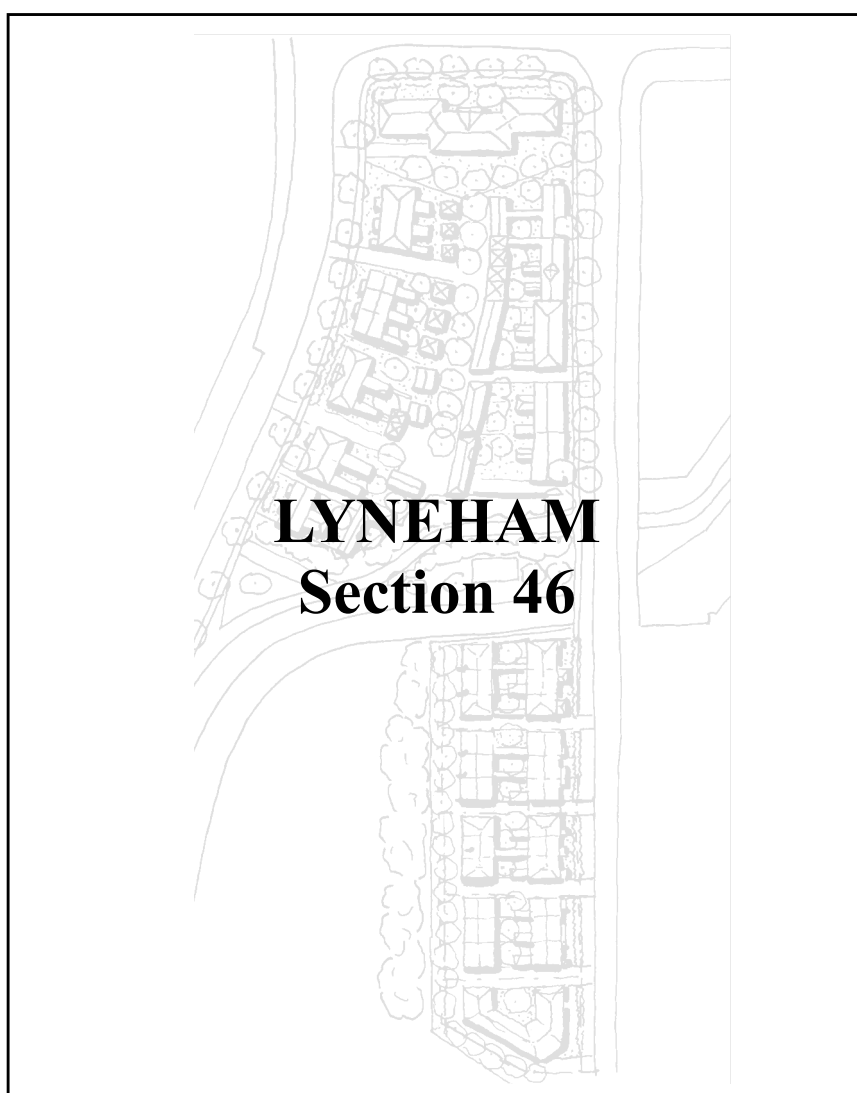

SECTION MASTER PLAN



SMP No. 99/2984

LYNEHAM – SECTION 46

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INTRODUCTION

The Section Master Plan is a comprehensive, integrated plan for the incremental renewal of Section 46, Lyneham. The Section Master Plan is required before an application for residential redevelopment (other than for single houses and dual occupancies) can be approved in these areas.

Background

Over the last two years the Planning and Land Management (PALM) has undertaken a number of studies of the inner North Canberra B1 Area. These studies have included input from professional associations, the Ministers Urban Design Advisory Committee, the development and construction industries, individual lessees and residents, resident associations in inner North Canberra and Local Area Planning Advisory Committee's. In addition, a separate and comprehensive investigation of all residential codes and guidelines (the ACTCode Review) is underway. The first outcome of that review process was Variation to the Territory Plan No:109 which establishes new redevelopment areas and policies for selected parts of inner north Canberra.

The Standing Committee on Planning and Environment, of the ACT Legislative Assembly, reinforced the need for section master plans in their report to the Assembly (November 1997). The Committee recommended that section master plans should be prepared for B11 and B12 areas of North Canberra in consultation with the community. In particular, this Committee recommended that PALM be responsible for the preparation of section master plans.

Section master plans may be reviewed at any time in the future, however any amendment would be subject to the same public consultation and approval process as required in preparing the original section master plan.

Implications of the section master plan

The section master plan will assist:

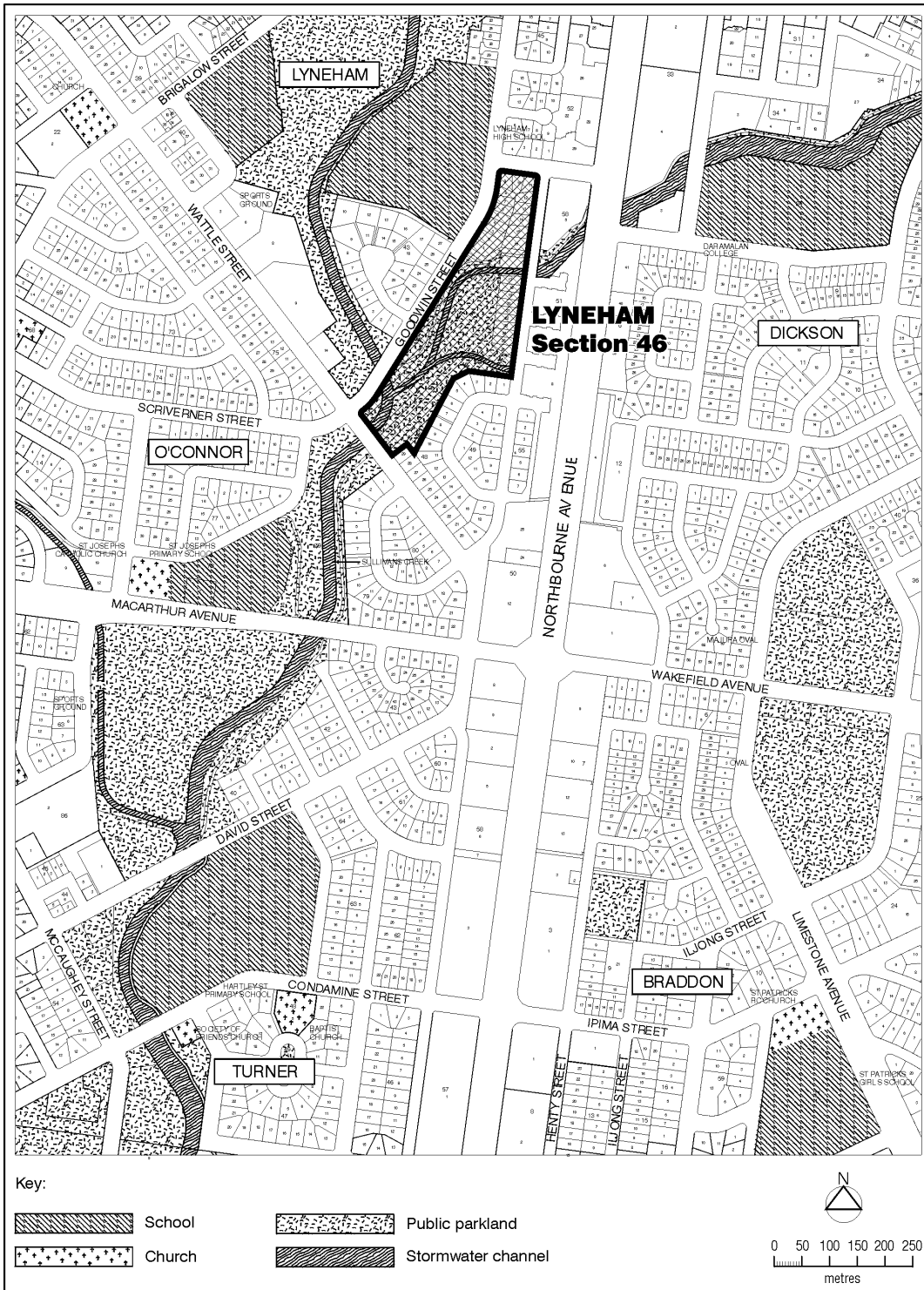
- lessees who do not wish to redevelop to contribute to the planning framework for their section
- developers in understanding the requirements for retaining residential amenity in their proposal.

In particular, the section master plan specifically addresses issues for blocks where lessees are:

1. considering redevelopment at some time in the future, and are not opposed to the adjoining lessee maximising their development opportunities consistent with the approved section master plan - such lessees may support the adjoining lessee building to the side boundary (ie a designed and constructed future shared wall), consistent with the Control Plan.
2. not considering redevelopment of their block in the foreseeable future and wish to retain their amenity - this will mean that adjoining lessees will need to have particular regard to overshadowing, overlooking, setbacks, landscape retention etc. In such cases both lessees are unlikely to achieve the maximum redevelopment potential from their properties (eg. plot ratio may be less than that permitted by the Territory Plan).

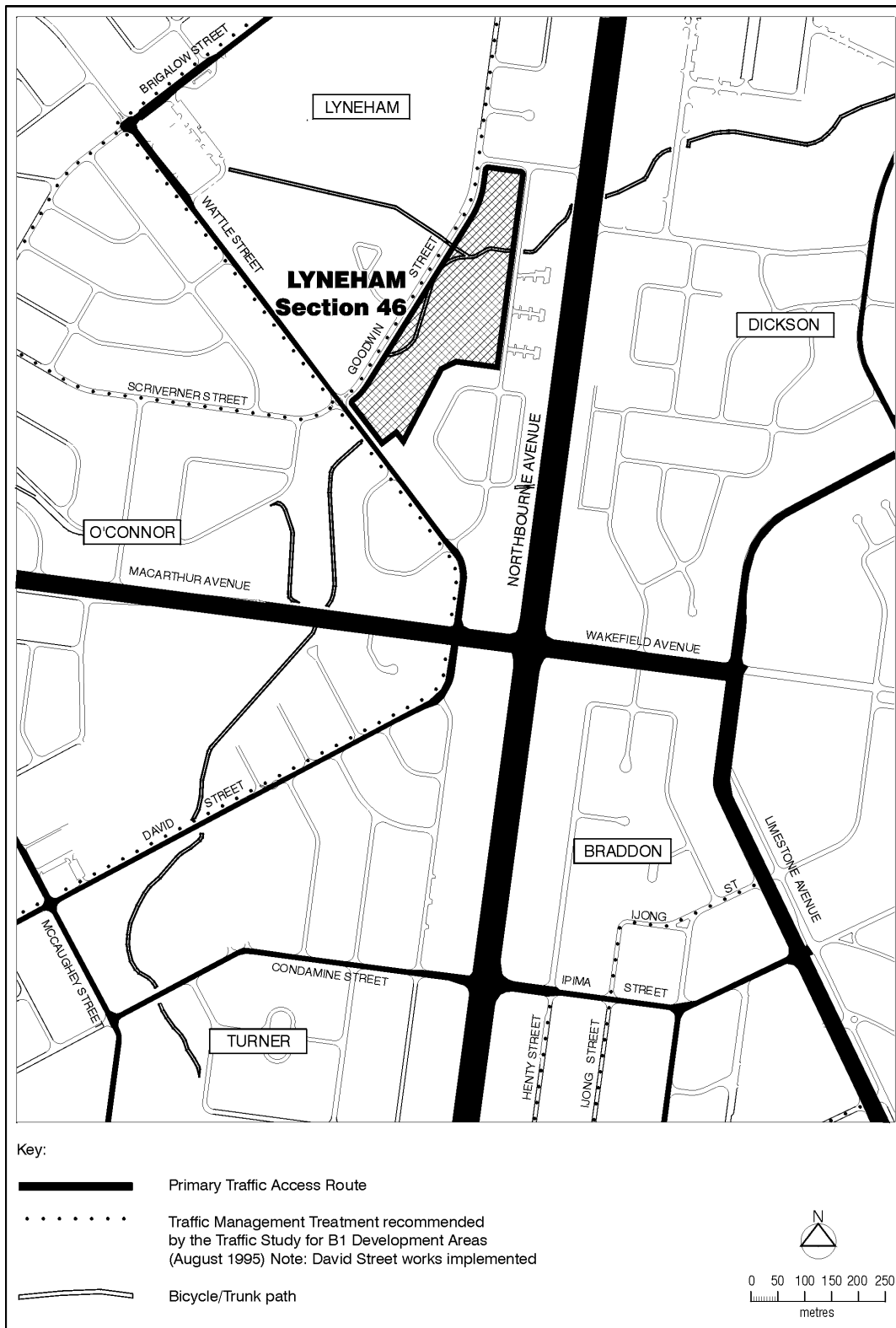
CONTEXT

Public amenities



The major amenity in the area is the Sullivans Creek open space corridor. This corridor provides a pedestrian/cycle link between the employment and commercial centres areas of Dickson and the university and Civic areas of Canberra. This section is adjacent to this open space corridor which contains a trunk cycle path, footpaths and playgrounds, and connects to major facilities such as the Lyneham High School, St Josephs Primary School and Turner Primary School.

Street pattern and indicative traffic volumes



The ACT Government policy to implement the B11 and B12 Area Specific Policy is based, in part, on good existing traffic management and road infrastructure. This is documented in:

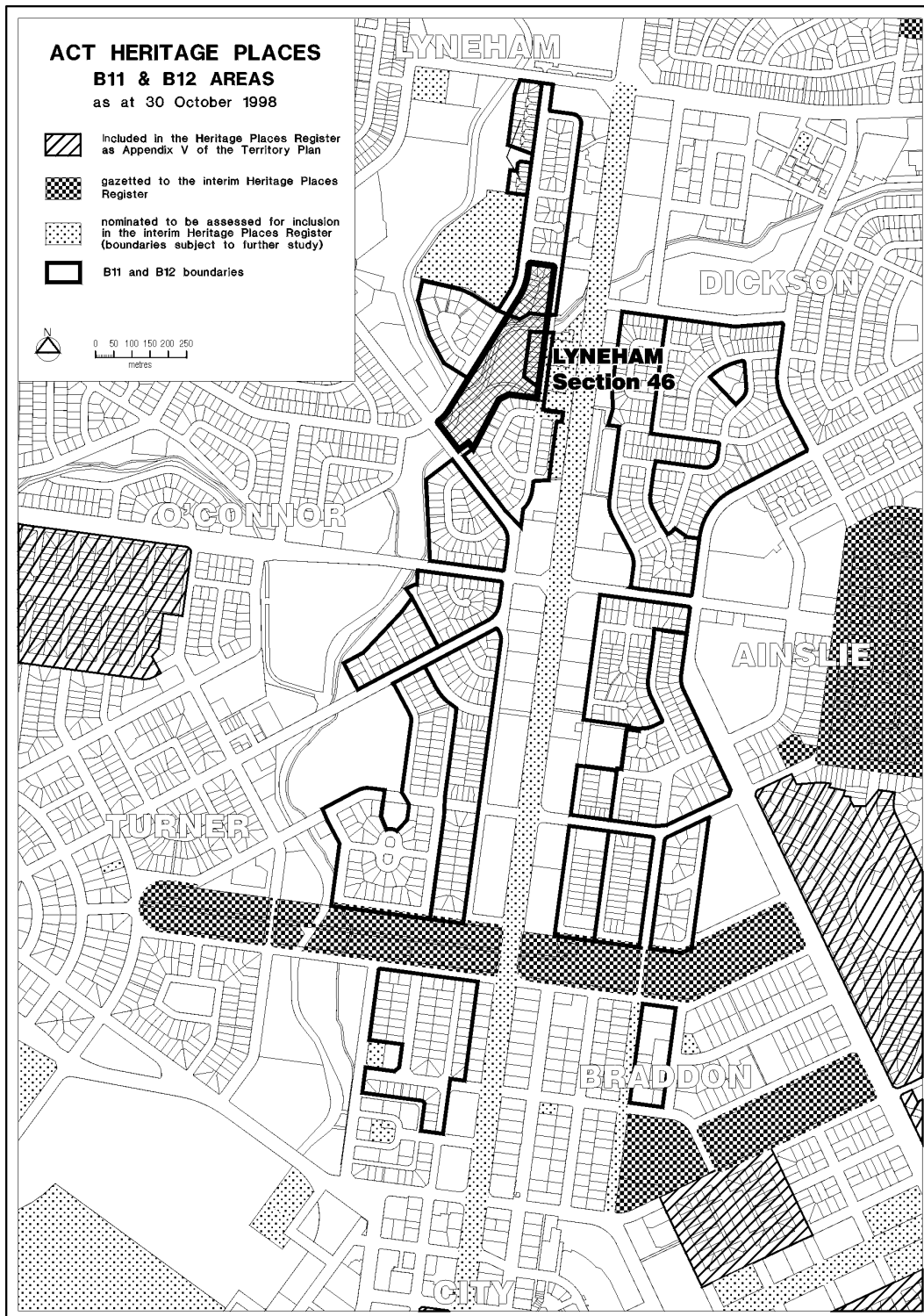
- “*Having a Say*” - Report on community consultation on the Gungahlin External Travel Study: Lansley, Hayes and Storer Pty Ltd (1989)

- Northbourne Avenue Traffic Management Strategy: Arup Transportation Planning (1995)
- Traffic Study for B1 Development Areas North Canberra: Arup Transportation Planning (1995)
- Mouat/Ginninderra Drive Review: R J Nairn and Partners Pty Ltd et al (1996)
- Series of recent local area traffic management (LATM) studies in Watson and Downer (1996), Lyneham, O'Connor and Turner (1996) and Ainslie and Dickson (1997).
- John Dedman Parkway Preliminary Assessment: Maunsell Pty Ltd (1997)
- Recent traffic volume counts in the B11 and B12 Areas

These studies collectively support the potential development provided in the B11 and B12 Areas. They provide the basis for determining that the traffic flows on streets in these areas will not increase above reasonable levels and will not significantly affect the level of residential amenity, having regard to the over-riding policy objective associated with urban consolidation.

Local Area Traffic Management devices (LATM's) are being installed as part of ongoing management program for these areas (such as the works constructed in David Street, Turner). Other LATM's will be installed as necessary or as identified through the section master plan process.

Heritage issues



For this section there are no sites included on the:

- Heritage Place Register (Appendix V of the Territory Plan)
- Gazetted in the Interim Heritage Places Register, or
- Nominated to be assessed for inclusion in the Heritage Places Register.

ANALYSIS

Relationship to existing LAPAC, Community Value Statement

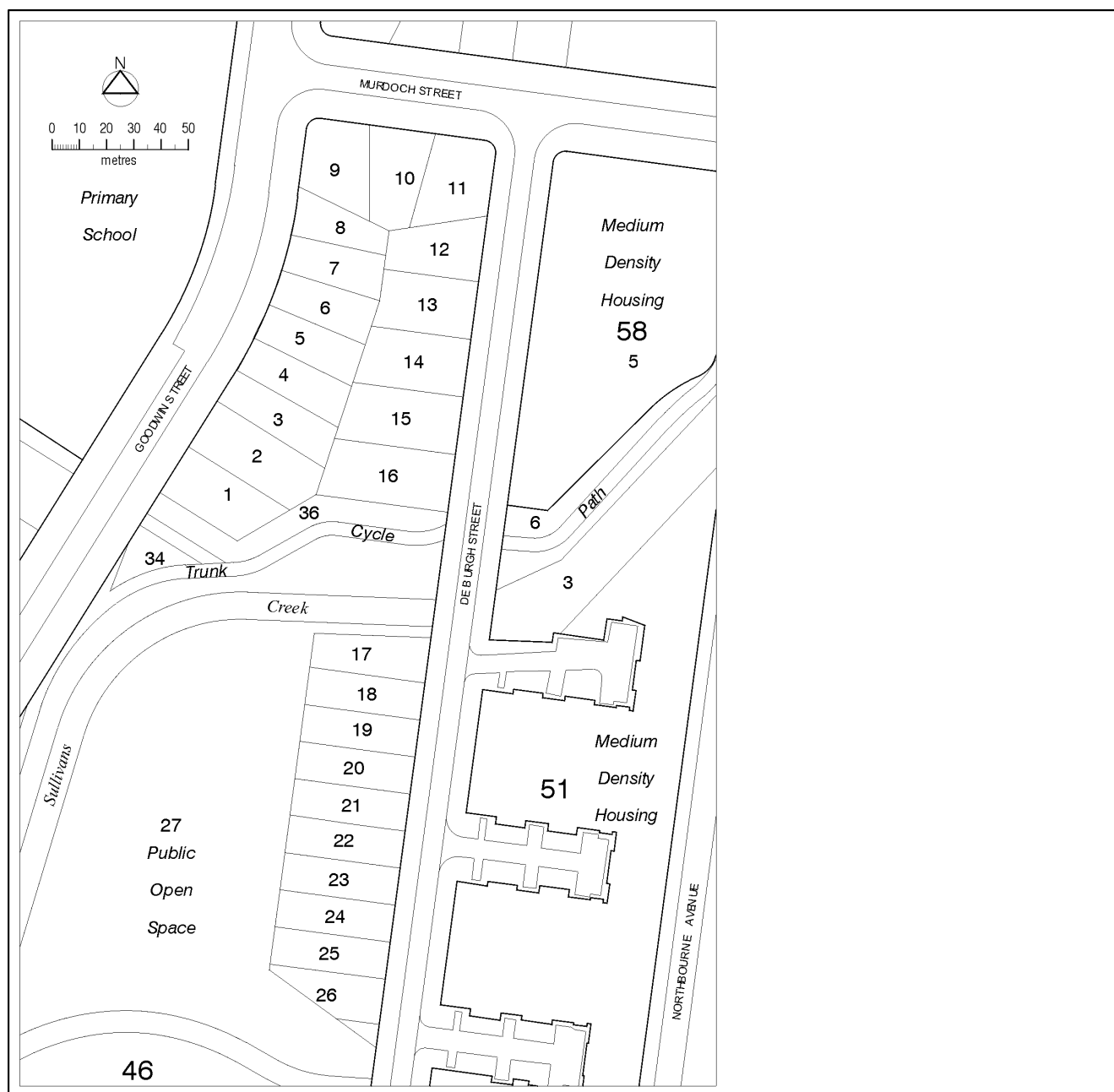
This section master plan has been prepared in the context of the Local Area Planning Advisory Committee (LAPAC) Area 1, “*Community Value Statement for Turner, O’Connor and Lyneham*” 1996 (Note: while the boundaries of the LAPAC’s in north Canberra have changed, this Community Value Statement is still relevant to this area).

The section master plan is consistent with a number of the specific values held by the community for the area. The following summarises the response to specific values:

1. *Nature strips* - the plan aims to protect existing street trees by generally retaining and upgrading existing driveways in the same material
2. *Trees and landscaping* - the plans identify street trees and significant trees on blocks which are required for retention in development schemes
3. *Solar access* - the plans identify building types suitable for particular block orientations to maximise solar access for new dwellings. In some cases optimum solar access is “traded-off” to ensure provision of street frontage and useable private open space (see 7 and 11 below)
4. *Footprint* - implementation of the Territory Plan policies for the area by varying plot ratios and height restrictions. The policy introduced for the B11 and B12 Areas is intended to reduce the scale and quantity of development the further a block is from commercial, employment centres and the Northbourne Avenue corridor. Specifically, the plans aim to restrict building footprints and nominate preferred outcomes to retain gardens, indicate development locations for primary building envelopes, garages, access and open space
5. *Traffic* - the plan minimises access to blocks along higher traffic volume roads
6. *Parking* - the plan requires parking areas to be generally located to the rear of blocks to minimise the visual impact of garages on the street. Basement parking areas are located to minimise basement ventilation openings and impacts on adjacent residents
7. *Streetscape/setback* - the buildings are limited to two storeys (8.5 metres). Setbacks respond to the existing built and landscape character along streets. Materials and colours of proposals are to be sympathetic to the built character of the area
8. *Block amalgamation* - the plan provides options for block amalgamations or individual redevelopment of blocks. Any proposals for redevelopment must address the intentions of the section master plan
9. *Social equity and diversity* - the plan provides options for a range of dwelling types, sizes and locations, including variety of private gardens and private open space

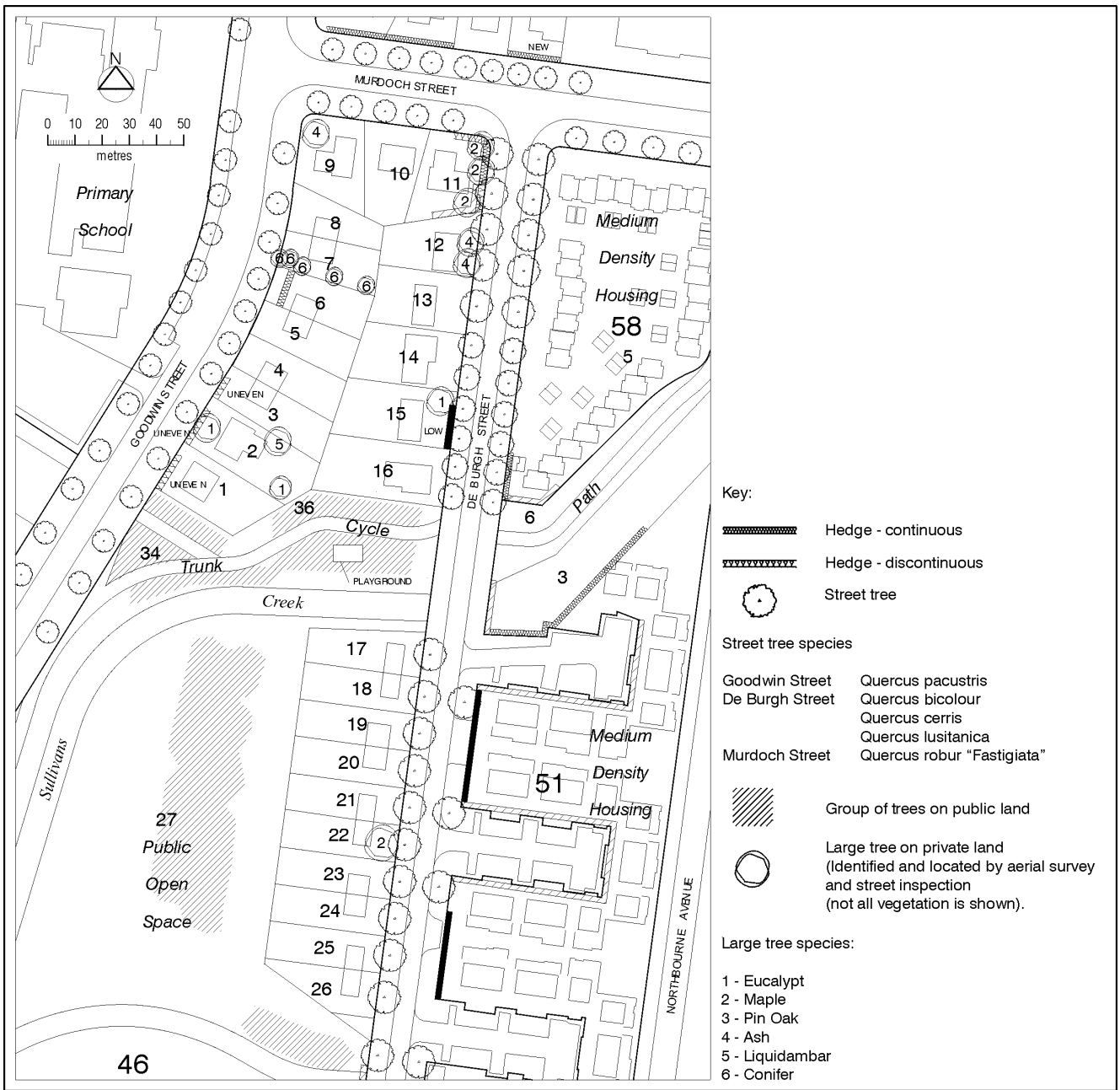
10. *Architectural quality* - the plan requires buildings to respond to existing built and landscape character. Sustainable building forms which address issues such as solar access, natural ventilation, energy efficiency, diversity, public amenity and safety, privacy are encouraged
11. *Community interaction* - the plan encourages dwelling types which maintain individual privacy between residents while providing active frontages to streets and passive surveillance from dwellings over public land
12. *Protection of amenity during construction* - the plan identifies those blocks which are required to have an integrated and concurrent development proposal (say for existing attached dwellings) and/or block amalgamations to protect the amenity of attached lessees
13. *Consultation* - the results of the lessee questionnaire, individual meetings with lessees, LAPAC meetings and other public meetings is incorporated where appropriate. The section master plans reflect the known intentions of those lessees which have indicated that they do not wish to redevelop. The plans take this information into account and indicate possible options for the non-redevelopment of these blocks. In addition, formal public notification of the draft section master plans is undertaken.

Existing configuration



- Section 46 is bounded by Goodwin Street to the west, Murdoch Street to the north and De Burgh Street to the east. The section is divided through the middle by Sullivans Creek and part of its open space reserve.
- Lyneham High School, Sullivans Creek reserve and Goodwin Street are the major urban elements adjacent to this section. Northbourne Avenue is 100m to the east.
- There are 26 residential blocks in Section 46. Ten blocks contain single dwellings and there are eight paired house groups on Goodwin Street and De Burgh Street.

Existing vegetation

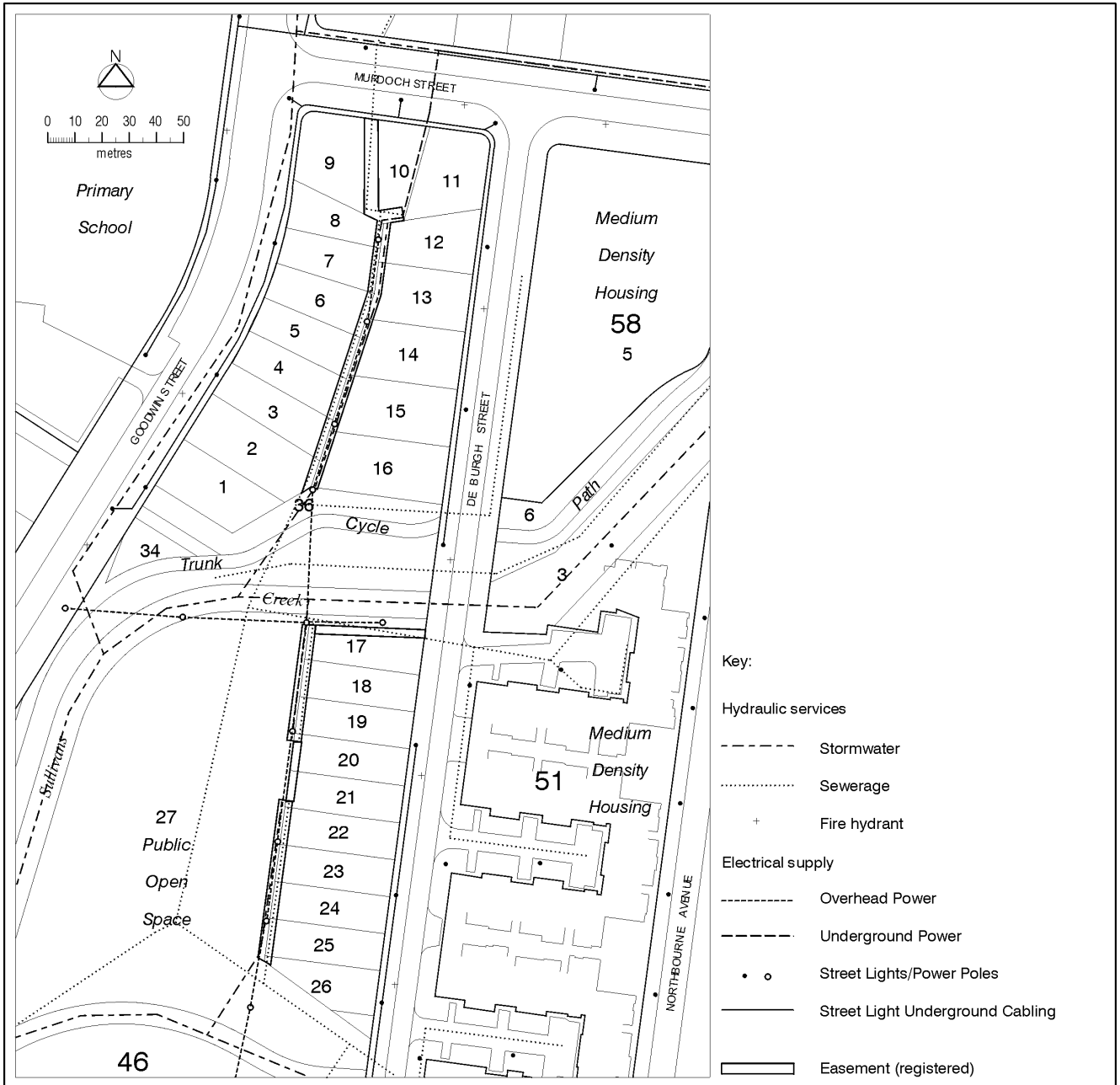


Street trees are in good condition on the streets bounding the section.

Hedges provide an attractive frontage and privacy to a number of blocks.

Note: Indicative locations only.

Existing hydraulic services and electrical supply



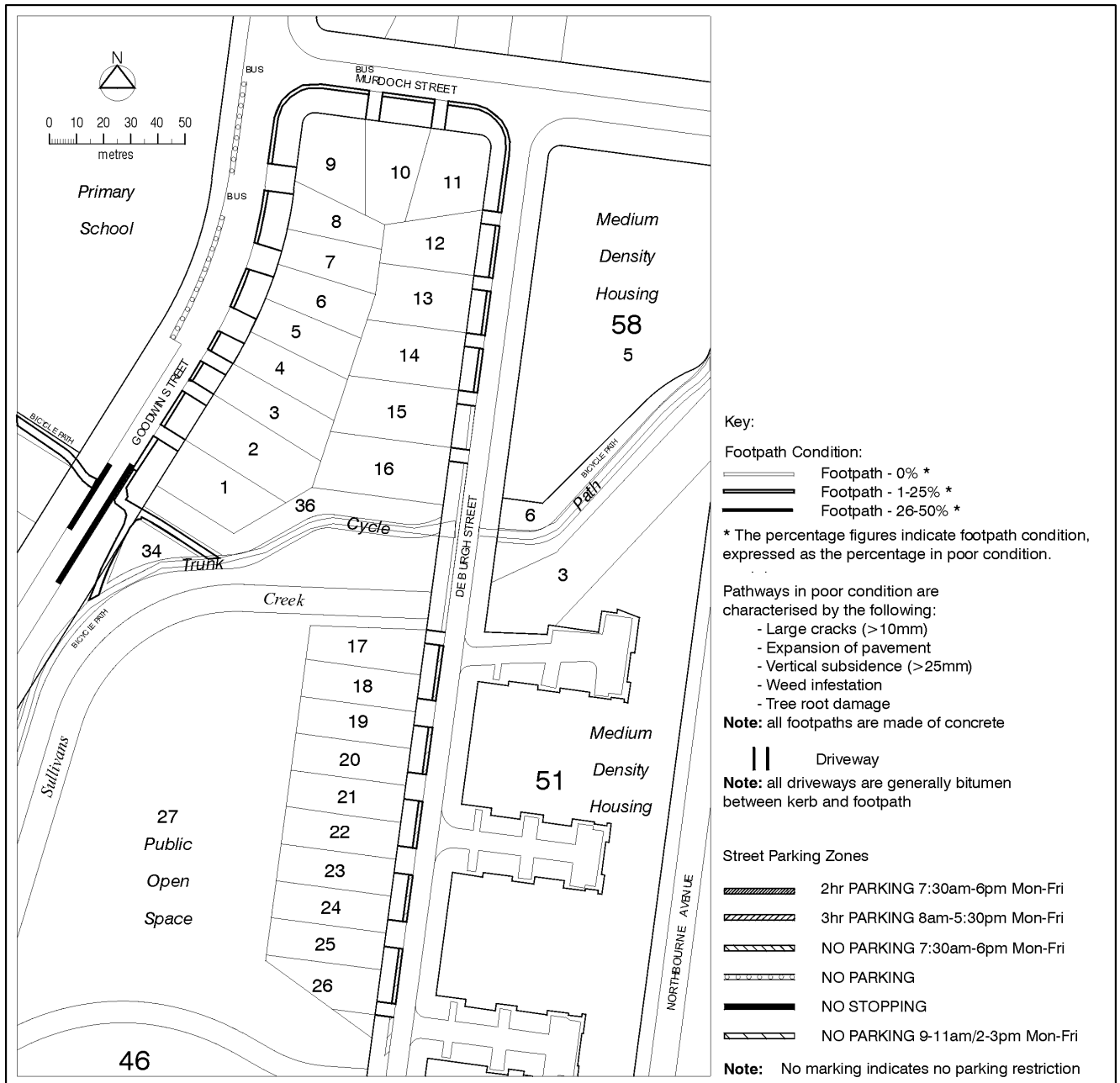
Stormwater and sewerage are provided to the section. An easement for sewerage runs down the centre of the section along the rear of block boundaries.

Street/pedestrian lighting is provided to streets surrounding the section.

Overhead power lines exist in the centre of the section.

Note: Indicative locations only. Proposals are to be based on detailed survey.

Existing driveways, footpaths and street parking zones



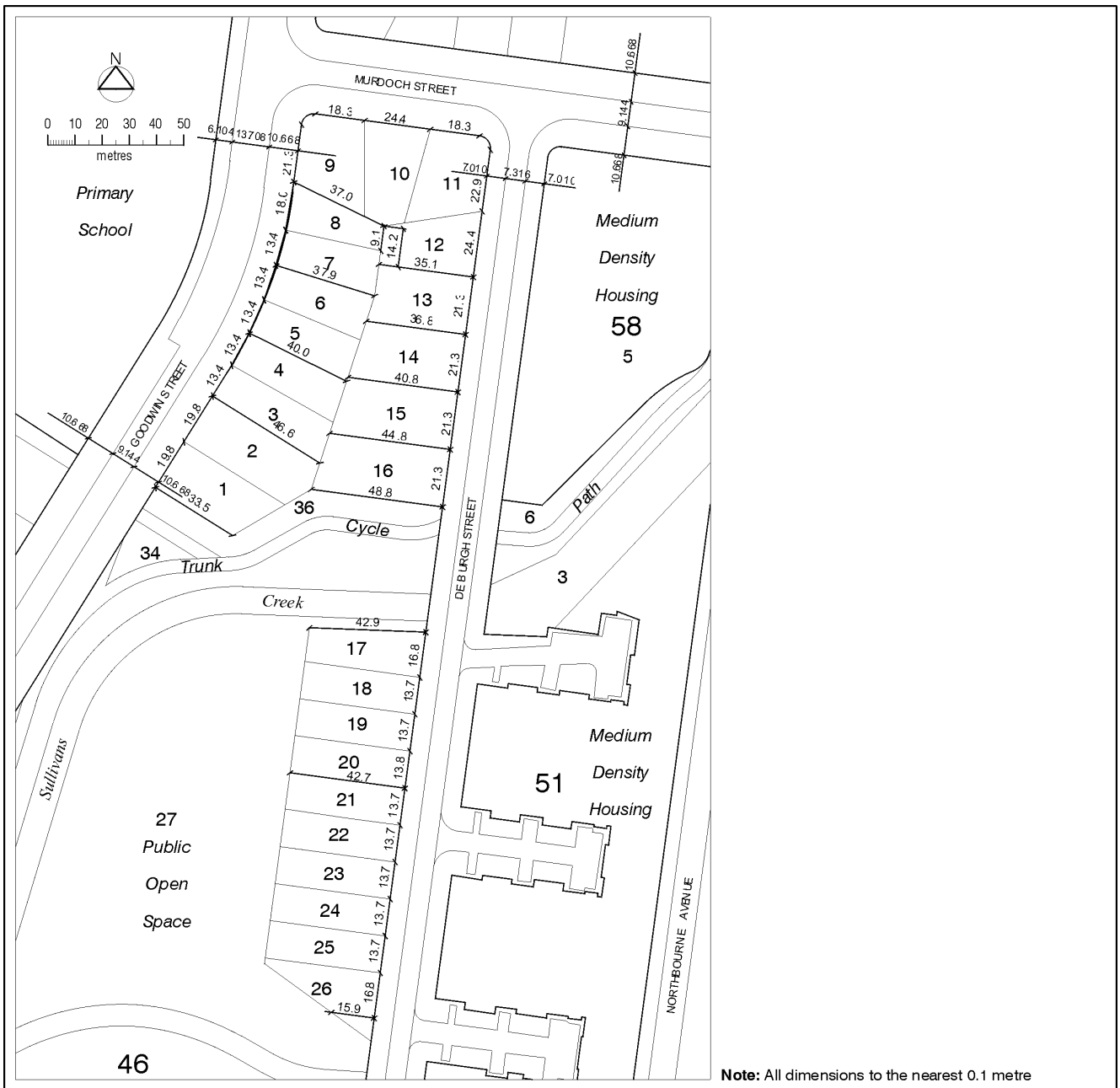
The footpaths to Goodwin, Murdoch and DeBurgh Streets are in good condition.

The cycle path along Sullivans Creek has up to 25% in poor condition.

Generally, there are no sign posted on-street parking restrictions around this section. There are some restrictions south of the section along Goodwin Street, where some portions of the street are designated no stopping (near the pedestrian crossing), and opposite the section where no parking, bus stop and set-down/pick-up areas are identified on the west side (associated with the school).

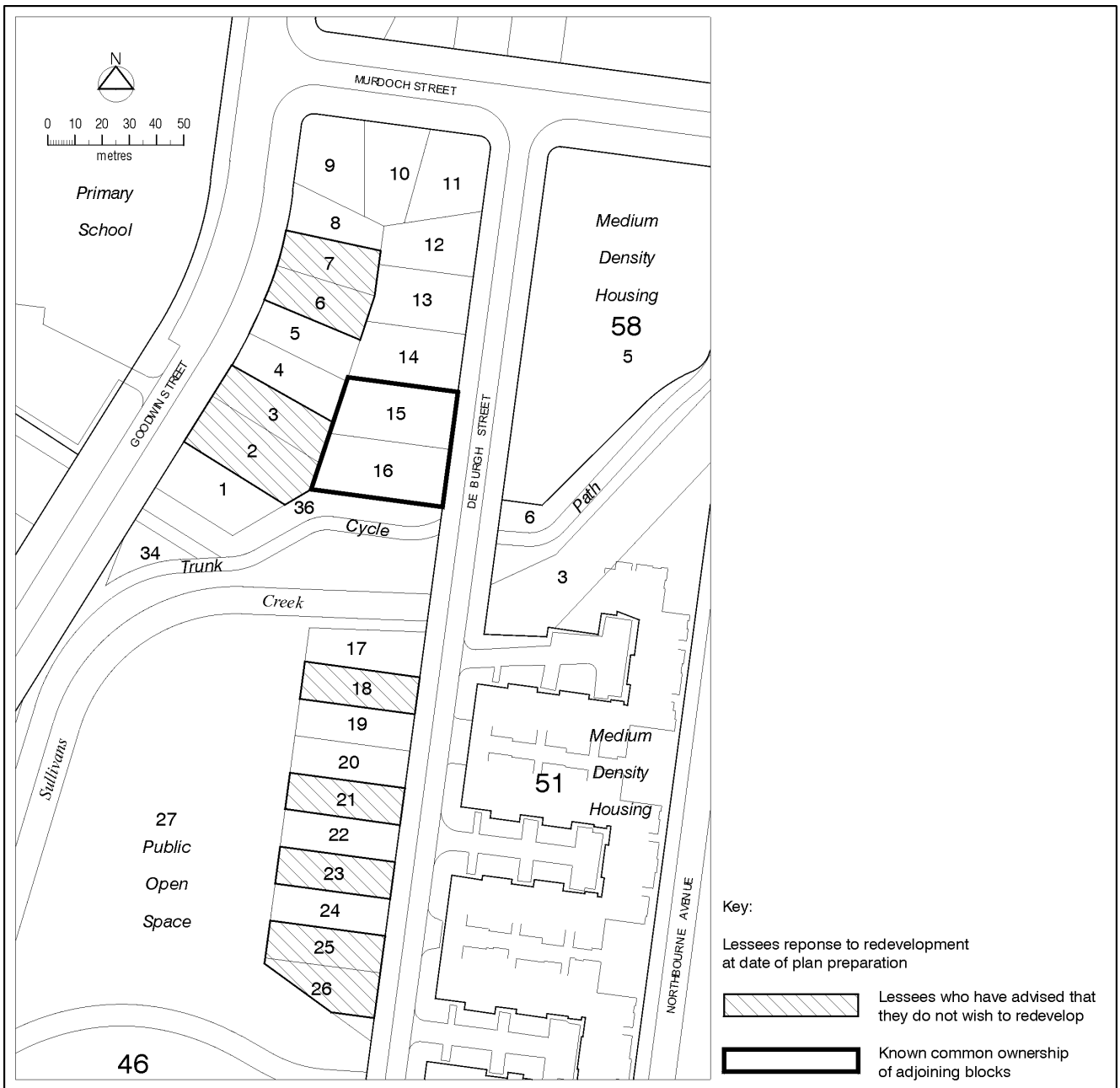
Note: Indicative locations only. Proposals are to be based on detailed survey

Block and street dimensions



The block depths are between 32 and 49 metres, and frontages are generally between 13 and 24 metres. The blocks are generally regular in shape with the exception of Blocks 8 to 11 and Block 26. Given the adequate frontage of these blocks their irregularity will not affect future development.

Known lessee information



Blocks 15 and 16 are in common ownership.

As a result of the lessee questionnaire undertaken, individual meetings with lessees and public meetings some lessees have indicated that they do not wish to redevelop.

The development outcome drawings take into account this information and indicate a possible development outcome excluding these blocks.

IMPLEMENTATION

Design criteria

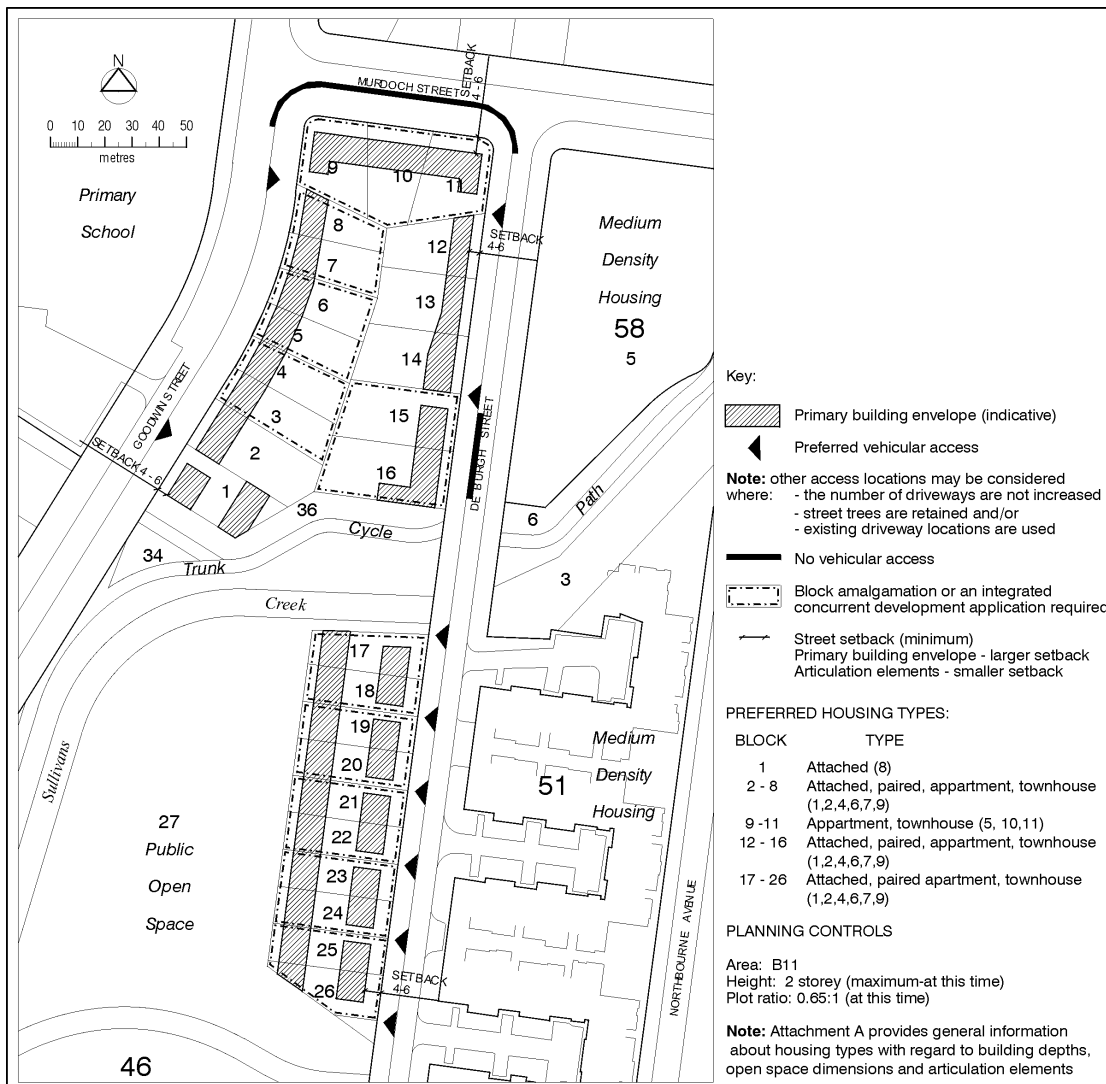
Specific provisions of this Control Plan are “*Acceptable Standards*” under the Code.

The criteria used to produce the Control Plan for this section are as follows:

- Protect the amenity of residents that do not want to redevelop
- Provide passive surveillance of the street and Sullivans Creek corridor
- Retain street trees
- Utilise existing driveway locations for vehicular access where possible
- Encourage shared vehicular access where appropriate
- Restrict access from Murdoch Street
- Avoid garages dominating the street frontage
- Maximise street address for new dwellings
- Encourage dwelling entries to face the street
- Identify appropriate parking provision
- Establish an appropriate streetscape.

Control plan

The Control Plan is consistent with the Urban Design Principles at Attachment C and the above design criteria.



Setbacks

The following table sets the minimum setbacks required for development proposals to boundaries of lessees who have advised that they do not want to redevelop.

| Block | Acceptable standard |
|----------|--|
| 1 | Setback to the northern boundary - GFL - 1.0m (min) * - UFL - 2.5m (min) * |
| 4 | Setback to the southern boundary - GFL/UFL - 0.0m (min) (party wall) Side setback behind the primary building envelope: - GFL - 1.0m (min) * - UFL - 5.5m (min) ** |
| 5 | Setback to the northern boundary - GFL - 1.0m (min) * - UFL - 2.5m (min) * |
| 8 | Setback to the southern boundary - GFL/UFL - 0.0m (min) (party wall) Side setback behind the primary building envelope: - GFL - 1.0m (min) * - UFL - 6.2m (min) ** |
| 12 to 16 | Setback to the western boundary - GFL - 1.0m (min) * - UFL - 2.5m (min) * |
| 17 | Setback to the southern boundary - GFL/UFL - 0.0m (min) (party wall) Side setback behind the primary building envelope: - GFL - 1.0m (min) * - UFL - 6.2m (min) south boundary ** |
| 19 | Setback to the northern boundary - GFL - 1.0m (min) * - UFL - 2.5m (min) * Side setback behind the primary building envelope: - GFL - 1.0m (min) * - UFL - 4.0m (min) north boundary * |
| 20 | Setback to the southern boundary - GFL - 1.0m (min) * - UFL - 4.0m (min) * Side setback behind the primary building envelope: - GFL - 1.0m (min) * - UFL - 6.2m (min) south boundary ** |
| 22 | Setback to the northern boundary - GFL/UFL - 0.0m (min) (party wall) Setback to the southern boundary - GFL - 1.0m (min) * - UFL - 6.2m (min) ** Setback behind the primary building envelope: - GFL - 1.0m (min) * - UFL - 2.5m (min) north boundary * - UFL - 6.2m (min) south boundary ** |
| 24 | Setback to the northern boundary - GFL/UFL - 0.0m (min) (party wall) Setback to the southern boundary - GFL - 1.0m (min) * - UFL - 6.2m (min) ** Setback behind the primary building envelope: - GFL - 1.0m (min) * - UFL - 2.5m (min) north boundary * - UFL - 6.2m (min) south boundary ** |
| Notes: | Street setbacks are indicated on the Control Plan |
| | Notwithstanding compliance with the above setbacks, the wall height and roof pitch of buildings shall minimise the overshadowing impact on adjoining blocks where the lessee have indicated that they do not wish to redevelop |
| | Except where otherwise stated the Code applies |
| | Differences in building height between existing dwellings on the adjacent block and new development are not more than one story when viewed from the street, for the full length of the block. |
| | Except where otherwise stated, side/rear setbacks to buildings behind the primary building envelope are to meet the Code |
| | The above requirements (setback and height) may be varied where the development intentions of the adjoining lessee changes, and that change (supporting the proposal) is documented as part of a development application |
| | GFL/UFL means - ground floor level/upper floor level |
| | * to be blank walls, windows with high sill windows (minimum 1.7m high) or with obscure glazing or screen walls. |
| | ** overlooking provisions of the Code also apply. |

Dual occupancies

Where dual occupancy is proposed, the placement of buildings are to have regard for the Design criteria and are to apply Housing Types 1, 2 or 9 (see Attachment A for details).

Parking

Section 46 is located in close proximity to:

- employment (Civic, Braddon, Dickson ANU, Northbourne Avenue corridor etc)
- commercial uses (shops, offices, services etc)
- community facilities (schools, child care, churches, health etc)
- trunk cycle paths.

In addition, the section has:

- good access to public transport
- no on-street parking restrictions
- generally a low vehicle speed environment.

These factors are considered to demonstrate that the objectives of the *ACT Parking and Vehicular Access Guidelines* are met by the following provision:

Resident parking (minimum)

- 1 space/unit for single bedroom dwellings
 - 1.5 spaces/unit for dwellings with two or more bedrooms
- OR
- 1.25 spaces/unit for two or more bedroom units if provision beyond one space is to be shared.

Visitor parking

- May be permitted on-street where short stay parking (two to three hours) traffic control devices are installed.

Block amalgamation or Integrated Development requirements

The Control Plan generally allows any block to be redeveloped at any time. However, some blocks have awkward boundary configurations and/or shared walls with adjoining dwellings. In response to these type of blocks and in order to achieve the intentions of the Control Plan, the lessee are required to:

1. amalgamate their blocks into a single block
- OR
2. lodge concurrent development applications for each block where:
 - the proposal is consistent with the Control Plan
 - the development application is based on an integrated plan
 - the proposal has the written consent of all affected lessees.

(Note: concurrent lodgement of development applications is not required for proposals which retain the existing dwellings on Blocks 17 to 26, and apply Housing Type 8 (*"Park frontage at rear of block"*)).

Shared driveways and accessways

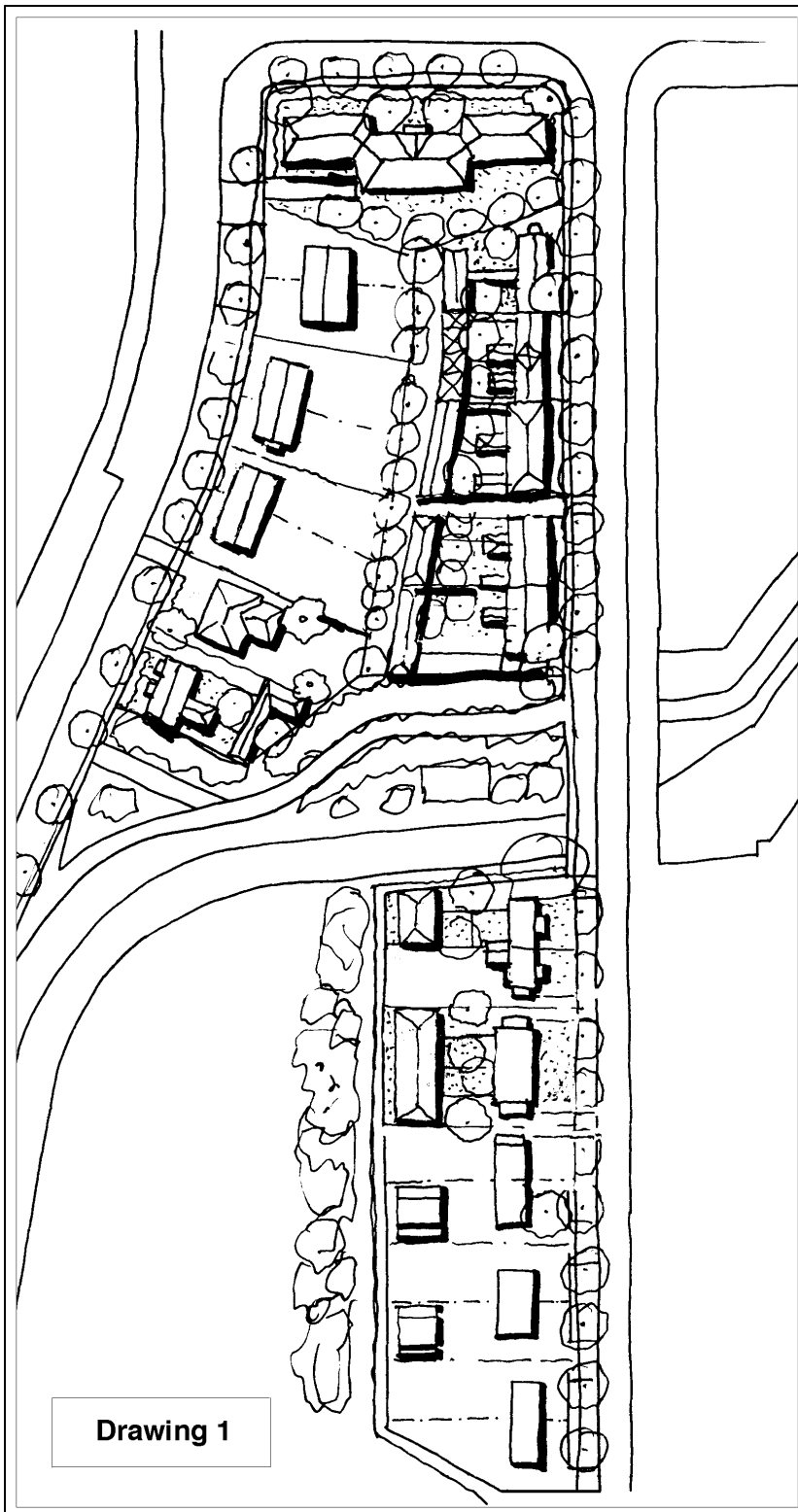
Where shared driveways and internal accessways are proposed by one or more lessee's, they are required to:

- be consistent with the Control Plan
- vary their lease(s) to include clauses which address issues such as, elements to be provided (eg. lighting, landscaping), easements, access and maintenance.

Mixed use commercial

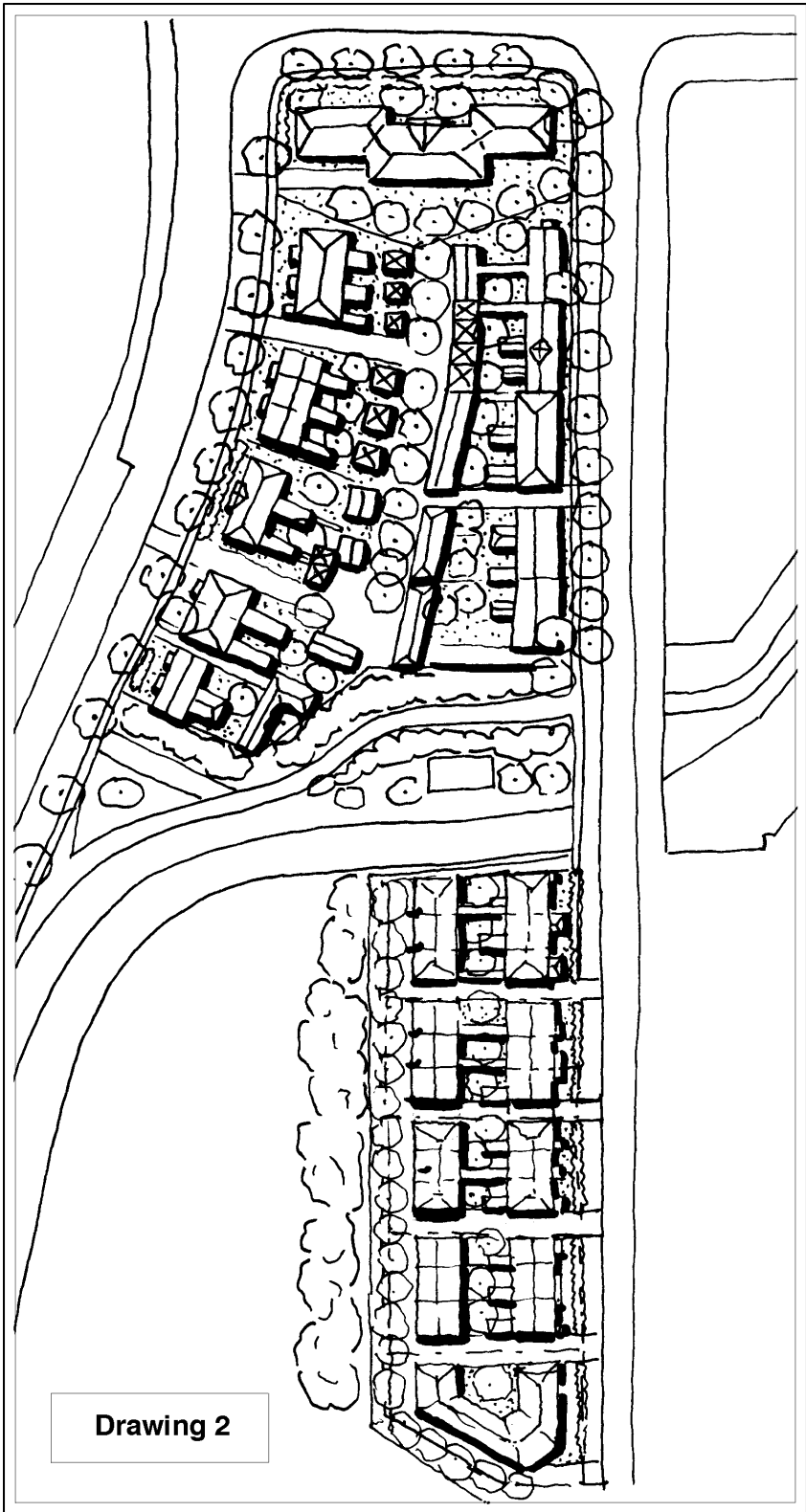
Opportunities for mixed use commercial purposes (subject to the provisions of draft Variation to the Territory Plan No:139) are not available for this section, at this time.

Development outcome drawings



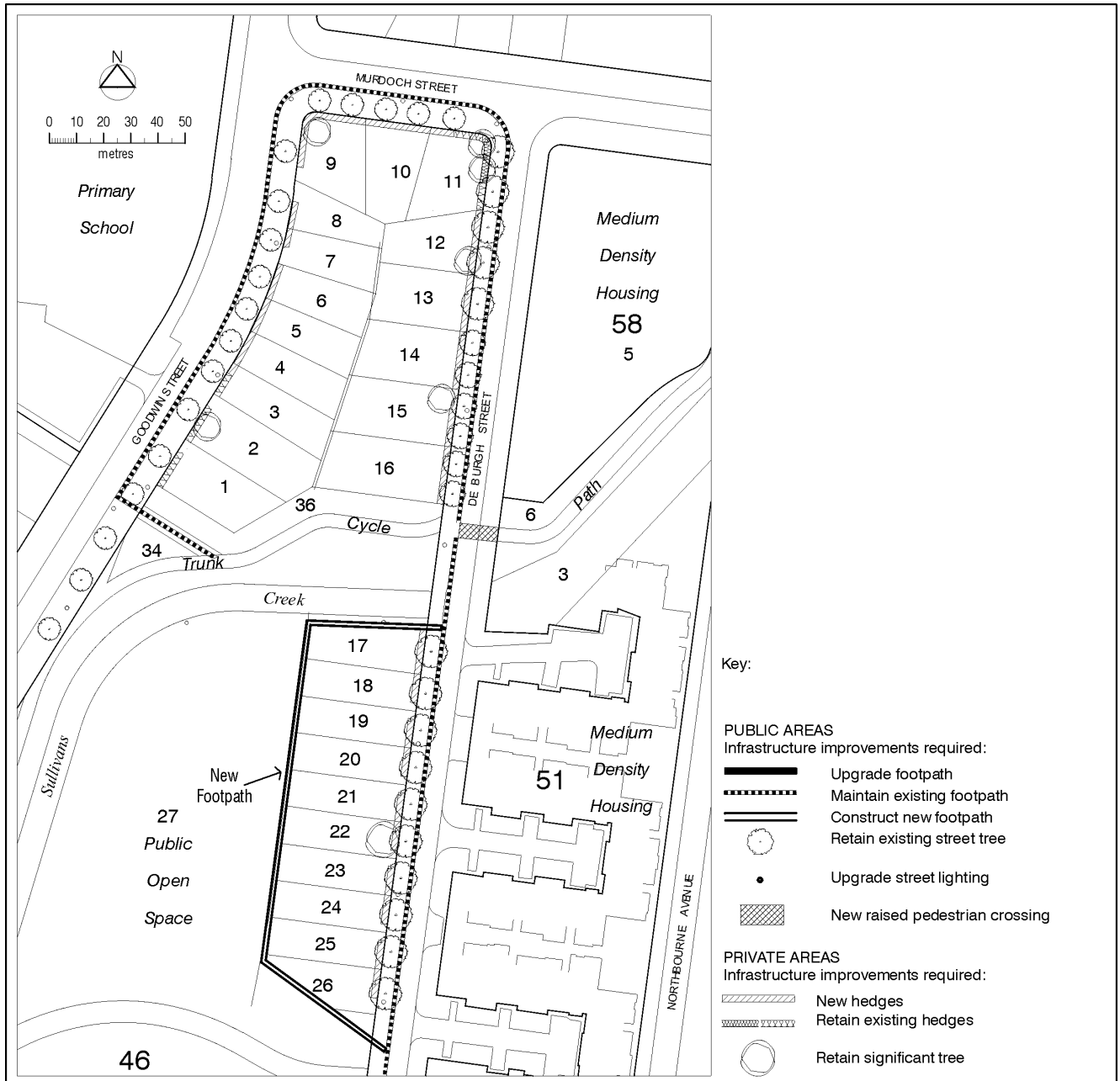
These drawings illustrate how the redevelopment of the section may proceed within current known constraints such as lessee intentions, tree retention and other factors (Drawing No:1). As these constraints change over time the development may move towards an eventual development outcome (Drawing No:2) which is considered to meet the intentions of the Control Plan.

Possible development outcomes Drawing No:1 illustrates a possible outcome based on the Control Plan, and takes into account the known desires of those lessees who do not wish to redevelop their properties, at the time of preparing the section master plan.



Possible development outcomes drawing No:2 illustrates a possible later outcome for a section when all blocks are redeveloped. The drawing illustrates the operation of the Control Plan in achieving integrated development of the section.

Required improvements to public and private areas



Public areas

Proponents will be required to contribute to relevant elements of the following improvements as part of development approvals in this section.

- To assist in traffic calming and improve pedestrian and cyclist movement over DeBurgh Street a new pedestrian crossing is proposed
- A pedestrian footpath is to be provided across the frontage of Blocks 17 and 26 to the Sullivans Creek reserve to facilitate pedestrian access for residents to the reserve. (Improved public pedestrian access will also improve the passive surveillance and general public safety of the area)
- Short stay parking (two to three hours) traffic control devices are to be installed to the satisfaction of the relevant authority
- Streetlights are to be upgraded

- Street trees generally are in good condition. However, the dominant species along DeBurgh Street is *Quercus cerris*, with two other oak species (*Q. bicolor* and *Q. lusitanica*) established. Replacement species is to be *Q. cerris*, however, all oaks are to be retained unless in poor condition
- Verge planting is to be grass and street trees, all other planting/gardens (not approved) are to be removed
- Replacement driveways are to be in bitumen to reinforce the existing streetscape character.

Private areas

Landscape

Significant trees are to be retained. These trees have been identified by aerial photography and confirmed by street inspection. A comprehensive survey accurately locating all trees and hedges and assessing condition, value and life expectancy, will be required as part of the development application. The survey and report is to be undertaken and prepared by a suitably qualified person (eg. horticulturalist, arborist).

There are other large trees in the section which are not identified as “*significant trees to be retained*”. They include trees that are;

- not “significant” in neighbourhood or streetscape qualities
- in poor condition
- damaged or inappropriate form
- adversely affecting solar access of neighbouring dwellings, etc.

The long term retention of both significant and non-significant trees and other vegetation will be determined at the development application stage.

Side/rear boundary setback areas are to include screen planting.

Generally, hedges (which may include gates) are to be retained and extended to provide a consistent streetscape and privacy. Shrub species proposed for hedges (replacement or extension) are not to be weed species.

Internal accessways

The predominant internal accessway surface is to be bitumen with unit pavers or concrete strips used to mark transition zones, parking bays, and pavement edges. Shared and visitor car spaces (where proposed) are to be distinguished from the internal accessway by a change of material.

Basement entries

Basement entries are preferably located away from the street frontage so as to limit the impact of basement entries and ramps on the streetscape. A maximum of one basement entry per two blocks or 40 metres street frontage (whichever is the greater), is permissible.

Garbage enclosures

Garbage bin storage areas and enclosures are not to face public areas. These areas and structures are to be located to the rear of dwellings or incorporated into the building itself.