

MACGREGOR LOCAL CENTRE

MASTER PLAN

SEPTEMBER 2001

**Territory Planning Branch (TPB)
Planning Policy Section
PALM**

TABLE OF CONTENTS

1- INTRODUCTION.....	1
2- CONSULTATION	2
3- SUBMISSIONS ON THE DRAFT MASTER PLAN AND RESPONSES	2
4- MASTER PLAN	4
4.1 OBJECTIVES.....	4
4.2 CONTROLS.....	5
4.2.1 Area ‘A’ – Predominantly Residential - opportunities for home businesses	5
4.2.2 Area ‘B’ – Mixed Use/ Commercial	8
4.2.3 Other Controls	8

ATTACHMENT I – SUMMARY OF ISSUES - RESPONSES

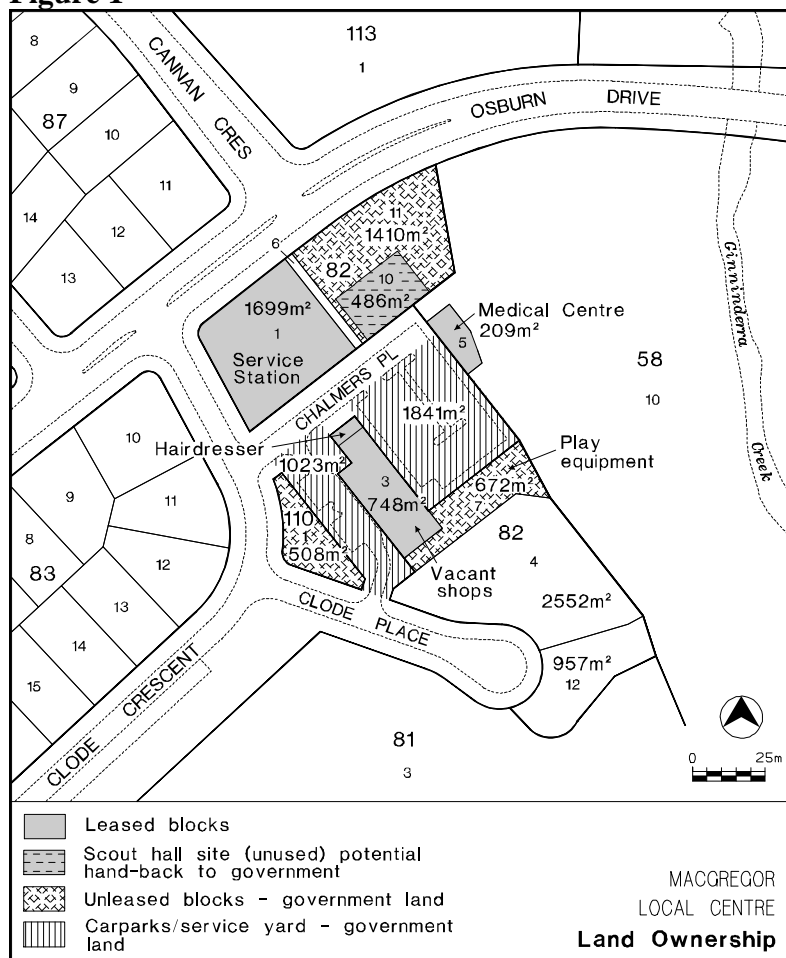
ATTACHMENT II – SITE ANALYSIS/OPPORTUNITIES/ INDICATIVE DEVELOPMENT

1- INTRODUCTION

The Macgregor local shops have been struggling for some time and the lessee of the shops approached Planning and Land Management (PALM) in mid 2000 to inquire about options for a viable development. PALM advised the lessee about the process and the need for a master planning study for the shops and its surroundings through community involvement. The master planning process for the Macgregor Local Centre was commenced by PALM in October 2000.

The shops were built in the late 1970s on Block 3 and changed hands in 1988. The hairdresser is the only business operating in the existing building on Block 3. There is an existing service station which provides convenience shopping needs and motor vehicle repairs in addition to petrol sales. In the early 1990s an independent building for a doctor's surgery was built on Block 5 adjacent to the Ginninderra Creek open space which continues to operate.

Figure 1



2- CONSULTATION

A total of about 1900 letters and questionnaires were distributed in Macgregor and Dunlop in October 2000. Of these 17%, (Macgregor 201, Dunlop 124, not stated 4) were returned to PALM and provided valuable initial input to broad master plan concepts.

The findings of the questionnaires together with the information on the Territory Plan, changing demographics and planning issues were presented at a public meeting on 6 December 2000. There were about 30 people at the first public meeting and a healthy discussion on the role and status of the shops occurred.

PALM engaged *The Expert Client*, consultancy services, to investigate the constraints and opportunities on the site and produce planning and design principles in response to the outcome of the first public meeting and the findings from the questionnaires consistent with the Government's broader policies and strategies on future Canberra. The Expert Client, together with PALM, produced three options which were presented at the second public meeting on 4 April 2001.

Following the second public meeting, PALM met with the main stakeholders in May/June 2001 including the hairdresser, the service station and the medical centre owners, the owner of the shops and the Macgregor Resident Working Party. The Working Party indicated that the community attended their meetings broadly supported Option 2 (see Attachment II).

The input gathered since the beginning of the process in October 2000 was put together to produce a draft Master Plan for formal community consultation. The draft Macgregor Master Plan was released for comment between 20 June 2001 and 13 July 2001. There were two displays, one at the shops and another at the primary school, during the consultation period.

3- SUBMISSIONS ON THE DRAFT MASTER PLAN AND RESPONSES

PALM received eight public submissions and a submission from West Belconnen LAPAC on the draft Master Plan. The summary of issues from the submissions and responses are included in Attachment I. Several issues raised were related to the implementation stages following the approval of the Master Plan. The main issues which are relevant to the Master Plan relate to:

Density of residential development in Area A

There were concerns about the number of potential dwellings in Area A. The draft Master Plan proposed between 10 and 14 dwellings on Area A which has a site area of about 3060 m². The concerns relate to the quality and standard of dwellings and residential environment, which is perceived to decline as the density of dwellings increase.

The final Master Plan changed the range to between 8 and 14 dwellings, to enable the location of relatively larger dwellings, which could accommodate families with children near the school depending on housing demand. A maximum of 14 dwellings is believed to be appropriate on the site in terms of achieving a mix of dwelling types and sizes for different households such as aged people, households with children, lone person etc. The potential developer of the site will need to undertake necessary market needs assessment to determine the mix and number of dwellings between 8 and 14 and submit a Development Application to PALM for its assessment. The assessment will be undertaken under the recently adopted guidelines of “*Designing for High Quality and Sustainability*” to determine the best outcome by considering the size and type of proposed dwellings as well as the design and functionality. The maximum number identified in the Master Plan does not mean an automatic approval for 14 dwellings. The Master Plan provides flexibility to respond to various housing needs.

Amount of new shop space in Area B

The draft Master plan proposed to incorporate mandatory commercial space of 30 m² for the existing hairdresser and the construction of more floorspace, only if there was a demonstrated market demand. Otherwise the draft proposed the retention of vacant land for future use if there was no current interest.

Given the comments received from LAPAC and other submissions, PALM has agreed to incorporate the construction of mandatory 100 m² of commercial space on this land. Although the actual development on the site will be determined by a potential developer under the provisions of the master plan, the Government will initially encourage the development of predominantly commercial/non-residential uses on the site, if there is an identified interest within the market. Therefore the construction of commercial space above 100 m² is possible and will be encouraged during the land release stage if there is market interest.

New access road, safety and traffic management

All submissions supported the new access road but included several recommendations about the traffic management and the functioning of the new road (see Attachment I). The new access road is a vital element in the implementation of the Master Plan and significantly improves the accessibility to Area B where potential mixed use/ commercial development would be located. The Master Plan sets out the main principles of land use to enable further detailed works to be undertaken. It is clear from the Expert Client’s and the Roads ACT view that such a connection is technically possible and can function satisfactorily. A consultant has been engaged to undertake a detailed site investigation to provide cost estimates for design and construction of this new road. Following this investigation, an engineering consultant subject to funding availability will be engaged to design and construct the road. All necessary arrangements such as the pedestrian crossings, speed humps, bus stop location as well as the traffic circulation etc. will be assessed and implemented as part of the project. The community and LAPAC comments will be made available to the consultants undertaking the detailed design.

4- MASTER PLAN

4.1 Objectives

- To bring life, vitality and safety back to a precinct sapped of activity by the closure of shops and businesses.
- To provide an accessible environment for all members of the community.
- To provide outcomes that will make use of existing infrastructure within and outside the precinct. Infrastructure includes engineering services, transport, open space, play equipment, paths, roads etc.
- To provide outcomes that will support existing local institutions (schools) and businesses (medical centre, service station with shop and hairdresser) and the overall community.
- To provide adaptable planning solutions that will allow the introduction of new commercial facilities in the development (shops, personal services, home businesses etc) on the basis that they are sought by the community and taken up in the market by potential small businesses.
- To ensure that the amenity of adjacent residents and the community is not diminished by any proposed development.
- To encourage more efficient use of existing assets valued by the community such as open space, trees and landscaping, recreation facilities etc.
- To enhance general safety (and the perception of safety) in the precinct by removal of closed shops and reintroduction of population to restore natural surveillance of the area.
- To ensure that any development responds to the requirements of local maintenance authorities and provides safe traffic planning outcomes.

4.2 Controls

The Master Plan sets out the main development parameters and principles under the above objectives and determines the boundaries of the potential development sites, as Area A and Area B (see Figure 2). It sets out clear boundaries for private and public uses. The principles and objectives of the Master Plan are consistent with the Territory Plan Land Use policies and are in line with the West Belconnen LAPAC's Community Value Statement. The following table shows land uses, which may be permitted, in local centres under the Territory Plan.

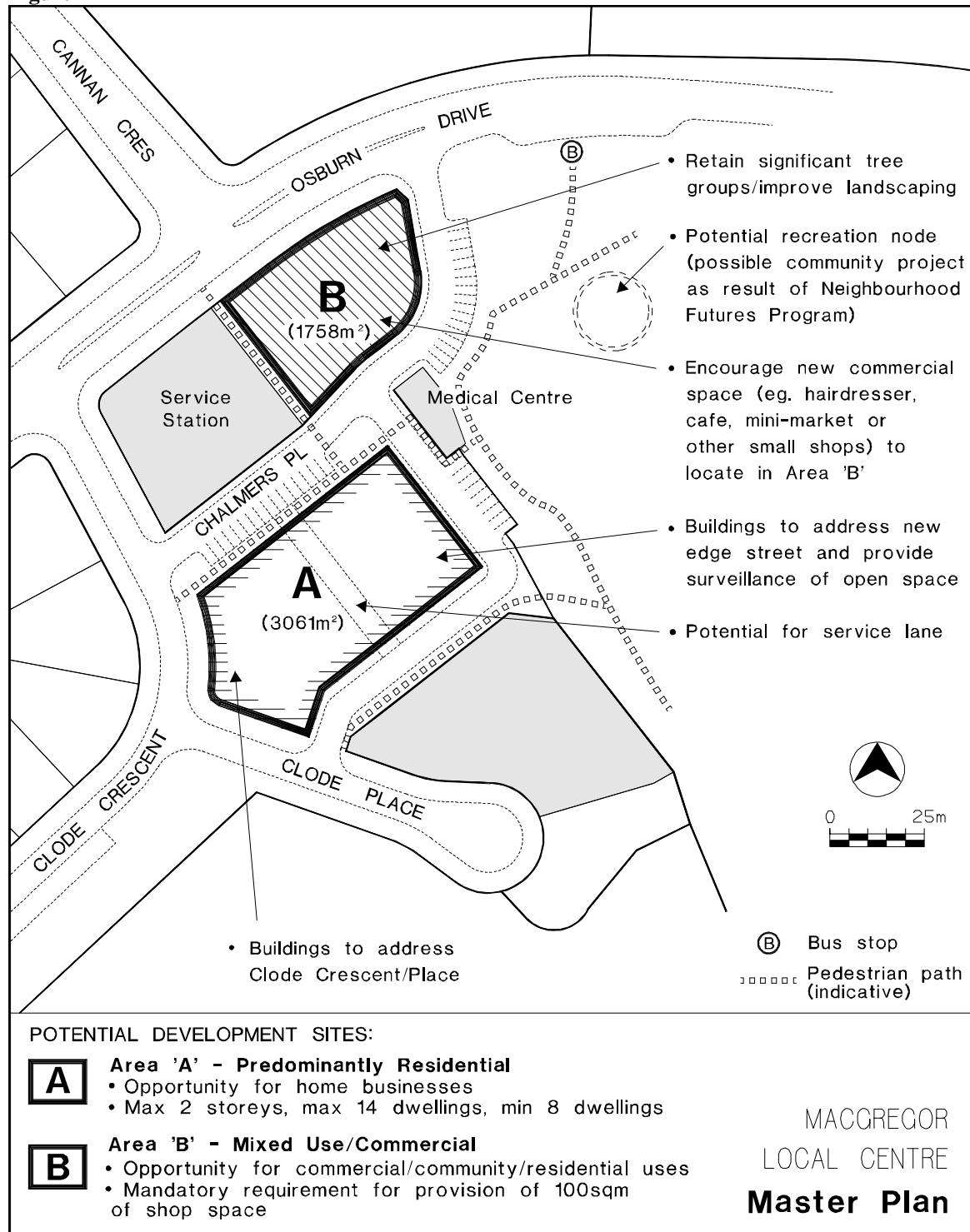
SCHEDULE 1 - COMMERCIAL 'D' (LOCAL CENTRES) LAND USE	
Purposes for which land may be used	
Business agency	Office
Car park	Parkland
COMMUNITY USE	Pedestrian plaza
Financial establishment	Public agency
Guest house	RESIDENTIAL USE ¹
Indoor entertainment facility ⁺	Restaurant
Indoor recreation facility	Service station ⁺¹
Industrial trades ¹	Shop (includes personal services)
Light industry	Veterinary hospital
⁺ May be subject to mandatory preliminary assessment under the Land Act (see Appendix II-Territory Plan) ¹ Subject to Land Use Restriction (see clause 2.7 – Territory Plan B2D) Notwithstanding the provisions of this schedule, land may be used for temporary uses, minor uses and uses ancillary to the principal use of the land, provided there is no conflict with the objectives in section 1	

4.2.1 Area 'A' – Predominantly Residential - opportunities for home businesses

The new development site, 'A' includes the existing shops and its service yard, a large portion of the existing car park and a part of the existing play area. It has a total area of about 3061 m². It is proposed to create a ring road by extending Chalmers Place around Area 'A' and linking it to Clode Crescent. There will be car parking bays along Chalmers Place between the new development and the Service Station site to cater for the needs of potential home businesses and/or visitors. In addition new car parking bays next to the medical centre will be available for public use which will also provide improved access to the Ginninderra Creek Corridor. Area 'A' will be predominantly residential with opportunities for home businesses. The preferred land uses are residential, professional offices and personal services. Therefore it is encouraged to design the dwellings flexibly by considering the potential for living and working at the same location. The residential development must comply with the relevant codes in the Territory Plan.

The maximum height of buildings is two storeys. The minimum number of dwellings is 8 and the maximum is 14 to provide opportunities for the design of a mix of dwelling types for a variety of household types. During the Development Application (DA) stage PALM will determine the best outcome, in terms of number of the dwellings (between 8 and 14), by considering the size and type of proposed dwellings as well as the design and functionality. The assessment will be undertaken under the recently adopted guidelines of “*Designing for High Quality and Sustainability*”.

Figure 2



4.2.2 Area ‘B’ – Mixed Use/ Commercial

The Scouts Association has agreed to hand back Block 10 to the Government, enabling a new development site to be created. The new block created consolidates Blocks 10 and Block 11 (vacant Government land) amounting to an area of about 1750 m². Area ‘B’ is the preferred site for the location of commercial uses. The new connection off Osburn Drive will enhance the accessibility to Area ‘B’ as well as to the overall precinct and will provide legibility both for the open space next to the local centre and the existing and future buildings. The details of the functioning of the new access road and traffic management measures will be undertaken as part of the detailed design work and in conjunction with the actual development proposals.

In Area ‘B’, all of the uses included in the Local Centres Land Use table may be permitted. Although the actual development on the site will be determined by a potential developer under the provisions of the master plan, the Government will firstly encourage the development of predominantly commercial/non-residential uses on the site particularly, if there is an identified interest within the market.

In the case of lack of interest for predominantly commercial development, the site will be required to be developed as a mixed use area with a minimum of 100 m² of commercial floorspace of which about 30 m² will be used by the existing hairdresser.

The height limit is restricted to a maximum of two storeys. In general, all buildings will be encouraged to be designed flexibly to cater for multiple purposes wherever possible.

4.2.3 Other Controls

Development proposals will need to be prepared by taking into account the indicative development and the site analysis included in Attachment II, particularly the tree surveys. Additional surveys may need to be undertaken on the leased land to ensure compliance with the recent *Tree Protection (Interim Scheme) Act 2001*. Improvements to landscaping should be addressed during the development application stage. In addition a verge management/tree protection plan may be required in accordance with the Canberra Urban Parks and Places Guidelines. As part of a development proposal there may be requirements for other improvements/maintenance such as lighting, paths etc.

The Waste Management issues should be addressed in accordance with the existing *Development Control Code for Best Practice Waste Management in the ACT* during the development application stage for the requirements of the proposed development.

Mixed use buildings (residential and commercial) must meet the criteria set out in Australian Standards AS 2107 – “Recommended Design Sound Levels and Reverberation Times for Building Interiors” [AS 2107 – 1987] and AS 3671 – “Acoustics – Road Traffic Noise – Building Siting and Construction” [AS 3671 – 1989] as amended from

time to time, to achieve an acceptable noise environment for people living in commercial centres.

From a community safety perspective, it is desirable to have a range of uses that support pedestrian activity and opportunities for various activities at different times of the day. The design should maximise opportunities for casual surveillance and clear definition of public, semi-private and private spaces in accordance with the “*ACT Crime Prevention & Urban Design*” guidelines.

ATTACHMENT I – SUMMARY OF ISSUES - RESPONSES

GENERAL

Draft Master Plan Report/ Consultation

Views on the draft ranged from excellent to criticism that it is badly written and confusing. One resident expressed the view that the majority of Macgregor residents gave their silent majority opinion by not completing the questionnaire or attending meetings, the intention of which they saw as to speed up the demolition of shops for other purposes such as town houses. Another submission criticised PALM on its failure to adequately supervise the initial pamphlet drop in late 2000.

One submission said, “if the draft master plan was adopted by the appropriate department officers and ministers concerned, would it not be a new start for the neighbourhood centres which for so long have been neglected by former governments”. It also questioned how so much money was spent on pavers, seating, lighting etc. in Charnwood and Kippax where nothing was spent on local shops.

The LAPAC pointed out that the draft master plan should have been brought to their attention before it was reported in the media. It asked for a more coordinated overall strategy for the ‘Neighbourhood Futures’ and ‘Local Centre Master Plan’ projects. LAPAC concluded, “*However for an issue which is important to the future of every suburb in Canberra, this type of draft plan, could well serve as the criteria for assessment of all shopping complexes.*”

Response

PALM followed the process set for Centre Master Plan studies and believes that the majority of the Macgregor residents became aware of the study between October 2000 and July 2001 through public meetings, letterbox drops, displays, newspaper articles and advertisements. Participating in the consultation process is optional.

Since mid 1996 Government has been developing strategies and policies to assist local centres. These include the HelpShop program and other financial incentives to facilitate change of uses and redevelopment. The Precinct Management Program (the upgrade of public places) has been implemented at many local centres as well as group centres. In some centres it has been necessary to optimise the uses before any public place improvements, such as in the case of Macgregor, are undertaken. The redevelopment of the centre will enable the upgrade of public places in the area.

PALM released the draft Master Plan prior to the school holidays and provided a presentation to West Belconnen LAPAC at their first meeting after the draft’s release. The LAPAC was informed about the public meetings and different stages of the study by PALM.

Implementation/Staged Development

Three respondents supported the draft Master Plan provided Area B and the new road are developed first to enable the relocation of the existing hairdresser. Another three submissions suggested that Area B should either be built first or concurrently with the residential development. One submission asked what arrangements the Government has in place to ensure the continuation of the hairdresser without adverse impacts, if Area “A” is to be developed first. The same submission also inquired about the available assistance for the hairdresser’s relocation costs and the likely changes in rentals for her new premises. One of the existing business owners expressed the view that if a positive outcome could not be achieved as a result of the draft Master Plan, some of the existing businesses are likely to discontinue.

One submission commented on the statements included in the Report regarding the land release and asked whether PALM is making a deal with the lessee to compensate for the original purchase price of \$1.1m and asks for clarification .

Response

The construction of the proposed new access road and the release of two development areas (Area A and B) are two important stages in the implementation of the Master Plan.

In principle, the release of Area ‘B’ first (If there is clear interest for area B only for commercial and other uses) or both sites, Area A and Area B, as a single development package is supported to ensure the development of Area B in accordance with the Master Plan.

Once approved, the final Master Plan will provide clear information for industry about the potential of both Area ‘A’ and ‘B’. The Government will decide on the timing and mechanism for land release by considering market interest, particularly for Area B, with an objective to achieve the development of the new access road and Area ‘B’ as early as possible in the redevelopment process.

The Master Plan requires mandatory commercial space to enable the accommodation of the hairdresser in the centre after the redevelopment, as well as requiring proper consideration of the functioning of the existing businesses during the construction stage. Once the land is sold and there is a developer, the actual development will have to comply with the requirements in the Master Plan. This would be ensured during the development application (DA) stage. Nonetheless, the Government can not intervene in the market to control rent levels etc. There is no current Government policy to assist the relocation of existing businesses, such arrangements need to be undertaken between potential developers and the existing businesses. However, the Master Plan clearly supports the retention of the hairdresser and requires the construction of a mandatory space.

PALM does not agree with the claim that it is making a “deal” with the lessee to compensate the original purchase price. Land and Property within DUS is responsible

for land releases and managing the funding of civil works in the centre. The Government process in releasing land and dealing with lessees, wherever necessary, is transparent under agreed guidelines and procedures. For effective redevelopment of the centre, agreement has to be achieved with the lessee of the existing shops.

AREA A

Density and Quality of Residential Development

Three submissions objected to the proposed maximum 14 dwellings for Area A and suggested a maximum of 8 to 10 dwellings with a highest possible standard to avoid the creation of slums/ghettos. One submission claimed that PALM indicated that 8 dwellings would have been sufficient. Another resident pointed out the importance of back yard space for households with children since the creek corridor is not a safe play area for unsupervised children. This resident suggested that the density of housing should take into account the yard space. The LAPAC agreed that a two-storey housing development was appropriate but was concerned about the proposed density. It did not specify any maximum dwelling numbers but commented that the plot ratio and character should comply with the Territory Plan and the ACTCode. The LAPAC understood that the intention is to complement the existing character with a realistic sustainable development.

Response

PALM recognises the concerns raised about the density of development and the quality of the new development, but considers that a range between 8 and 14 dwellings is appropriate in terms of encouraging a realistic sustainable development. A dwelling density level similar to the adjacent multi unit development would be achieved, if 10 dwellings were constructed on Area A.

PALM revised the minimum 10 dwellings requirement to minimum 8 dwellings, to enable the accommodation of relatively larger households on the site, given the proximity to the schools. The provision of maximum 14 dwellings is retained as this would enable the accommodation of a combination of small (1/ 2 bedroom) and larger dwellings (three bedroom) needed by a variety of households such as aged people, families with children or single parents etc. Nonetheless, this maximum in the Master Plan does not mean an automatic approval of 14 dwellings on the site. Any development application has to demonstrate that such a level can be satisfactorily accommodated through good design under the recently adopted processes (see Design/Safety issues) relating to the achievement of quality designs and sustainable developments in the ACT.

PALM has the authority to require the reduction of number of dwellings proposed in development applications, if not fully satisfied with the design both in terms of aesthetics, functionality and or other considerations such as energy efficiency. As pointed out by LAPAC, any proposal should comply with the ACTCode for Residential Development and the plot ratio in the Territory Plan.

Traffic Management/Road Widths

One respondent suggested that there should not be a left turn from Chalmers Place to Clode Crescent to ensure the amenity of the residents and pointed out a need for speed humps at appropriate places. This submission also suggested the widening of the Chalmers Place entrance to cater for traffic accessing from a southwesterly direction along Clode Crescent. The road widths of 7 metres were not considered sufficient and the widths of minimum 11 metres were suggested in the same submission. The LAPAC asked whether the ring road around Area A would be one way or two ways.

Response

As suggested in one of the submissions and questioned by LAPAC, it is possible for the new ring road to function as a one way street. However, if the traffic volumes are not too high, two way access would provide better accessibility. The road widths in the Master Plan are planned to cater for two way traffic flow. Road reserves vary between 13 metres and 18 metres, depending on the design requirements for factors including road side parking, pedestrian paths etc. If the traffic volumes are high and there is a need for one way traffic flow, the road could provide additional space for extra parking needs. The traffic arrangements within and near the centre will be clarified during the implementation stage by the Roads ACT to ensure maximum safety and functionality in the area. The actual uses in Area B would also be important in the determination of traffic arrangements in the centre.

AREA B

One respondent commented that overall development rights are unclear in Area B and asked about the minimum/ maximum number of dwellings. The LAPAC asked about options for combined residential/commercial development with a mandatory 100 m² of commercial space. One submission asked about the future use of Scout Building. The LAPAC expressed the view that the Scouts building could be refurbished to recreate the 'original cooperative' character and could be shared with the hairdresser (Hall Village atmosphere).

The LAPAC raised concerns about the existing engineering services, drainage systems passing through Area B and the steepness of the area. The LAPAC pointed out that Area B could be developed as a split-level development.

Response

The master plan does not assign detailed controls for the type and density of uses in Area B, other than the mandatory commercial use. Although Area B has a similar potential with Area A, for predominantly residential use with a mandatory commercial use, as commented by LAPAC, the Master Plan aims to retain flexibility to encourage predominantly non-residential development by not imposing details ie: maximum number of dwellings etc. A broad range of uses may be permissible under the Territory Plan on this site and the potential developer can decide on the details of the development by

satisfying the mandatory requirements. Nonetheless the Government will encourage predominantly commercial development if there is an identified interest in the market. It will be up to the potential developer whether to retain the existing Scout's building and refurbish it for commercial purposes as suggested by LAPAC. The Master Plan does not require the demolition of any of the existing buildings. Nonetheless a small portion of the existing shop building will have to be demolished to enable the proposed ring road. During the development application stage, the density and the functioning of the Area B will be assessed under the relevant codes. Development Applications are public documents and can be viewed by the residents. Significant development applications, like local shops redevelopment, will also be referred to LAPAC for comment under the new process.

The available infrastructure plans do not show any infrastructure passing through Area B. According to the plans, stormwater and sewer infrastructure follow the outer boundaries of Area B.

As suggested by LAPAC Area B is relatively steep land and can be developed as split-level. The density and nature of development is flexible in the Master Plan to enable developers to consider associated costs in detail in accordance with their specific proposals.

New Shop Space

One respondent objected to the construction of new shops because several businesses tried and failed over the past years. This respondent claimed that the new shops, if constructed, would remain unoccupied or quickly go insolvent, as they could not compete with Kippax and Charnwood shopping centres. Four respondents supported the inclusion of small shops. One of these suggested that a mini market would be sustainable and therefore there should be a mandatory requirement for hairdresser and a mini market space. Similarly, another submission suggested the inclusion of a mini market and a take-away space as well as the hairdresser and believed that these businesses would be viable immediately despite the West Belconnen development is not likely to use the centre before late 2000s. This resident said that the shopping trips to Kippax and Charnwood are inconvenient for elderly and residents with no car. Another resident said that she contacted a few businesses (take away etc.) and believed that they would be interested within 12 months. A further suggestion from one respondent was for a 'light coffee shop' for teenagers together with a few other shops. LAPAC considered a minimum mandatory commercial space of 100 m² as appropriate in Area B and stressed the importance of the visibility of the new commercial space.

The LAPAC said that the hairdresser was willing to stay in the centre within a similar floor area. There was general support from public submissions for the retention of the hairdresser in the centre with minimum disturbance to her business during the construction stage (also see issues under Implementation/Staged Development).

Response

The draft Master Plan proposed to incorporate a mandatory commercial space of 30 m² for the existing hairdresser and the construction of more floorspace, only if there was a demonstrated demand. Otherwise the draft proposed the retention of vacant land for future use if there were no current interest.

Given the comments from submissions and the planned future development of West Belconnen for about 900 dwellings, directly linked to this centre, PALM has agreed to incorporate the provision of a mandatory minimum of 100 m² commercial space on this land. The development of this amount of commercial space is not considered to be unrealistic considering the overall development rights provided through the Master Plan for Area A and B and the intention of the existing hairdresser to stay and occupy 30 m² of commercial space in the centre. Proposals above 100 m² of commercial space will be encouraged.

New Access Road/Bus Shelter

One submission claimed that the danger element of the new access road can be reduced if there is a progressive “peel off” lane with white line markings that enables through traffic on Osburn Drive without a need to slow down. Another submission also recommends a slipway from Osburn Drive and presumes that the road will be one way. Two submissions suggest speed humps after the bridge on Osburn Drive. The LAPAC commented on the poor sight distances around Osburn Drive and the potential for car accidents as well as vehicular access problems resulting from ‘bottle neck drive’. It also raised the issue of potential drainage-stormwater problems because of the steepness of the new road past Block B. The LAPAC asked about plans for a retaining wall along the road past Area B. One submission commented that the access road from Osburn Drive needed to be less abrupt than shown on the plan. The road widths of 7 metres were not considered sufficient and the widths of minimum 11 metres were suggested in another submission.

The LAPAC commented on the possible potentially dangerous pedestrian crossing across Osburn Drive. It also requires the re-assessment of the pedestrian crossing across from Area B to the open space.

One respondent supported the new access road but asked for the retention of the bus shelter in the area. Another advocated for the retention of the existing concrete bus shelter at its location, as the new bus shelters are not as good structurally, and therefore asked for the examination of alternative strategies regarding the safety of the new road access. The LAPAC suggested that the bus shelter could be relocated towards the service station on the slipway.

Response

The Roads ACT visited the site to consider the comments raised by the community. It raised the possibility of the creation of a bus layby lane on Osburn Drive at the existing bus stop location. This would provide clear visibility and safe access to the new road.

The initial advice from Roads ACT is that the new access road can function as ‘left in and left out’ to/from Osburn Drive.

The new access road is a vital element in the implementation of the Master Plan and significantly improves the accessibility to Area B where potential mixed use/ commercial development would be located. The Master Plan sets out the main principles of land use to enable further detailed works to be undertaken. It is clear from the Expert Client’s and the Roads ACT view that such a connection is technically possible and can function satisfactorily. A consultant has been engaged to undertake a detailed site investigation to provide cost estimates for design and construction of this new road. Following this investigation, an engineering consultant, subject to funding availability, will be engaged to design and construct the road. All necessary arrangements such as the pedestrian crossings, speed humps, bus stop location as well as the traffic circulation etc. will be assessed and implemented as part of the project. The community and LAPAC comments will be made available to the consultants undertaking the detailed design.

OTHER

Design/Safety Issues

One resident said that the design should prevent anti-social behaviour to occur (submission gives the example of ram raids and how the additional fencing was placed to prevent it). Another submission pointed out the risks to shops facing main roads (noise/dirt) and suggested a careful examination of shop frontages. It also asked for the inclusion of commitment by a developer in future documentation for the provision of round-the-clock security for the new shops/townhouse precinct. The LAPAC asked what the intentions and policies were for the social/policing aspects, particularly in Area A and stressed the problems with graffiti/security in lane ways. It expressed concern about the proposed lane way in Area A and suggests the removal of it. The LAPAC said that the medical centre would appreciate any attempt to upgrade the shopping area and to reduce the vandalism problems happening both at day and night times. One respondent supported residences over the shops, as this would provide security for the commercial premises.

One submission criticised the use of some planning terms such as “legibility” and “node” in the draft Report and suggests alternative wording “visible” and “area/site” respectively. This respondent also asked for the clarification of the general urban design objective “to promote adaptability through development that can respond to changing social, technological and economic conditions”.

Response

The ACT Government has adopted new assessment processes for development in the ACT. Any development will be assessed under the recently released ‘Designing for High Quality & Sustainability’ guidelines. It is acknowledged that safety, functionality and value to the locality can only be achieved through good design outcomes.

One of the objectives of the Master Plan and therefore the potential redevelopment is to assist in the elimination of currently occurring anti-social behaviour and illegal activity from the area. The objectives and design principles of the Master Plan encourage this by requiring appropriate densities and overlooking of public areas from buildings. There are also guidelines on “ACT Crime Prevention & Urban Design” which are referred to during the assessment of the development proposals. It is expected that there will not be a need for regular security patrols in the area because of the new activity levels and new residents that would restore natural surveillance in the area.

The proposed laneway in Area A is optional. However, the indicative development option (Option 2) prepared by the Expert Client, demonstrated that such a lane could work efficiently. It removes driveways from public streets. It also provides opportunities for home businesses to have a service yard etc. Nonetheless, different designs, without a service lane, could be proposed during the development application stage, as the lane is not a public street and is not a mandatory requirement under the Master Plan.

The draft Master Plan was aimed to be written in plain English. Nonetheless some common planning terminology such as “legibility” and “node”, as commented in one of the submissions, were used. The drawings in the Report shows in detail how the principles and objectives of the Master Plan can be achieved by interpreting the words into drawings. Two displays with large size drawings showing existing land uses, land ownership, Territory Plan Policy and the draft Master Plan were placed at the primary school and the shops to enable the majority of residents to view and understand the proposal without a need to read detailed Report.

The general urban design objective “to promote adaptability through development that can respond to changing social, technological and economic conditions” is about designing and building new spaces with an understanding of trends and changes in the way we live and work to provide for change of uses within a building as the needs change. For example, the Expert Client’s design enables the use of proposed housing for commercial purposes.

Parking

One submission commented that the draft does not appear to allocate sufficient parking around Area B which could result in overflow parking into Clode Crescent with potential injuries to children during school times. The LAPAC suggested the inclusion of more off-street car parks, possibly expanding the medical centre car park area. Another resident pointed out the necessity of adequate parking near the Medical Centre.

Response

Following the advice from Roads ACT and the consultant who undertook detailed site investigations, the car park on Osburn Drive has been removed. Such an on street parking would conflict with the Cannan Crescent intersection and require the removal of vegetation as well as requiring a construction of a retaining wall. The final Master Plan shows about 40 car park spaces. This level of provision is slightly lower than the existing

level (about 50) in the centre. Given that it is unlikely to have new shop space as large as the existing shops (900 m²) after the redevelopment, the potential number of car parks is considered to be adequate. There are also opportunities for the provision of on site car parking, particularly in Area B, if this site is to be developed predominantly for commercial purposes. In addition, local shops are located within walking distance of many dwellings. It should also be noted that during the assessment of development applications (DA stage), car park spaces for proposed uses will have to be satisfied in accordance with the ACT Parking and Vehicular Access Guidelines. The car parks shown on the final Master Plan may be constructed in stages depending on need.

Landscaping

The LAPAC suggested the replacement of tree for tree in Area B to retain the character and asked for the inclusion of an overall reference to the upgrade of landscaping in the final master plan. It also asked for an environmental assessment of the knoll area and surrounds to the east of the Macgregor shops.

Response

As suggested by LAPAC a reference to the upgrading of landscaping is included in the final Master Plan. Such an upgrade would include necessary tree planting. According to the advice from Urban Parks the knoll area referred to by LAPAC is a constructed landscape within the Urban Open Space policy. The potential development under the Master Plan should have no detrimental effect on the area and the designed landscape intent could be retained.

Ginninderra Creek/Recreation node

One resident objected to the potential new barbecues near Area B, as it was likely to create additional anti-social behaviour. This resident claimed that the existing barbecue sites serve as a meeting place for drug addicts. Another respondent asked for the replacement of the existing play equipment in the shops. This resident said that the Berne Crescent barbecue and the play equipment were well utilised and used for picnics by the preschool. One respondent said that the potential recreation node on Ginninderra Creek needed to discourage improper use (drugs etc.) and could include a skate park. Another resident suggested the inclusion of park, which caters for all age groups, teenagers, children and adults with games and play areas (basketball, skateboarding etc.).

Response

The draft Master Plan showed a potential recreation activity node at the Ginninderra Creek Corridor facing Area B and adjacent to new access road. Such a project is not programmed or funded through the Government budget. Canberra Urban Parks in DUS will be willing to provide plants for such a community project, although it can not commit other funds. The master plan points out an opportunity, which may be able to be taken up as a project by the community as a result of the Neighbourhoods Future Project (NFP). More information on the NFP can be obtained by contacting Anthony Burton on 6207 1706.

ATTACHMENT II – SITE ANALYSIS/OPPORTUNITIES/ INDICATIVE DEVELOPMENT

(Site Analysis Drawings and Option 2 – available as hard copy, please see your hard copy of draft Report or ring me for mailing)

Opportunities and Constraints

- Bring life and safety back to the precinct by encouraging alternative uses that are in demand, while ensuring that new commercial/community uses are not denied to interested parties.
- Improve access, surveillance and safety to Ginninderra Creek open space corridor by investigating new access opportunities, particularly around the local centre.
- Create an informal open space/recreation node in the Ginninderra Creek Corridor with a strong link to the centre - or encourage the establishment of a more formal recreation node through a community project as a result of the 'Neighbourhood Futures Project'. The new node may include picnic facilities (transferred from poorly utilised existing facilities) and include parking opportunities.
- Note the lack of natural surveillance available to the existing play area adjacent Chalmers Place.
- Improve the legibility, and accessibility of the site by investigating the potential for connection of Chalmers Place and Osburn Drive.
- The northern aspect, elevation and views over the Ginninderra Creek open space corridor make the area attractive for residential and mixed uses. The existing centre carpark provides a level and economic building platform.
- Respond to concerns for sustainable development e.g. energy conservation (solar access and urban form), reuse of existing infrastructure etc.
- Incorporation of address frontage, overlook and surveillance to public footpaths in any redevelopment of existing or new blocks.
- Improve visibility, legibility and safety of the precinct by removal of vegetation along north-west edge of Chalmers Place - noting that it currently screens the service station.
- Improve visual quality of the precinct by undergrounding the existing overhead power supply which runs along the north east precinct boundary.
- Reuse existing road intersections and road pavements to reduce cost of capital works.

- The incorporation of the Scout Hall block in the development will allow Block 10 to convert to uses that contribute life, vitality and surveillance to the precinct. If the Scout Hall is to become active in the future it may be located to a more appropriate site.

General Urban Design Objectives

- To promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture.
- To promote public spaces and routes that are attractive, safe, uncluttered, and work effectively for all in society including people with disabilities and older and younger people. The clear definition of private and public areas is essential in achieving safe and amenable outcomes.
- To promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.
- To promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around.
- To promote adaptability through development that can respond to changing social, technological and economic conditions.
- To promote diversity and choice through a mix of compatible developments and uses that work together to create viable places and respond to local needs.