Clearly define a central square (the quadrangle) as the focal point and central public space at the heart of the Arts Precinct; protected from prevailing winds and enclosed by perimeter activities on all sides. All major Arts Precinct activities and organisations should be directly connected to the new public quadrangle.
5. Provide a dramatic new entrance and setdown on Wentworth Avenue, ensuring that an exciting sense of arrival and an important destination is achieved.

Existing Analysis

As identified in the May 2014 Kingston Section 49 Masterplan, the site has a number of existing conditions that inform the breakup, development opportunities, road layout and siting of any new development. It is vital that these conditions are adhered to especially considering that a number of these conditions are heritage / heritage related conditions.

The existing heritage related elements have a high social value and any new development should sympathetically respond to these elements to ensure that the strong social value and connection is maintained and indeed enhanced.

The following diagrams elaborate on the work completed in the May 2014 Section 49 Masterplan.

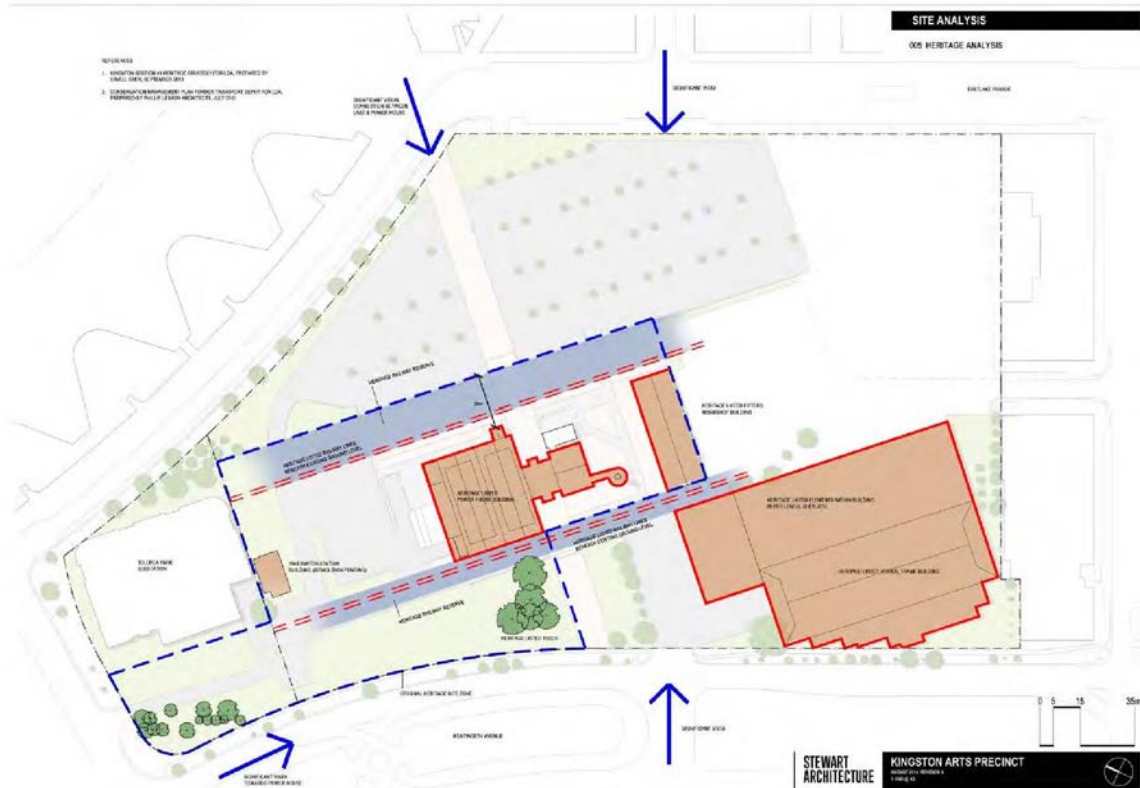


Figure 19: Heritage Analysis

Heritage Analysis

Also refer Appendix 4 – Heritage Analysis for enlarged version

The Main heritage elements, the Kingston Powerhouse and Fitters' Workshop are located generally in the centre of the site. Both buildings are bounded on the north-east and south-west facades by the original railway lines, which have been either removed or covered over. These lines form a natural set back zone to the Powerhouse and Fitters' Workshop.

A number of trees facing Wentworth Avenue have also been listed as heritage elements.

The Former Transport Depot is also heritage listed, with the existing welded portal frames in the upper-hall being heritage listed and the 'industrial space' of the building also being heritage listed.

There are a number of significant vistas that, although not heritage listed, have been considered as important as the heritage elements and have therefore been included in this diagram.



Figure 20: Public Domain Analysis

Public Domain Analysis

Refer Appendix 5 – Public Domain Analysis

The vistas and set-backs identified through the Heritage Analysis form the basis for the location and structure of the Public Domain areas on the site.

A 20m set-back zone from the north-east face of the Fitters' Workshop and Powerhouse over the heritage rail lines and existing 132kv electrical cables is set, defining a public domain area. This area continues to the south to cover the frontage to Wentworth Avenue, including the heritage listed trees.

A 20m zone follows the line of the 132kv cables to enable an extension of Printers Way onto the site. An extension of the 20m Trevillian Quay reserve extends south through the site to ensure vistas of the Fitters' Workshop and is used to form a large northern oriented public domain zone between the Former Transport Depot and the Fitters' Workshop.

A vista from the Kingston Powerhouse to the lake, as identified in the Heritage Analysis is given a 20m public domain zone ensuring access and views from within the site to the lake.

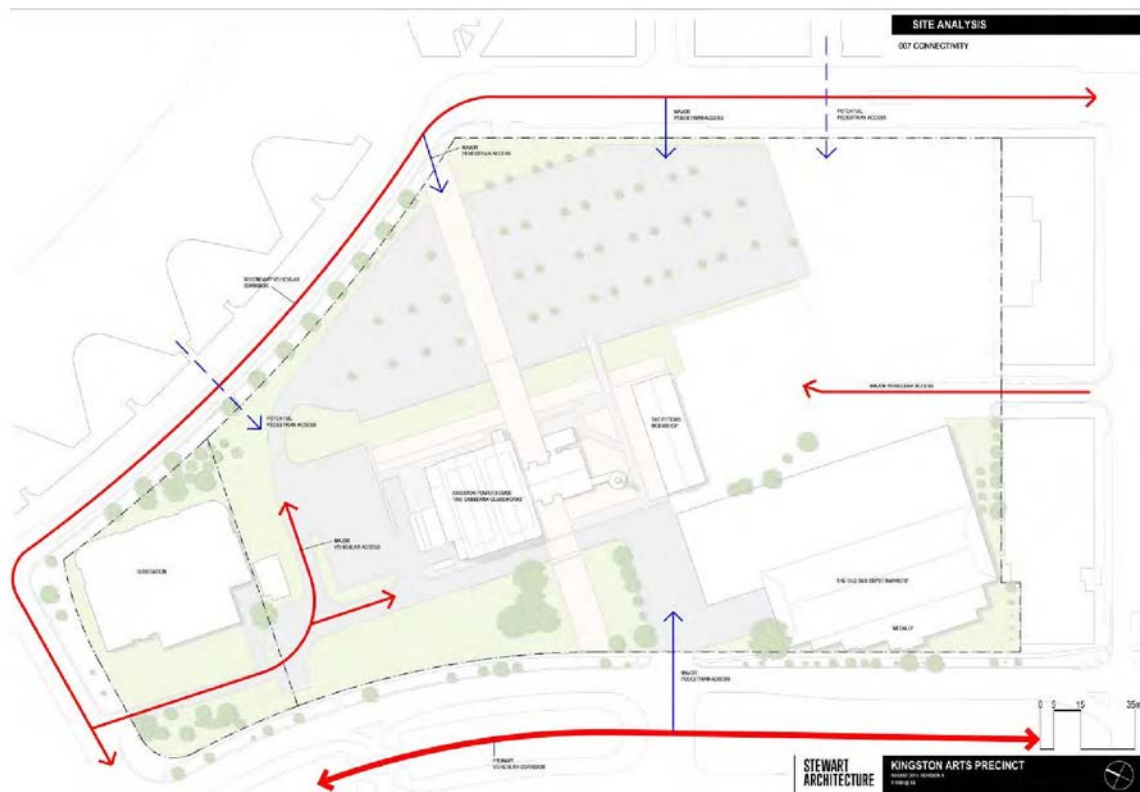


Figure 21: Connectivity

Connectivity

Refer Appendix 6 – Connectivity

Wentworth Avenue is the major vehicular access past the site, with public parking on Wentworth Avenue providing a major pedestrian access directly onto the site. This existing pedestrian access should be considered the 'front door' access to the site.

The main vehicular access onto the site, and onto on-site parking, is accessed from the northern most edge of Eastlake Parade and there is another vehicular access from Printers Way leading into more on-site parking. These roads are considered major vehicular access but are secondary to Wentworth Avenue. It is this hierarchy that is important because it illustrates an existing condition where the pedestrian access to the site is considered of higher importance than vehicular access.

From Eastlake Parade, there are a number of pedestrian links through to the site, further reinforcing the importance of the precinct as being a pedestrian friendly and accessible precinct.

In addition to this, there is bicycle parking between Wentworth Avenue and the Kingston Powerhouse. This is accessed either from the Eastlake Parade vehicular entry or from the Wentworth Avenue short stay entry. It is important to note that the location of bicycle parking should be considered carefully, positioned where it is safe for cyclists to ride directly to the parking and central enough so that bicycle parking isn't seen as being positioned on the periphery, away from the activity.

There is also the opportunity to reinforce a future pedestrian connection from the site leading directly to the Kingston Board Harbour and boardwalk. As indicated previously, this link was reiterated to the project team and the LDA as vital by a number of stakeholders at a Kingston Foreshore Stakeholder Meeting in July 2014. The project team recognises the importance of connectivity between the Kingston Arts Precinct and the Kingston Boat Harbour.



Figure 22: Development Opportunities

Development Opportunities

Refer Appendix 7 – Development Opportunities

An overlay of the first three diagrams results in a variety of different 'parcels' that could be considered future sites or development opportunities.

Design Approach

The design approach to the Kingston Arts Precinct has strong parallels with the design of a mixed use retail / entertainment centre; priority, therefore, must be given to centrally located and well designed covered parking, preferably on one or two levels with entrances emerging directly into a central public place, proposed as a public quadrangle in this report, to provide comfort, convenience and maximum amenity for visitors, patrons and customers.

Detailed Design Requirements

There are a number of detailed design requirements that should be implemented into the design of the precinct:

- The design should identify expansion opportunities for all existing and future arts organisations and destinations e.g. The Canberra Glassworks, Fitters' Workshop, The Old Bus Depot Markets and Megalo.
- Make provision for use of all outdoor spaces, as identified in the proposed options, for a diverse range of occasional activities (both arts or other public related), with opportunities for covered, enclosed and market style shelters etc.
- The orientation of existing buildings on Section 49, running parallel with the existing rail line differs from that of the remaining development on the Kingston Foreshore, which generally runs parallel to Wentworth Avenue and the new street grid. There is the opportunity to use this orientation to create a development that is unique to the Foreshore not only in function and character, but also in its built structure. All new buildings and spaces should reinforce the 'off grid' alignment of the existing rail lines as a mechanism to signify and arts /

cultural theme. In addition to this, a unique and easily identifiable design and materials palette should be employed.

- The Kingston Arts Precinct should not be confined to ground floor space within identified sites. This could result in a lack of amenity and possibilities for a diverse active frontage environment and could also complicate a management strategy and flexibility of use over time.

Heritage Strategy

In regards to responding to heritage requirements the project team recognises the two possible approaches to heritage. Firstly, there is the “restoration” approach which absolutely restores a building to its original form and detail in every possible respect. Secondly, there is the “adaptive reuse” approach which may involve a minor or major intervention in order to enable an old structure to be rehabilitated with a new life and new activity while giving emphasis and a clear point of difference between old and new.

The current heritage buildings and sites need to be modified, altered and extended to meet the ever changing needs of new activities within, as follows:

- The Kingston Powerhouse requires further extensions to accommodate for new retail, display and meeting space. The ‘Brodburger’ Café provides new space (indoors and outdoors) without detracting from the heritage significance.
- The Fitters’ Workshop requires extensions to accommodate general support facilities and amenities including toilets, stores, kitchen/serving areas, covered entries and other public servicing needs and possible other arts related activities and functions.
- Megalo requires more studio, meeting and retail space.
- The Old Bus Depot Markets require an improved sense of front entrance and address – including set down and entry space. With the Old Bus Depot Markets being seen as a major community asset, there is the need for the northern half of the building (not the portal building) to continue to “grow” and meet the needs of the new arts hub and the broader community.
- The spaces between the three existing buildings (the Kingston Power House, Fitters’ Workshop and Former Transport Depot) is a leftover space that needs to be restructured and redesigned to create a compelling new public square or quadrangle that is sheltered, flexible and useable with perimeter airlock providing convenient and safe access, entrance and address to all new arts activities and facilities planned for this arts hub.
- The general layout and structure of the entire precinct (in Section 49 Kingston) has been carefully nurtured and modified over the last seventeen years since the announcement of the Kingston Foreshore Development.
- It’s now time to take the precinct forward in order to further refine the design of the precinct the form of all new buildings and spaces (both internal and external) in order to achieve a world class arts precinct that is expected to become one of the new leading arts/entertainment destination for not only the ACT community, but the region and nation.
- We should be confident that the precinct has the ability to continue to grow expand and adopt to changing needs as it has successfully evolved over the past century.

Planning

As recommended in the May 2014 Kingston Section 49 Masterplan, amendments to the Territory Plan would be required to open up the flexibility of the land use and remove restrictions on office space.

An Estate Development Plan is also recommended for the Section 49, including landscape areas, vehicular circulations, parking and building zones.

6.3 Option 1 – The preferred arrangement

Refer Appendix 8 – Design Option One

The preferred option is a refinement of the May 2014 Section 49 Kingston Master Plan, further detailing road layouts, block layouts, nominating hard and soft landscaped / public realm areas and showing indicative building forms.



Figure 23: The Preferred option

Key

1. The central quadrangle and surrounding colonnade.
2. Printers Way extension with short stay parking.
3. Annex building to the Fitters' Workshop accommodating a range of different activities.
4. The Kingston Powerhouse 'glass box' addition.
5. New internal roads / shared zones with surface parking.
6. New north active frontage and access points to the Former Transport Depot space.
7. Dedicated Arts Use Building
8. Raised public gardens / lawn areas providing space for people to sit, 'hang-out' and relax without being separated from the main activity spaces of the precinct.

Legend

Yellow buildings on the above plan represent new buildings and additions dedicated to arts uses in the precinct. Blue buildings represent development opportunities for new mixed use buildings. Red represents the colonnade around the quadrangle and street awnings throughout the precinct. White buildings represent the existing buildings.

The general arrangement is consistent in each of the design options. The design options propose different locations for the accommodation of arts uses, resulting in very minor changes to the layout and arrangement. However, it is important to note that this report proposes one ideal arrangement that could cater for various accommodation layouts of arts organisations and other uses.

The report defines a series of 'places' that provide a wide range of amenity which enable the precinct to work as a small city providing special and distinct experiences for patrons.

1. The Quadrangle

The central feature of the preferred option is a formalised central square, known as the 'Public Quadrangle' that links all existing heritage buildings and new arts buildings together via a colonnade which provides convenient all weather access to the major focus point of the precinct. The quadrangle formalises a new heart to the precinct and is a point from which all public services (retail, art, entertainment, dining, heritage elements) should be accessed from.

The quadrangle also creates a legible and formal pedestrian entry off Wentworth Avenue, reinforcing the existing entry point to the site.

It is proposed that the colonnade could be semi enclosed during colder months of the year via glass operable walls which would provide secure and protected entry into the Fitters' workshop, the Former Transport Depot and the Kingston Powerhouse.

The colonnade is proposed to be a minimum 6m wide at its narrowest point, allowing for not only secure and protected pedestrian movement, but to also allow for a level of activity. Old Bus Depot Markets activities could spill out into the colonnade, and the quadrangle beyond, providing the Old Bus Depot Markets an opportunity for future expansion should the need arise. The colonnade could act as reception and foyer spaces to the Fitters' Workshop, and work as a covered drop off and reception space to a possible addition to the Former Transport Depot.

The colonnade essentially interprets the traditional street, bustling with activity both night and day, spilling out onto the central quadrangle which provides identity and 'civic activity' in much same way as the plaza does in a traditional European city.

The height of the colonnade should be designed in consideration with the height of existing windows on the Fitters' Workshop, and should most likely be set at the height of the spandrels between the main windows and the high light windows. This would ensure that colonnade is set high enough to also allow occasional vehicular access into the public quadrangle. In addition to this, paving of the quadrangle should also be selected to enable heavy vehicles to operate in the area.

The quadrangle should have special 'feature' lighting, or lighting that can help mark it as being a special focal space during the evenings. To facilitate a range of outdoor uses, external power should also be provided.

2. Printers Way – the street

The extension of Printers Way, as set out in the siting diagrams, connecting with Trevillian Quay, does two key things to help unlock the precinct:

- Creates a level of vehicle permeability, connecting the precinct with the rest of the Kingston Foreshore.
- Creates a defined development parcel to the eastern most part of the site that would be available to the LDA to sell off for private development, independent of the development of the arts precinct. This site would be extremely valuable as it fronts a busy and active Printers Way to two sides, and faces the already busy Eastlake Parade to the third side with almost direct access to the Kingston Boat Harbour.

The extension of Printers Ways is proposed to be a slow speed street with short stay parking on both sides (both 90 degree parking and parallel parking). This is to ensure that the street remains active and is not prone to the long stay parking demand affecting parliamentary triangle workers.

The extension of Printers Way provides multiple access points to Site A, *Refer Appendix 11 – Major Development Sites*, and multiple access points in the Arts Precinct.

The new Printers Way provides vehicular access and address to the northern face of the Former Transport Depot, creating an opportunity to open up this façade for new uses such as a relocated eatery and providing an opportunity for activity beyond the current 1 day per week (refer item 6 below).

The Printers Way reserve is indicated as 20m wide, *Refer Appendix 5 – Public Domain Analysis*, and is proposed, as stated, to have 90 degree parking on one side and parallel parking on the other. The project team believes it is vital to ensure that this road is as narrow as possible to ensure the road is perceived as accessible, allowing pedestrians to cross at ease to access activities on both sides. This means that it is imperative to delete the additional turn out space required to 90 degree parking, to comply with the relevant Australian Standard.

In order to achieve this arrangement, it could be proposed that the Printers Way Street remains as a 'private road,' or in other words, a road that is not handed back to the Territory. It could essentially be considered a car park which therefore doesn't need to comply with the public road standards. If this road were to remain an asset of the Kingston Arts Precinct Management Board, and if this road is to be paid parking, and private, it could provide an additional revenue stream for the precinct.

3. The Fitters' Workshop

A new annex building is proposed to the south façade of the Fitters' Workshop, with a frontage and address to the new Printers Way extension.

This building provides ancillary uses to the Fitters' Workshop including general public toilets, reception, possible kitchen / servery / bar. It could also provide accommodation for some arts organisations including Art Sound FM, residential accommodation for artists' and even an underground music venue. The uses vary between the different design options, but in all cases, this addition adds another level of amenity and activity to Printers Way and to the new northern façade to the Former Transport Depot.

4. The Kingston Power House

The Kingston Power House, accommodating the Canberra Glassworks, is proposed to include a new glass gallery type addition, integrated with the colonnade to the quadrangle.

This new glass box provides additional space to the Canberra Glassworks activities including new gallery and exhibition space, amenities for visitors and administrative spaces. It is visible on approach to the precinct from Wentworth Avenue in both directions and is proposed as a symbolic marker to the precinct and helps 'mark' the colonnade. In addition to this, the glass box can be interpreted as symbolic of the activities of the 'Canberra Glassworks.'

This new beautiful glass box helps separate the Canberra Glassworks activities from the Brodburger activities. While there are benefits in both organisations sharing the one building (extended trade etc.) there are issues in combining food and beer services and glass art work exhibition in such a small ground floor space.

Separating these two uses on different levels allows Brodburger to accommodate all of the current entry/ foyer, administration and toilets space currently offered to the Canberra Glassworks, while also ensuring the Brodburger has its own ground floor entry and outdoor eatery. This configuration then allows the Canberra Glassworks to operate on a separate level, with access from either Wentworth Avenue or from the existing lift in the new enlarged Brodburger space. The Canberra Glassworks will still maintain connectivity to the workshop spaces and by ensuring the existing lift remains in operation, vital connectivity between Brodburger and the Canberra Glassworks can remain unaffected.

However, most importantly, this configuration allows both organisations to remain in their current location and ensure that their important connection to the Kingston Powerhouse building remains unchanged.

5. Internal Roads and Surface Parking and the Substation

The existing entry, off Eastlake Parade, near Wentworth Avenue is proposed to remain as a major vehicular entry to the site. With an increased patronage to the precinct, pressure being put on this entry point is reduced by providing additional entry points off the Printers Way extension.

To further reduce the anticipated pressure on this entry point, the preferred option proposes to push this entry road back towards the existing substation and away from the exiting signalised intersection, allowing for more traffic to queue up at the intersection without blocking access to the precinct. The substation could have a new 'façade' or wall applied to the façade facing the new entry road to hide the existing utilitarian brick face to ensure an attractive entry to the precinct.

This relocated entry point aligns with the existing gap between the Fitters' Workshop and the Former Transport Depot, of about 8m, *refer Appendix 5 – Public Domain Analysis*, providing a direct access into an enlarged and formalised surface car park which is also designed to accommodate coach drop off facilities and other irregular vehicles that may need access such as delivery trucks, trailers and other non-standard length vehicles. This road way extends through to the public quadrangle and through the colonnade as an occasional access way.

This roadway provides access into the large multi-level below ground public car park which is underneath Sites B1 South and B2 South, *refer Appendix 12 – Public Parking*, and provides address points convenient vehicular access and address points to all the new internal sites of the precinct and is proposed as a low speed tree lined internal street.

The arrangement of this new street, flanking the Fitters' Workshop and the Kingston Powerhouse and new mixed use development on Site C is deliberately arranged to mimic the historic railway lines as a gesture of responding to the previous vehicular movement (in the form of steam driven trains) structure of the precinct.

It should be noted at this point that there are remnants of the original rail platform in the zone between the Former Transport Depot and the Fitters' Workshop. The heritage analysis indicates that this should stay, however, this report proposes to remove the platform to make way for the access road and shared zone through the precinct. It is the opinion of the project team that it is important to create workable spaces in as many parts of the precinct as possible, especially in the voids between heritage elements. The platform (being about 700mm high) is currently a trip hazard, creating a space which serves very little practical function as it creates a lowered 'dead end' type space. The insertion of the new roadway is proposed based on a strong heritage consideration of the 'existing rail line,' mimicking its original alignment, and thus responding to rail line elements including the platform. A possible specific response to the platform, and its proposed removal, could be to indicate the existence of the platform through materiality. The zone between the two heritage buildings, where the original platform once stood could be paved in a local red brick, laid exposed to appear as a cobble type arrangement.

The platform may be demolished, or may remain and simply be covered over should the levels suit this proposal. If the platform is to be demolished, there could be the opportunity to reuse the existing bricks to form part of the new paving response.

The location of the internal road to the north of the Kingston Powerhouse and the Fitters' Workshop is also located over the existing 132kv power lines with form a 'no build zone' through the middle of the precinct and is therefore perfectly suited for a new internal shared use street.

6. North face to the Former Transport Depot

As discussed in the Consultation and Reuse of Existing Facilities Study of this report, there is the opportunity for permanent uses to the building, complementary to the activities of the Old Bus Depot Markets in the form of small eateries, cafes and bars to the northern face of the Former Transport Depot. This opportunity is further realised by the recent demolition of the Northern Annex.

This proposal allows for the more permanent use of the Former Transport Depot without having to use or find a use for the industrial sized space. It also allows for the current eateries in the Old Bus Depot Markets to relocate to this new position and possibly increase their hours of operation to a more full time arrangement.

This façade, now being used as a frontage to eateries, facing into a northern outdoor area, could also be opened to have a more permeable presence allowing patrons to park on Printers Way and wander into the Old Bus Depot Markets through the eateries, or to conveniently move from the Old Bus Depot Markets straight through Site A and onto the Kingston boardwalk and boat harbour and thus creating an important and tangible link between these two precincts.

The northern outdoor area is proposed as being a combination of hard and soft landscaped areas, catering for outdoor dining and gathering, a place for the Old Bus Depot Markets to expand onto if the need arises, and to provide a connection to the Fitters' Workshop annex that houses public amenities that could be used by patrons to the Old Bus Depot Markets.

7. Built Form

The architectural language of new built form, in particular, new arts buildings, on the precinct, should be distinct from other development within the precinct, and indeed the rest of the Foreshore.

The project team envisages the use of glass at ground level to promote active frontage and industrial type materials used for the workshop spaces to the upper levels, such as metal façade elements and exposed concrete structural elements. Materiality should reflect the industrial 'place of making' character of the precinct that is intrinsically linked to its past. This approach should even be carried through to the fit-out of the arts buildings. Materials that are robust and long lasting and will tolerate wear and tear over time should be preferred over other 'high end' materials. It is assumed that this approach to built form and materiality would also provide an economic advantage.

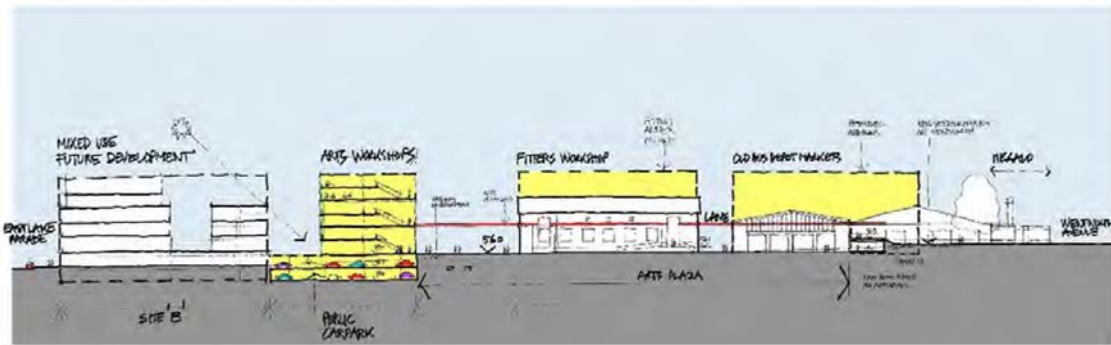


Figure 24: Site Section through the Quadrangle and Arts Building

8. Landscape Elements

There are a number of different landscape elements throughout the precinct, designed to provide and enhance a range of different user experiences.

A general hard-scape treatment can be used throughout and is generally shown beside roads and in front of shop fronts to encourage shopper activities, outdoor dining and indicate main pedestrian movements. Other treatments are used to emphasize other parts of the precinct. For example; the preferred arrangement shows a grey treatment to paving through the middle of Site A. This has been used to visually indicate an important connection between the Former Transport Depot and the Kingston boat harbour. A special tiled or cobbled treatment is shown in the main quadrangle, to emphasize the quadrangle as a special place.

There are also a number of soft-scape elements employed throughout the precinct, such as street trees, raised grass beds, planter-beds and general grassed areas. Street trees are located between on-street car parks. This approach has been used throughout the precinct and although this can result in minor loss of parking, it helps breakdown long rows of parked cars. The foliage of street trees can help hide cars that parked in the spaces and provide shade to pedestrians. This approach helps emphasize the precinct as a 'pedestrian' precinct as opposed to a vehicular precinct.

The raised grass beds provides opportunities for people to sit or even lie down and relax in public spaces. It also provides a place for families and young children to enjoy without having to move away from the focal areas of the

precinct and is similar to the popular Manuka Lawns. Raising the grass beds allows for street trees to be planted over basements. The raised beds also makes these area comfortable to use – people can sit on the edges of the beds, or people can lie on the grass without feeling like they are lying on the ground in a public space. Raised beds are also used around buildings with planting to help soften the large amount of new building work.

There is also the opportunity introduce planting, or raised grass beds inside the quadrangle.

6.4 Other Uses to the Precinct

Apart from identifying a range of different arts organisations that may be accommodated on the site, there are a range of other uses that could be accommodated on the site that respond to the changing character of the Kingston Foreshore as a busy place to live and work. These uses will not only provide greater amenity to the growing residential population, but would also further increase patronage and visitors to the precinct. Such uses include:

- Child Care Centre / Day Care Centre – The generally low rise (4 – 6 storeys max.) nature of the precinct would even open up the opportunity for a roof top child care centre.
- Small convenience shop – To provide essential supplies (milk and bread etc.) that would be designed not to compete with services provided from at the nearby Kingston Shops.
- Bicycle sales or repair / service store.

6.5 Analysis of Sites

Refer Appendix 11 – Major Development Sites

Precinct Code and Planning Summary

Section 49 Kingston is zone CZ5 commercial mixed use. Refer Section 5 of this report for more details. In summary, the planning requirements on Section 49 set the following parameters:

- Ground floor RL of all new buildings to be no greater than RL560.000.
- Maximum RL of all new buildings to be no greater than RL578.000 or 20m.
- Generally no more than 4 floors with 'roof top elements' or floors above 4 storeys to have foot prints no greater than a 15 x 20m rectangle.
- The maximum gross floor area of office use is either 500sqm per tenancy or 2,000sqm per lease.



Figure 25: Major Development Sites

Site Areas

Refer Appendix 11 – Major Development Sites

The work prepared in this report results in one possible site precinct breakup as shown in *Appendix 11 – Major Development Sites*. This breakup of the precinct is primarily in response to the positioning of arts use buildings, the new quadrangle and suggested circulation through the site. There are a range of other possibilities available which would result in different site areas and obtainable yields. In this scenario, 10 major development sites (A-G) can be defined with a public external 'quadrangle' that could be semi enclosed:

Site A with a site area of 8,570sqm
 Site B1 North with a site area of 1,320sqm
 Site B2 North with a site area of 3,530sqm
 Site B1 South with a site area of 3,080sqm
 Site B2 South with a site area of 2,595sqm
 Site C with a site area of 2,190sqm

Site D with a site area of 3,835sqm
 Site E with a site area of 2,000sqm
 Site F with a site area of 2,325sqm
 Site G with a site area of 3,850sqm

Sites in red indicate arts use sites and areas.

Site A

Site A consists of ground floor commercial uses with active frontage and mixed use (potentially including contemporary residential) above and could achieve:

TOTAL: 25,000sqm

This site includes basement parking (100 spaces) as dedicated public parking and a range of other basements designed to accommodate generated parking on Site A.

Site B1 North

Site B1 North is proposed as a small mixed use development and could achieve:

TOTAL: 2,382sqm

This site includes basement parking designed to accommodate the uses of Site B1 North and a portion of generated parking from Site B1 South

Site B2 North

Site B consists is proposed as a mixed use development and could achieve:

TOTAL: 9,600sqm

This site includes basement parking designed to accommodate the uses of Site B2 North.

Site B1 South

Site B1 South consists of ground floor commercial / retail with active frontages and parking and mixed-use above and could achieve:

TOTAL: 7,425sqm (not including ground floor generated parking)

This site includes basement parking (220 spaces), integrated with the Site B2 South basement as dedicated public parking.

Site B2 South

Site B2 South consists of arts organisation uses (in a dedicated arts building) with galleries / exhibition space and art retail on ground level. Offices and ground level and above with workshop and training space on the upper levels.

Arts Uses: 5,600sqm

TOTAL: 5,600sqm

This site includes basement parking (185 spaces) integrated with the Site B1 South basements as dedicated public parking.

Site C

Site C could consist of commercial and retail ground floor with upper levels consisting of non-retail commercial uses and could achieve:

Commercial / retail: 6,000sqm

TOTAL: 6,000sqm

This site includes basement parking (156 spaces) in which 36 spaces are reserved for arts employees operating in the arts buildings throughout the precinct.

Site D

Site D could provide a future additional building to the Former Transport Depot with industrial ground floor space providing extra space for the Old Bus Depot Markets and commercial and conference space above:

Industrial space: 1,495sqm

Commercial / conference space: 2,256sqm (150sqm arts use conference space)

TOTAL: 3,751sqm

Site E

Site E consists of an additional to the Fitters' Workshop providing ground floor public amenities and ancillary / service uses to the Fitters' Workshop space, possible arts organisations uses and below ground music venue. Upper levels could consist of the 10 artists' apartments and an additional 20 small units that could be used as a boutique 'art' hotel or serviced apartments and could achieve:

Arts, services and units: 2,000sqm

TOTAL: **2,000sqm**

Site F

Site F consists of an addition to the Kingston Powerhouse providing additional space for the Canberra Glassworks:

Arts uses: 775sqm

TOTAL: **775sqm**

Site G

Site G consists of the public quadrangle and colonnade linking all arts uses on the precinct (although not strictly GFA, this is a 'built and defined element' and is included in the total area calculations:

TOTAL: **3,850sqm**

Summary

This analysis details the break-up of the Design Option 1 proposal, which is the preferred option. For an analysis of the preference for Option 1, refer to 6.7, Design Option 1 section in this part of the report.

Site	Arts Uses GFA	Other GFA	Totals (sqm)
Site A		25,000sqm	25,000
Site B1 North		2,382sqm	2,382
Site B2 North		9,600sqm	9,600
Site B1 South		7,425sqm	7,425
Site B2 South	5,600sqm		5,600
Site C		6,000sqm	6,000
Site D	1,645sqm	2,106sqm	3,751
Site E	1,100sqm	900sqm	2,000
Site F	775sqm		775
Site G	3,850sqm		3,850
TOTALS	9,120sqm (excludes Site G)	53,413sqm	62,533 (excludes Site G)

With the arrangement of uses as indicated above, which would be the preferred outcome, a total GFA of **66,383sqm** is achievable (including quadrangle and colonnade).

Stewart Architecture estimates that Design Option 1 could potentially accommodate more than 400 apartments across the precinct.

Up to 9,120sqm (including industrial space for the OBDM which is not specifically required in this study) could be provided for arts uses, which comfortably accommodates the needs identified in the Functional Brief, *refer Appendix 2 – Consolidated Functional Brief*.

6.6 Consistency with the May 2014 Section 49 Master Plan

As mentioned in several instances throughout this report, the project team stresses that this Study is not to be seen as superseding or redesigning the May 2014 Section 49 Master Plan, but is merely extension and refinement of the work previously completed to date. This work should be seen primarily as a detailed analysis of how specific arts organisations could be accommodated within the overall plan for the precinct.

This study has focussed on the arts organisations, including detailed consultation work, and explores how the Master Plan could be refined, applying the next level of detail, to include elements such as road layouts, block layouts, nominating hard and soft landscaped / public realm areas and showing indicative building forms.



Figure 26: May 2014 Indicative Master Plan. Source: May 2014 Section 49 Master Plan



Figure 27: The preferred option

All major elements, including development sites, major permeable connections through the site, overall response to heritage elements and active frontage largely remain unchanged.

It should be noted that without the work prepared and issues examined in the May 2014 Section 49 Master Plan, much of this work would not be possible.

Departures from the May 2014 Section 49 Master Plan

Having said this, there are a number of improvements / opportunities that have been identified that should be examined further:

1. The opportunity to create a formalised public plaza / quadrangle adds a large amount of amenity to the precinct and can guarantee general usage of the precinct on a constant basis. Combined with the colonnade linking all heritage elements and arts uses on the site help identify the precinct as an 'arts precinct.'
2. The project team believes that Wentworth Avenue should remain as the major address to the precinct but should be a drop of and pedestrian entry only. This is consistent with the current arrangement and seeks to emphasise the importance / priority of the precinct as a 'walkable' place.
3. The addition of large amounts of surface car parking, particularly to the vehicular entrance way of Eastlake Parade near the Wentworth Avenue intersection seeks to formalise an existing arrangement and make use of the 'no build zone' space between Wentworth Avenue and the Kingston Powerhouse. There is the opportunity on this site for up to 100 car spaces.
4. Based on the concerns raised at the Kingston Foreshore LDA Developer and Stakeholder meeting, the preferred option does not propose to build a major public multi-storey car park on Site C, *refer Appendix 11, Major Development Sites*. There are a number of reasons that have driven this strategic decision:
 - The project team recognises this site as a potentially landmark site, being one of the first buildings one sees when approaching the site from Wentworth Avenue, and next to an iconic heritage building, the Kingston Powerhouse. This site, given the sensitive context, is not suited to a car park and would be much more valuable as a mixed use commercial site with basement parking. In addition to this, the precinct should be emphasised as a 'walkable' precinct and the insertion of a major public multi-storey car park as one of the main address buildings is not sympathetic to this intention.
 - The multi-storey car park locates patrons away from the middle of the site, and indeed the arts uses as proposed in this Report. It also distances patrons away from the Kingston Boardwalk and Boat harbour. This Report proposes to locate all public car parking in basement levels in the middle of the site, directly under the arts uses. This ensures that patrons exit the car park in the middle of the site to ensure maximum usage of the precinct and maximum exposure to arts uses.
 - The current proposed parking strategy will not confuse patrons, with the concerns that '*people won't know where to go or how to get to the parking spaces*' because the new public parking basement is in the same location as the existing surface parking, and is accessed off the same Wentworth Avenue / Eastlake Parade entry point. In other words, the method of accessing parking remains the same as the current arrangement.
5. An additional 100 space basement car park is located on Site A, close to Eastlake Parade. This car park, combined with the 405 space basement car park located under arts uses places nearly all public spaces in secure and accessible basements close to the Kingston boat harbour and close to amenities and services provides at the Kingston Arts Precinct.
6. This report proposes significantly more floor area than the May 2014 Section 49 Master Plan. Of course, should the market demand dictate the amount of development on the precinct, a lower floor area as nominated on the May 2014 Section 49 Master Plan could be achieved. However, it is the opinion of the project team that in order to maximise the value of potential sites, a higher yield should be targeted. This Report presents an ideal maximum yield.
7. The May 2014 Section 49 Master Plan proposed that a more mixed use approach or 'salt and peppered' approach is taken to locating arts uses throughout the precinct. The concern was that central locations on the site would be considered 'high value sites.' Further analysis of sites in this Report concludes that the internal

sites could actually be considered low value sites because they do not have street frontage and external exposure or front major roads.

The consultation with arts organisations uncovered that organisations should ideally be located close together, to maximise the opportunity to form working synergies. In addition to this, the Kingston Arts Precinct is proposed to be a 'working precinct,' with workshop spaces facilitating the making of art. This making of art is expected to generate a level of noise and thus locating these spaces together, to contain the noise rather than spread it throughout the precinct, would be the most appropriate approach. Therefore, the proposal of one or more dedicated arts use buildings in the middle of the site (integrated to a small degree with retail opportunities) would appear to be the most ideal solution.

It should be noted however, that the May 2014 Section 49 Master Plan was prepared with a wide range of public general public consultation, dating back to 2011, but most likely didn't engage in specific detailed consultation with arts organisations and therefore did not have this information at hand when it drew its conclusions.



Figure 28: Design Option 1

6.7 Design Option 1

Refer Appendix 8 – Design Option One

Key

1. Vehicular entry, surface parking and coach parking.
2. Possible commercial site with below ground generated parking and arts employees parking.
3. Possible mixed use site including ground floor commercial and retail. Below ground public parking.
4. Pedestrian links to Eastlake Parade and Lake Burley Griffin.
5. Internal shared-zone street with short stay parking.
6. Possible mixed-use site with below ground generated parking.
7. Dedicated arts use building with galleries, office, workshops and art retail. Below ground public parking.
8. Public covered colonnade.
9. Glassworks additional space and boutique commercial 'glass box.'
10. Public quadrangle.
11. Fitters' Workshop ancillary development with artists' accommodation, arts uses, public toilets, bicycle parking and below ground music venue.
12. Addition to the Former Transport Depot with industrial ground floor space, commercial and conference facilities.
13. Vehicular drop off, main pedestrian entry and address.
14. New northern frontage to the Former Transport Depot.
15. Printers Way extension with short stay on street parking.
16. Possible mixed use commercial and residential quarters with active retail / commercial frontage to Printers Way extension.
17. Pedestrian Link to the Kingston Boat Harbour.

Legend

Yellow buildings on the above plan represent new buildings and additions dedicated to arts uses in the precinct. Blue buildings represent development opportunities for new mixed use buildings. Red represents the colonnade around the quadrangle and street awnings throughout the precinct. White buildings represent the existing buildings.

Summary

This proposal locates arts organisations in a total of 4 dedicated arts buildings that are either new stand-alone buildings or additions to existing buildings. Each new arts building is directly connected to the colonnade and quadrangle, providing covered all weather access to each building and its uses.

Design Issues

The major benefits of this option include:

- All buildings surrounding the colonnade and public quadrangle are arts use buildings which reinforces the precinct as a 'arts' mixed use precinct.
- In addition to arts buildings surrounding the public quadrangle, they are also located close to Printers Way with two buildings having frontage to Printers Way. This places arts buildings in the centre of the two main gathering and activity zones on the precinct. The specific arrangement and relationship between the Fitters' Workshop addition and the dedicated arts building to Printers Way does not compromise the opportunity for Printers Way to host a range of other active uses. In fact, having arts uses fronting Printers Way only adds to the variety of uses that could be provided for on this street.
- The addition to the Former Transport Depot to include new industrial space, office and conference spaces, combined with the Glassworks 'glass box' additional posits two landmark developments around the quadrangle with a highly visible frontage to Wentworth Avenue. These buildings allow for a very clear and legible main address to the precinct.
- Takes maximum advantage of the site to the south of the Fitters' Workshop as a building which provides ancillary uses to the Fitters' Workshop but also provides artists' accommodation in a potentially iconic building located in the centre of the site, again, marking the precinct as an 'arts' mixed use precinct.

Other issues / considerations include:

- The addition to the Former Transport Depot would be a costly development. In terms of fulfilling the project brief, this addition provides shared conference / meeting space of 170sqm that could be located elsewhere on the site without needing to build this addition. The addition provides other revenue producing uses in the form of commercial floor area and industrial space, but these may be seen as added extras and the construction of this building may cause a disruption to the operation of the Old Bus Depot Markets.
- This option proposes a substantial addition to the Fitters' Workshop – a highly detailed glass addition to ensure an appropriately considered connection with the existing heritage building. Although the project team considers this building to be an appropriate heritage response, its proposed size may not be supported by various community groups.

Heritage Response

In regards to heritage appropriateness of this Design Option, David Flannery has provided the following response to the proposal:

- This option retains the buildings of conservation and heritage significance.
- Wentworth Avenue, being a major arterial entry corridor into Canberra, benefits from the development in terms of the visual completion of this component of the Foreshore redevelopment, without compromise to vistas from the Avenue to the old Powerhouse and the former Transport Depot buildings.
- The significance of these buildings is enhanced by the linkage to each other through the use of an open public quadrangle and colonnade; and in this option, the collocating and clustering of the four new arts buildings around this central core where large crowds will periodically gather.

- Ease of public access to and between the existing heritage buildings and other future arts buildings will enhance the recognition and understanding of the historic narrative of this precinct and the important part it plays in the Canberra story.
- Vistas to the heritage buildings, particularly the Fitters' workshop have been retained.
- Underground car parking averts the possibility of a large and inappropriate car parking structure located adjacent to the old Powerhouse and thus creating an aesthetically deleterious visual relationship.
- New northern frontage to the Former Transport Depot is appropriate to resolve and provide access and to open the building to an outdoor space.
- Detailed design of the proposed extension to the Fitters' Workshop, although appropriate in principle because of the evidence of earlier extensions in a similar location, will require careful and considered connection and design resolution.



Figure 29: Design Option 2

6.8 Design Option 2

Refer Appendix 9 – Design Option Two

Key

1. Vehicular entry, surface parking and coach parking.
2. Possible commercial use site with below ground generated parking and arts employees parking.
3. Dedicated arts use building with arts uses, retail and artists' accommodation. Below ground public parking integrated with the below ground public parking on Site B2 South.
4. Pedestrian links to Eastlake Parade and Lake Burley Griffin.
5. Internal shared-zone street with short stay parking.
6. Possible mixed-use site with below ground generated parking.
7. Dedicated arts use building with galleries, office, workshops and art retail. Below ground public parking.
8. Public covered colonnade.
9. Glassworks additional space and boutique commercial 'glass box.'
10. Public quadrangle.
11. Government owned small commercial development including ancillary Fitters' Workshop uses and underground music venue and small retail / commercial opportunity, public toilets and bicycle parking.
12. Vehicular drop off, main pedestrian entry and address.
13. New northern frontage to the Former Transport Depot.
14. Printers Way extension with short stay on street parking.
15. Possible mixed use commercial and residential quarters with active retail / commercial frontage to Printers Way extension.
16. Pedestrian Link to the Kingston Boat Harbour.

Legend

Yellow buildings on the above plan represent new buildings and additions dedicated to arts uses in the precinct. Blue buildings represent development opportunities for new mixed use buildings. Red represents the colonnade around the

quadrangle and street awnings throughout the precinct. White buildings represent the existing buildings. Orange indicates new government owned commercial buildings.

Summary

This proposal locates arts organisations in a total of 3 dedicated arts buildings that are either new stand-alone buildings or additions to existing buildings. A 4th smaller builder, which is the addition to the Fitters' Workshop, provides the required ancillary uses to the Fitters' Workshop with other limited opportunities but doesn't provide accommodation for any of the identified arts organisations. The Glassworks 'glass box' addition and the dedicated arts use building on Site B2 South are directly connected to the public quadrangle and colonnade.

Design Issues

The major benefits of this option include:

- This arrangement of arts uses takes better advantage of lower value sites throughout the precinct, locating arts uses in a stand-alone building on Site B1 South as well as Site B2 South, whilst still maintaining an important relationship with the public quadrangle and colonnade.
- The location of arts use buildings on Site B1 and B2 South locates more arts use buildings over the below ground parking enabling the arts management to have more autonomous control of the public parking, with more basement circulation leading directly into arts use buildings.

Other issues / considerations include:

- This arrangement starts to separate arts uses away from the colonnade and public quadrangle which is a departure from what was seen as one of the primary intentions of the report. The colonnade and public quadrangle will be one of the main activity and gathering spaces in the precinct, alongside the Printers Way Street.
- Frontage to the new internal road facing Site B1 South is secondary to the colonnade and it could be argued that arts uses located on Site B1 South will have less exposure than arts uses located on Site B2 South, thus creating a hierarchy between the different arts buildings which could cause tension between the various arts groups.
- This arrangement does not include the new addition to the Former Transport Depot for additional industrial space, conference rooms and commercial space. This means that the conference rooms required by arts organisations will need to be located elsewhere. However, more importantly, the opportunity to provide a striking new façade to the Former Transport Depot and provide the entry to the Old Bus Depot Markets with a new face lift will not be achieved and could be seen as compromising the new entry off Wentworth Avenue.

Heritage Response

In regards to heritage appropriateness of this Design Option, David Flannery has provided the following response to the proposal:

- This option retains the buildings of conservation and heritage significance.
- Wentworth Avenue, being a major arterial entry corridor into Canberra, benefits from the development in terms of the visual completion of this component of the Foreshore redevelopment, without compromise to vistas from the Avenue to the old Powerhouse and the former Transport Depot buildings.
- The significance of these buildings is enhanced by the linkage to each other through the use of an open public quadrangle and colonnade.
- Ease of public access to and between the existing heritage buildings and other future arts buildings will enhance the recognition and understanding of the historic narrative of this precinct and the important part it plays in the Canberra story.
- Vistas to the heritage buildings, particularly the Fitters' workshop have been retained.

- Underground car parking averts the possibility of a large and inappropriate car parking structure located adjacent to the old Powerhouse and thus creating an aesthetically deleterious visual relationship.
- New northern frontage to the Former Transport Depot is appropriate to resolve and provide access and to open the building to an outdoor space.



Figure 30: Design Option 3

6.9 Design Option 3

Refer Appendix 10 – Design Option Three

Key

1. Vehicular entry, surface parking and coach parking.
2. Possible mixed use commercial site with arts uses and below ground generated parking and arts employees parking.
3. Possible mixed use site including ground floor commercial and retail. Below ground public parking.
4. Pedestrian links to Eastlake Parade and Lake Burley Griffin.
5. Internal shared-zone street with short stay parking.
6. Possible mixed-use site with below ground generated parking.
7. Dedicated arts use building with galleries, office, workshops and art retail. Below ground public parking.
8. Public covered colonnade.
9. Glassworks additional space and boutique commercial 'glass box.'
10. Public quadrangle.
11. Small ancillary building to Fitters' Workshop uses with potential arts uses, bicycle amenities and public toilets.
12. Vehicular drop off, main pedestrian entry and address.
13. New northern frontage to the Former Transport Depot.
14. Printers Way extension with short stay on street parking.
15. Possible mixed use commercial and residential quarters with active retail / commercial frontage to Printers Way extension.
16. Pedestrian Link to the Kingston Boat Harbour.

Legend

Yellow buildings on the above plan represent new buildings and additions dedicated to arts uses in the precinct. Blue buildings represent development opportunities for new mixed use buildings. Red represents the colonnade around the quadrangle and street awnings throughout the precinct. White buildings represent the existing buildings.

Summary

This proposal locates arts organisations in 2 dedicated arts buildings that are either new stand-alone buildings or additions to existing buildings a 3rd building where arts organisations are tenants in a mixed use commercial development and a 4th smaller builder, which is the addition to the Fitters' Workshop, provides the required ancillary uses to the Fitters' Workshop and room for a small arts organisation, such as ArtSound FM The Glassworks 'glass box' addition and the dedicated arts use building on Site B2 South are directly connected to the public quadrangle and colonnade, however, this proposal presents the most 'salt and peppered' approach with arts uses spread throughout the precinct and with minimal connection to the public quadrangle and colonnade.

The Glassworks 'glass box' could also be proposed as a single level option to help reduce cost, providing floor space for the Glassworks but omitting the opportunity for boutique commercial floor space.

Design Issues

The major benefits of this option include:

- This arrangement locates arts uses, as a tenant, in the Site C mixed use commercial building. Depending on the particular arts uses to be accommodated in this building, there is the opportunity to treat the façade of this building to express the arts tenants within. This ensures that arts uses can get exposure on what could potentially be an iconic façade, being the first façade in the precinct visible to patrons as they approach the precinct from Wentworth Avenue.

Other issues / considerations include:

- This arrangement, and any other arrangement that uses a 'salt and peppered' approach to accommodating arts uses is seriously compromised as the opportunity to working synergies to occur is greatly reduced. Salt and peppering arts uses throughout the precinct inevitably locates in sites that may have different 'values' (i.e. better access, better exposure, better orientation) and therefore sets up an hierarchy between the different arts buildings which could cause tension between the various arts groups.
- This arrangement does not include the new addition to the Former Transport Depot for additional industrial space, conference rooms and commercial space. This means that the conference rooms required by arts organisations will need to be located elsewhere. However, more importantly, the opportunity to provide a striking new façade to the Former Transport Depot and provide the entry to the Old Bus Depot Markets with a new face lift will not be achieved and could be seen as compromising the new entry off Wentworth Avenue.

Heritage Response

In regards to heritage appropriateness of this Design Option, David Flannery has provided the following response to the proposal:

- This option retains the buildings of conservation and heritage significance.
- Wentworth Avenue, being a major arterial entry corridor into Canberra, benefits from the development in terms of the visual completion of this component of the Foreshore redevelopment, without compromise to vistas from the Avenue to the old Powerhouse and the former Transport Depot buildings.
- The significance of these buildings is enhanced by the linkage to each other through the use of an open public quadrangle and colonnade.
- Vistas to the heritage buildings, particularly the Fitters' workshop have been retained.
- Underground car parking averts the possibility of a large and inappropriate car parking structure located adjacent to the old Powerhouse and thus creating an aesthetically deleterious visual relationship.

- New northern frontage to the Former Transport Depot is appropriate to resolve and provide access and to open the building to an outdoor space.

6.10 Urban Design Guidelines

The preferred option proposed in this report not only provides a finalised scheme for the entire precinct, indicating the position and design of roads, landscaped areas, blocks, buildings and parking which could then be used as the basis for Detailed Design and Estate Development Plans to be prepared. It also sets up a series of fundamental Urban Design Guidelines for the precinct as a whole, which should be implemented. These section provides guidance on a range of siting issues such as the location of active frontages and landscape areas, building entries and conceptual servicing points and development staging throughout the precinct and are a further development of the guidelines proposed in the May 2014 Section 49 Kingston Master Plan.

Based on the possible areas indicated on *Appendix 11 – Major Development Sites*, an approximate number of car parks that could be accommodated on each site can be given.



Figure 31: Public Parking

Legend

Vertical access from basement to ground floor shown on the plan.

Parking

Refer Appendix 12 – Public Parking

The location and general strategy of public parking is a key consideration to ensure efficient and useable operation of the precinct. The proposal for public parking takes into consideration public consultation comments provided during the May 2014 Section 49 Master Plan development and comments provided by various stakeholders at the Kingston Foreshore Stakeholder Meeting where it was suggested that public parking be located in the centre of the site.

Locating parking in the centre of the site, under Site B1 and B2 South, in a single 33.5m wide (efficient double aisle arrangement) basement car park over two levels provides 405 spaces. The basement directs patrons to ground level in the middle of the precinct ensuring maximum exposure for arts organisations. In addition to this, another 100 spaces could be provide on Site A to accommodate a further 100 spaces. The location of these car parks provide almost direct access to the Kingston Boat Harbour and can ensure that the precinct secures maximum exposure by patrons.

It is also important to provide generous amounts of on-street short stay parking to ensure that streets remain busy and active during the day and night.

This arrangement can provide for 760 public parks whilst leaving the majority of non-arts related sites unencumbered to provide their own generated parking.



Figure 32: Primary and Secondary Active Frontages

Legend

1. Solid shade indicates Primary Active Frontage, generally to the internal parts of the precinct
2. Hatched shade indicates Secondary Active Frontage, generally to the outer parts of the precinct that lead into the internal parts of the precinct to help establish a hierarchy of spaces.

Primary and Secondary Active Frontages

Refer Appendix 13 – Primary and Secondary Active Frontages

The considered position of Primary and Secondary Active Frontages will help determine the success of the precinct in regards to streetscape activity and will help promote the focus of certain parts of the precinct.

Primary Active Frontages should ideally be reserved to the Printers Way extension street and towards, in and around the quadrangle. Primary Active Frontages to the Printers Way extension are vital to ensure that this road is experienced as a busy and lively urban street. This requirement should result in shops / retail / dining uses facing out to the street at ground level and include a degree of outdoor activity (outdoor bars, eateries) to ensure a consistent level of activity.

Green spaces are included in this Primary Active Frontage zone to ensure that not only 'shoppers' enjoy this space, but green spaces allow for other patrons, workers and passer-by's to enjoy the precinct by providing spaces for these people to sit, 'hang out' and become part of the atmosphere.

The Primary Active Frontages extend to the Former Transport Depot northern frontage which are adorned with the relocated Old Bus Depot Markets eateries, operating on a more full time basis, and to the colonnade and arts use building that should provide art retail, and cafes to provide respite for people visiting the galleries. Other opportunities

for more 'grunge type' uses, not dissimilar to the popular burger store, Brodburger, should inhabit this part of the precinct and could include uses such as craft beer breweries and coffee shops.

Secondary Active Frontages identify areas that should have active frontage, but this activity should not outstrip Primary Active Frontages within the precinct. These areas identify potential building entries and other commercial, retail opportunities.

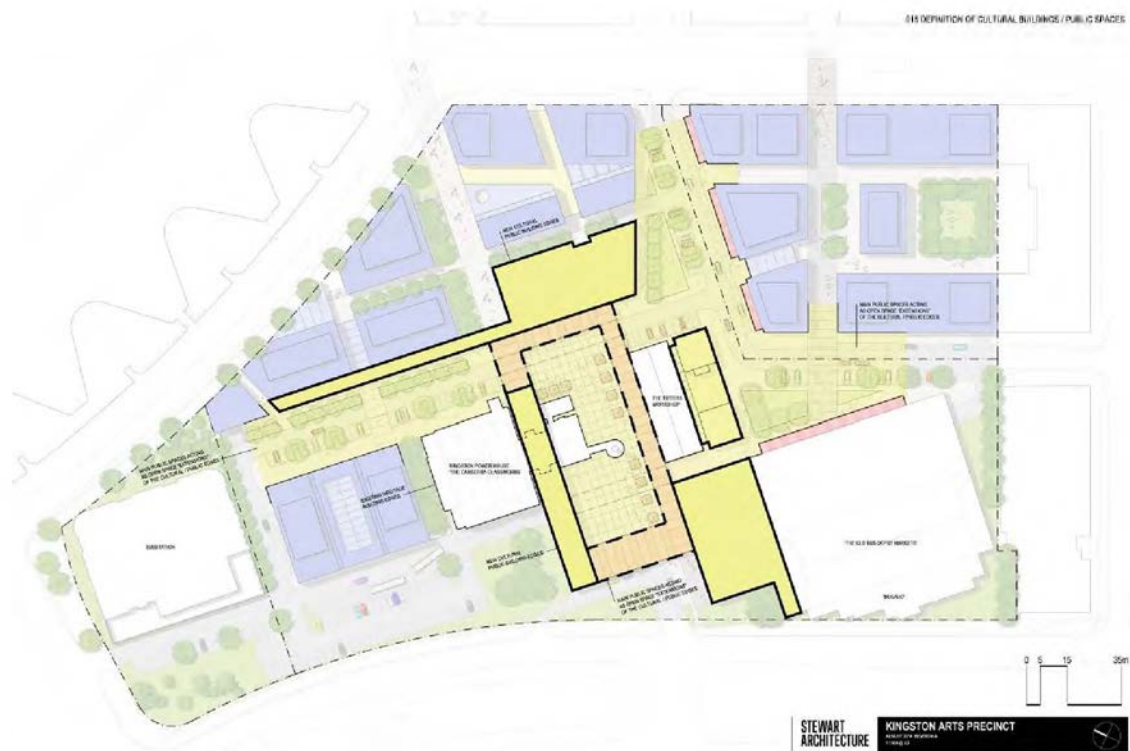


Figure 33: Definition of Cultural Buildings / Public Spaces

Definition of Cultural Buildings / Public Spaces

Refer Appendix 14 – Definition of Cultural Buildings / Public Spaces

As suggested throughout the report, this option seeks to posit arts and heritage buildings as the central focus / feature of the precinct. As a collective, these could be referred to as cultural buildings and should be given as much exposure as possible.

These buildings should generally be surrounded, as much as possible, by public spaces. Arts buildings should never be located in dead end areas but should be arranged to not only get direct exposure by patrons visiting them, but also passer-by exposure. This helps people identify the precinct as an 'arts precinct' which in turn creates emphasis and importance on arts, even by those who don't visit the galleries or retail.

In this proposal, all buildings both have a frontage or exposure to the Printers Way Street or the public quadrangle, and are connected via the public colonnade. In this proposal, the arts use building on Site B2 South has exposure / frontage to both these places. The arts use building on Site E also faces the Printers Way Street, and has access to the colonnade through the Fitters' Workshop.

It is vital to ensure there is a strong relationship between public spaces and cultural buildings. Main public spaces should be seen, in fact, as being extensions of the cultural buildings.

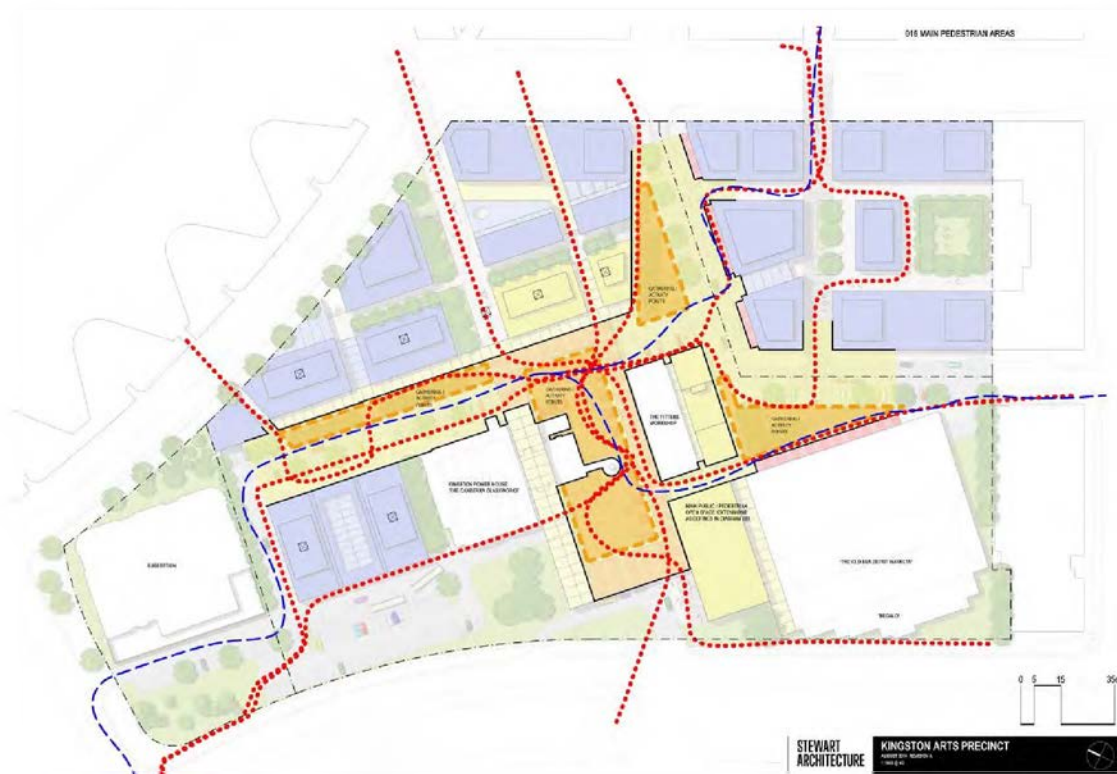


Figure 34: Main Pedestrian Areas

Legend

1. Red lines indicate pedestrian patterns through the precinct that pass through major gathering points.
2. Blue lines indicate proposed bicycle networks through the precinct.
3. Orange areas indicate major gathering points.

Main Pedestrian Areas

Refer Appendix 15 – Main Pedestrian Areas

The Main Public Spaces identified in the previous diagram are based on the existing site connections and public domain areas, refer Appendix 5– Public Domain Analysis and Appendix 6 – Connectivity, and address the existing pedestrian patterns through the site. These existing pedestrian patterns generally move pedestrians from the east to the western sides of the site as pedestrians move from parking on Wentworth Avenue, through the precinct past the various services that already existing on the site, then through the to the Kingston Boat Harbour or vice versa.

Major meeting / gathering points should be located on the pedestrian pathways to create special places that already seem familiar or a well-travelled rather than new unfamiliar places that may be less receptive to the patrons. There is the opportunity to ensure that the major meeting / gathering points on these pedestrian pathways have a close relationship or are in close proximity to the various arts uses that are proposed in this report, and therefore again maximising opportunities for exposure to arts uses and generally usability of the precinct.

The current cycle network passes the intersection on Wentworth Avenue. There is the opportunity to divert the cycle network, or create a turn off into the precinct that could then extend through the precinct towards the Boat Harbour and the Kingston Island. Specific identified cycle paths through the precinct, coupled with a public bicycle parking would help cater for a large number of Canberrans who cycle. This will provide cyclists with an opportunity to stop, securely park their bicycles, rest or utilise some of the many services that would be on offer at the precinct before continuing on with their journey.

Identified cycle paths through the precinct could be incorporated onto the TaMS Canberra and Queanbeyan Cycling and Walking Maps and into the various documents available on the Pedal PowerACT website.

In addition to incorporating the precinct onto the TaMS and Pedal PowerACT documents, it should be noted that the Canberra Centennial Trail crosses Kings Avenue Bridge which would mean that a the Kingston Arts Precinct would be seen as a short detour and this presents another opportunity to visit the precinct (refer section 6.4).



Figure 35: Green Spaces

Green Spaces

Refer Appendix 16 – Green Spaces

Public spaces should have a strong connection to the green spaces throughout the precinct. This will improve the quality and useability of public spaces and improves overall streetscape quality.

This scheme presents deliberate arrangements of green spaces, generally to the gathering and activity spaces along the pedestrian network ensuring that those gathering and activity spaces are attractive and enjoyable spaces to inhabit, providing shade and comfort.

Green spaces could be seen as ideal mechanisms for 'infilling' underused areas, but their strategic location will help add amenity to the overall precinct. Green spaces that extend out beyond the main public spaces should act as extensions to the public spaces, or elements that can lead people into the main public spaces.

In addition to this, it is recommended that planting be used to create privacy between adjoining sites. This report proposes planting between the Kingston Arts Precinct site and the substation site to minimise overlooking into the substation site. Likewise, a green space, possibly a raised green space to facilitate basement parking beneath with perimeter planting on Site A provides privacy between Site A and the residential development on Block 1 Section 52. This is to ensure that the residents on this development have an attractive northerly outlook and are provided with a screening device between the development on Site A.



Figure 36: Permeability

Permeability

Refer Appendix 17 – Permeability

As indicated on the Main Pedestrian Areas, *Appendix 15 – Main Pedestrian Areas*, the site is subject to pedestrian patterns that move from the east to west and vice versa. The site should therefore ensure a high level of permeability not only through public areas, but also through development sites that include ground floor commercial or retail uses, reflecting the natural pedestrian patterns through the site where possible.

Permeable lines through the site should take advantage of both existing and new vista opportunities, as indicated on Public Domain Analysis, *Appendix 5 – Public Domain Analysis*. Permeable lines through the site should intersect with a range of different opportunities, and where there a temporary dead ends (such as the vista and 20m wide reserve from Lake Burley Griffin), these areas should present patrons with enhanced experiences. In this case, the Lake Burley Griffin vista terminates at the entry to the colonnade and the Glassworks glass box – leading patrons either into the quadrangle and towards Wentworth Avenue, or into the improved Glassworks space which acts as a symbolic beacon on the site providing patrons with 'special' places to pass by.

Other permeable lines should reflect historic patterns of the precinct, such as mimicking the historic rail lines that flank both sides of the Kingston Powerhouse and Fitters' Workshop.

Permeability creates heightened sense of personal security and allows for effective passive surveillance ensuring that the precinct appears safe and accessibly during the day and the night.



Refer Appendix 18 – Points of Interest on the Pedestrian Track

The main points of interest and gathering spaces are intensified around the arts and cultural points of the precinct.



Figure 38: Building Access and Servicing

Legend

1. Blue Arrows show indicative building entry points.
2. Red Arrows shown indicative building servicing points.
3. Lift / vertical access points from the public below ground parking shown.

Building Access and Servicing

Refer Appendix 19 – Building Access and Servicing

This Report proposes buildings that are served or addressed by roads (either Eastlake Parade, Printers Way or the internal roads) and buildings that do not have typical street address. Consideration should be given to the location of building entries and service points to ensure efficient operation of the building and to ensure that appropriate address and exposure can be provided for.

Buildings with frontage to roads should have entry points facing the road to allow for easy identification of entries. A number of buildings, such as the arts use building and even the Fitters' Workshop addition which although has frontage to Printers Way, has main address points that do not face roads. In these instances, building entries should face onto main public areas, such as the quadrangle.

In most cases, due to the footprint of buildings, and the overall floor area of buildings, it may be necessary to provide more than one building entry. Again, this is the case for the art building which could provide a building entry off Printers Way, but could also provide multiple entries off the public quadrangle.

It is important that arts use buildings have a close relationship with the quadrangle, as described in detail throughout this report, and therefore should have at least one entry point off the public quadrangle.

Service points (waste, deliveries, plant access) should be located generally away from building entry points where possible and ideally at the 'end' of the building. Where possible, service points should be located inconspicuously and away from main public spaces.



Figure 39: Conceptual Staging Diagram

Conceptual Staging

Refer Appendix 20 – Conceptual Staging Diagram

Staged development will be required to allow the precinct and its occupants to remain in operation during the development phase. In addition to the occupants remaining in operation, maintaining a suitable number of public parking during the development phase is also a requirement.

The above diagram indicates how the development of arts uses and public parking to the Kingston Arts Precinct could be staged to allow for maximum accessibility of the site during the development phase.

It is assumed that the construction of all roads, including the new internal roads could be completed as part of the EDP package of works and will be completed before any building work commences on site. However, it should be noted that there are also opportunities for specific sites to assume the responsibility of the building of shared roads throughout the precinct.

The Stages are set as follows:

- | | |
|---------|---|
| Stage 1 | Stage 1 could be constructed first, developing the existing open spaces into a formalised surface car park with additional spaces will help reduce the demand on parking during the additional stages, in particular Stage 2. There are no constraints on developing Stage 1 which could start almost immediately without any major impact to any other part of the precinct. |
| Stage 2 | Stage 2 includes the construction of the public car park of 185 spaces and the arts use building. Again, it is important to supply as many public car spaces up front which Stage 2 can deliver. In addition to this, the development of Stage 2, an 'arts building,' helps mark the precinct as an arts precinct. This allows the arts organisations to commence moving onto the precinct as early as possible if required, ensuring maximum flexibility of existing leases and moving arrangements. |
| Stage 3 | Stage 3 includes the construction primarily of the public car park of 202 spaces, integrated with the Stage 2 car park in addition to the construction of the mixed use buildings above. At the completion |

of this Stage, the precinct will already provide more public spaces that it had pre-development and will also provide for the first commercial / retail tenants and other possible development on the precinct.

Stage 4A	Construction of the colonnade and quadrangle would most likely have the largest impact to patronage as this stage will reduce accessibility to Brodburger and the Glassworks however it is necessary to complete the main public spaces before all development on the site is completed. This Stage will complete the main address to arts building and connection with Wentworth Avenue. Stage 4A also includes the Glassworks addition however it should be noted that the Glassworks addition could be added at a later date if need be.
Stage 4B	Stage 4A will complete the new interface to the north side of the Fitters' Workshop, resulting in an increased amenity, whilst Stage 4B will complete the annex facilities including foyer, bar and public toilets. In addition to this, the below ground music venue, remaining arts organisations and artists' accommodation will also be provided for to replace the Chapel Building (which this report assumes will be demolished). Although identified as a separate stage, Stage 4B could almost occur concurrently with Stage 4A.
Stage 5	Stage 5 includes the relocation of the Old Bus Depot Markets eateries, insertion of new eateries into the Former Transport Depot, formalisation of a service and drop of area and completion of public spaces fronting Printers Way. This stage will complete all the arts interface elements to the new Printers Way extension.
Stage 6	Stage 6 could be seen as a long term stage which is to include an addition to the Former Transport Depot (that would require minor demolition of some of the lower hall areas) that will accommodate new industrial space, administration space for the Old Bus Depot Board and possibly other boards that operate on the precinct, commercial floor space and conference facilities.

6.11 Recommendations and Findings of the Design Study

Based on the development of each Design Option Study, the following recommendations can be given:

6a. Proposed Sites:	The precinct should be divided into a range of sites, with arts uses located on the lower value sites that are located in the middle of the precinct, around a public quadrangle.
6b. New Road works:	The new Printers Way extensions should contain short stay on street parking. The road should be as narrow as possible to ensure that it remains accessible, easy to cross and remains as a lively and busy street. In order to achieve this, without having to include the extra 'turn out' space for parked vehicles (which would result in a wider road), the Printers Way road could remain as a private road, or a car park road that is not handed back to the Territory. This could even provide the opportunity for the revenue raised by parking on this road to be returned to the Kingston Arts Precinct.
6c. Public Spaces:	A new public quadrangle and colonnade should be the feature of any proposed design. The colonnade will act as a linking mechanism between all heritage buildings on the site, improving accessibility and legibility of the Fitters' Workshop. The quadrangle should be level and should facilitate 24 hours a day activity.
6d. Parking:	Public parking should be ideally be located below ground to ensure that there are no large above ground visible parking structures on the precinct. Public parking should be located, or accessed through arts use buildings to ensure maximum exposure to arts uses on the precinct. The public parking should be generally located in the middle of the precinct, again to ensure maximum exposure to arts uses and to enable maximum usage of the precinct. The parking should also enable convenient access between the precinct and the Kingston Boat Harbour to create a strong connection between these two major public spaces on the Kingston Foreshore.

6e. Preferred development option:	<p>The preferred option is the arrangement proposed in Design Option One.</p> <p>This option locates all arts uses in both new stand-alone buildings and additions to existing buildings around the public quadrangle, linked via the colonnade. This keeps arts uses clustered close together allowing the working synergies that currently exist between Megalo and the Canberra Glassworks to expand to all arts organisations accommodated on the site. This option also makes optimum use of the site that exists to the south eastern side of the Fitters' Workshop as a new building connected to the Fitters' Workshop providing ancillary uses, public amenities, artists' accommodation and other residential accommodation, arts uses and even a below ground music venue.</p> <p>It is the opinion of the Project Team that this option provides the maximum benefit to the proposed arts organisations, the maximum yield and the best urban design outcome.</p>
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