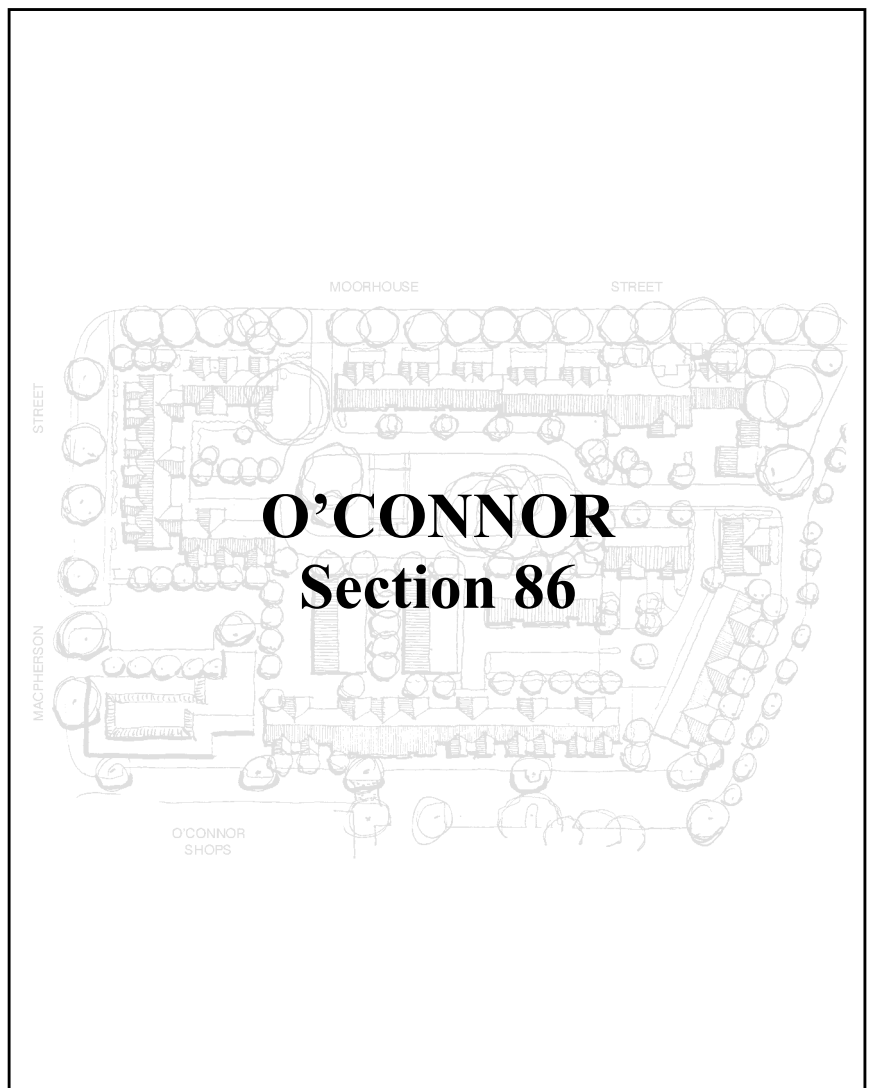

SECTION MASTER PLAN



SMP No. 99/7730

O'CONNOR – SECTION 86

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Architectural guidelines - **Attachment A**
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INTRODUCTION

The Section Master Plan is a comprehensive, integrated plan for the incremental renewal of Section 86, O'Connor (Residential Area B11). 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 Committees. 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 on their proposal.

In particular, the section master plan 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).

Statutory basis

Under section 8 of the *Land (Planning and Environment) Act 1991* (the Act) the Territory, the Executive, a Minister or a Territory authority shall not do any act or approve the doing of any act that is inconsistent with the Territory Plan. Following the approval/gazettal of the draft Variation to the Territory Plan No.109 a consequential Executive Direction under s.37 of the Act was published in the Gazette of 20 July 1998. In response Planning and Land Management prepared a Practice Direction (No.6/98) establishing the procedure for the drafting, notification and approval of Master Plans.

The Territory Plan specifies, in relation to the B11 and B12 areas, that multi-unit development consisting of more than two dwellings shall be in accordance with an approved Section Master Plan.

Effect

In considering a proposal for multi-unit development for more than two dwellings in the B11 and B12 Areas, PALM will assess the development against the relevant approved Section Master Plan for the area (as provided for by section 2.2, Part A3 of the Territory Plan).

In assessing dual occupancy proposals, any existing approved Section Master Plan for that area will be treated as a matter for consideration under Part 1.1 (t) of Appendix I of the Territory Plan.

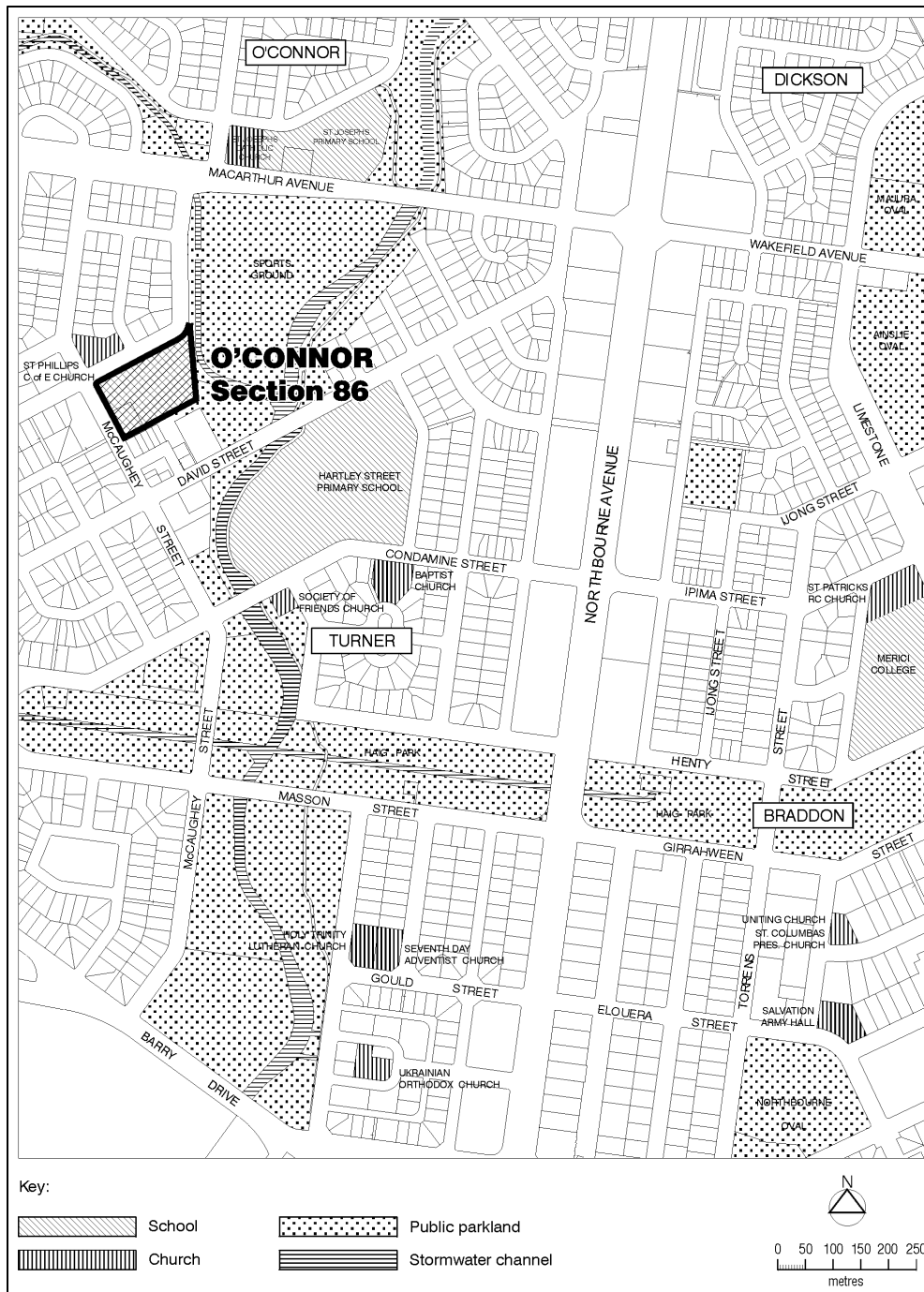
Interpretation

Specific provisions of the Implementation section of the Section Master Plan are considered “*Acceptable Standards*” under the Code. The Acceptable Standards are the standards considered to satisfy the relevant “*Performance Criteria*” so that, generally, no further evidence of performance is required.

Unless the contrary intention appears, strict compliance with the provisions of the implementation Section of this Master Plan is not required, provided the Proponent can demonstrate to the satisfaction of the relevant authority that the proposal will substantially comply with the intention of this Master Plan. Only formal and minor deviations from a strict interpretation of the Master Plan will be considered.

CONTEXT

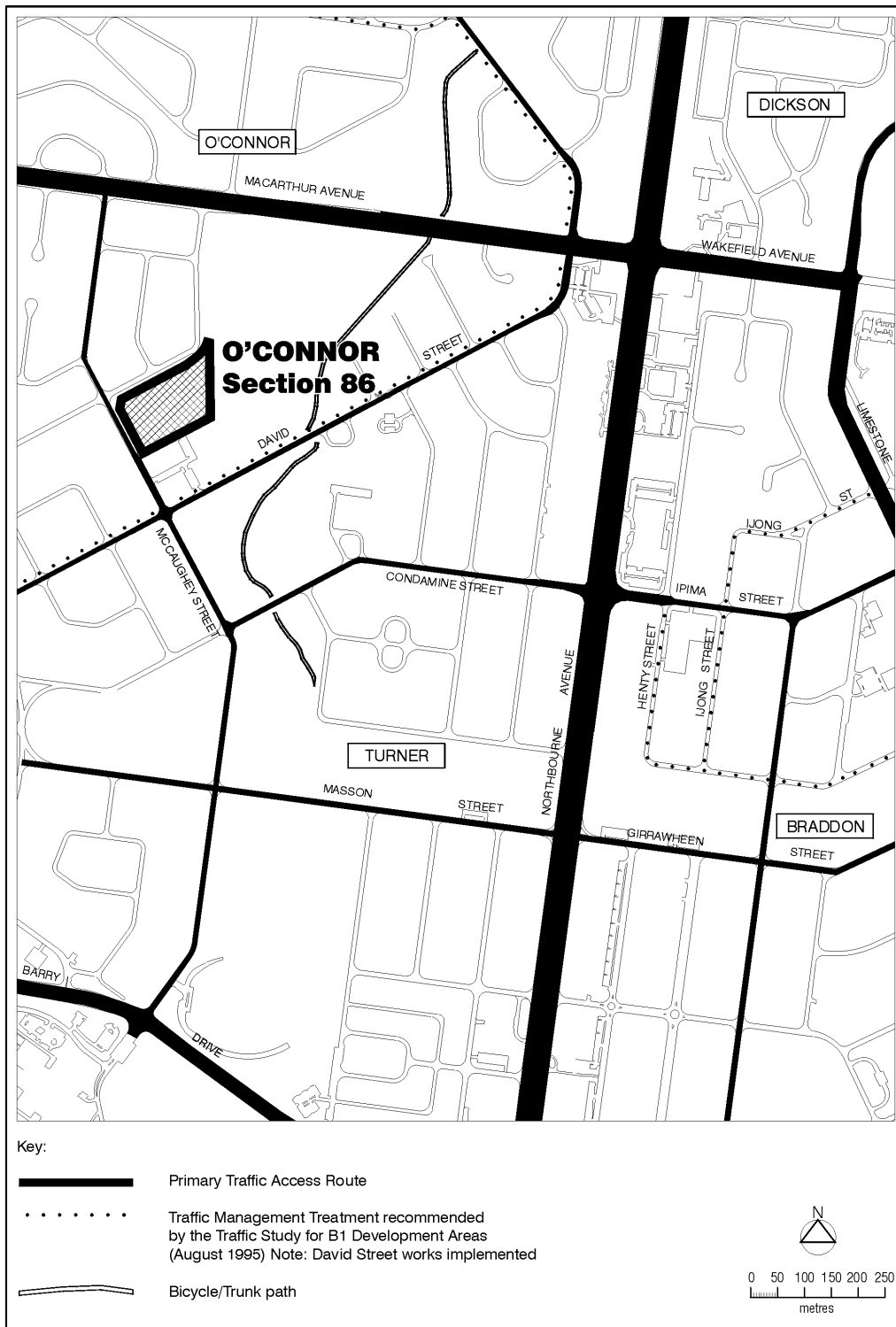
Public amenities



The major amenities in the area are the Sullivans Creek open space corridor. This corridor provides a pedestrian/cycle link between the employment and commercial centre areas of Dickson, Australian National University and Civic. It also connects via footpaths and a trunk cycle path to playgrounds, and major facilities such as Lyneham High School, St Josephs Primary School and Turner Primary School. A number of community facilities are located in the immediate area, including a childcare centre, senior citizens club, social clubs and three churches.

The section adjoins the O'Connor Local Centre with the usual range of shops and restaurants, and services including a variety of medical and professional services

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:

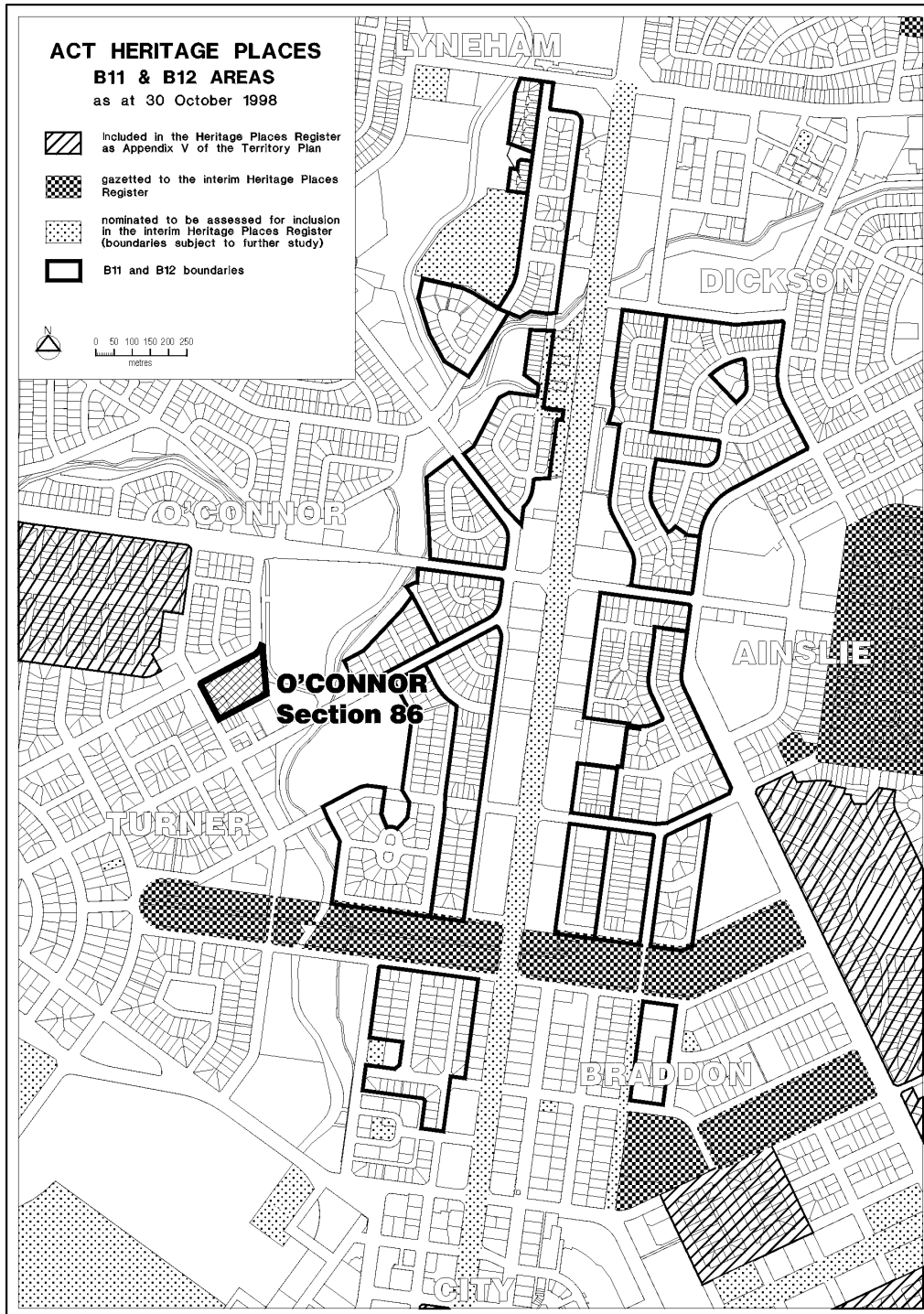
- “*Having a Say*” - Report on community consultation on the Gungahlin External Travel Study: Lansley, Hayes and Storer Pty Ltd (1989)
- Northbourne Avenue Traffic Management Strategy: Arup Transportation Planning (1995)

- 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 and Torrens Street, Braddon). 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

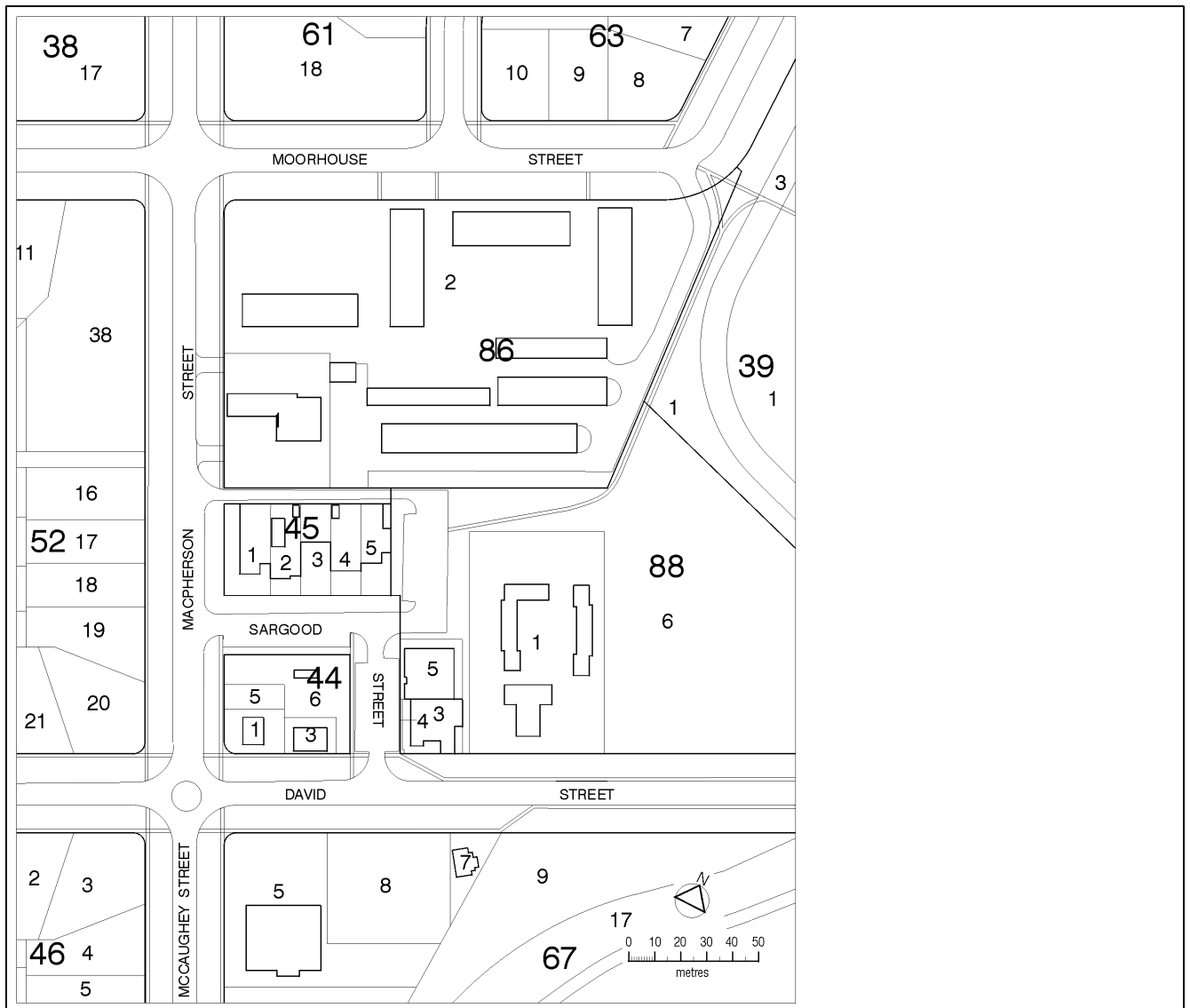
This section master plan has been prepared in the context of the Local Area Planning Advisory Committee (LAPAC) Area 1, "Community Value Statement for Turner, O'Connor and Lyneham" 1996. (Note: while the boundaries of the LAPAC's in north Canberra have changed, this Community Value Statement is still 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 (and replacing any inappropriate species) by managing the location and configuration of new crossovers and driveways. Access onto the site is proposed to be upgraded by the improvement to the local centre service lane to the south of the site and by the provision of a new access road on the eastern side.
2. Trees and landscaping - the plans identify significant trees on blocks and some street trees, which are required to be retained in the development scheme.
3. Solar access - the unit plans and configuration has been selected to maximise solar access. In some cases optimum solar access is "traded-off" to ensure provision of street frontage, useable private open space and the overview of the adjoining open space of the Sullivans Creek corridor.
4. Traffic - the plan minimises access to blocks along higher traffic volume roads
5. Parking - the plan requires parking areas to be generally located within the blocks to minimise the visual impact of garages on the street. Basement parking areas are located to minimise basement ventilation openings and impacts on nearby residents. The local centre is supported by the provision of additional carparking as part of the road improvements to the service lane.
6. Streetscape/setback - the buildings are limited to three storeys on Block 2 and two storeys on Block 1. Setbacks respond to the existing built and landscape character off the site and surrounding streets (in particular with regard to surrounding land uses, wide verges and mature street trees). Materials and colours of proposals are to be sympathetic to the built character of the area
7. Block amalgamation/subdivision - whilst the plan does not envisage block amalgamation (blocks are already large by residential standards) subdivision of Block 2 to facilitate increased individual ownership is proposed.
8. Social equity and diversity - the plan provides for a range of dwelling types, sizes and locations, specifically housing is provided for Community Housing Canberra, ACT Housing, the Defence Housing Authority and the private market.

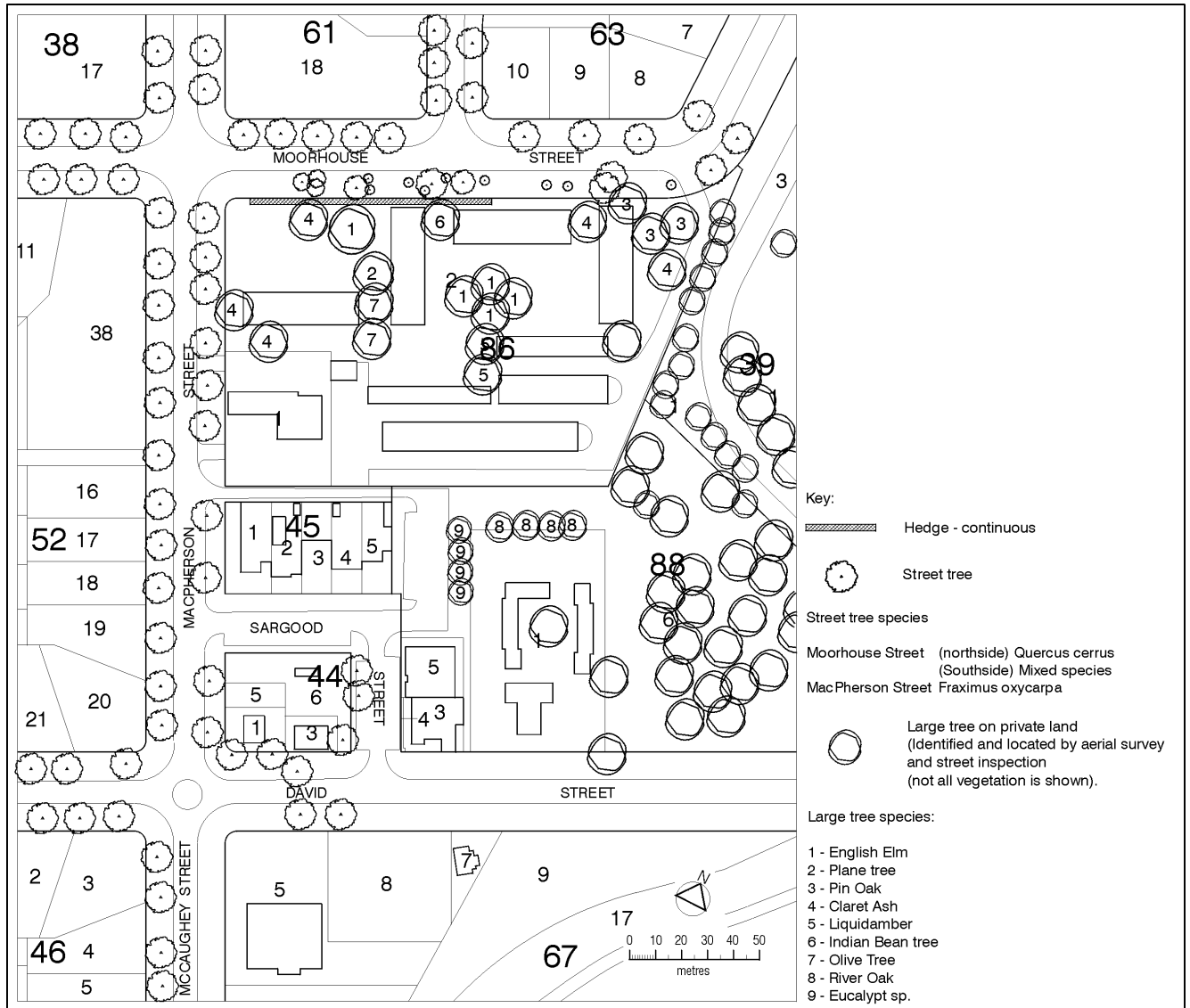
9. Architectural quality - the plan requires buildings to respond to existing built and landscape character. Sustainable building forms which address issues such as solar access, natural ventilation, energy efficiency, diversity, public amenity and safety, privacy are encouraged
10. Community interaction - 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. Roads within the site have been treated as an extension of the public road system and pedestrian access through the site to the shopping centre is encouraged
11. Protection of amenity during construction - the proposal for the redevelopment of Block 2 anticipates an innovative recycling process for material on the site. This will ensure, firstly that a minimum of material is trucked off the site, and secondly that the management of the site during demolition is the subject of a detailed and approved demolition plan for the site.
12. Consultation - the results of the lessee submissions, individual meetings with lessees, LAPAC meetings and other public meetings is incorporated as appropriate. In addition, formal public notification of the draft section master plans is being undertaken.

Existing Configuration



- Section 86 is bounded by Moorhouse Street to the north, Macpherson Street to the west, the O'Connor Shops service lane to the south and the Sullivans Creek Reserve to the east
- O'Connor playing fields are across Sullivans Creek to the east
- There are two blocks in the Section. Block 2 contains 143 bed-sitting flats (former Macpherson Court) of a similar plan to Condamine Court. The buildings are three storeys and are currently vacant awaiting demolition in advance of redevelopment.
- Block 1 contains a single storey service station, which has been disused for a number of years. A recent Development Application approved purposes for the site including restaurant, shop and office uses.

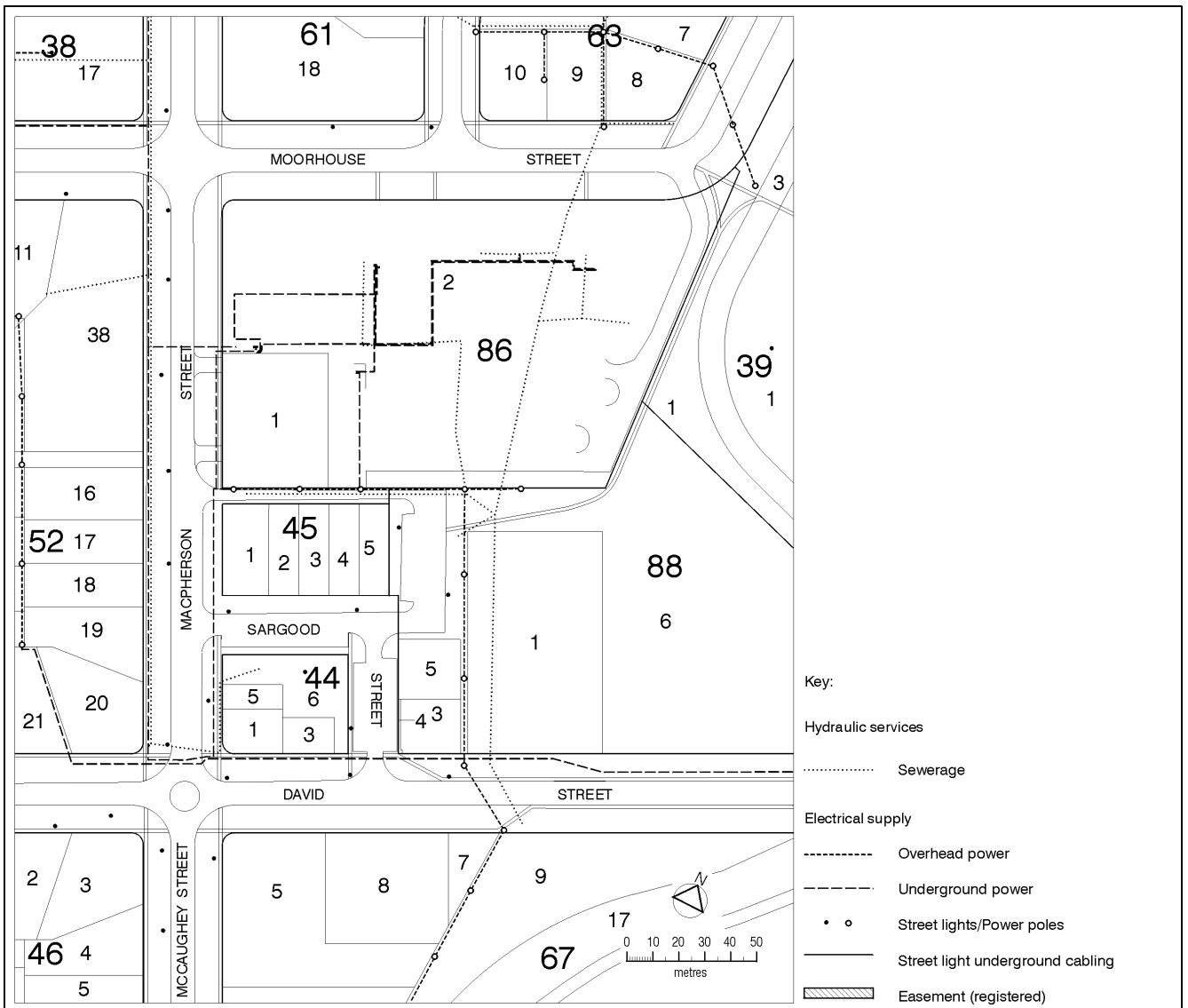
Existing vegetation



- Street tree planting along Macpherson Street is in good condition, however there are some 'gaps'.
- Street tree planting along the northern verge of Moorhouse Street is consistently *Quercus cerrus*.
- Street tree planting to the southern verge of Moorhouse Street (adjacent Section 86) has a mixture of tree species and number of 'gaps'. Many of these trees are small or in poor condition.
- Tree planting in the open space of the south of the site are *Casuarina* sp. and *Eucalypt* sp.
- Tree planting in the open space to the east of the site are a mix of *Prunus*, *Casuarina*, *Eucalypt*, *Plane* and *Ash* sp.
- There are no street trees along the O'connor shops service lane.

Note: indicative locations only

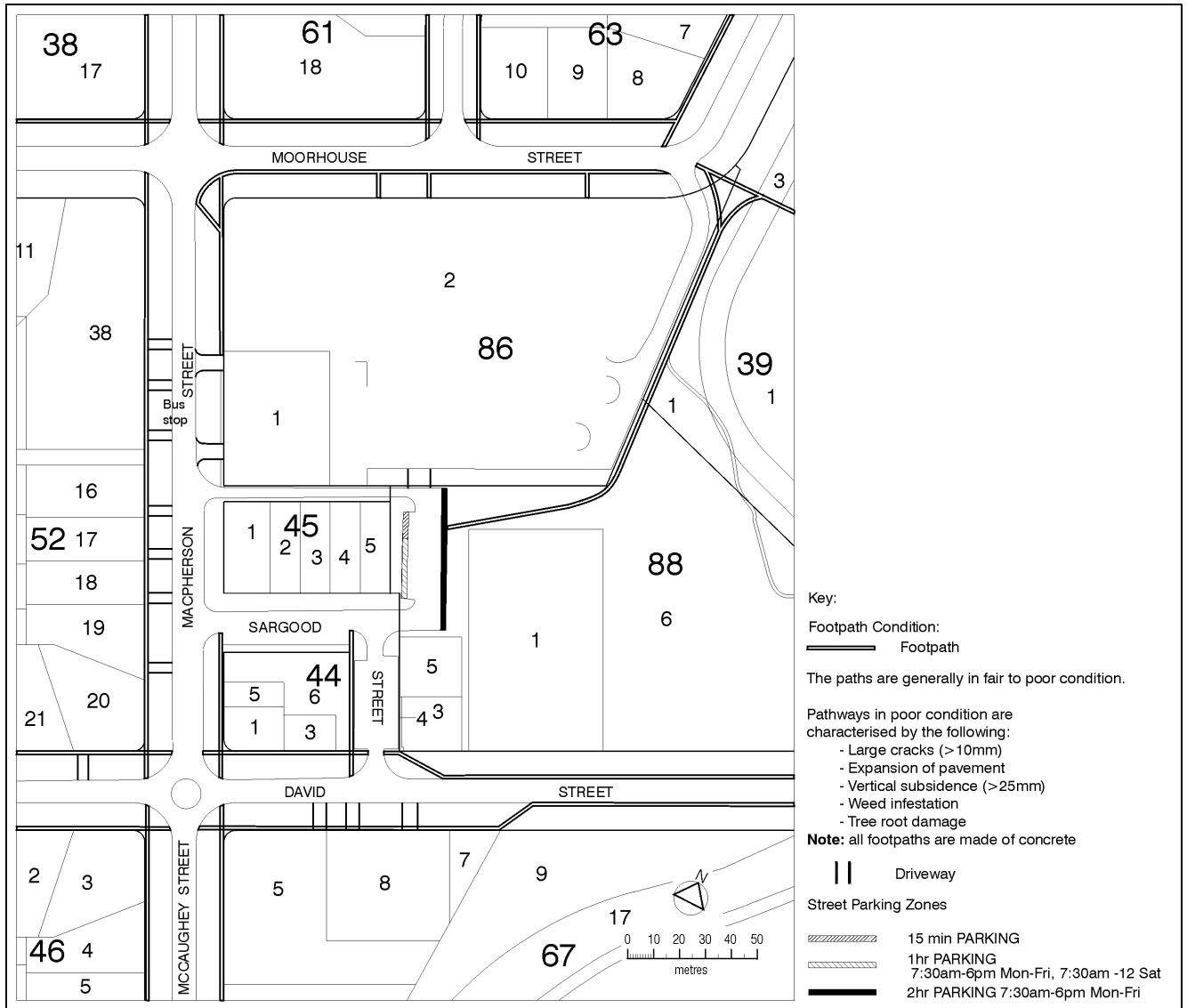
Existing hydraulic services & electrical supply



- Stormwater and sewerage are provided to the section.
- Street/pedestrian lighting is provided to streets surrounding the section.
- Overhead power lines exist around the site.

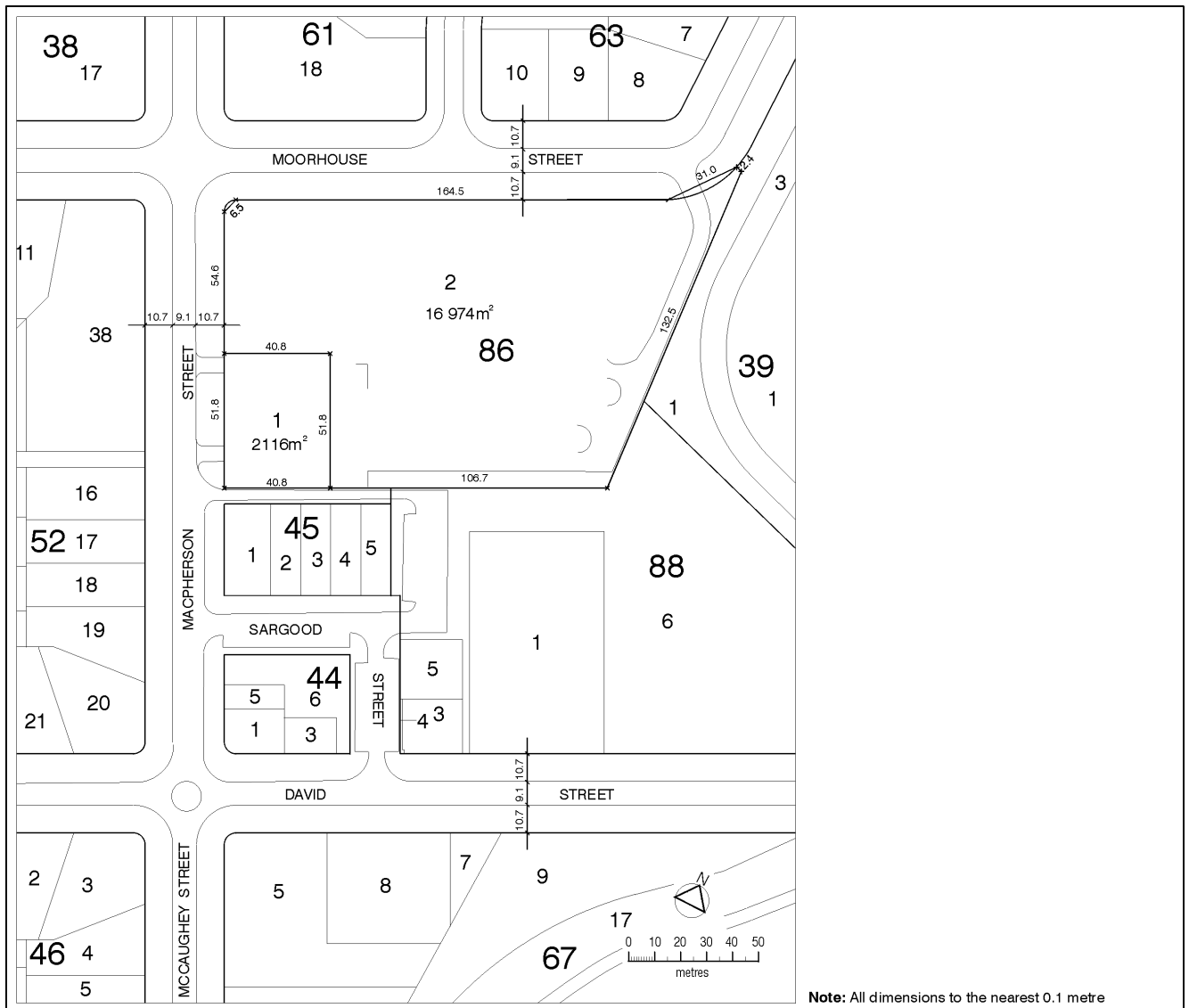
Note: Indicative locations only. Proposals are to be based on detailed survey

Existing driveways, footpaths and street parking zones



- Parking restrictions apply to the southern public parking areas.
- A bus stop is situated in the immediate vicinity along Macpherson Street.
- Pedestrian paths surrounding the site are well used with wearing of adjacent grassed areas apparent. The paths are generally in fair to poor condition.

Block and street dimensions



- The block dimensions are large for a residential area.
- Both blocks are generally regular in shape.
- A particular characteristic of Section 86 is very wide verges, which contribute to the visual setback of dwellings from the road.

IMPLEMENTATION

Design criteria

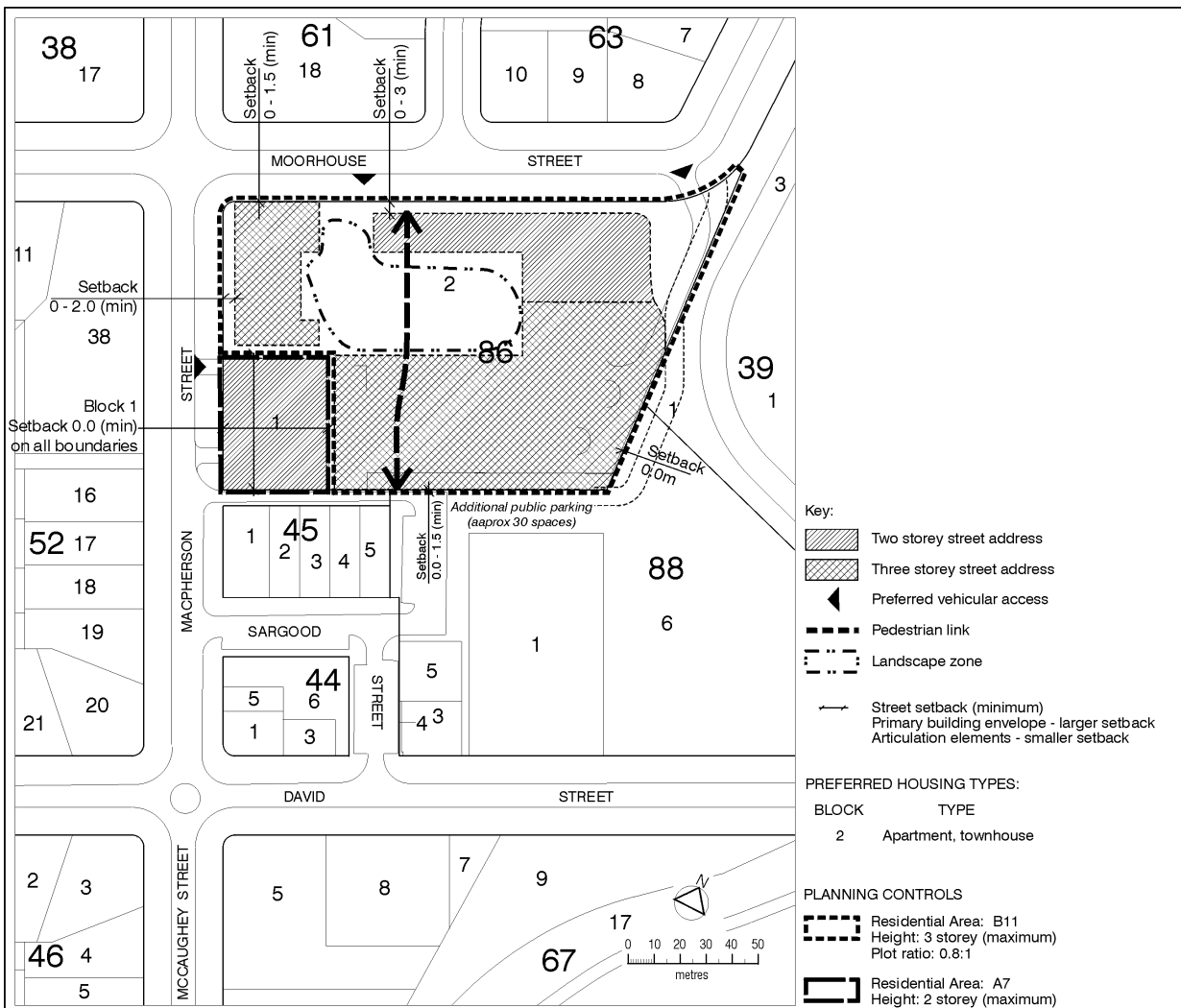
Specific provisions of this Control Plan are "Acceptable Standards" under the Code.

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

- Retain identified trees.
- Retain and replace street trees where appropriate
- Provide passive surveillance of the streets (including the service lane) and Sullivans Creek Reserve
- Safe pedestrian access through the site with clear sight lines and surveillance from adjacent development.
- Utilise existing driveway locations for vehicular access where possible.
- Restrict access from Macpherson Street.
- Avoid garages dominating the street frontage.
- Maximise street address for new dwellings.
- Encourage dwelling entries to face the street.
- Identify appropriate building types.
- Identify appropriate parking provision.

Control Plan

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



- **Setbacks**

The proposed building setbacks are based on an assessment of existing building location, block orientation, likely private open space location, existing features (such as verge widths, fences, trees and hedges etc). Buildings on Block 1 may be located adjoining the northern and eastern boundaries subject to a written support of the lessee of Block 2.

- **Service Lane**

To encourage habitable space overlooking the lane, building height for Block 2 to the lane is to be a minimum of two storeys. Pedestrian entrance to residential units is to be provided from the lane.

- **Parking**

The draft ACT Parking and Access Guidelines (October 1997) set out the objectives for the provision of parking and the minimum parking provision rates for developments. A lesser provision may be accepted if it can be demonstrated that the objectives can still be met by a lesser rate. Specifically, the guidelines allow for a reduction in rates where there is good accessibility to public transport and social, commercial and employment uses.

The objectives for provision of parking and vehicular access in Residential Land Use Policy areas of the Territory Plan are to ensure:

- Amenity - is not unacceptably affected and design and siting requirements are met
- Safety – no traffic hazards are created by parking and access, safety of all users especially pedestrians and cyclist is considered and the surveillance of parking areas by people using neighbouring areas is created
- Efficiency – the parking generated does not unacceptably affect the efficient functioning of traffic and access to neighbouring areas and adequate parking is provided for the demand generated
- Access – is safe and efficient for residents and visitors
- Non-residential uses – the amenity of surrounding residential areas and the character of the streetscape will not be adversely affected by the provision of parking and access

Section 86 is located in close proximity to:

- employment (particularly Civic, Braddon, education and research (ANU, CSIRO), Northbourne Avenue corridor)
- commercial uses (shops, offices, services etc)
- community facilities (schools, child care, churches, health, open space etc)
- trunk cycle paths.

In addition, the section has:

- good access to public transport
- parking restrictions to bounding streets
- generally a low vehicle speed environment.

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

Resident parking (minimum)

- 1.0 space/unit for single bedroom dwellings (*this provision rate is consistent with the draft Guidelines*)
- 1.0 spaces/unit for dwellings with two or more bedrooms (*draft Guidelines provision rate is two spaces*)
- Visitor parking (*at the draft Guidelines rate of one space per four dwellings*) may be permitted on-street where short stay parking (two to three hours) traffic control devices are installed (*this locational requirement is consistent with the draft Guidelines*)

(Note: the development application proposes 183 car parking spaces for the residential component (124 dwellings) being 152 residential spaces and 31 visitor spaces, all spaces are on-site).

Additional on-street public parking (approximately 30 spaces) is to be provided to improve access to the open space corridor and support the local centre. This parking is to be located in the service lane and the new street fronting Sullivans Creek system.

- **Mixed use commercial**

Opportunities for mixed use commercial purposes (subject to the provisions of draft Variation to the Territory Plan No: 139) are available to development addressing the O'Connor shops along the reconstructed service lane.

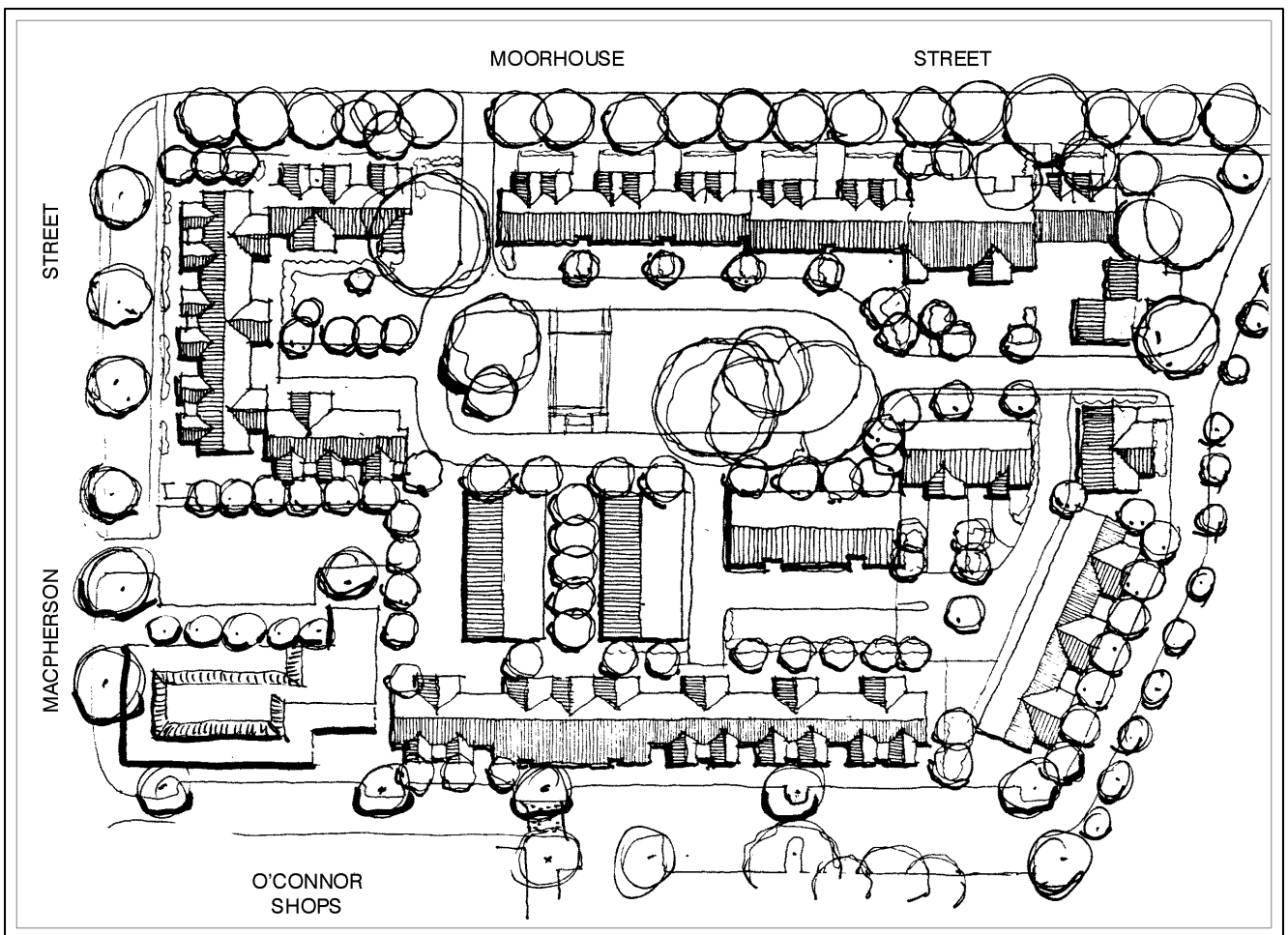
- **Health facility**

Opportunities for health facility purposes (subject to the provisions of the Territory Plan) are available for development addressing the O'Connor shops along the reconstructed service lane.

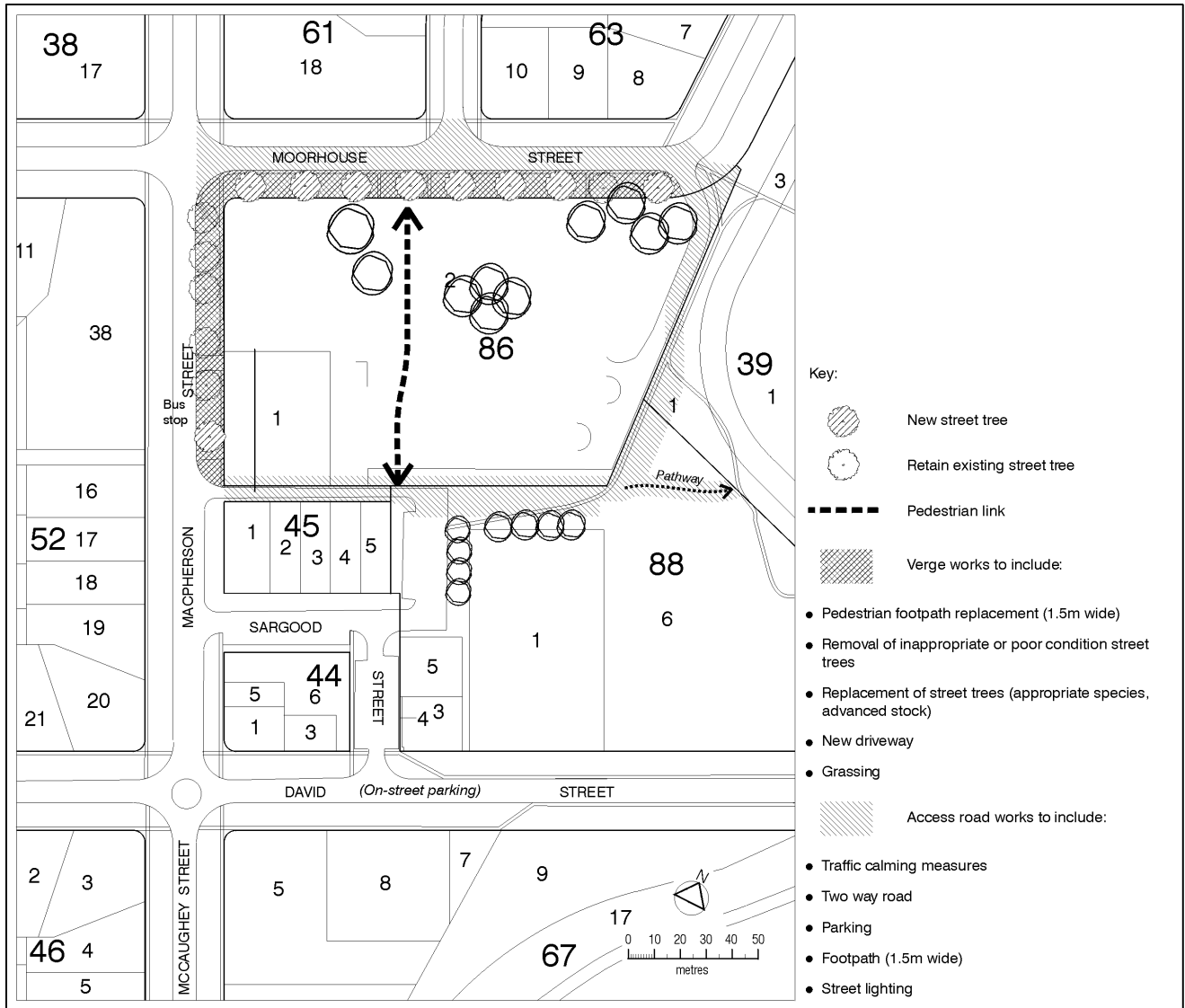
Development outcome drawing

This possible outcomes drawing illustrates how the redevelopment of the section may proceed within current known constraints such as lessee intentions, tree retention and other factors.

The drawing illustrates a possible outcome for the section when fully redeveloped. The drawing illustrates the operation of the Control Plan in achieving integrated development of the section.



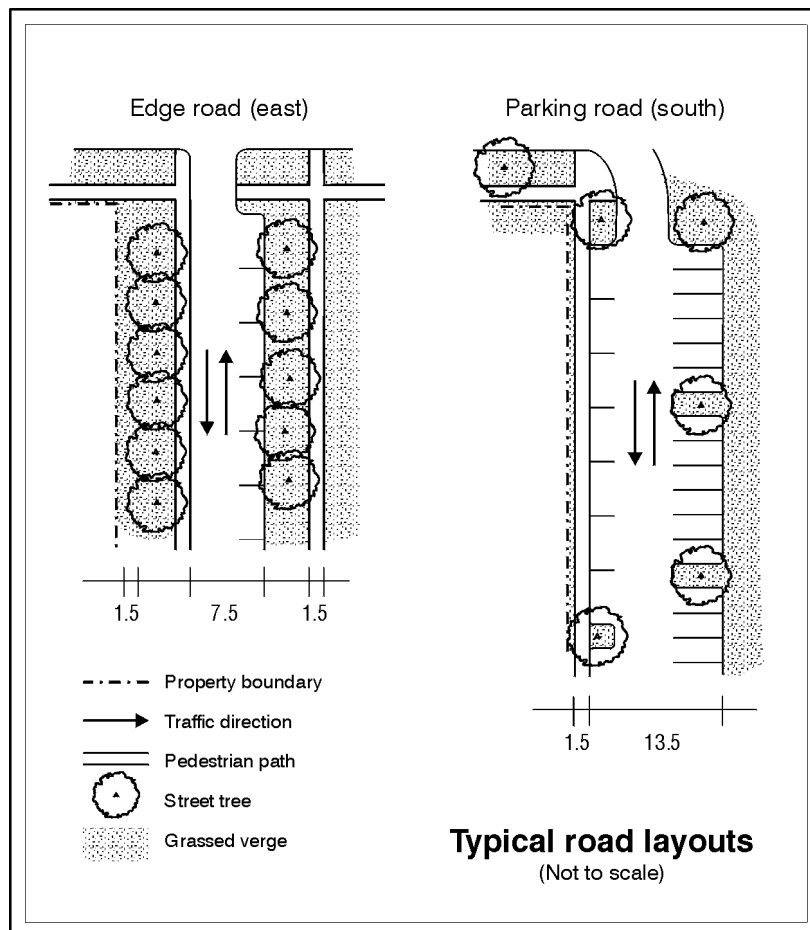
Required improvements to public and private areas



Public areas

Proponents will be required to contribute to the following improvements as part of development approvals in this section, to the satisfaction of the Territory.

- The footpaths surrounding the section are to be replaced (1.5 metres wide).
- New footpath to the southern side of Moorhouse Street to be located near the property boundary.
- Traffic calming measures to Moorhouse Street.
- A new public road is to be provided to the eastern boundary of the development facing onto Sullivan's Creek to provide access to the development and address to residential units. The road may encroach onto Territory Land (Open Space) but is to be configured to retain a proportion of the mature trees in this area.
- The existing service lane to the south of the site facing the local centre is to be upgraded to provide, two way traffic operation, parking (90° or parallel), public footpath including connection to the Sullivan's Creek cyclepath and special pavement treatment (over the lane to the pedestrian link), undergrounding of overhead power lines, street lighting and street trees.
- New street trees are to be established in the "gaps" along Macpherson Street. Existing trees in the southern verge of Moorhouse Street are to be removed and replaced with advanced stock *Quercus cerrus*.



Private areas

Landscape

Significant trees are to be retained. A comprehensive survey accurately locating all trees and hedges and assessing condition, value and life expectancy, is to be undertaken 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.

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

Internal accessways

The predominant internal access way surfaces are to maximise the absorption of stormwater on the site.

Garbage enclosures

The visual impact of garbage bin storage areas and enclosures is to be minimised. These areas and structures are to be located to the rear of dwellings or incorporated into the building itself.