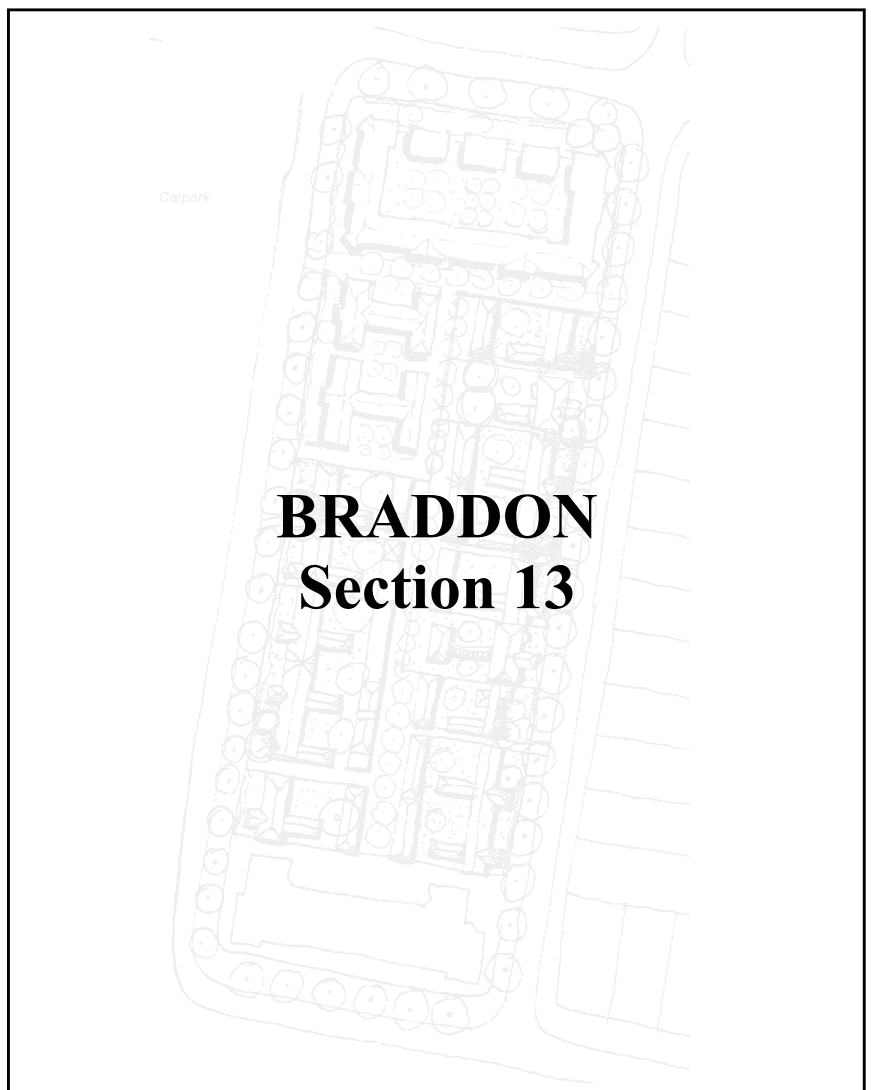

SECTION MASTER PLAN



SMP No. 99/7723

BRADDON – SECTION 13

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INTRODUCTION

The Section Master Plan is a comprehensive, integrated plan for the incremental renewal of Section 13, Braddon (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 ACT Code 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).

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.

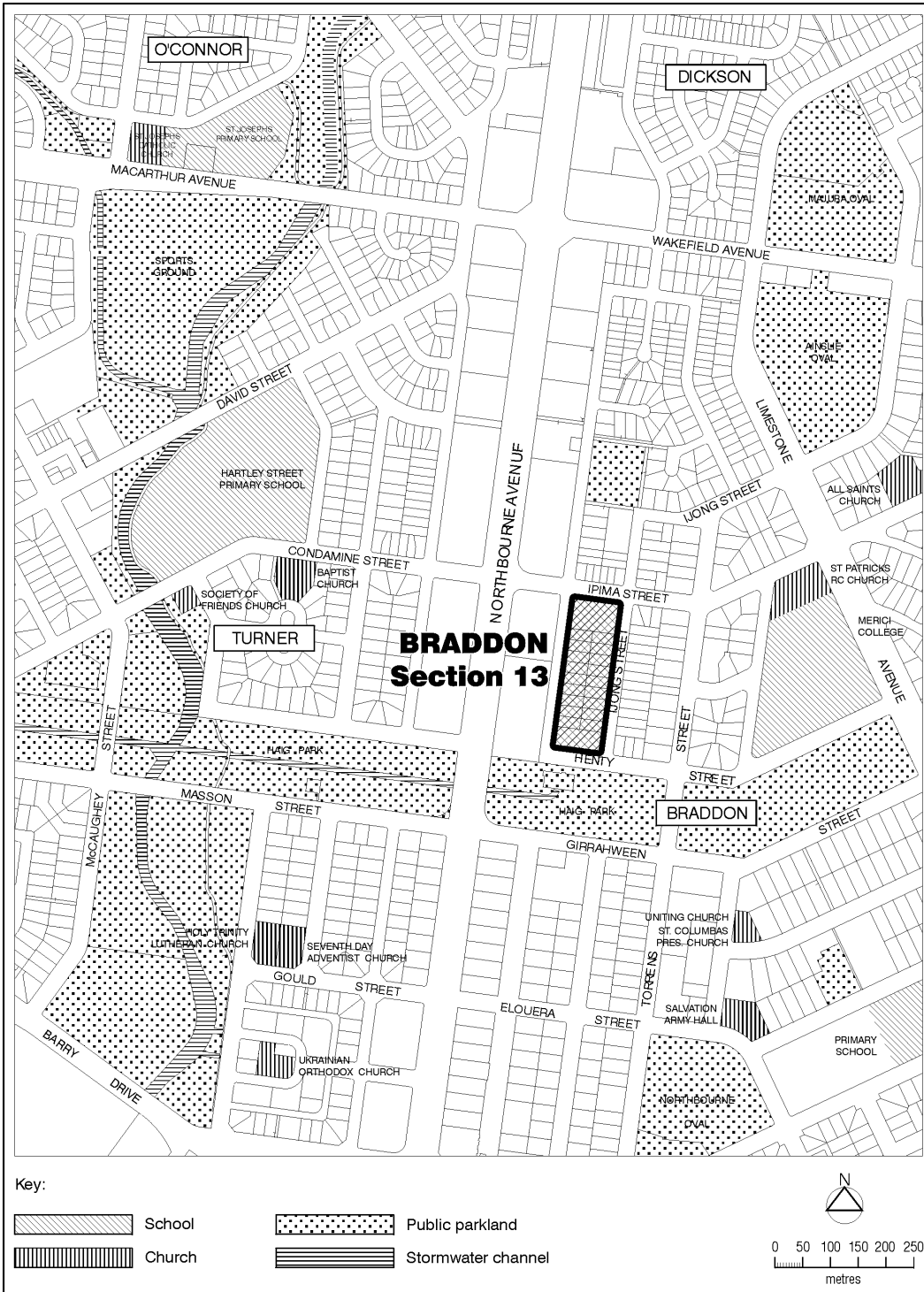
Interpretation

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.

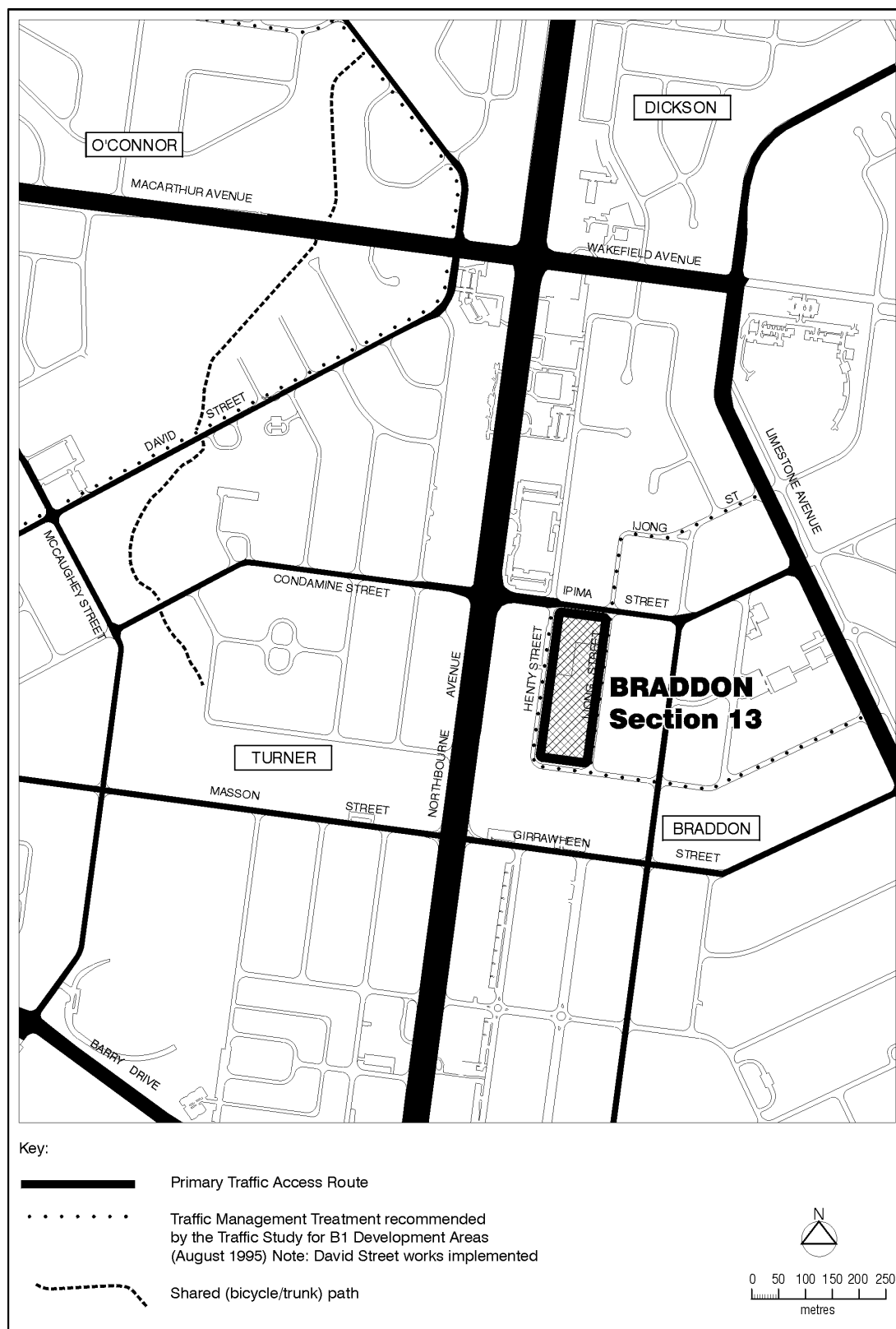
CONTEXT

Public amenities



The major immediate public amenities in this area are Haig Park (south), Saint Patrick’s Roman Catholic Church and Merici College (east), Ainslie Football Club/Majura Oval (northeast) and Northbourne Avenue (west) . The Braddon mixed use commercial area is located approximately 200 metres to the south.

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:

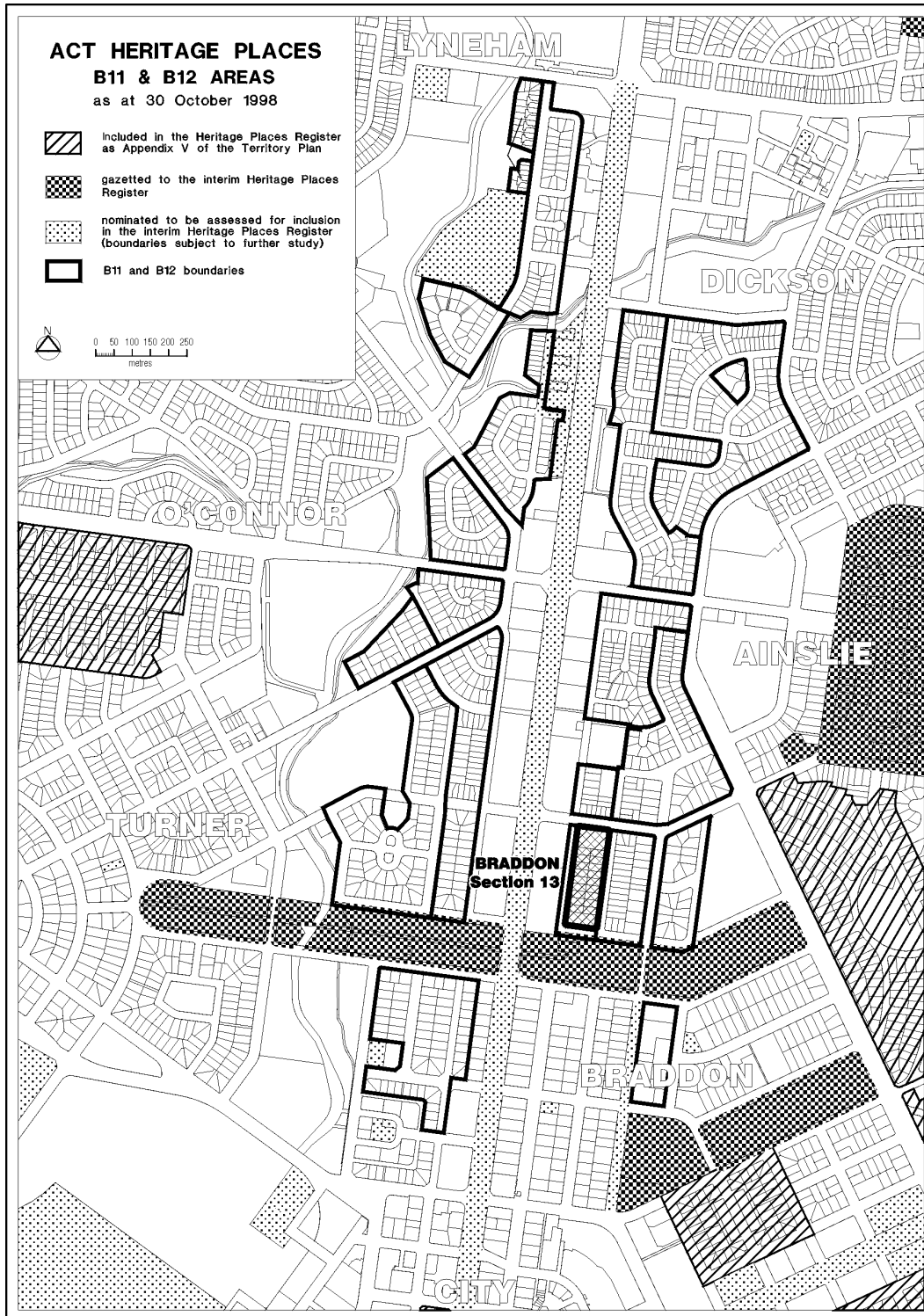
- “*Having a Say*” - Report on community consultation on the Gungahlin External Travel Study: Lansley, Hayes and Storer Pty Ltd (1989)

- 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 3, “*Community Value Statement for Ainslie, Braddon, Reid and Campbell*,” 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 the urban design principles outlined at Attachment C, and a number of the specific values held by the community for the area including:

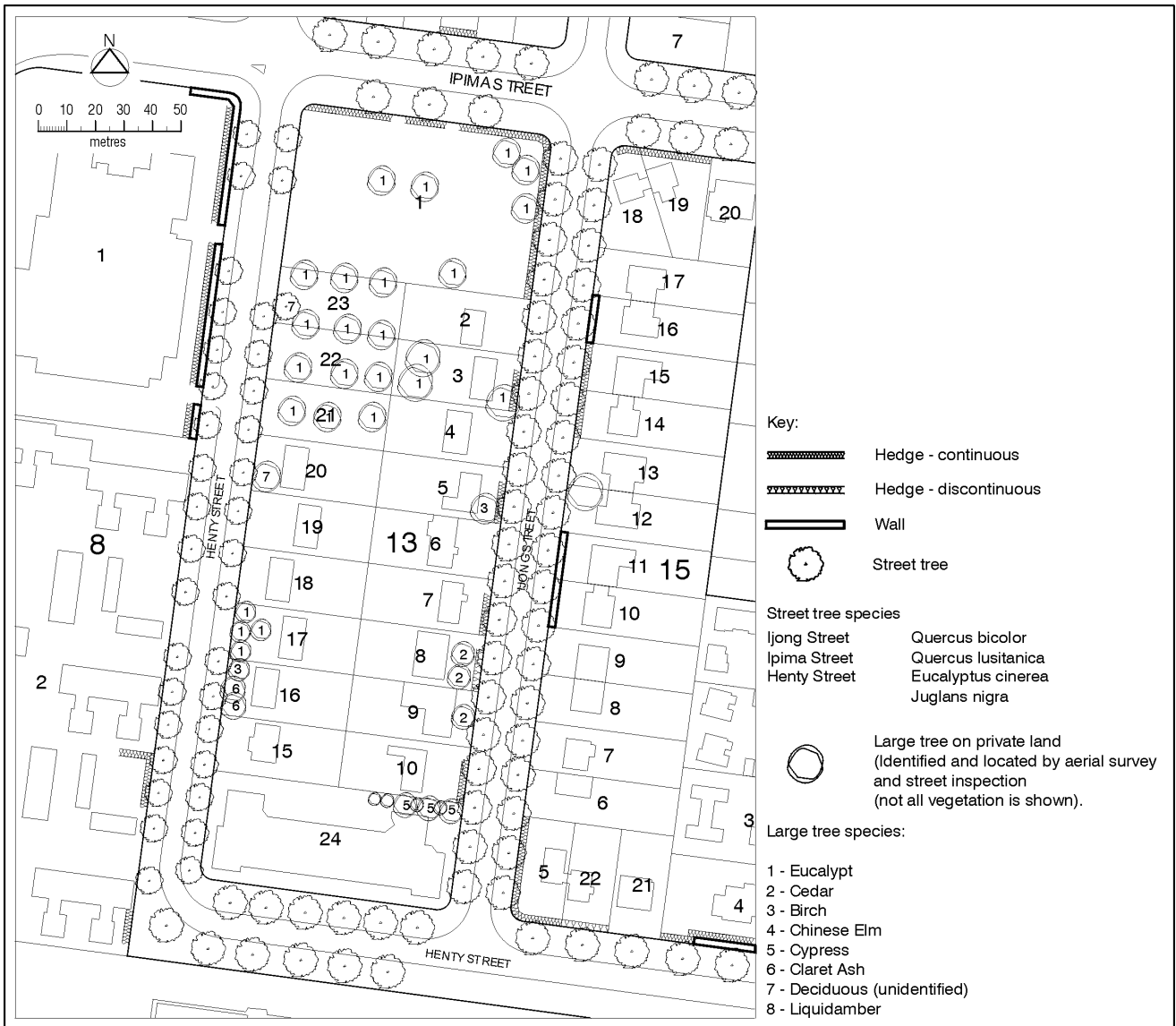
- *Community mix* - providing options for a range of dwelling types, sizes and locations, including variety of private gardens and private open space
- *Revitalisation of the suburbs* - encourages buildings to respond to existing built and landscape character. Sustainable building forms which address issues such as solar access, natural ventilation, energy efficiency, diversity, public amenity and safety, privacy are encouraged. Retention of amenity for lessees who do not wish to redevelop is addressed. Provides opportunities for a range of small scale commercial uses in appropriate locations.
- *Types and locations of residences* - encourages 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. Privacy between neighbours is addressed where appropriate.
- *Traffic* - minimising access to blocks along higher traffic volume roads, local area traffic management works and review of on-street parking provisions
- *Security* - encourages dwelling types which maintain individual privacy between residents while providing active frontages to streets and passive surveillance from dwellings over public land. Generally provides for improvements to lighting of public areas
- *Streets and accessways* - the importance of the public realm (streets, paths, public places) is reinforced. Upgrades in the movement system are identified (ie. pedestrian paths/crossings, cycle paths etc)
- *Shops* - facilitates through increased population support for existing local centres, while providing additional (limited) opportunities for further small scale commercial uses, in integrated developments
- *Public open space amenities* - identifies elements which support the existing local open space, such as passive surveillance, pedestrian paths and lighting upgrades, etc
- *Heritage* - identifies the heritage requirements for the area
- *Habitat (flora/fauna)* - landscape character and themes supported
- *Impact of Area B1 (B11 and B12) development* - supports the minimising of impacts on residential amenity to areas outside the B11 and B12 Areas.

Existing configuration



- Section 13 is bounded by Ipima Street to the north, Henty Street to the west and south, and Ijong Street to the east
- Haig Park is located directly to the south (across Henty Street). Northbourne Avenue is 100m to the west.
- There are 20 residential blocks. Fifteen blocks contain single detached dwellings, one a residential apartment development (Block 24) and four are currently used for public car parking (Blocks 1, 21, 22 and 23).

Existing vegetation



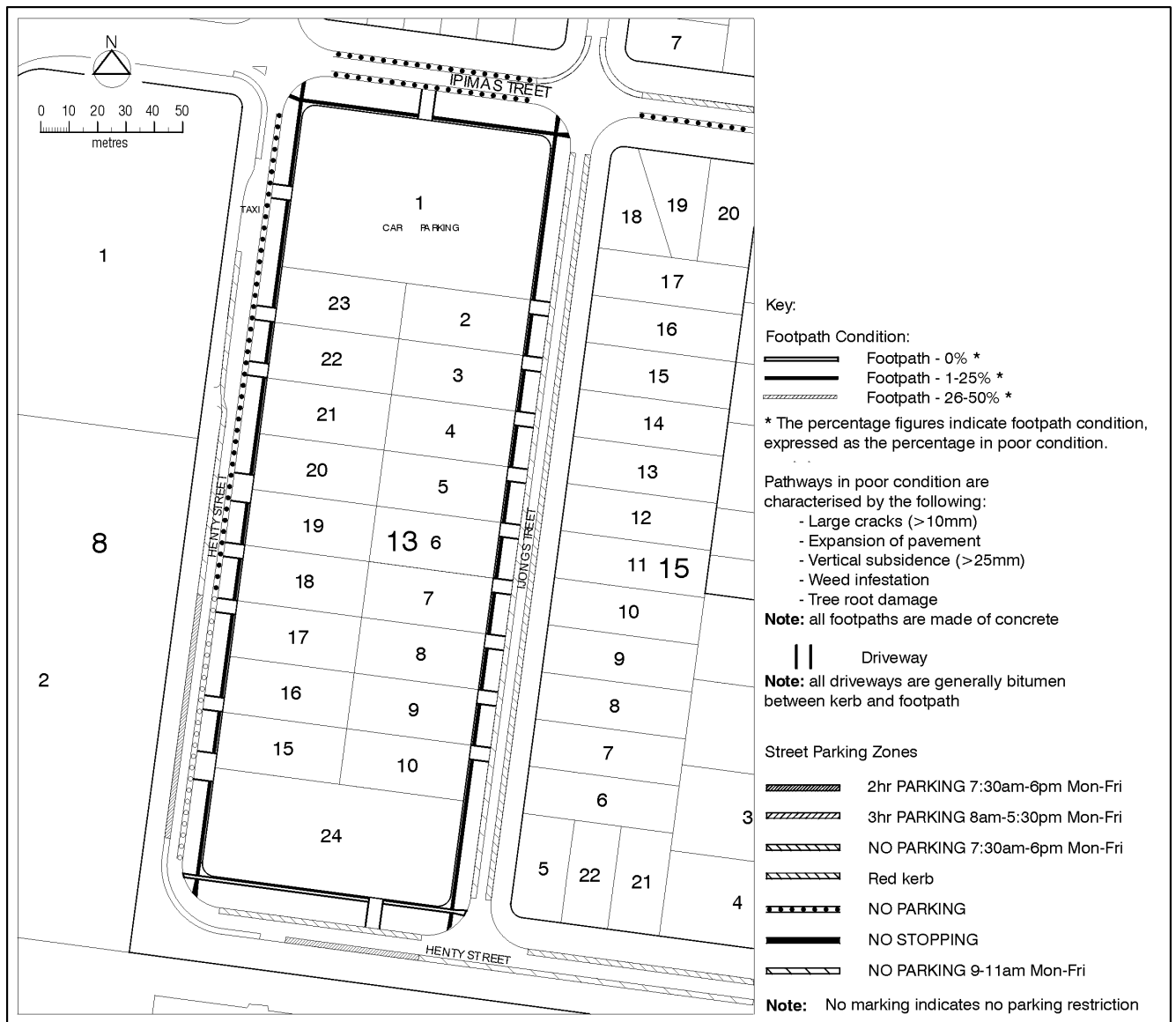
- Street trees are generally in good condition on the streets bounding the section. However, along Henty Street (west) there are some street trees which are small and/or in poor condition (*Juglans* sp.) and a number of missing street trees.
- Hedges provide an attractive frontage and privacy to a number of blocks

Existing hydraulic services & 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 some block boundaries.
- Street/pedestrian lighting is provided to streets surrounding the section.
- Overhead power lines exist in the centre of the section.

Existing driveways, footpaths and street parking zones



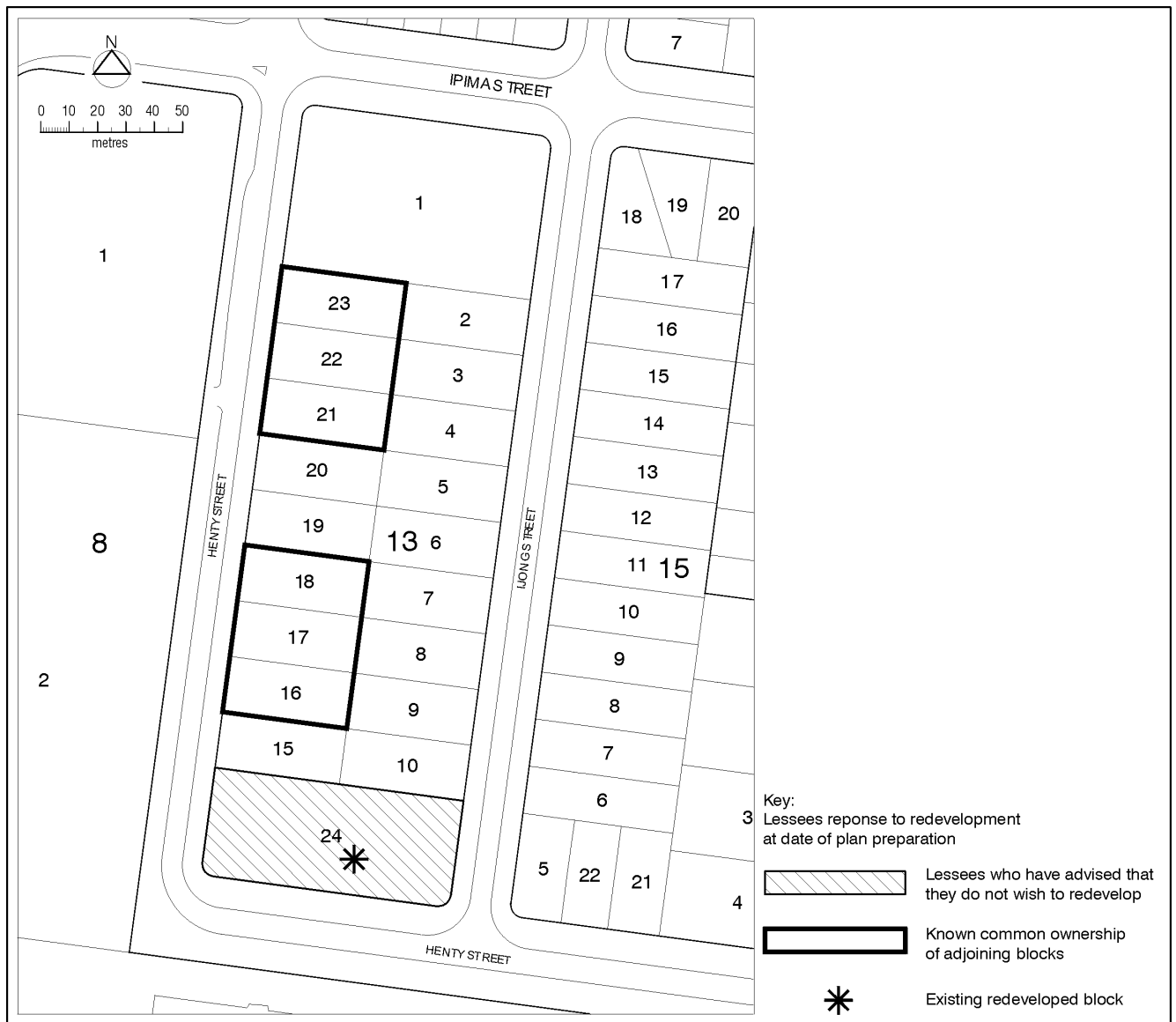
- The footpath to Henty Street on the southern edge of section 13 is in good condition.
- The footpaths to Ipima and Ijong Streets and Henty Street (west) have up to 25% poor condition.
- No Parking restrictions apply along both sides of Ipima Street, and along most of Henty and Ijong Streets. Some portions of Henty Street have a 2-hour parking restriction.
- A taxi stand is located near the intersection of Henty and Ipima Streets.
- A public car park is located at the north-western end of Section 13, which is accessed from Ipima Street and Henty street.

Block and street dimensions



- The block depths are generally around 44 metres, and frontages are around 20 metres (Blocks 1 and 24 excepted). All blocks are regular in shape.

Known lessee information



- Blocks 21, 22 and 23, and Blocks 16, 17 and 18 are in common ownership
- There are no existing attached dwellings in Section 10 (Block 24, a multi-unit development excepted).

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

IMPLEMENTATION

Design criteria

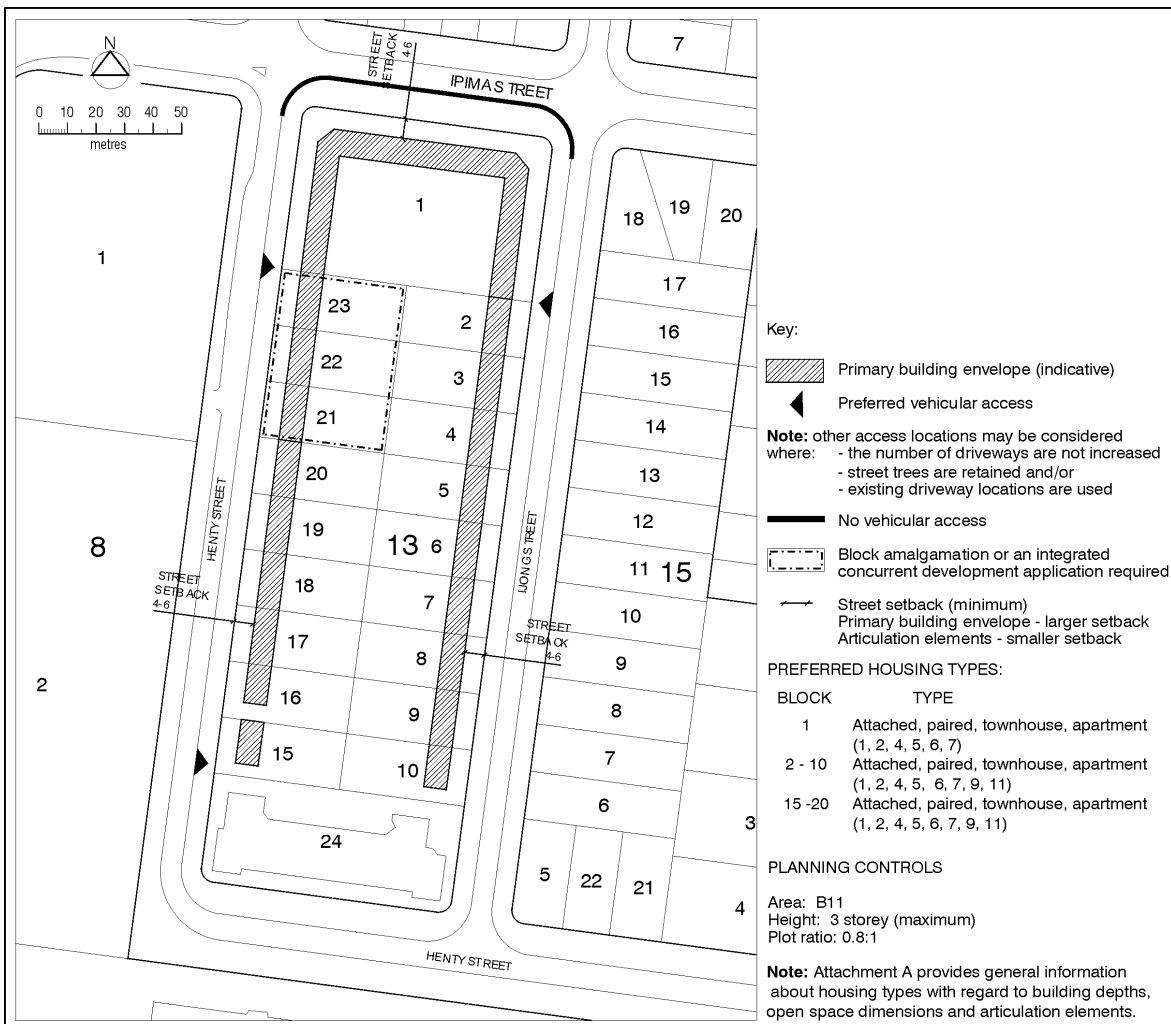
Specific provisions of this Control Plan are “Acceptable Standards” under the Code.

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
- Retain street trees
- Provide for planting and retention of medium to large trees with spreading crowns
- Provide passive surveillance of the street and Haig Park
- Utilise existing driveway locations for vehicular access where possible
- Restrict access from Ipima 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
- Establish an appropriate streetscape
- Provide a range of dwelling types on larger development sites.

Control Plan

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



- **Setbacks**

In general, the street setbacks have been established after consideration of issues such as existing building location, block orientation, likely private open space location, existing features (such as fences, trees and hedges etc). The two setback dimensions indicate the minimum setback and the minimum off-set to achieve vertical and horizontal articulation.

With regard to those lessees who have advised that they do not wish to redevelop, the following table sets out other minimum setbacks required for development proposals to these boundaries.

Section 13 Block	Acceptable standard
10	Setback to the southern boundary - GFL - 1.0m (min)* UFL (1) - 6.3m (min)** UFL (2) - 11.4m (min)**
15	Setback to the southern boundary - GFL - 1.0m (min)* UFL (1) - 6.3m (min)** UFL (2) - 11.4m (min)**
Notes:	Street setbacks are indicated on the Control Plan
	These setbacks apply only where there is written support for the proposal from the adjoining lessee, otherwise the Acceptable Standard A6.6.3 shall apply. Notwithstanding compliance with the above setbacks, the wall height and roof pitch of buildings shall minimise the overshadowing impact on adjoining blocks.
	Except where otherwise stated the Code applies
	Differences in building height between existing dwellings on the adjacent block and dwellings in new development (closest to those existing dwellings) are not more than one storey when viewed from the street, for the full length of the block.
	The above requirements (setback and building 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**

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 use and employment etc.

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

This section is located in close proximity to:

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

In addition, the section has:

- good access to public transport
- some on-street parking restrictions to bounding streets, and
- generally a low vehicle speed environment.

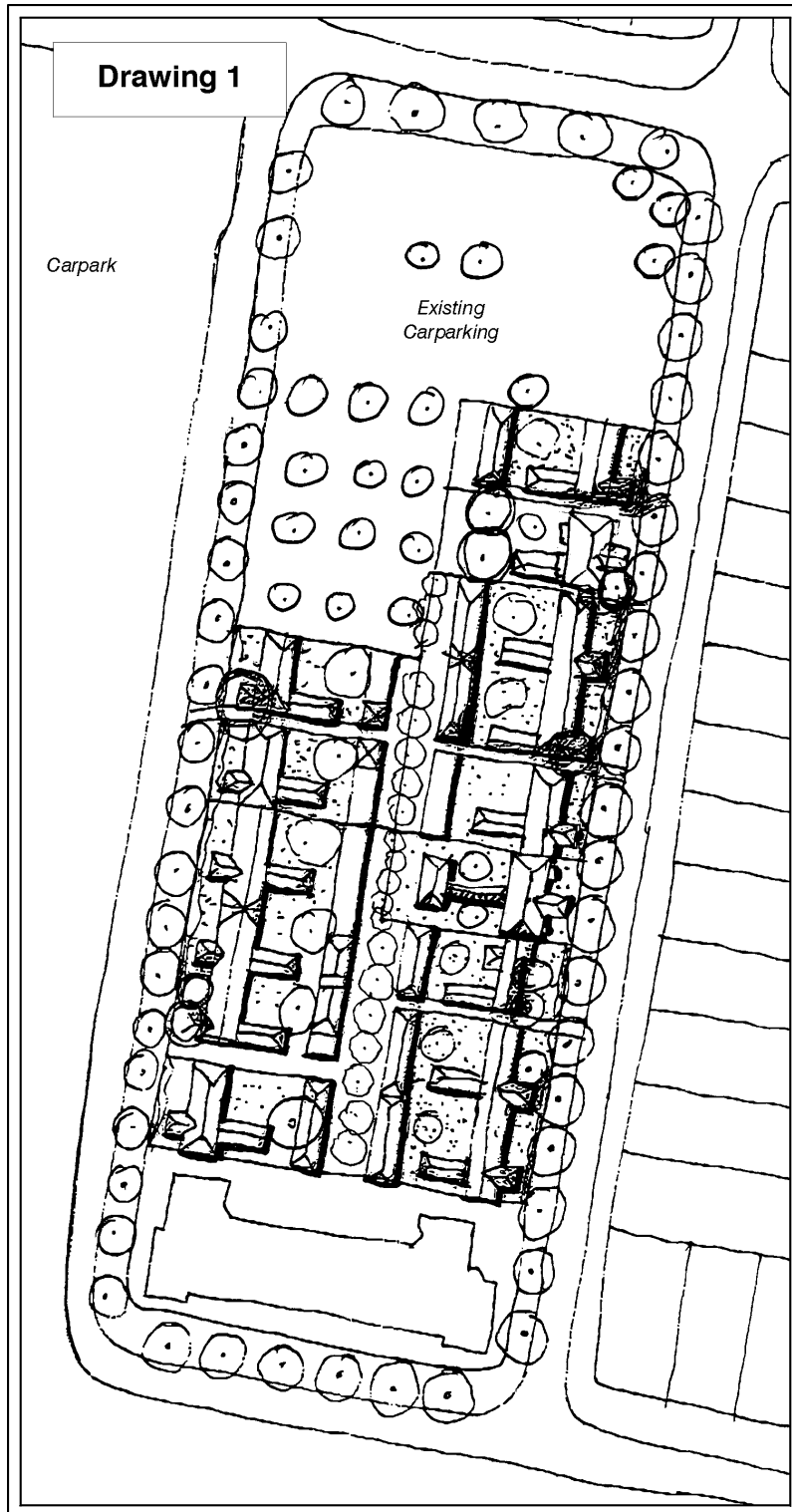
These factors are considered to demonstrate that the objectives of the draft ACT Parking and Vehicular Access Guidelines are met by the following provision:

Resident parking (minimum)

- 1.0 space/unit for single bedroom dwellings (*this provision rate is consistent with the draft Guidelines*)
- 1.5 spaces/unit for dwellings with two or more bedrooms (*draft Guidelines provision rate is two spaces*), or
- 1.25 spaces/unit for two or more bedroom units if provision for more than one space is to be shared (*draft Guidelines provision rate is 1.5 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*)

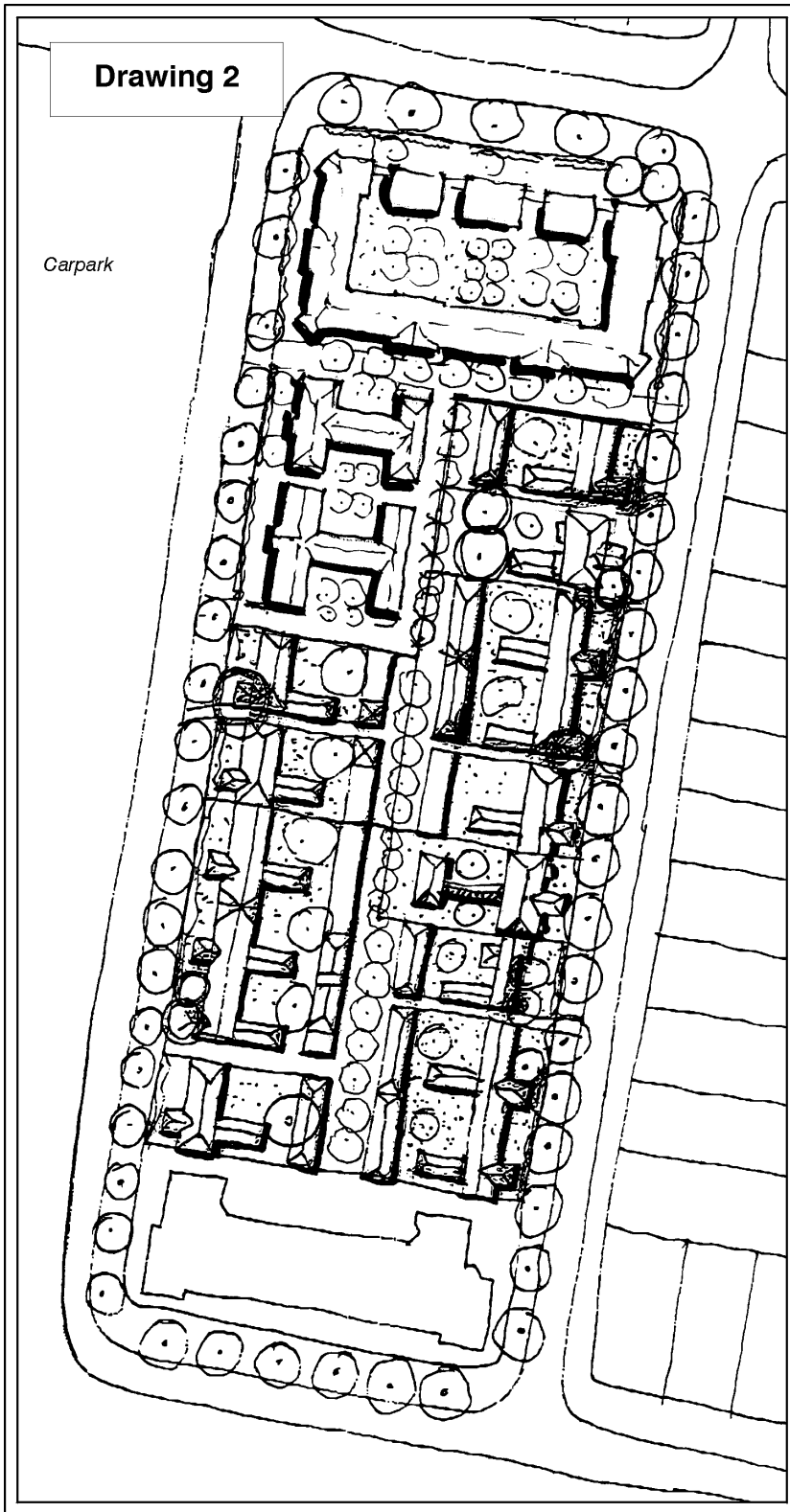
- **Block amalgamation or Integrated Development requirements**
The Control Plan generally allows any block to be redeveloped at any time.
- **Housing Mix**
On sites larger than 4000m² a range of dwelling type and sizes are to be provided (ie one, two and three bedroom apartments and townhouses).
- **Shared 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 are available to developments subject to the provisions of draft Variation to the Territory Plan No:139 and which address either Ipima Street or Henty Street (south).

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.

- The footpaths to Ijong, Ipima and parts of Henty Street are to be replaced (minimum 1.5m wide)
- The streetlights are to be upgraded
- Street trees generally are in good condition and are to be retained. However, some street trees around the section are in poor condition (*Juglans sp.*) or missing, new trees are to be established
- Short stay parking (two to three hours) traffic control devices are to be installed to the satisfaction of the relevant authority
- 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.

Hedges (which may include gates) should be retained. Establishment of further hedges are encouraged. 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.

Basements entries

Basement entries are preferably located away from the street frontage so as to limit 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.