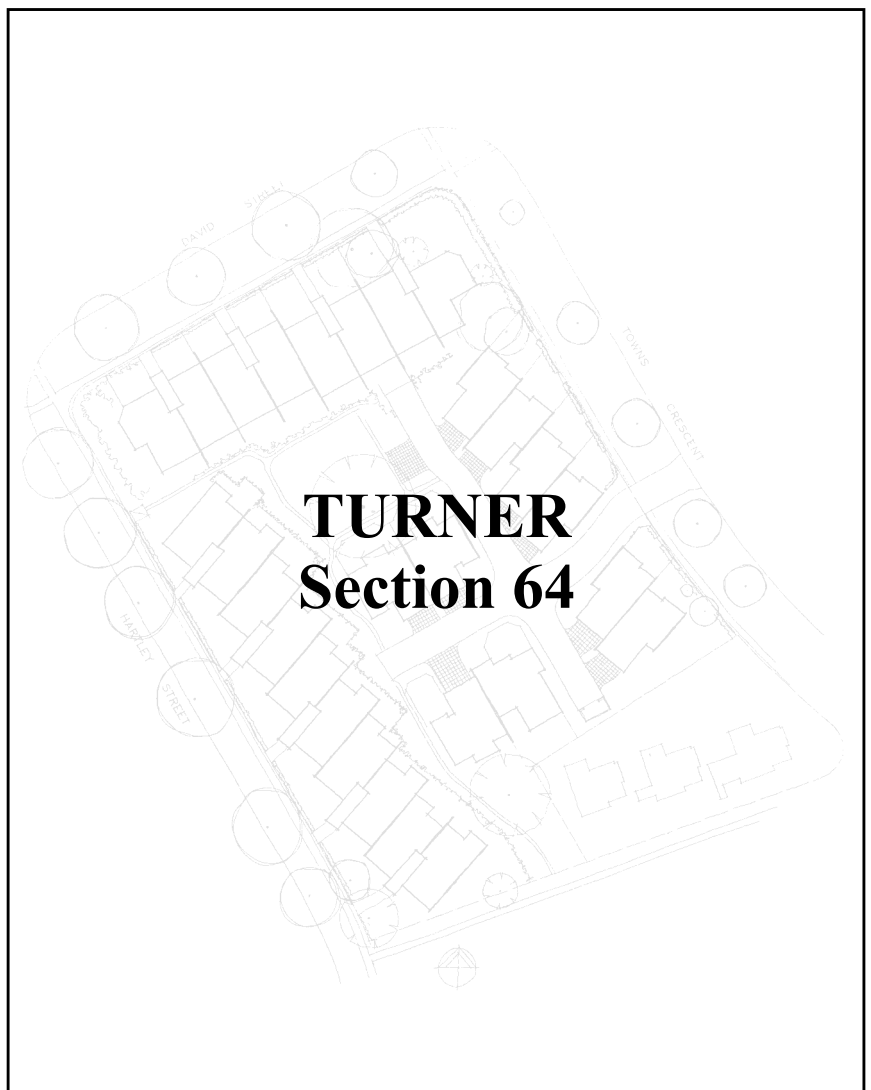

SECTION MASTER PLAN



SMP No. 99/7721



Planning and Land Management
February 2000



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INTRODUCTION

The Section Master Plan is a comprehensive, integrated plan for the renewal of Section 64, Turner (Residential Area B12). 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 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 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.

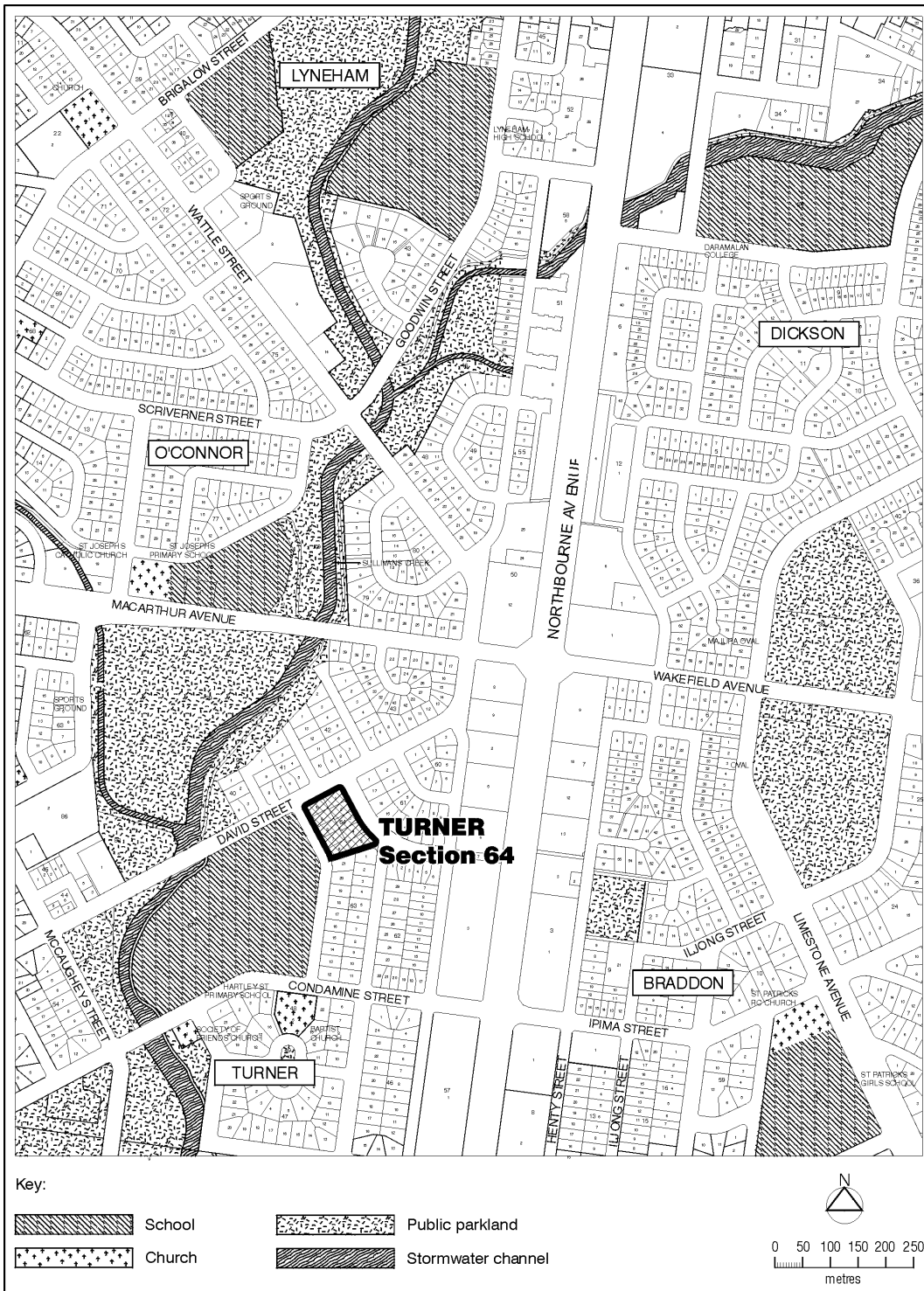
Interpretation

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.

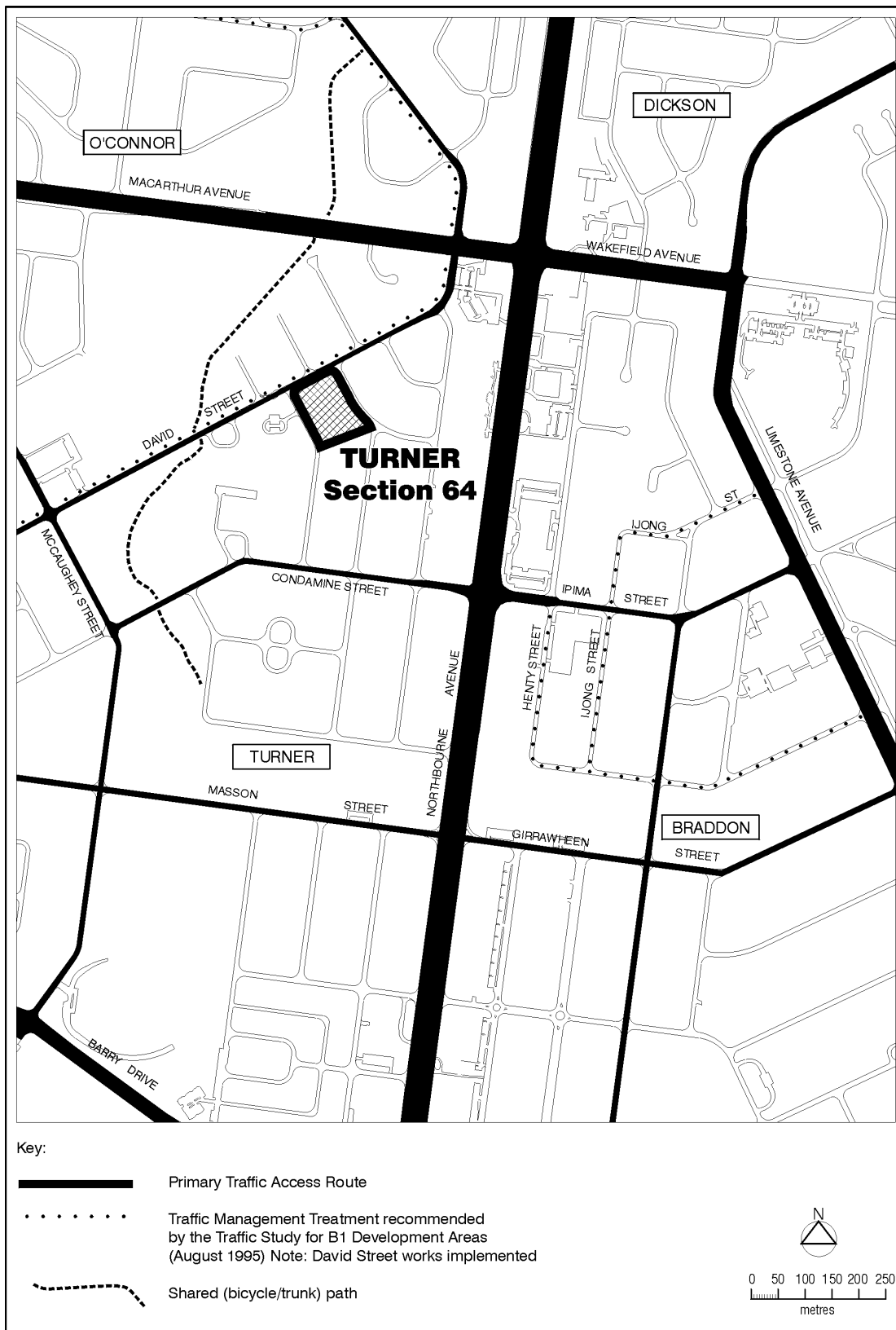
CONTEXT

Public amenities



The Sullivans Creek open space corridor is an important recreation focus for the area. 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 close 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:

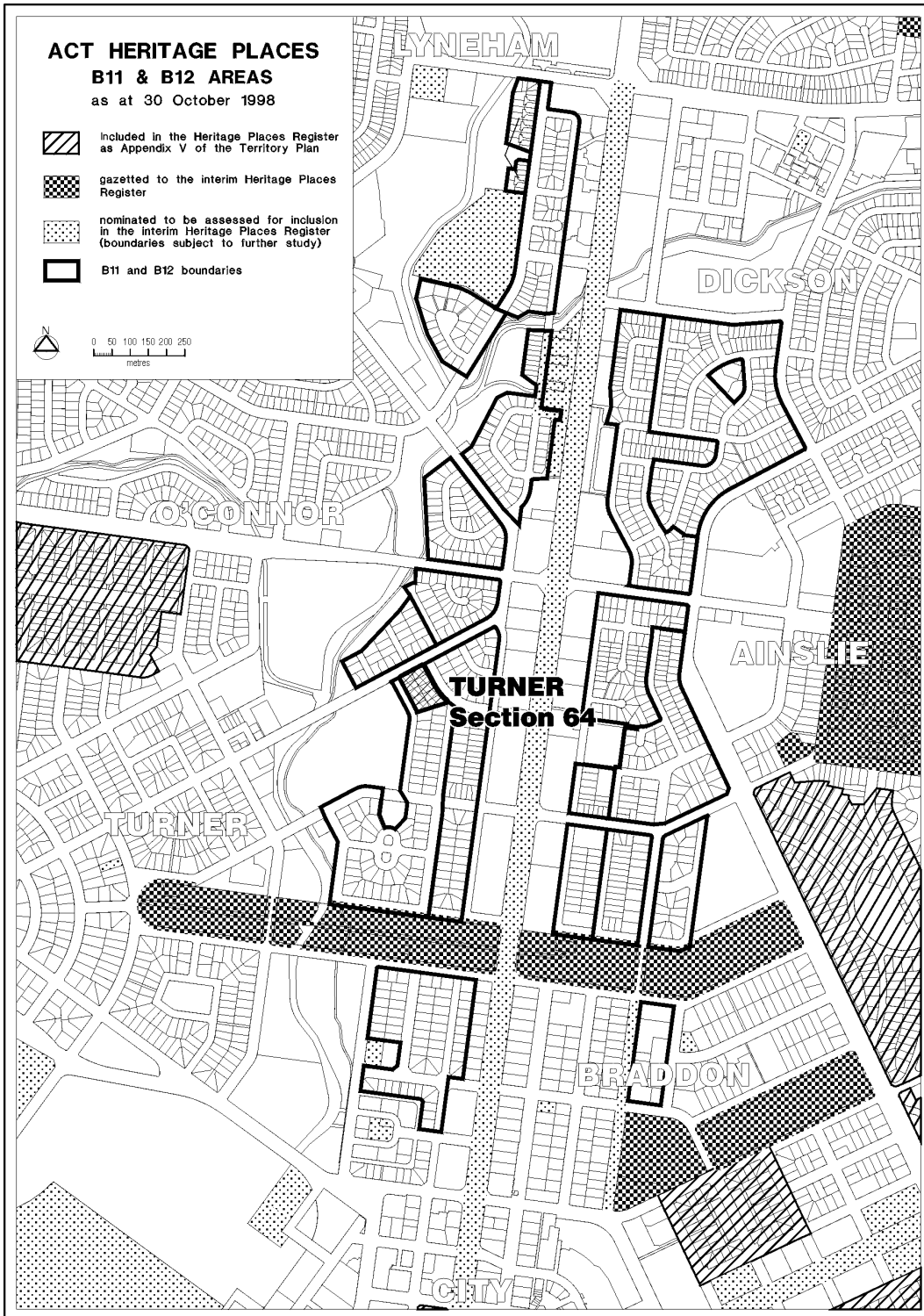
- “*Having a Say*” - Report on community consultation on the Gungahlin External Travel Study: Lansley, Hayes and Storer Pty Ltd (1989)

- 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 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

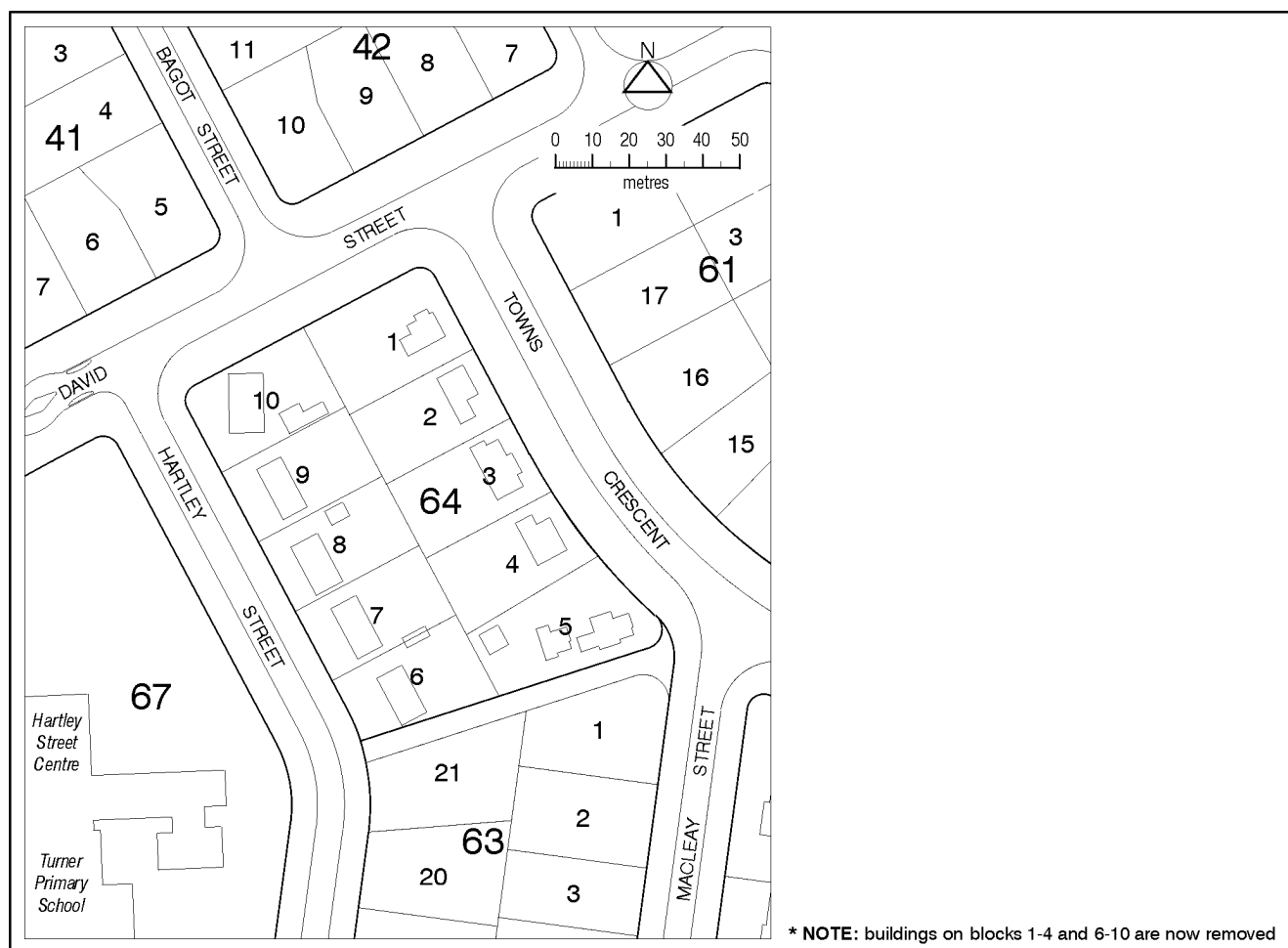
This section master plan has been prepared in the context of the Local Area Planning Advisory Committee (LAPAC) Area 1, “*Community Value Statement for Turner, O’Connor and Lyneham*” 1996 (Note: while the boundaries of the LAPAC’s in north Canberra have changed, this Community Value Statement is still 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 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 64 is bounded by David Street to the north-west, Towns Crescent to the east, and Hartley Street to the west. Block 5 has been redeveloped and accommodates three aged persons units.

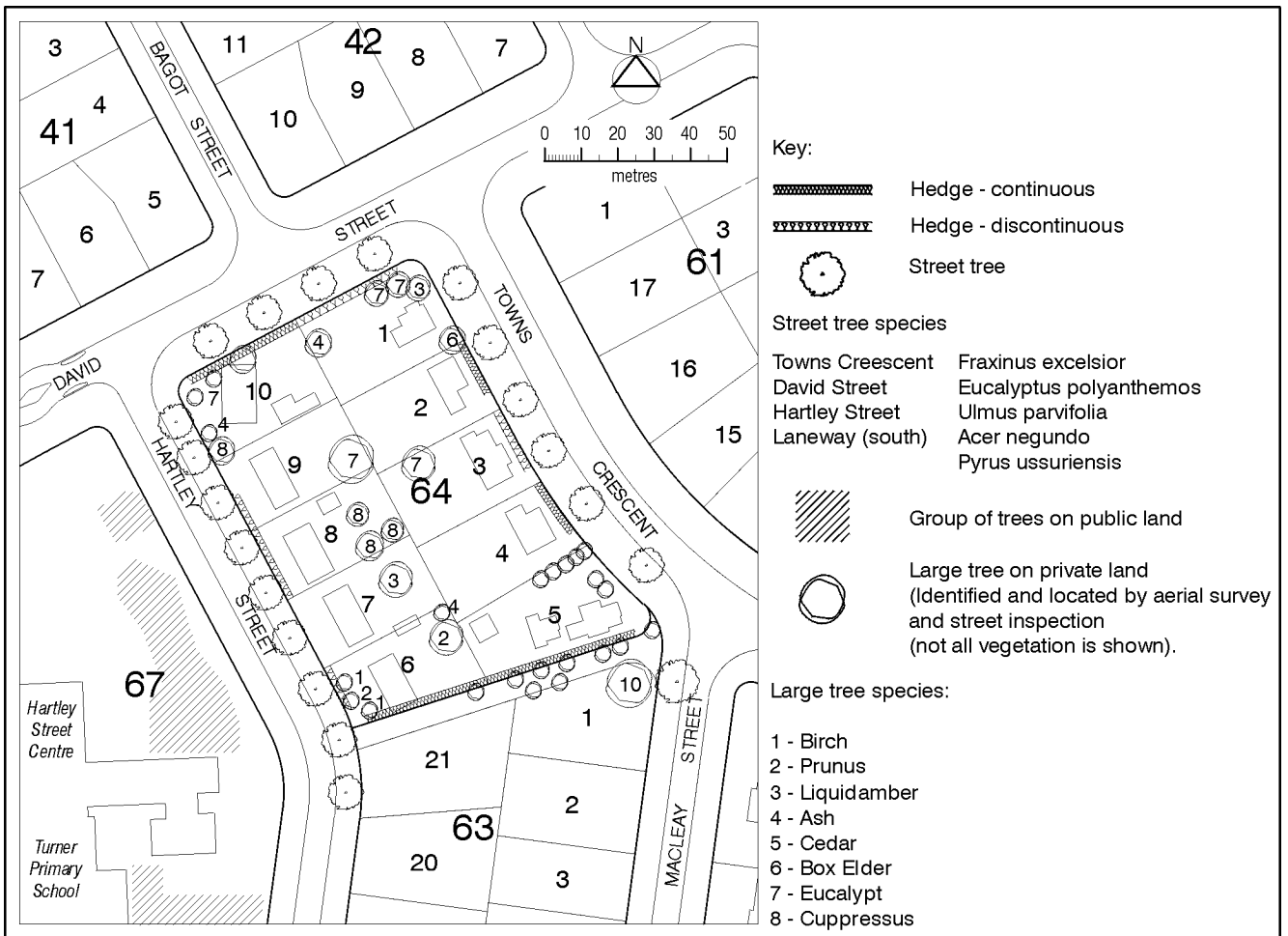
A public laneway divides this section from the adjoining section (Section 63) to the south. Existing development beyond the site comprises mainly standard detached houses to the north, east and south of the site. The suburb generally is undergoing change comprising house renovations, redevelopment of existing houses for dual occupancy use and multi dwelling developments.

The section is located across the road (Hartley Street) from the Turner Primary School, Hartley Street Pre-School and approximately 100 metres from the Sullivans Creek reserve. David Street and the Turner Primary School are the major urban elements adjacent to this section.

David Street carries through traffic and contains Local Area Traffic Management devices and Hartley Street bounds the Turner Primary School

There are 10 blocks in Section 64. Nine blocks recently contained single dwellings (now relocated) and there is one multi-unit development on Block 5 (aged persons accommodation).

Existing vegetation

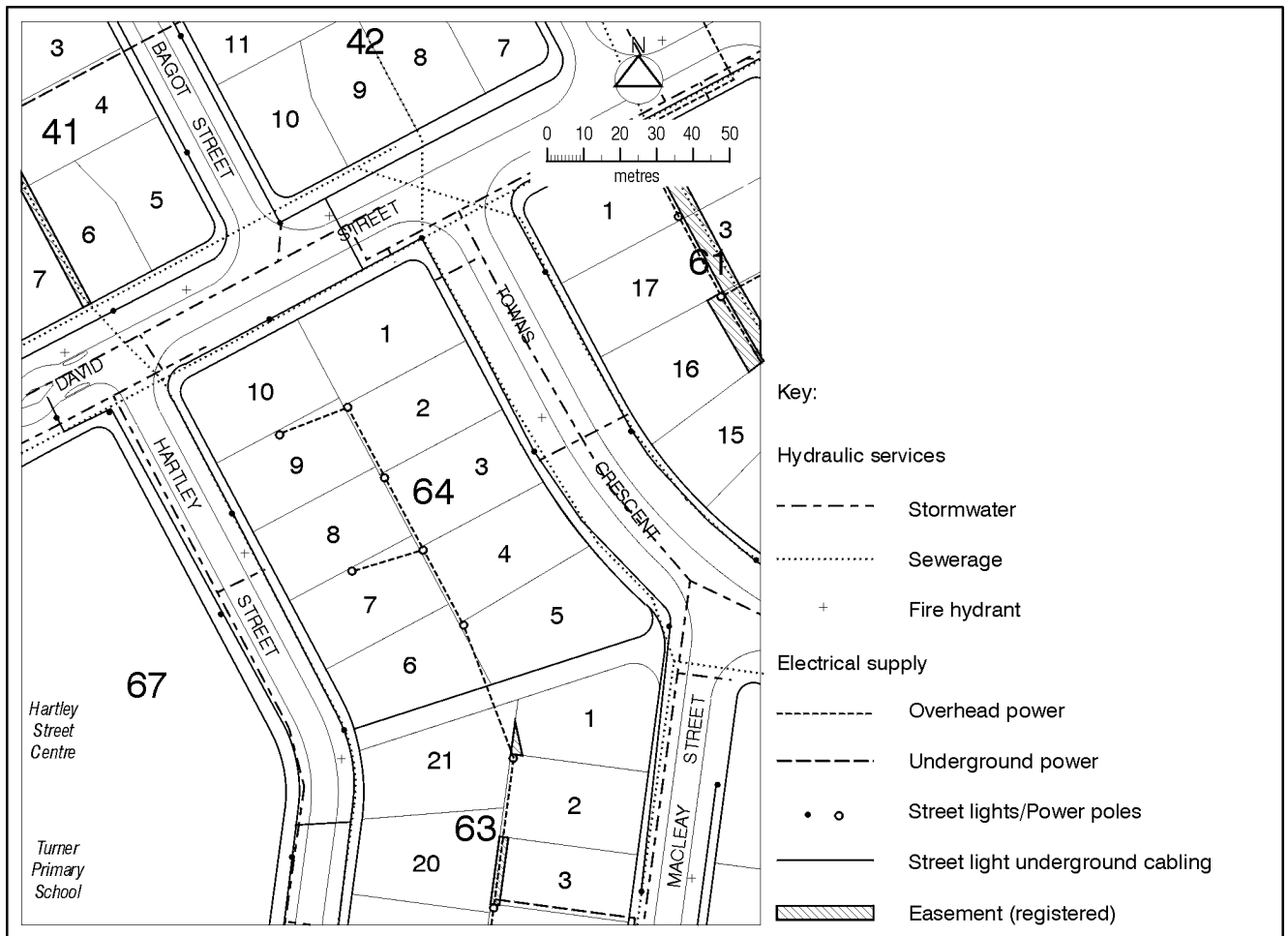


Street trees are generally in good condition on the streets bounding the section. However, several trees along Towns Crescent are in poor condition or missing along Hartley Street.

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

Note: Indicative locations only.

Existing hydraulic services and electrical supply



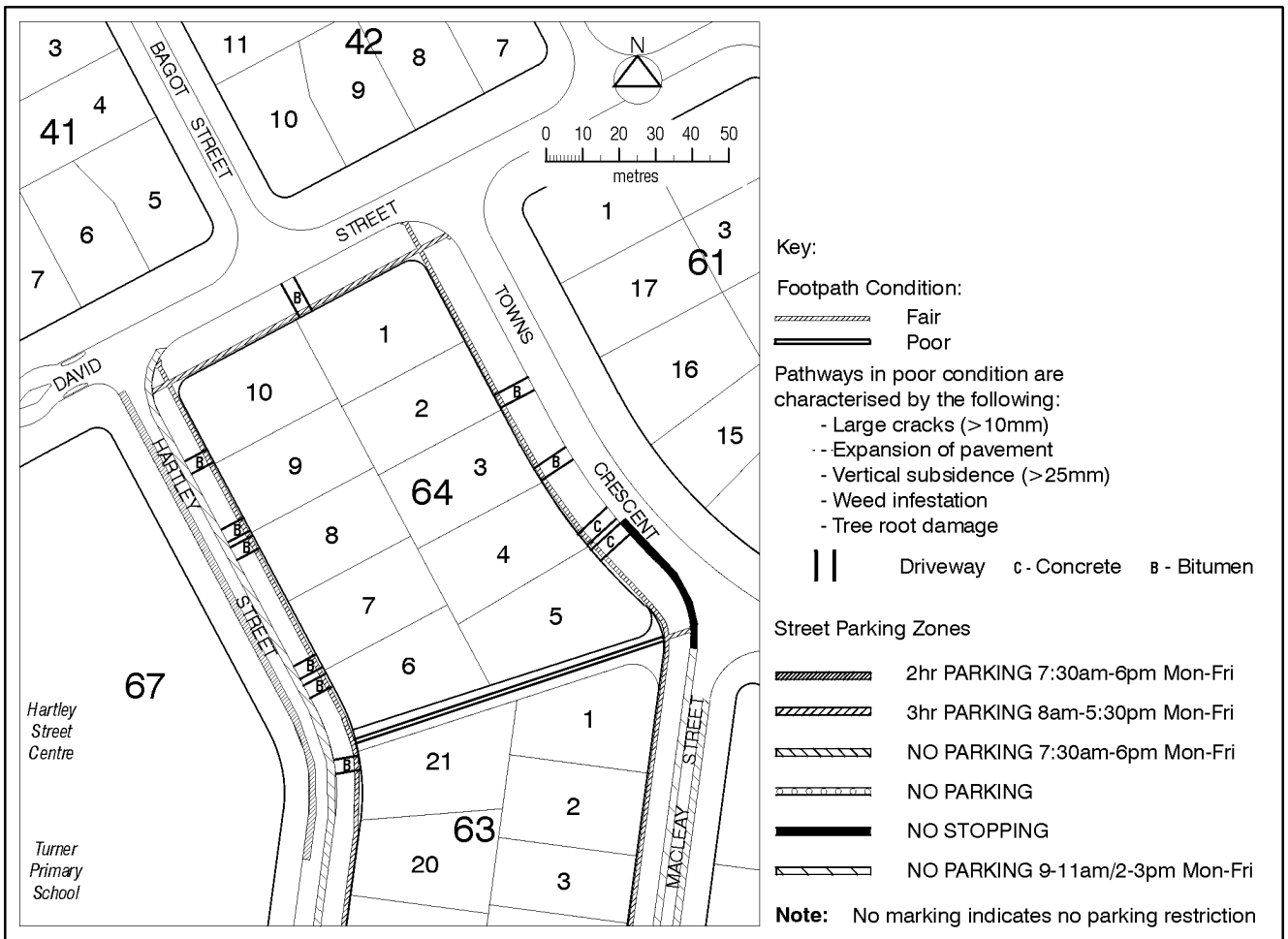
Stormwater and sewerage are provided to the section.

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 footpath to David Street is in good condition.

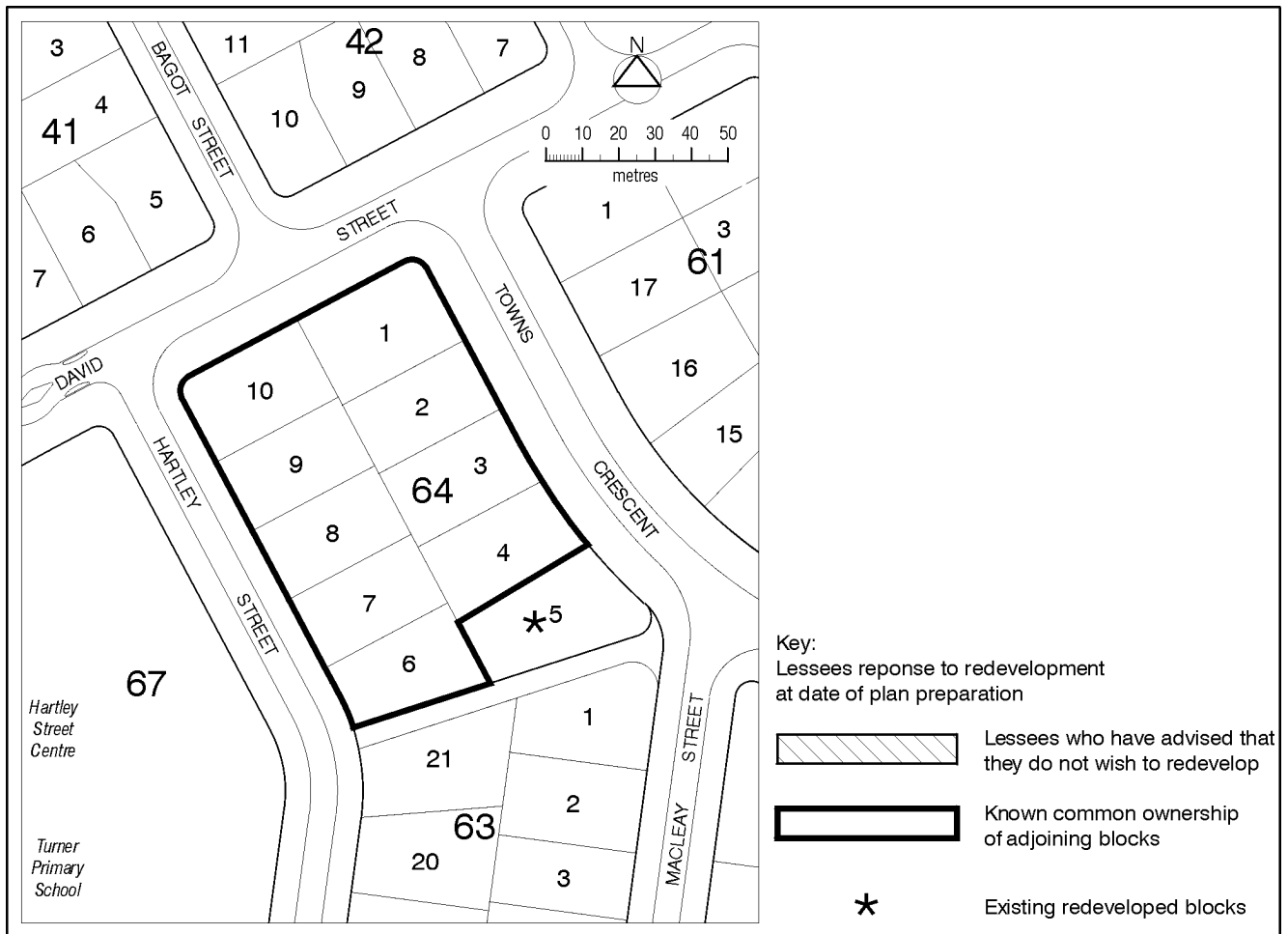
The footpath to Towns Crescent, Hartley Street and the southern lane have up to 25% poor condition.

Unrestricted street parking is generally available along Towns Crescent and David Street.

Parking restrictions apply along Hartley Street.

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

Known lessee information



Blocks 1 to 4 and 6 to 10 are in common ownership.
 The three units on Block 5 are in common ownership.

The development outcome drawing take into account this information and indicates a possible development outcome for these blocks.

IMPLEMENTATION

Design criteria

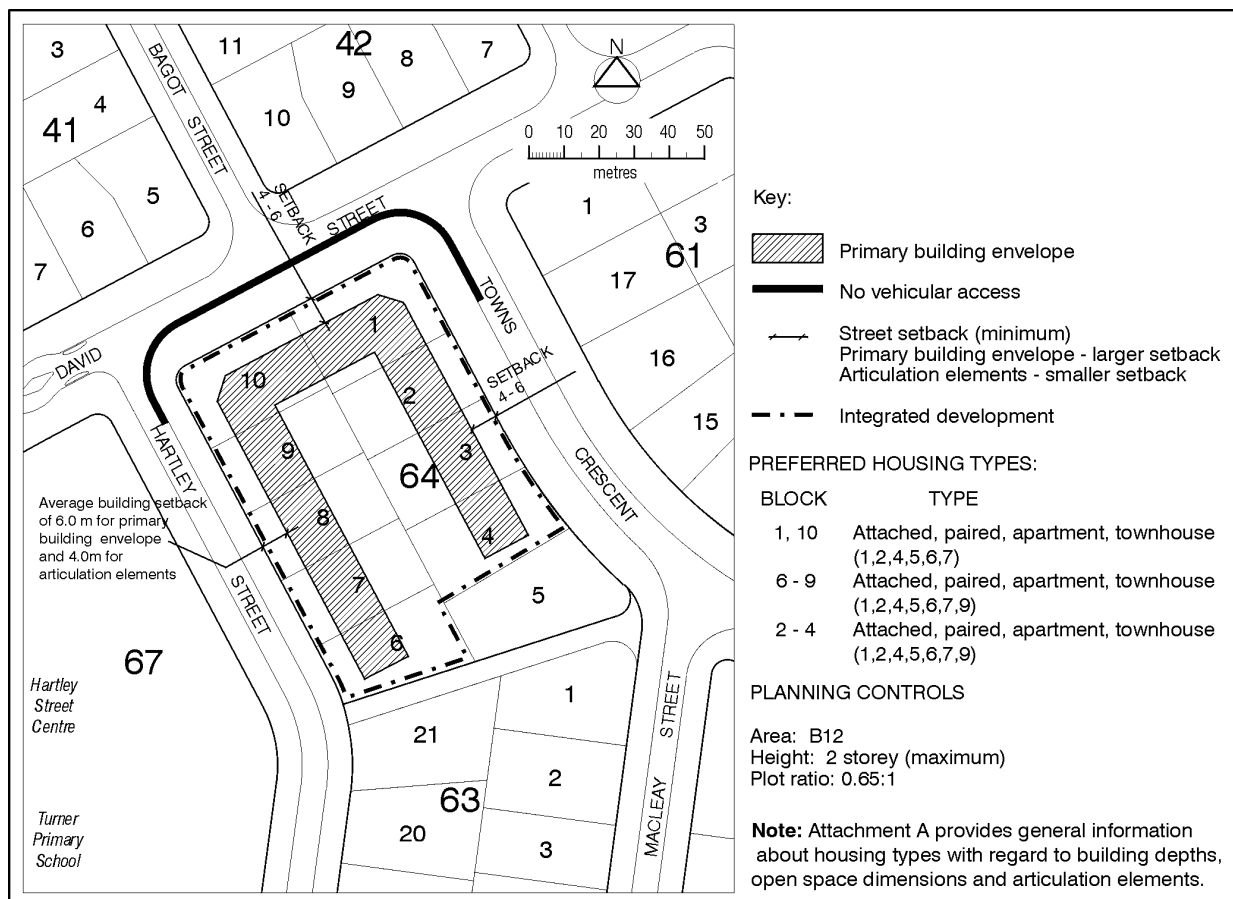
Specific provisions of this Control Plan are “*Acceptable Standards*” under the Urban Housing Code.

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

- Protect the amenity of residents on Block 5
- Provide passive surveillance of the street
- Restrict access from David Street.
- Retain street trees
- Provide for planting and retention of medium to large trees with spreading crowns
- Utilise existing driveway locations for vehicular access where possible
- Avoid garages dominating the street frontage
- Maximise street address for new dwellings
- Require dwelling entries to face the street
- 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**

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

The following table sets out other minimum setbacks required to the boundaries of those lessees who have advised that they do not wish to redevelop. These setbacks are considered to meet the Performance Criteria of the Code (Daylight and Sunlight provisions - Section P6.6), and can be applied subject to the documented support of the adjoining lessee .

Section 64 Block	Acceptable standard
4	Setback to the southern boundary - GFL - 1.0m (min)* UFL - 4.8m (min)**
6	Setback to the eastern boundary - GFL - 1.0m (min)* UFL - 4.5m (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.

- **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**

Nine of the existing ten blocks are in common ownership. Notwithstanding, this the Control Plan generally allows any block to be redeveloped at any time. However, the expectation is that these nine blocks will be amalgamated and redeveloped at the same 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:

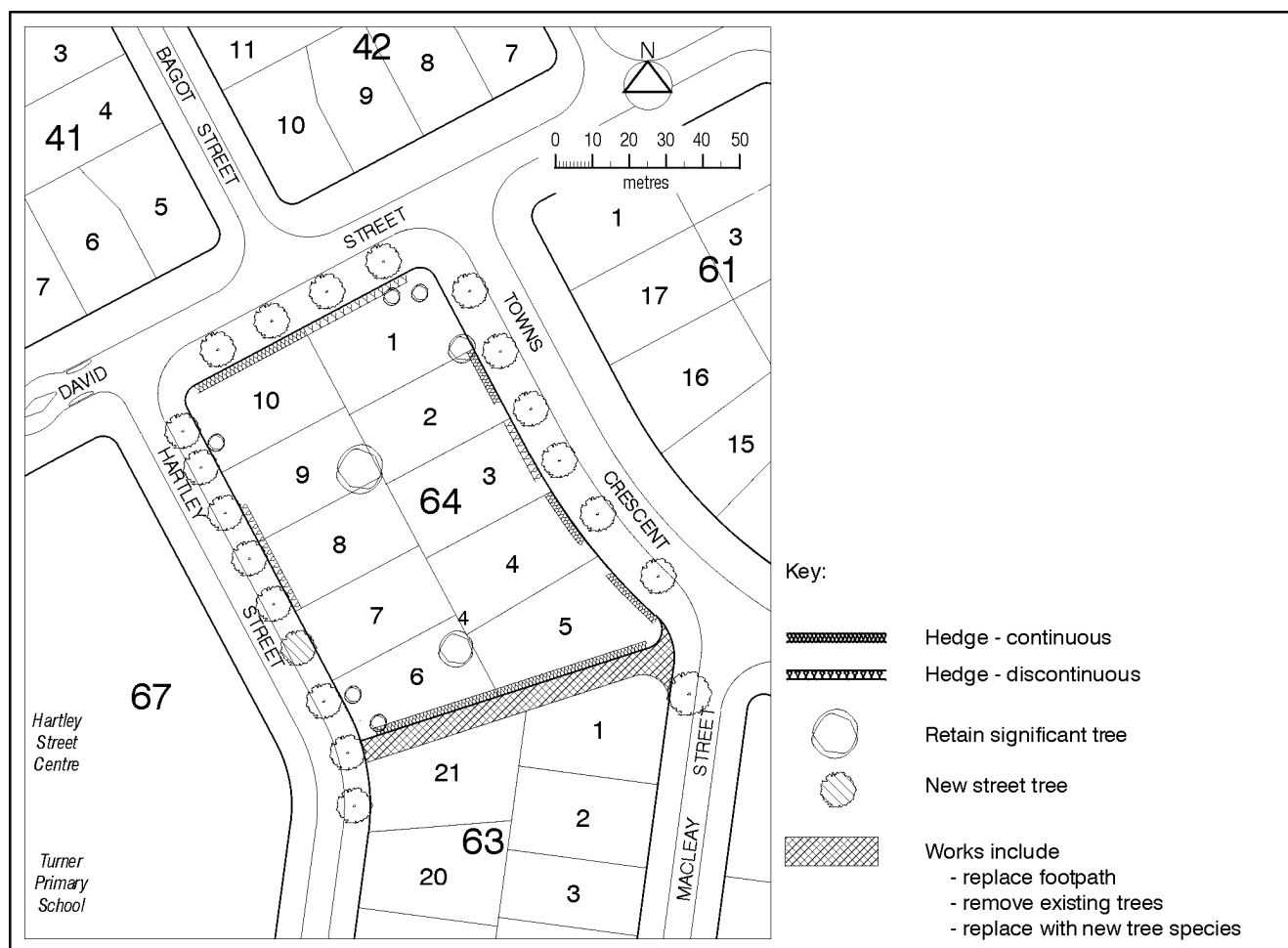
 - be consistent with the Control Plan
 - vary their lease(s) to include clauses which address issues such as, elements to be provided (eg. lighting, landscaping), easements, access and maintenance.

Development outcome drawing



The above possible development outcome drawing illustrates a possible outcome for the section when all the blocks are redeveloped, with consideration that nine of the existing ten blocks are in common ownership and the outstanding block (Block 5) has already been 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.

- Sections of the footpaths to Hartley Street, David Street Towns Crescent and the southern laneway are to be replaced
- Streetlights are to be upgraded
- Short stay parking (two to three hours) traffic control devices are to be installed to the satisfaction of the relevant authority
- Street trees generally are in good condition. However, there are some street trees along Towns Crescent, which are in poor condition. In addition, the street trees along Towns Crescent are trees are too widely spaced for their size and the scale of the street. Canberra Urban Parks and Places (DUS) would support a species change, subject to resident consultation.
- 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.

Basements 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.