

Jamison

GROUP CENTRE ~ MASTER PLAN

2002



PALM

PLANNING AND LAND MANAGEMENT

URBAN PROJECTS ~ PLANNING AND LAND MANAGEMENT

CMP No.20006838

July 2002

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PART A

INTRODUCTION

The Need for a Master Plan

The development of Jamison Group Centre began in 1969. It was the first group centre and the major commercial area for Belconnen until development began on the Belconnen Town Centre in the mid 1970s.

Established over 30 years ago, Jamison needs to plan ahead for some significant proposals. A number of issues generated the need for a master plan, including:

- the upgrade of public spaces under ACT Government's Precinct Management Program;
- the proposed redevelopment of the Jamison Inn site;
- the release of vacant Territory land in the centre for possible residential or mixed-use development;
- enquiries from business interests and investors regarding availability of land; and
- the need to maintain Jamison's competitive position in the changing retail sector, particularly in recognition of the initiatives contained in the Belconnen Town Centre Master Plan.

The master plan establishes a framework for guiding sustainable growth and rejuvenation of the centre over the next 10-20 years.

To implement the master plan, a variation to the Territory Plan is required. The master plan forms the basis for the preparation of the variation.

Consultation on the Master Plan for Jamison

Throughout 2000 and 2001, Planning and Land Management (PALM) undertook consultation with residents, businesses and community groups in relation to preparation of the master plan for Jamison. A summary of the issues raised before preparation of the draft master plan is provided in the consultation report (see Part D).

A number of key issues were raised including:

- access for pedestrians and cyclists, particularly the disabled and elderly, is difficult;
- lack of 'openness' of the centre;
- safety issues relating to uneven pavements, lighting and toilets;
- lack of cafes, restaurants and meeting places;
- the need for more residential development close to the centre; and
- the importance of retaining easily accessible car parking.

The issues raised enabled a vision for the future of Jamison to be prepared.

Community Vision for Jamison

The community vision for Jamison is to reinvigorate and revitalise the centre to achieve a new image, and to become an outward looking centre that is highly visible and accessible from its potential catchments. The centre must become an inviting, attractive and safe place for the whole community.

This vision will be reinforced in the master plan principles by:

- enhancing visual, pedestrian, cyclist and vehicular connections;
- encouraging the day and night vitality and the perception of a ‘people-filled’ centre;
- allowing future generations to enrich the public spaces and create new places;
- retaining the easily accessible car parking at the centre;
- maintaining a competitive position for the centre in the changing retail sector;
- encouraging social and cultural interaction by supporting a range of activities in the public spaces; and
- defining streets, parks and other public spaces by human scaled, robust building forms that are responsive to climate and energy efficiency.

PART B

THE MASTER PLAN

Objectives

The Jamison Group Centre is subject to the provisions of the Commercial 'C' (Other Group Centres) Land Use Policies of the Territory Plan. The objectives of these policies are to:

- A** make flexible provision for a wide range of shopping, community, recreation and business facilities serving predominantly the surrounding or nearby suburbs;
- B** provide opportunities for specialised commercial activities and other facilities serving a wider ACT market, as well as medium and higher density residential development;
- C** support a competitive and sustainable retail sector within the ACT which can respond effectively to changing circumstances;
- D** encourage investment and expand local employment opportunities;
- E** ensure convenient access to centres, quality development of an appropriate scale and character, and enhanced environmental amenity;
- F** capitalise on the distinctive qualities and potential of individual centres; and
- G** promote an efficient urban structure.

Planning and Urban Design Principles

PATTERN OF CIRCULATION

Visual, pedestrian, cyclist and vehicular connections will be enhanced by:

- improving road connections into the centre to make it more accessible from the surrounding road network;
- providing clear, safe and improved pedestrian connections into the centre for all user groups, taking into consideration the ageing of the catchment population and the special access needs of all disability groups;
- promoting safety and surveillance of public spaces by increasing activity levels, diversifying land uses, introducing resident population, improving visibility into public spaces, improving lighting, and redesigning ambiguous spaces to make them clearly public or private;
- providing a highly connected street system for traffic efficiency with traffic management to protect the safety and amenity of residents, cyclists and pedestrians;

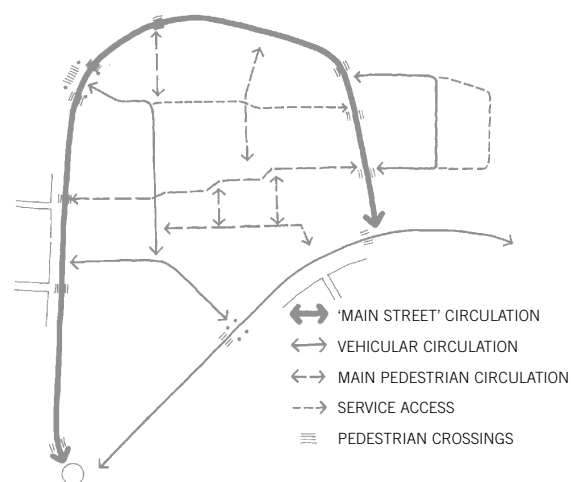


FIGURE 1 ~ Pattern of Circulation

- providing continuous active and address frontage, preferably with awnings, to promote centre vitality and pedestrian amenity; and
- introducing a range of traffic calming devices including carriageway reduction, raised and other pedestrian crossings, traffic lights and wide medians as pedestrian refuges.

Specifically, this will be achieved by:

- creating a slower speed environment on Redfern Street to recognise its status as a centre access road rather than a sub-arterial;
- providing two pedestrian crossings on Redfern Street to improve pedestrian connections to Cook;
- introducing traffic calming measures along Bowman Street (east) to make it a safer and more convenient pedestrian environment and to enhance its potential as a shopping strip;
- providing pedestrian crossings along Bowman Street (east) to improve access between Canberra High School and the eastern part of the centre with the main retail core of the centre;
- creating a new left-in/left-out access street ('New Street') between Redfern Street and Bowman Street (west) with traffic signals and pedestrian crossings to improve safety, provide additional access to the centre, and provide an improved street address to mixed-use development on the Jamison Inn site;
- overcoming the existing conflict between service vehicles and customers by separating building servicing and address functions to create clear, attractive and safe entries into the retail core; and
- investigating the possible extension of Wiseman Street to Bindubi Street at a new signalised intersection incorporating the existing pedestrian crossing on Bindubi Street.

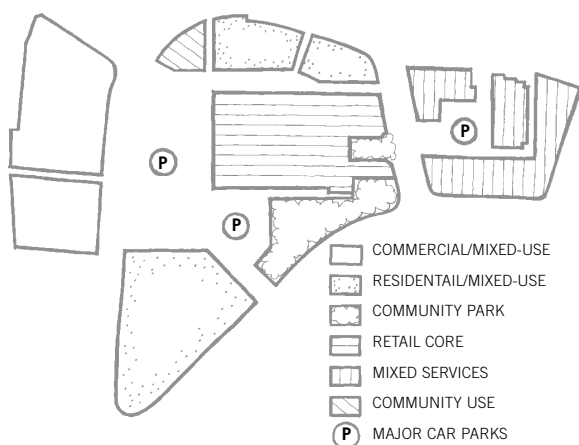


FIGURE 2 ~ Land Use

LAND USE

The day and night vitality and the perception of a 'people-filled' centre will be encouraged by:

- providing for mixed-use development and higher residential densities to promote environmentally responsible development outcomes and to encourage centre diversity and vitality;
- requiring architectural solutions that respond to the climate, are energy efficient and meet the needs of the community;
- providing for residential development in the centre to enhance retail trade, street vitality and surveillance of the public realm;

- requiring active ground floor uses such as shops, restaurants, coffee shops and boutique shops along Bowman Street and other main pedestrian areas; and
- providing sheltered outdoor public spaces that have good sun access, are located on major pedestrian desire lines, have a community focus, are overlooked by adjoining development, and are suitable for use by children and adults.

CENTRE IDENTITY AND IMAGE

The continued development of the centre will allow future generations to enrich the public spaces and create new places that reflect the attitudes and norms of their era by:

- externalising the centre to improve its image as an active and safe shopping destination by requiring new development to build to and address access streets and provide active frontage to key interfaces;
- visually screening the service functions of the existing retail core;
- relocating pedestrian entries to address main customer parking areas and access streets;
- encouraging development of landmark elements at main vehicular entries to identify the centre and improve visibility from the surrounding road network; and
- providing a new development site at the corner of Redfern Street and Bowman Street (east) with opportunity for a landmark (art, lighting or signage) to signal one of the primary entries into the centre.

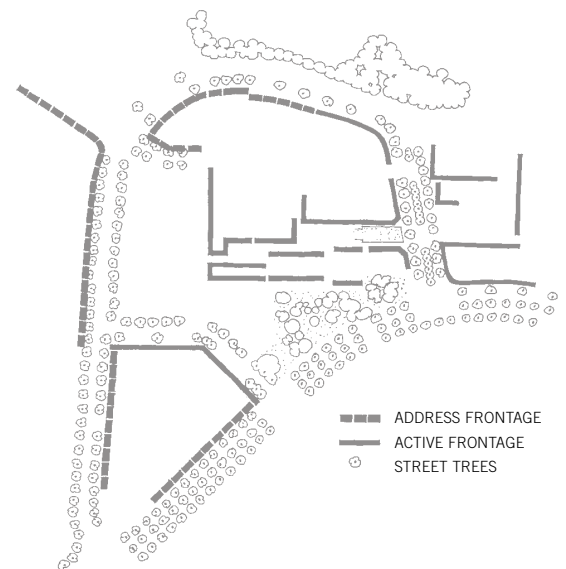


Figure 3 ~ Centre Identity and Image

PARKING

Easily accessible car and bike parking at the centre is to be enhanced by:

- maintaining the approximate number of existing public car parking spaces in the centre and reorganising parking to optimise access to shops and to provide a more efficient layout;
- meeting the parking demand of any new development on-site;
- developing the northern car park for residential/mixed-use development and retaining a rear service lane to serve the supermarket and provide access to resident parking;
- providing on-street parking along Bowman Street to provide additional car parking spaces, a lower speed environment and a safer pedestrian network; and
- providing bicycle parking consistent with national guidelines and standards.

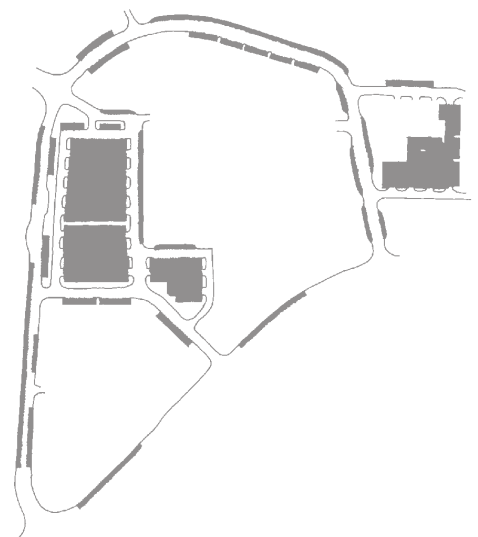


FIGURE 4 ~ Parking

ECONOMIC POSITION

Maintain a competitive position for the centre in the changing retail sector by:

- improving the image and character of the centre to enhance potential market share, allow more effective competition with other commercial centres in Belconnen, and attract greater investment;
- creating new car parking areas to improve access and encourage the movement of pedestrians past retail outlets;
- allowing the centre to develop optimal retail activity patterns, with strategically located anchor stores and specialty shopping between;
- promoting mixed-use development that allows greater flexibility for investors; and
- providing for the continuing operation of the Trash and Treasure Market, preferably by relocating to the western and/or southern car park.

PARKS, PLACES AND PEDESTRIAN SPACES

The public spaces will encourage social and cultural interaction by supporting a range of activities, including markets and other community gatherings by:

- creating a range of sheltered outdoor community parks located at the eastern entry to the retail core of the centre and to the south of the centre. Built edges to the parks and other key places will be prescribed as active frontage (continuous shopfront or address), to provide visual interest, street vitality and surveillance of the public realm. Protection in the form of awnings (or equivalent) will be required. The parks will include tree plantings for shade and seasonal variation, and a playground/sculpture for children;
- developing Bowman Street (east) as a shopping strip with active frontage. A wide median suitable for tree planting will be incorporated in this section of the street to serve as a pedestrian refuge. Raised pedestrian crossings will connect both sides of the strip to provide a safe and convenient environment for centre users;
- providing Bowman Street (north) with address frontage for a major mixed-use release including residential development. It will become a tree lined parking street and signal a lower speed regime with its new configuration and design;
- changing the character of Bowman Street (west) with the introduction of traffic signals at the Catchpole Street intersection, new raised pedestrian crossings midway, removal of slip roads at the Redfern Street intersection, and a requirement for mixed-use development to directly address the street;
- providing address frontage along 'New Street' for residential/mixed-use development. In recognition of the potential interface between ground floor residential and retail parking, the street reserve provides a wide southern verge suitable for a double row of trees to serve as an effective buffer between uses; and

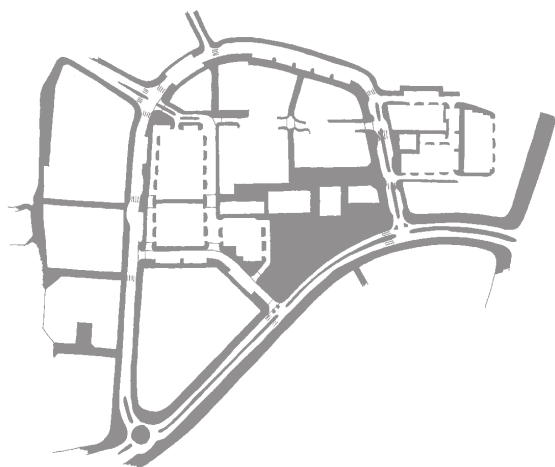


FIGURE 5 ~ Parks, Places and Pedestrian Spaces

- upgrading the streetscape of Redfern Street with new avenue plantings, traffic calming and pedestrian crossings. Visually and functionally it will become a destination in its own right, rather than a peripheral sub-arterial.

BUILDING HEIGHT, FORM AND ARCHITECTURAL CHARACTER

Streets, parks and other public spaces are defined by human scaled, robust building forms that are responsive to climate and energy efficiency by:

- requiring buildings to be sited to front and overlook streets;
- providing minor or no front building setbacks;
- limiting building heights to a maximum of 4 storeys or 15 metres above ground level;
- providing ground floor levels with 3 metre floor to ceiling heights; and
- requiring the base, middle and top of buildings to be clearly articulated.



FIGURE 6 ~ Building Height, Form and Architectural Character

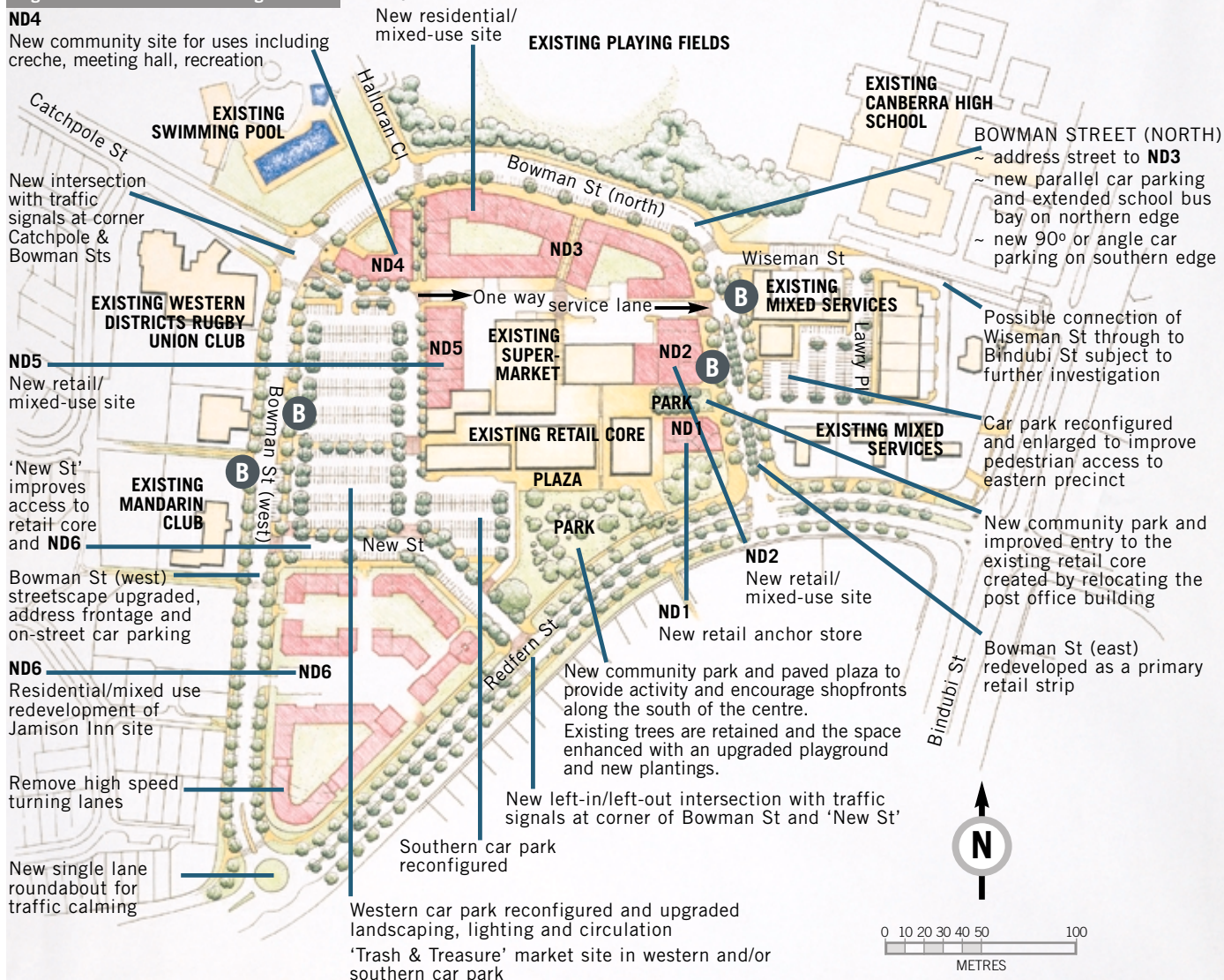
Outcome Drawing

The outcome drawing (Figure 7) illustrates a possible development outcome for the centre. Achievement of this outcome would necessitate the relocation of the Post Office building (Block 4 Section 50) in the short term. In the longer term, the YMCA (Block 10 Section 50), the Salvation Army (Block 12 Section 48), and a unit titled building (Block 5 Section 50), would ideally be relocated or integrated into new development.

Suggested alternative locations for these buildings are as follows:

- Post Office into ND1, ND2 or ND3;
- YMCA into ND4;
- Salvation Army into ND5 or ND6; and
- Unit titled building integrated into ND1.

Figure 7 ~ Outcome Drawing



Precinct Boundaries

Precinct boundaries for the centre are shown on Precinct Plan (Figure 8). The planning policy permits a wide range of uses in group centres including commercial, community, entertainment and residential opportunities. Precinct controls are a mechanism used to achieve a desired mix of land uses.

Precinct definitions are as follows:

- Precinct 'a' (Retail Core) - The primary purpose of this precinct is to make provision for shops and services in a consolidated core with an attractive pedestrian environment that is easily accessible by bus or private transport and supported by parking precincts. The primary function of the retail core is generally focussed on the supermarket and other smaller complementary retail outlets and services. Commercial and residential uses above the retail uses are provided for and encouraged.
- Precinct 'b' (Business Area) - This precinct makes provision for the location of small to medium size offices, business services, and community and entertainment facilities which have a good linkage to the main retail core. A mix of medium and higher density residential uses together with commercial uses is encouraged.
- Precinct 'c' (Mixed Services) - The primary purpose of this precinct is to make provision for conveniently located services including car repairs and maintenance, light industry and opportunity for lower rent commercial space compared to the retail core. Opportunities for residential uses above commercial uses are provided.
- Precinct 'd' (Car Parking Precinct) - For the purpose of ensuring adequate provision is made for car parking.

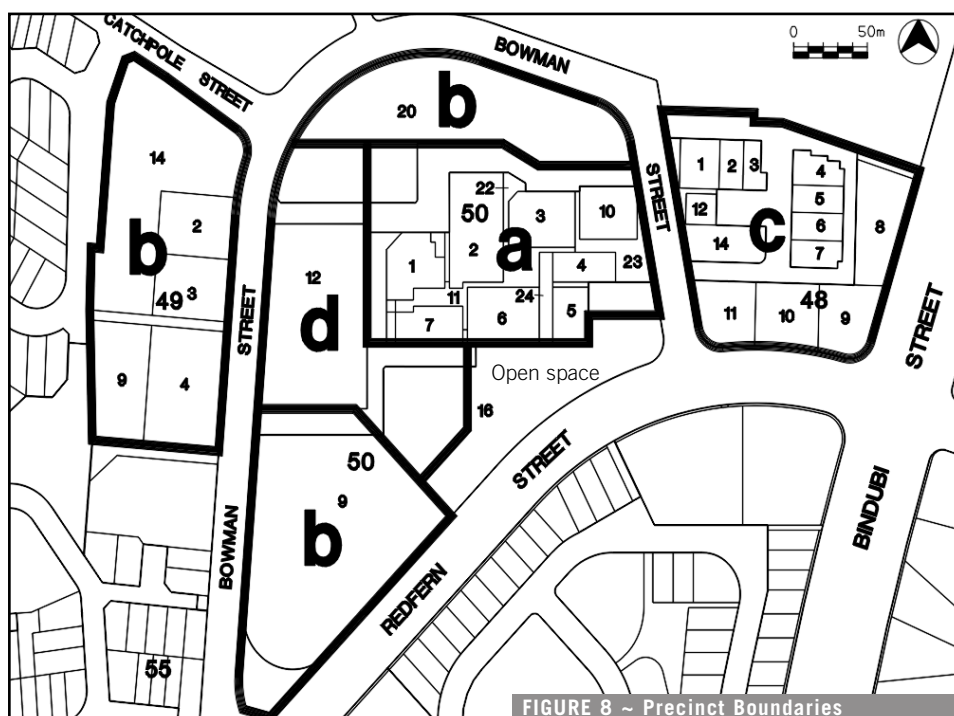


FIGURE 8 ~ Precinct Boundaries

In summary, the master plan specifically allows:

- mixed-use development in Precincts 'a', 'b', 'c';
- ground floor residential development in Precinct 'b'; and
- residential development above ground floor level in Precinct 'c'.

The land use controls provide an opportunity for the centre to directly address Redfern Street thereby improving its image and making provision for a significant gateway building at this main vehicular entry. It also provides an opportunity for the development of active retail and/or commercial frontage to the western side of the centre to assist in the externalisation of the centre on this side.

An 'open space' land use policy is applied to the land containing high value native trees to the south of the retail core of the centre, confirming this area as a community park. This land was previously precinct 'b'. Provision for car parking to the south of the centre is made with expansion of precinct 'd'.

The northern part of the existing Precinct 'd' becomes a residential/mixed-use area denoted Precinct 'b'. In addition to residential uses this precinct will provide opportunities for business services, professional suites, small offices and community services. It will also allow compatible small-scale retailing.

The revisions to precinct boundaries will encourage investment. This in turn will encourage renovations to the existing retail core of the centre.

Development Opportunities

A number of new development sites are shown in the master plan, including:

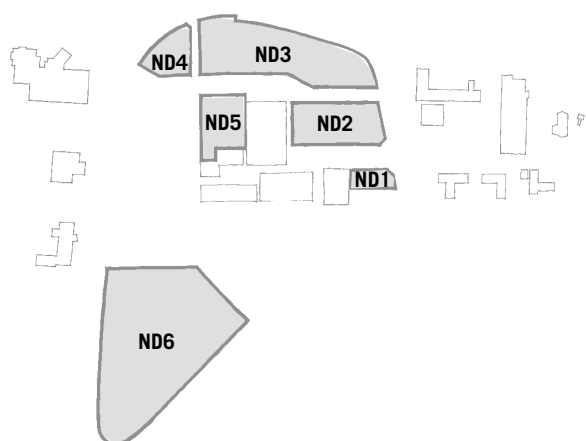


FIGURE 9 ~ Development Opportunities

ND1 A new retail/mixed-use site located at the corner of Bowman Street (east) and Redfern Street in Precinct 'a'. It addresses the new community park to the north, Bowman Street (east) and the new paved plaza and community park to the south. It will provide an opportunity for a new retail anchor store, perhaps a supermarket. The site potentially incorporates the existing 'bank building' which comprises a number of commercial unit title leases. This building may or may not be integrated into a new building. Development guidelines for this site will prescribe active frontage to all sides, except to Redfern Street.

ND2 A new retail/mixed-use site located at Bowman Street (east) addressing the new community park to the south and Bowman Street (east) in Precinct 'a'. It will provide an opportunity for new retail development to front Bowman Street. The site incorporates the existing YMCA site and Block 3 Section 50. These may or may not be integrated into a new building. Development guidelines for this site will prescribe active frontage to the south and Bowman Street (east).

ND3 A new residential/mixed-use site located in Precinct 'b'. It will have address frontage to Bowman Street (north) and active frontage to Bowman Street (east), and will screen a service lane to the south. Residential uses will be permitted on the ground floor.

ND4 A new development site in Precinct 'b' opposite the Big Splash Waterpark, primarily for community uses. Buildings will address Bowman Street and the new access street at the intersection of Bowman and Catchpole Streets.

ND5 A new retail/mixed-use site in Precinct 'a' that will address the new access street to Catchpole Street. The building will have active street frontage to the west and will screen a service court to the north.

ND6 This site is comprised of the Block 9 Section 5, which is the existing Jamison Inn site. Situated in Precinct 'b' it will permit residential/mixed-use development. Development guidelines will prescribe building frontage to the perimeter of the site and will allow residential use at the ground floor level.

Controls

Master plan sections (Figures 11 & 12) are taken through key elements in the public domain including streets, pathways and parks. They show the interface with adjacent private development and how the 'edge' should be treated. The sections establish the approximate width of verges, footpaths, carriageways and medians, and indicate the location of planting, street furniture and lighting. They also provide guidance on height planes, building envelopes, building interface, articulation elements and uses for development on private leases.

Development guidelines will be prepared on a block-by-block basis prior to release. They will reflect the broad planning and urban design principles expressed in the master plan. The guidelines may prescribe maximum building envelopes, build-to boundaries, boundary setbacks, active and/or address frontage, location of building entries, built edge (location, height and treatment), articulation elements, on-block building interface, solar access, materials (including colour), lighting, signage, landscaping and the form and treatment of the adjoining public realm.

The Parks, Places and Pedestrian Spaces (Figure 5) demarcates the public areas accessible to the general community. Like the master plan sections, the public domain is a subject plan to the master plan. All drawings should be read in conjunction with each other.

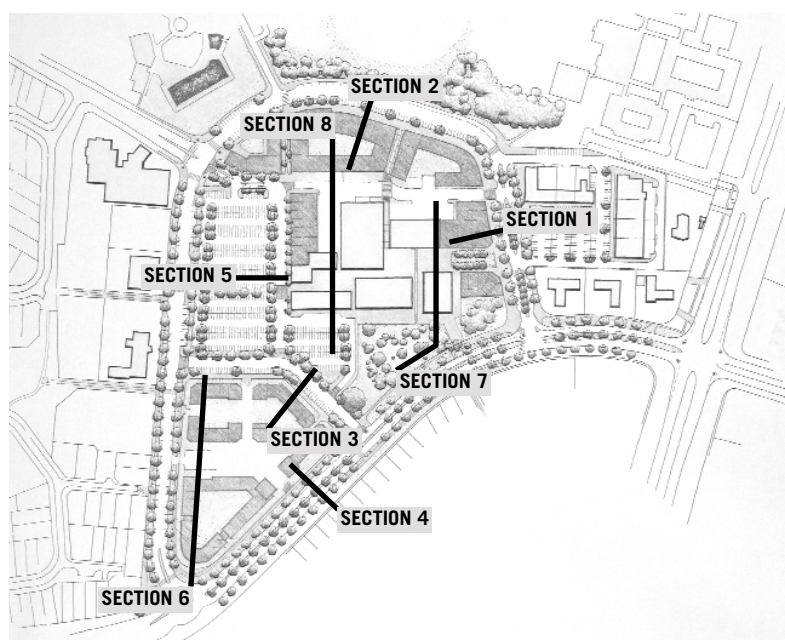


Figure 10 - Location of Sections 1-8

FIGURE 11 ~ Sections

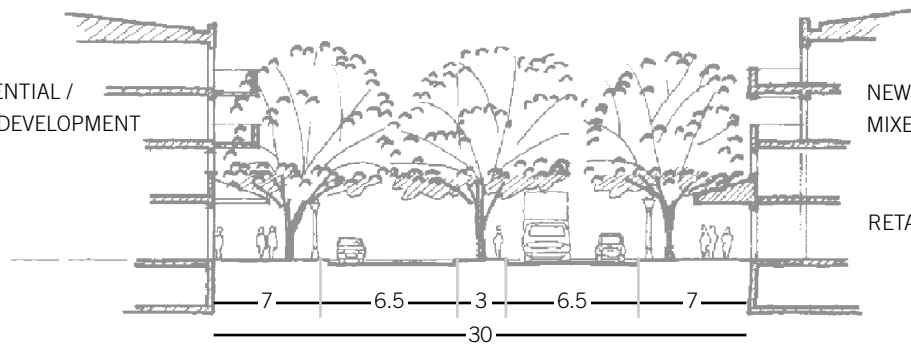
15m height limit

SECTION 1 ~ THROUGH BOWMAN STREET (EAST)

ND2

NEW RESIDENTIAL /
MIXED-USE DEVELOPMENT

RETAIL



NEW RESIDENTIAL /
MIXED-USE DEVELOPMENT

RETAIL

15m height limit

SECTION 2 ~ THROUGH BOWMAN STREET (NORTH)

ND3
NEW RESIDENTIAL / MIXED-USE DEVELOPMENT

STREET TREE PLANTINGS

EXISTING TREES

EXISTING
PLAYING
FIELDS

Varies 7 9 3
New 90° or
angle parking Existing
carriageway Extended school bus bay &
new parallel car parking

15m height limit

SECTION 3 ~ THROUGH 'NEW STREET'

ND6

RESIDENTIAL / MIXED-USE
REDEVELOPMENT
ON JAMISON INN SITE

COMMERCIAL DEVELOPMENT
PREFERRED AT
GROUND FLOOR

BASEMENT
CAR PARKING

ADDRESS
FRONTAGE

STREET TREE PLANTINGS

EXISTING
SOUTHERN
CARPARK
RECONFIGURED

**NEW
STREET**

6 7 6 Varies

EXISTING SCREEN PLANTINGS

SECTION 4 ~ THROUGH REDFERN STREET

15m height limit

NEW STREET TREES

EXISTING RESIDENTIAL
BOUNDARY & REAR
FENCES

**NEW
PATH**

**NEW
PATH**

ND6

RESIDENTIAL /
MIXED-USE
REDEVELOPMENT
WITH ADDRESS
FRONTAGE ON
JAMISON INN SITE

BASEMENT
CAR PARKING

Proposed Street 4.5 2-5 4.5-7.5 to allow for turning lane
and on-street parking

Existing Street 6.5 1.5 6

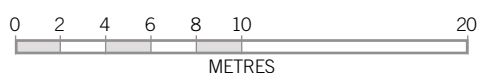
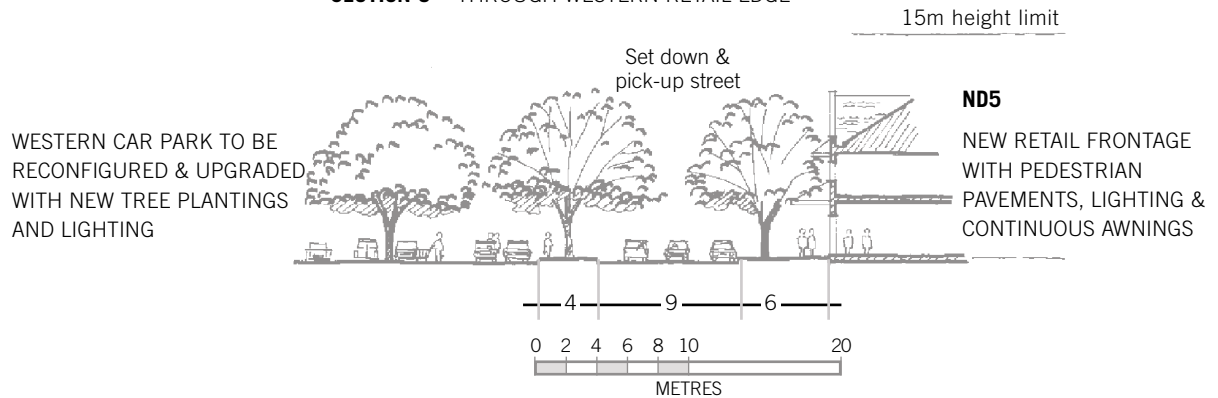
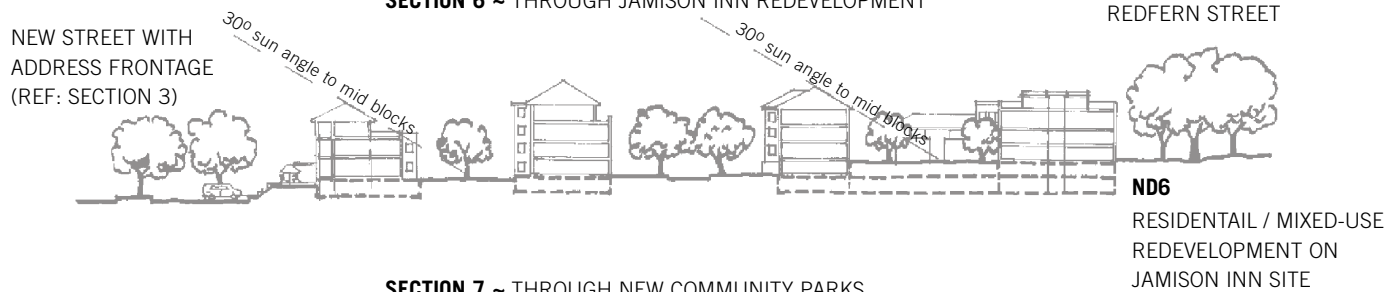


FIGURE 12 ~ Sections

SECTION 5 ~ THROUGH WESTERN RETAIL EDGE



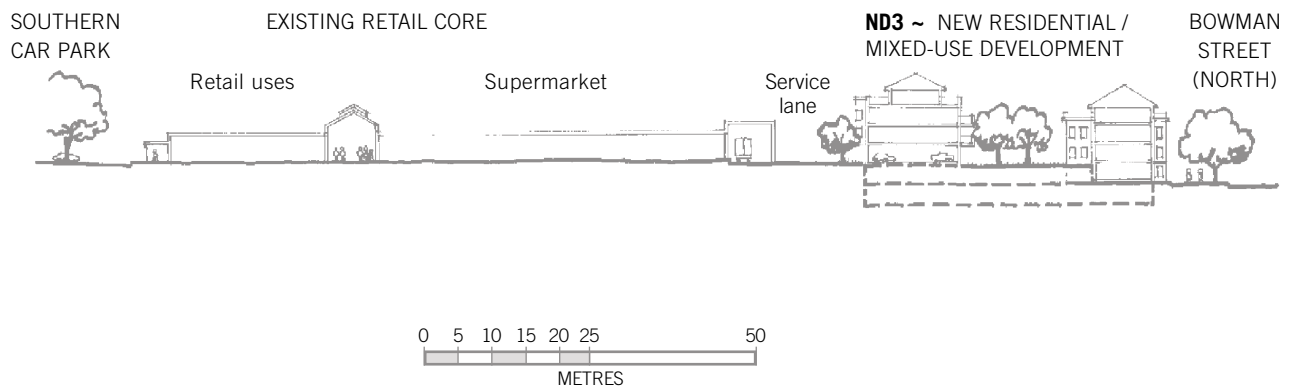
SECTION 6 ~ THROUGH JAMISON INN REDEVELOPMENT



SECTION 7 ~ THROUGH NEW COMMUNITY PARKS



SECTION 8 ~ THROUGH JAMISON CENTRE



PART C

IMPLEMENTATION

Variation to the Territory Plan

A variation to the Territory Plan will be required to:

- permit residential uses at ground floor level in precinct 'b';
- allow a plot ratio of 2:1 for Sections 48 and 50, and 1.5:1 for Section 49 as a performance measure;
- allow a maximum building height of 4 storeys or 15 metres above ground level, whichever is greater;
- revise the precinct boundaries as follows:
 - ~ part Block 16 Section 50 from commercial 'b' to 'a';
 - ~ part Block 16 Section 50 from commercial 'b' to open space;
 - ~ part Block 16 Section 50 from commercial 'b' to 'd';
 - ~ part Block 20 Section 50 from commercial 'd' to 'b'; and
 - ~ part Block 20 Section 50 from commercial 'd' to 'a'.

Priority actions

- 1 Construct 'New Street' connection and associated on-street car parking. Construct pedestrian crossings at the corner of New and Redfern Streets and at the corner of Redfern and Bowman Streets.
- 2 Reconfigure the existing car park to the south of the retail core of the centre.
- 3 Reconfigure and enlarge the Lawry Street car park.
- 4 Upgrade Bowman Street (west) and construct associated on-street car parking to coincide with the land release of the existing car park site to the north of the core of the centre.
- 5 Construct a new plaza and upgrade the existing playground space to the south of the retail core of the centre, possibly to coincide with the release of the site at the corner of Bowman and Redfern Streets.
- 6 Rationalise the existing western car park.

Land release

No.	Location	Block/ Section	Precinct	Likely Purpose	Timing (years)
1	Bowman Street (north)	20/50	Commercial 'b'	Residential/ mixed-use	1-2
2	Redfern Street	16/50	Commercial 'a'	Retail/ mixed-use	1-2
3	Bowman Street (east)	23/50	Commercial 'a'	Residential/ mixed-use	2/3
4	Bowman Street (east)	Part 14/48	Commercial 'd'	Retail/ mixed-use	2/3

Precinct management program

Construction of the upgrading of the public spaces at the centre by Canberra Urban Parks and Places Precinct Management Program is expected to commence in 2002.

PART D

APPENICES

BACKGROUND REPORT

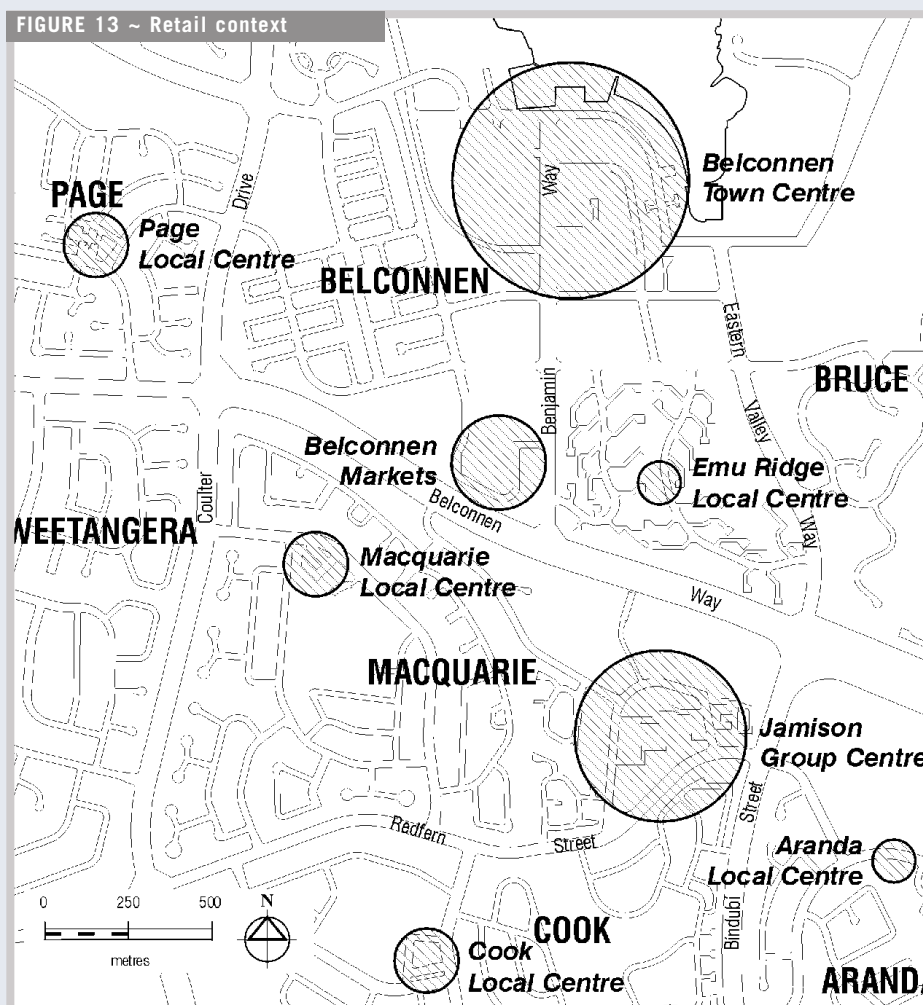
Site analysis

RETAIL CONTEXT

The location of Jamison Group Centre and its relationship with other retail centres in the vicinity is indicated below. The original sites for the Aranda and Emu Ridge Local Centres are included, although they no longer offer retail services. The proposed changes to the Belconnen Town Centre and its potential impact on Jamison's competitive position in the retail sector as part of the Belconnen Town Centre Master Plan are noted. The geographical proximity of the Belconnen Markets and its potential to adversely impact on Jamison trading, particularly if a supermarket was permitted in the Belconnen Markets, is also noted.

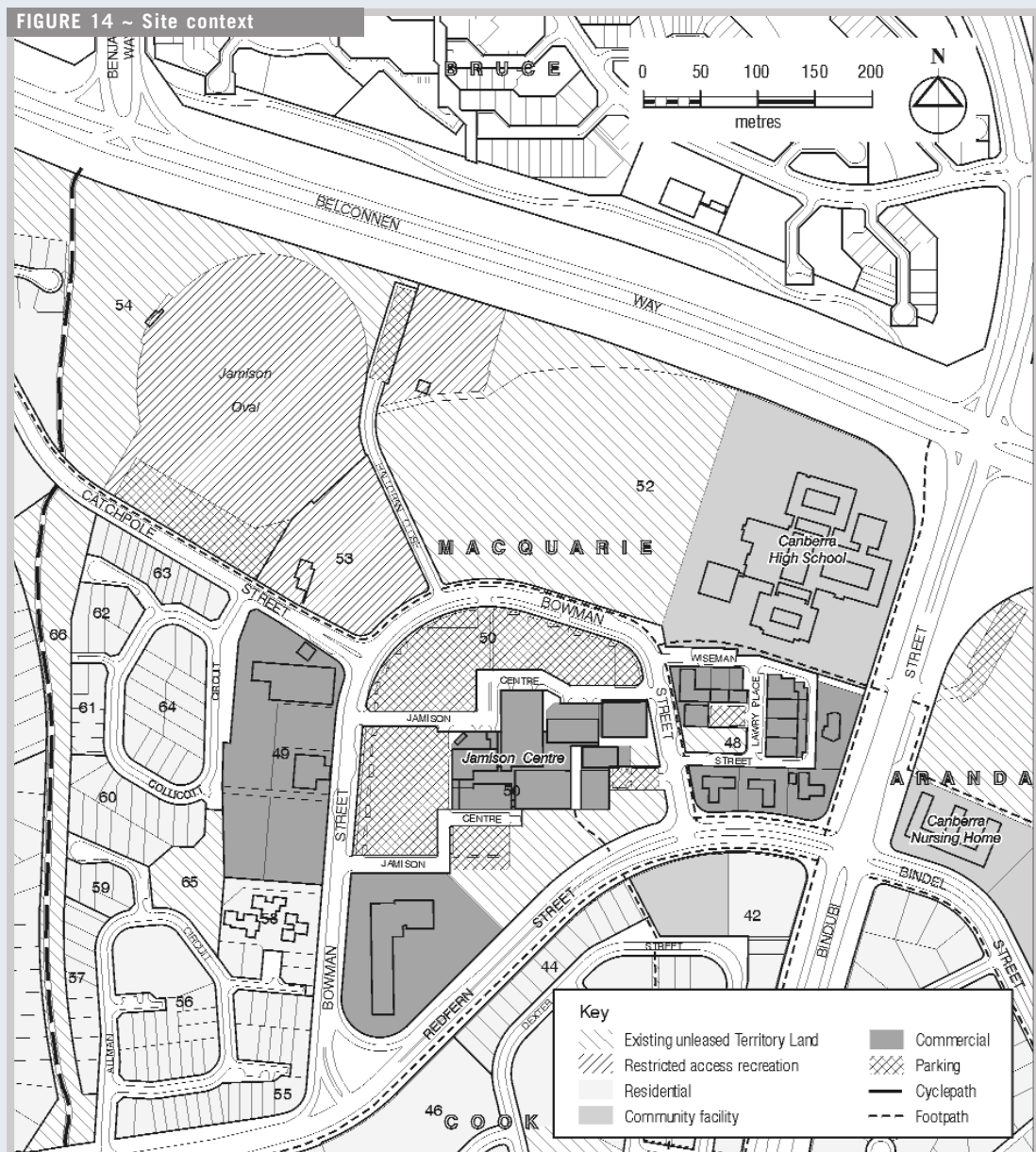
The suburbs of Aranda, Cook, Macquarie and Bruce are the main catchment areas for the Jamison Centre. The resident population of this catchment was 10,400 in 1998 and is projected to increase to 11,100 in 2006. There is also a significant employment and student population within the main catchment.

Jamison's location at the entrance of the Belconnen district and availability of free and easily accessible surface parking positively affects its performance. The Rotary 'Trash and Treasure Market', which is held on Sunday mornings in the western car park at the centre, is popular and attracts people from all over Canberra.



SITE CONTEXT

The existing key elements in and around Jamison Group Centre are indicated below. Open space provision (restricted and unrestricted), community facilities, commercial buildings and interfacing residential development are highlighted. Major roads, cycleways and footpaths are also shown. Although the Jamison area is well endowed with open space, its distribution is far from optimal in terms of access and usage by the Jamison Centre community. It is primarily located to the north of the centre in the form of district playing fields, including an enclosed oval, tennis courts, and high school playing fields. The only directly accessible open space is Block 16 Section 50.



EXISTING PRECINCT BOUNDARIES

Existing precinct boundaries are indicated below. Jamison has a total net block area of 105,160m², which excludes 7 pedestrian blocks of 2,030m² in Precinct 'a'. Approximately 12% of this area is allocated to Precinct 'a' (retail), 54% to Precinct 'b' (business), 13% to Precinct 'c' (mixed services), and 21% to Precinct 'd' (parking).

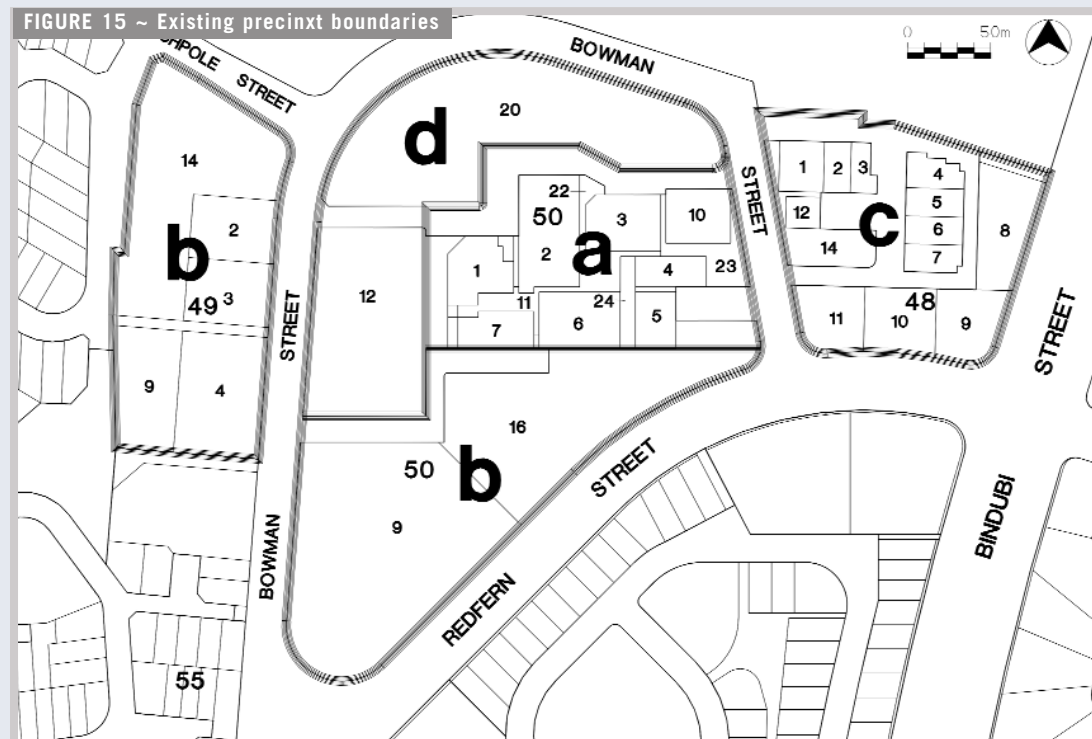
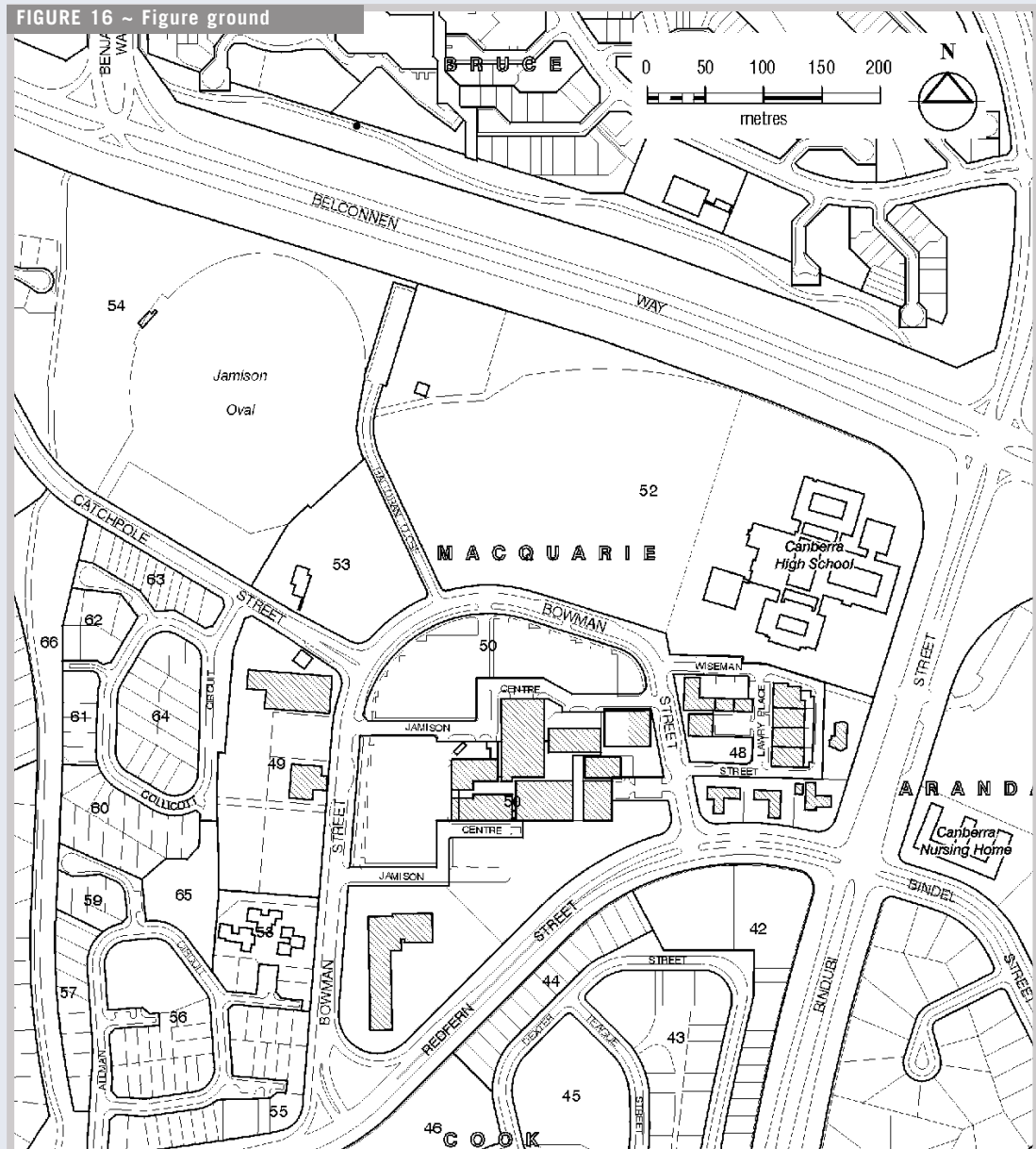


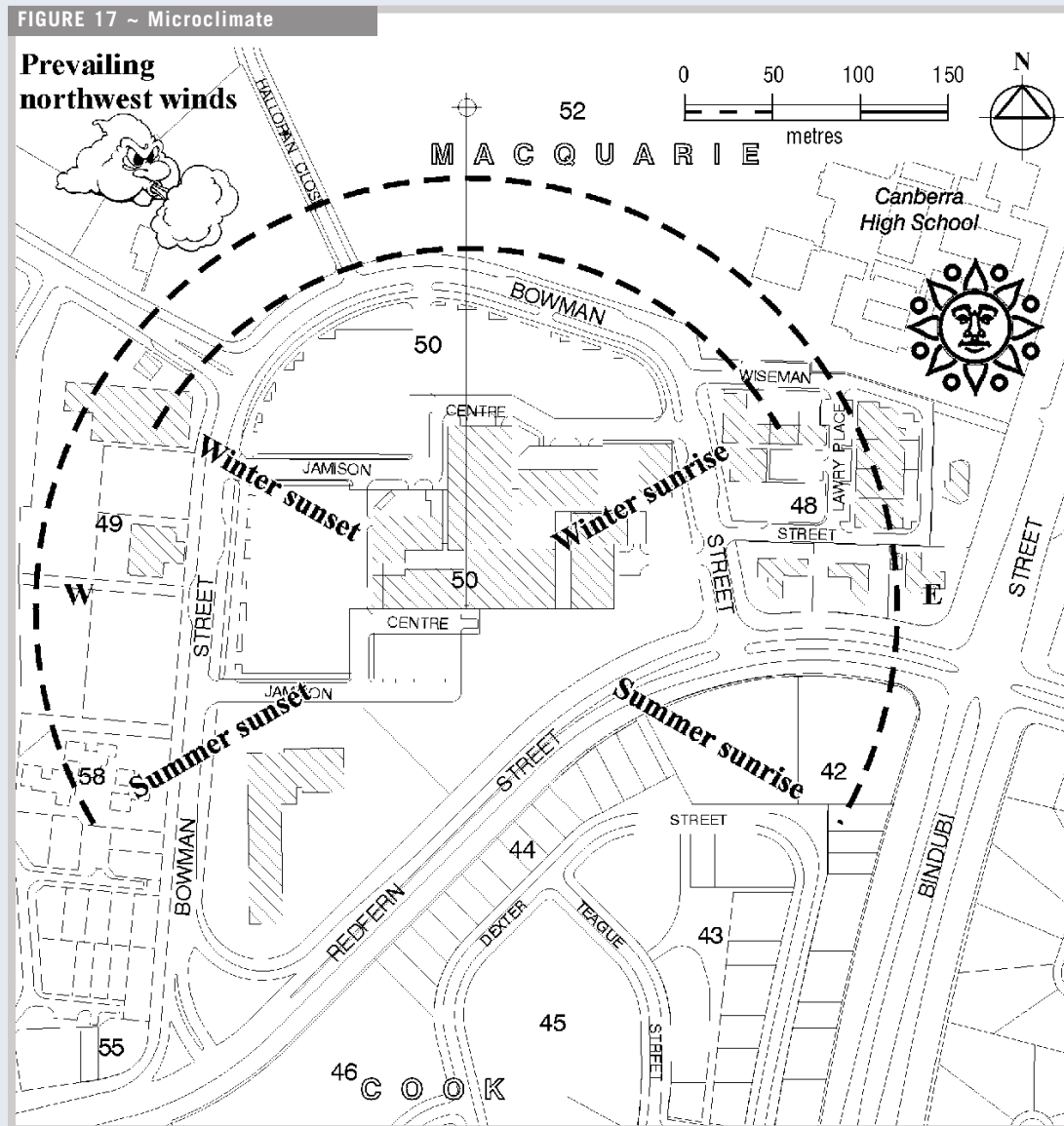
FIGURE GROUND

The footprints of buildings in the centre are indicated below. This provides an appreciation of the extent and juxtaposition of built-form. It highlights the failure of buildings in the retail core to address centre access streets or to define the public realm.



MICROCLIMATE

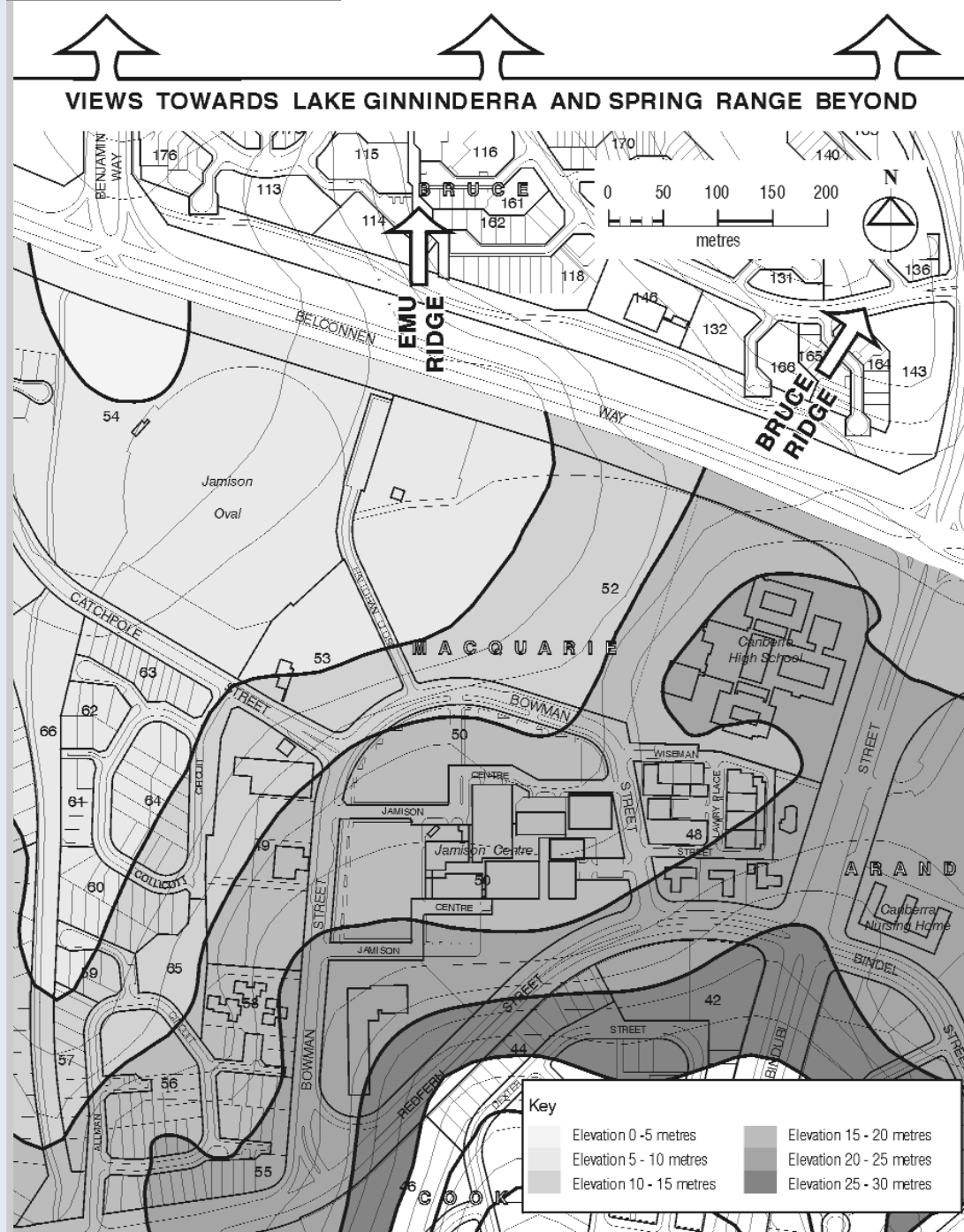
The diagram below draws attention to the orientation of the centre and the potential of future building sites to enjoy northern sun access. The centre is exposed to prevailing northwest hot and cold winds.



ELEVATION AND VIEWS

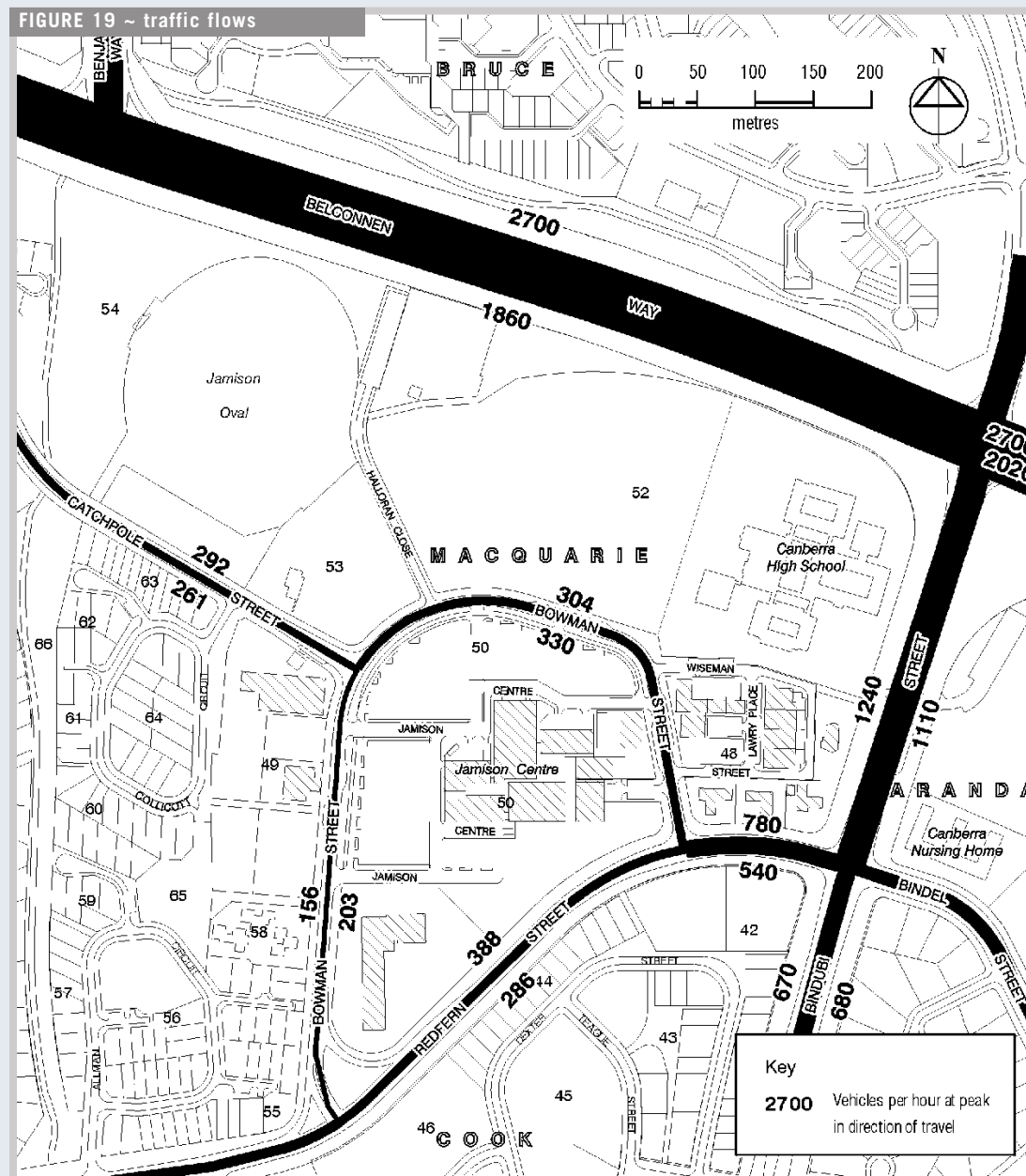
The diagram below provides an understanding of the topographic characteristics of the centre and its surrounds, with contours shown at 2 metre intervals. The natural elevation of different parts of the site and the fine views that are available towards Lake Ginninderra and Spring Range on the NSW border are noted. It reveals the ridge that Redfern Street passes over and gives some notice of sight line issues on that street.

FIGURE 18 ~ Elevation and views



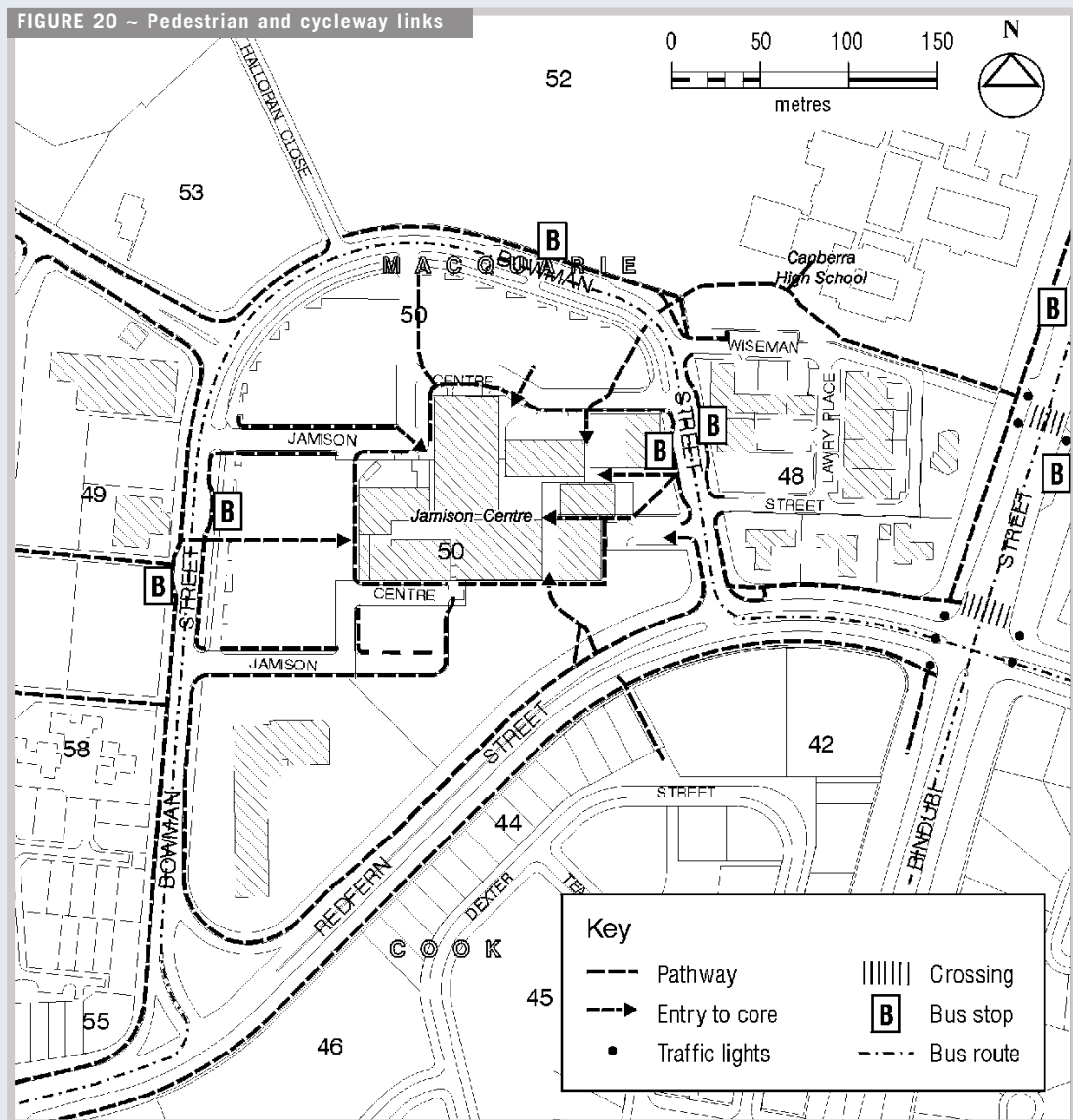
TRAFFIC FLOWS

Illustrates morning traffic movement on the primary roads serving the centre.



PEDESTRIAN AND CYCLEWAY LINKS

Footpaths and cycleways in and around the centre, including their arrival at entries to the retail core, are indicated below. Traffic signals and ACTION bus routes and bus stops are indicated.

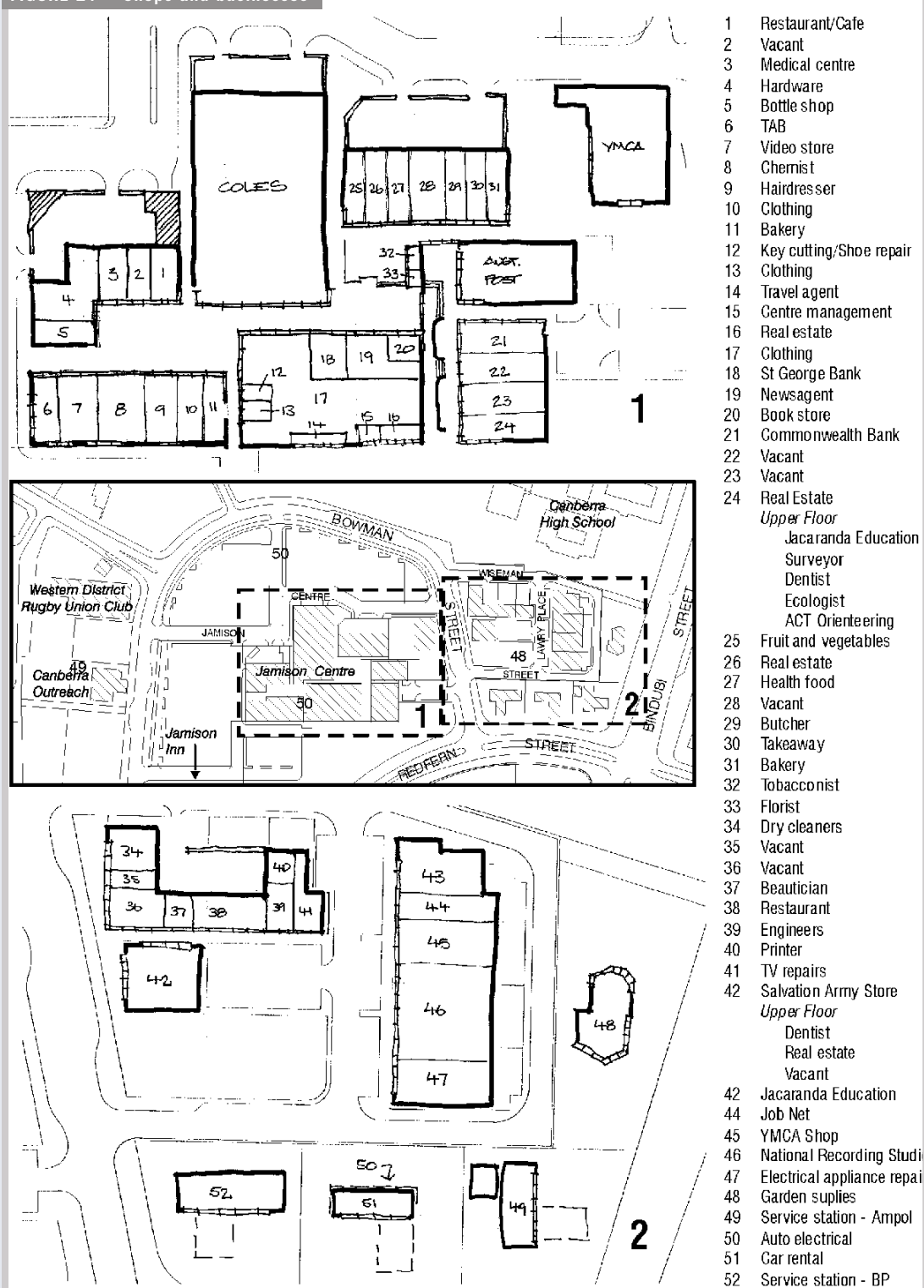


SHOPS AND BUSINESSES

Shops and businesses operating in the centre are shown on this drawing at a particular point in time in the recent past. Tenancies are likely to have changed in the interim.

The centre has a total floor space of 15,272m² of which 5,920m² (36%) is used for retail (23 premises), 8,350m² (51%) for services (33 premises) and 1,110m² (7%) for other uses (6 premises). There were seven vacant premises with a total floor space of 994m² in May/June 1999.

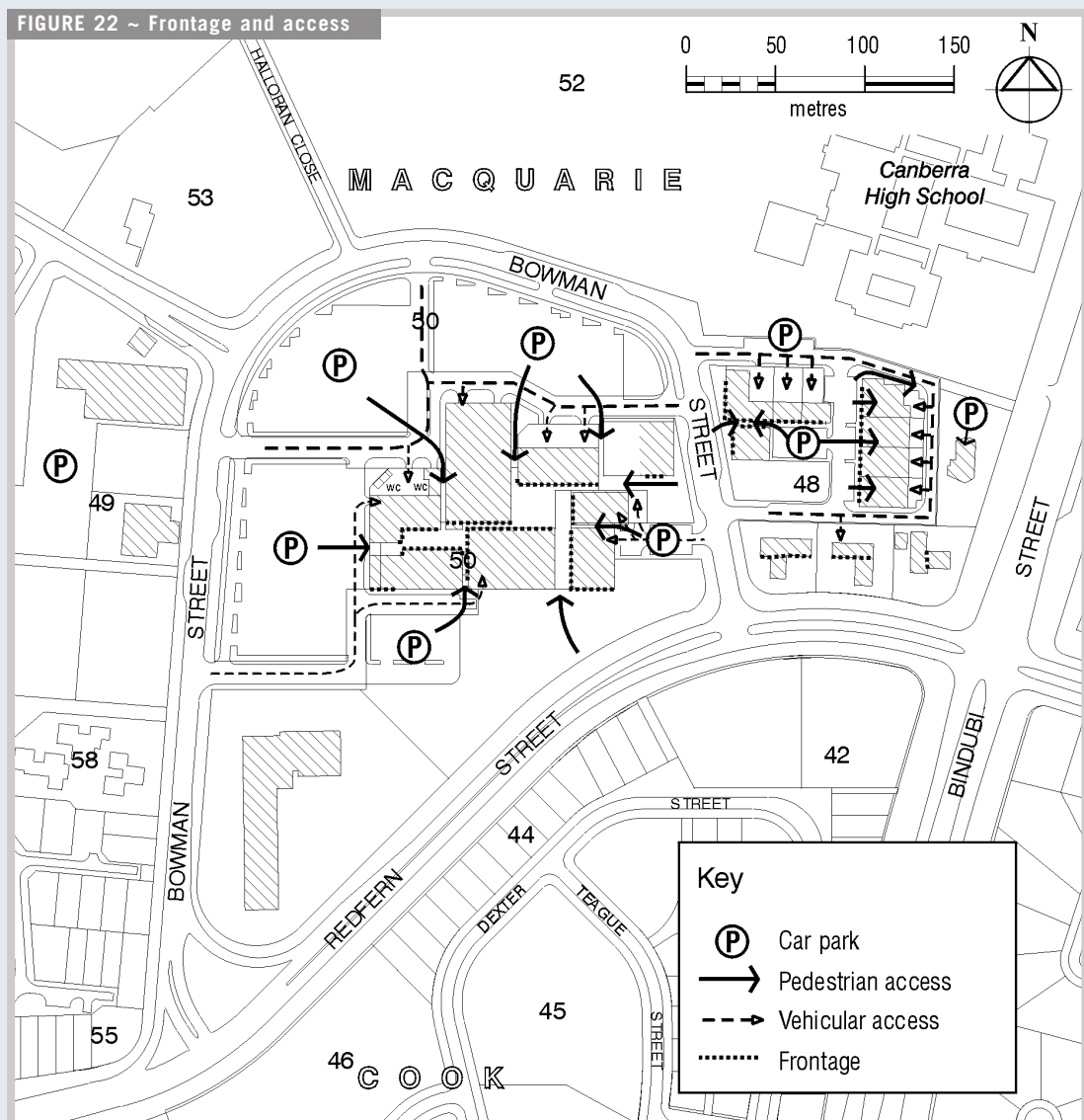
FIGURE 21 ~ Shops and businesses



FRONTAGE AND ACCESS

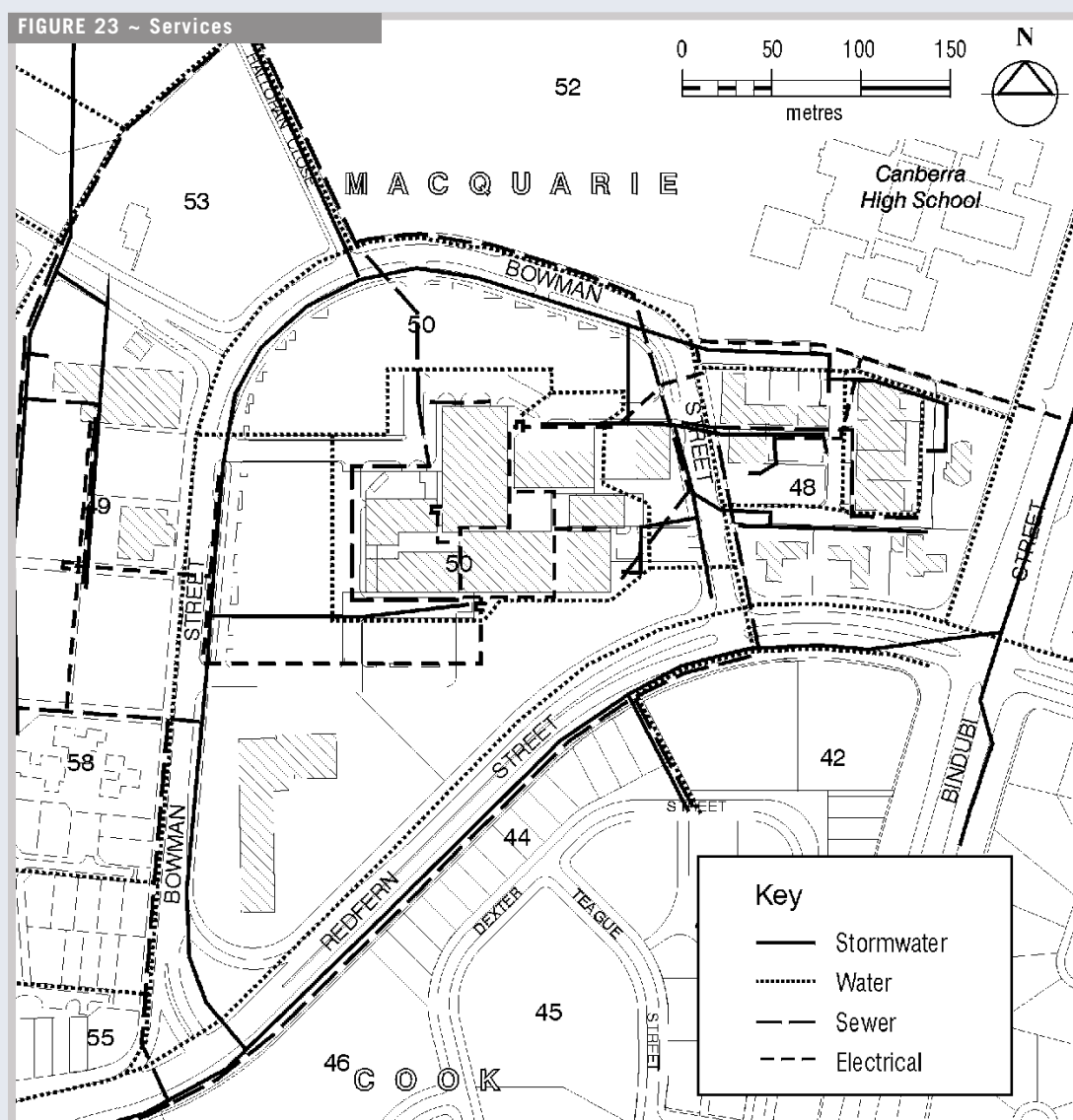
This drawing highlights a range of significant problems in the existing centre, including:

- the way the retail core turns its back on public areas and presents service entries and blank walls to its customers as they arrive;
- the potential conflict between pedestrians and service vehicles as customers seek to gain entry to the retail core;
- the potential conflict between service vehicles and customer cars as service vehicles manoeuvre to gain entry to service yards;
- the large area of uninviting surface car park that addresses the primary access streets;
- the lack of active and address frontage to main centre access streets; and
- the lack of surveillance to certain areas (around the retail core and in the eastern precinct) and the resultant invitation for anti-social behaviour and crime.



SERVICES

The drawing below shows the existing engineering service mains in and around the centre - specifically sewer, stormwater, water and electricity. The engineering assessment concluded that the services as constructed should not become a major constraint on master planning of the centre. Nevertheless they represent a significant public investment and where possible the existing street mains should be retained and reused.



Concept plans

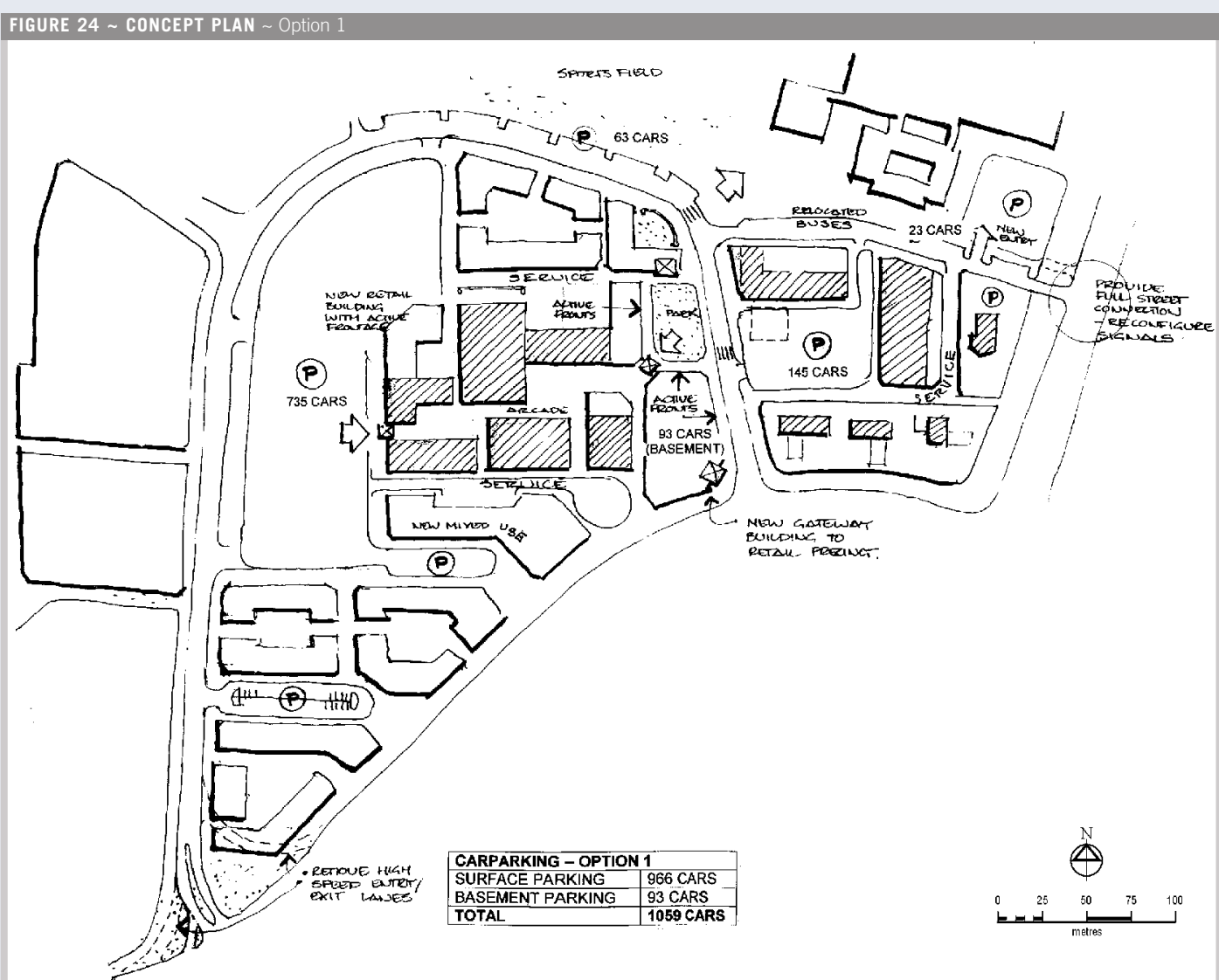
INTRODUCTION

Three concept plans were developed in response to the site analysis, identified constraints and opportunities, and community consultation. The concept plans focus on planning structure with an emphasis on connectivity, accessibility, legibility, pedestrian amenity and land use. On completion the concepts were tested for performance against agreed centre objectives and the urban design and planning principles derived from consultation with stakeholders. The options were discussed with stakeholders and a preferred option identified as Option 2. This option was refined and developed as the draft master plan for Jamison.

The concept plans show indicative car parking numbers. These compare with an existing provision for 946 cars.

The following commentary offers a summary of the primary elements and lists the advantages and disadvantages of each option.

CONCEPT PLAN ~ Option 1



LAND USE

Establishes Bowman Street (east) as the main focus of the centre with the creation of a number of new development opportunities. They include:

- commercial/retail site on the corner of Redfern Street and Bowman Street (east). This will allow a landmark building (with signage) at a main centre address;
- a mixed-use/residential site to the north of the existing mall that addresses Bowman Street (east) and Bowman Street (north);
- a commercial/retail site facing a new community park;
- a mixed-use block to the south of the existing mall;
- commercial/retail site addressing an upgraded access street immediately west of the existing mall. The building will provide active street frontage and screen a service court behind;
- mixed-use/residential site incorporating the existing Jamison Inn block.

ROADS

- Extends Wiseman Street to connect Bowman Street (east) and Bindubi Street.
- Upgrades Bowman Street (east) to become a pedestrian friendly shopping strip and the major focus for the centre.
- Creates a dedicated service lane immediately north of the mall to service the existing mall and new mixed-use/residential and commercial sites to the north.
- Creates a dedicated service lane immediately south of the existing mall to service a new mixed-use site.

CARPARKING

- Provides a new parking area at the eastern end of the retail core to improve parking distribution.
- Provides on street parking on Bowman Street (north).
- Removes part of the existing northern carparking area for a development site.

LEGIBILITY

- Creates active frontage to Bowman Street (east) and a new street based shopping strip.
- Provides opportunity for a landmark structure at the corner of Redfern Street and Bowman Street (east).

OPEN SPACE

- Provides a community park at the eastern end of the retail core addressed by new development frontage.

ADVANTAGES

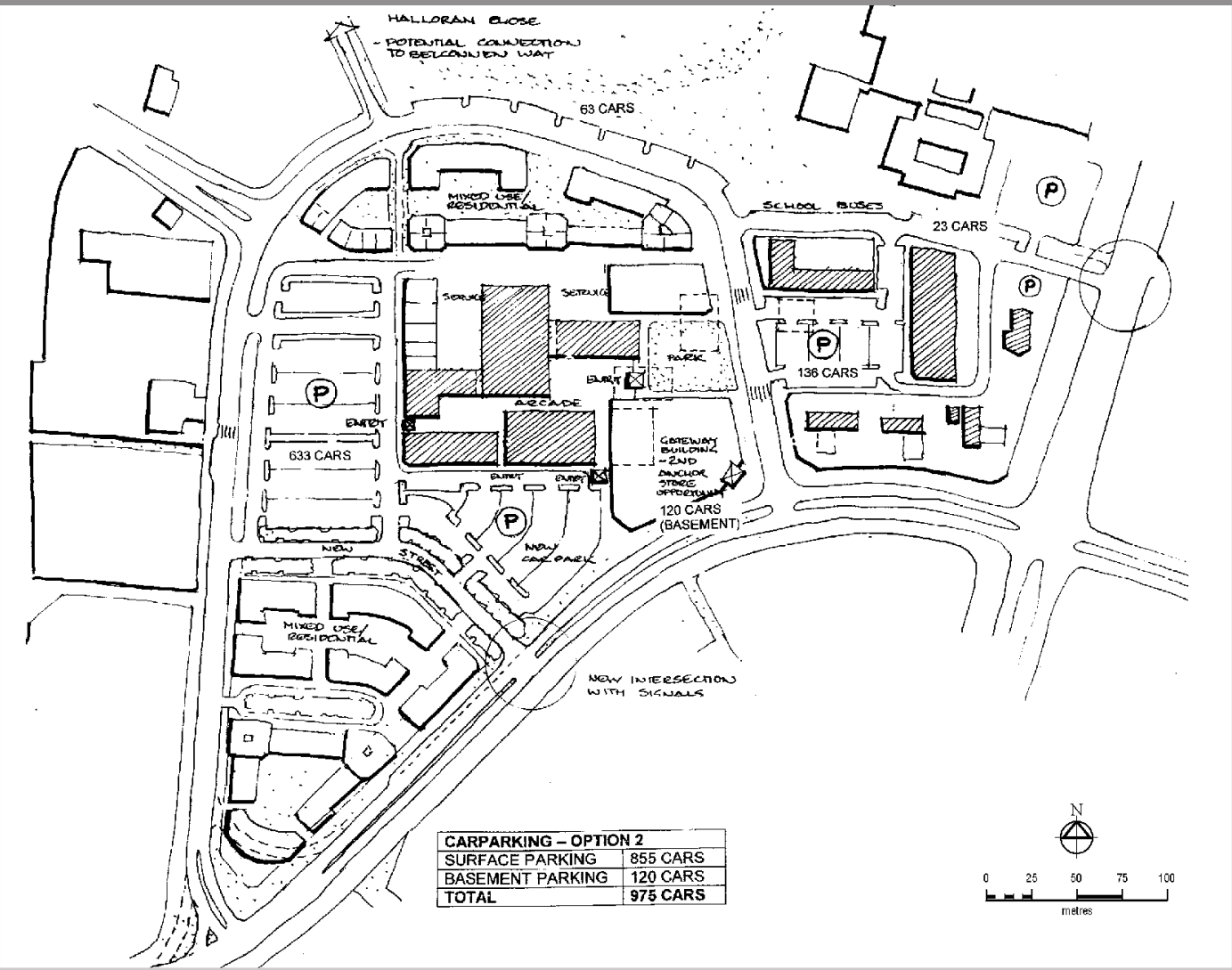
- Opportunity to create a shopping strip with good solar access and protection from prevailing wind.
- Creation of a sunny, protected community park as a centre focus.
- Better distribution of car parking to relate to the retail core.
- Location of a mixed-use/residential block in an optimal location overlooking the northern playing fields and enjoying good sun access. It will provide retail support and public realm surveillance.
- Location of a new commercial/retail block at the centre entry (from Redfern Street) improves the legibility and image of the centre.
- Connection of Bowman Street (west) and Bindubi Street improves centre access.
- Extension of Jamison Inn block as mixed-use/residential provides retail support and public realm surveillance.
- Removal of high-speed entry/exit roads to Bowman Street (west) improves safety and pedestrian amenity.

DISADVANTAGES

- Creation of a new mixed-use/residential block to the south of the centre demands the introduction of a service lane. This is not compatible with the existing entry arrangements to the mall.
- Centre fails to optimise its presence on Bowman Street (west).

CONCEPT PLAN ~ Option 2

FIGURE 25 ~ CONCEPT PLAN ~ Option 2



This Option shares a number of characteristics with Option 1.

LAND USE

Establishes Bowman Street (east) as the main focus of the centre with the creation of a number of new development opportunities. They include:

- commercial/retail site on the corner of Redfern Street and Bowman Street (east). This will allow a landmark building (with signage) at one of the main centre entry points;
- commercial/retail site addressing Bowman Street (east) and the new community park.
- a mixed-use/residential site to the north of the existing mall that defines the corner of Bowman Street (east) and addresses Bowman Street (north);
- a community use site in the north west quadrant of the existing northern carpark;
- commercial/retail site addressing an upgraded access street immediately west of the existing mall. The building will have active street frontage and will screen a service court behind;
- mixed-use/residential site incorporating the existing Jamison Inn block; and
- relocates 3 existing buildings.

ROADS

- Extends Wiseman Street to connect Bowman Street (east) and Bindubi Street.
- Upgrades Bowman Street (east) to become a pedestrian friendly shopping strip and the major focus for the centre.
- Creates a dedicated service lane immediately north of the mall to service the existing mall and new mixed-use/residential and commercial sites.

CAR PARKING

- Provides new parking area at the eastern end of the retail core to improve parking distribution.
- Provides on-street parking on Bowman Street (north).
- Removes the existing northern car parking area and substitutes development sites.

LEGIBILITY

- Creates opportunity for active frontage to Bowman Street (east) and the new shopping strip.
- Provides for active/address frontage to a significant length of Bowman Street and key edges of Redfern Street.
- Provides opportunity for a landmark building at the corner of Redfern Street and Bowman Street (east).
- Provides opportunity for a landmark building at the corner of Redfern Street and Bowman Street (west).

OPEN SPACE

- Provides a community park at the eastern end of the retail core addressed by new development frontage.

ADVANTAGES

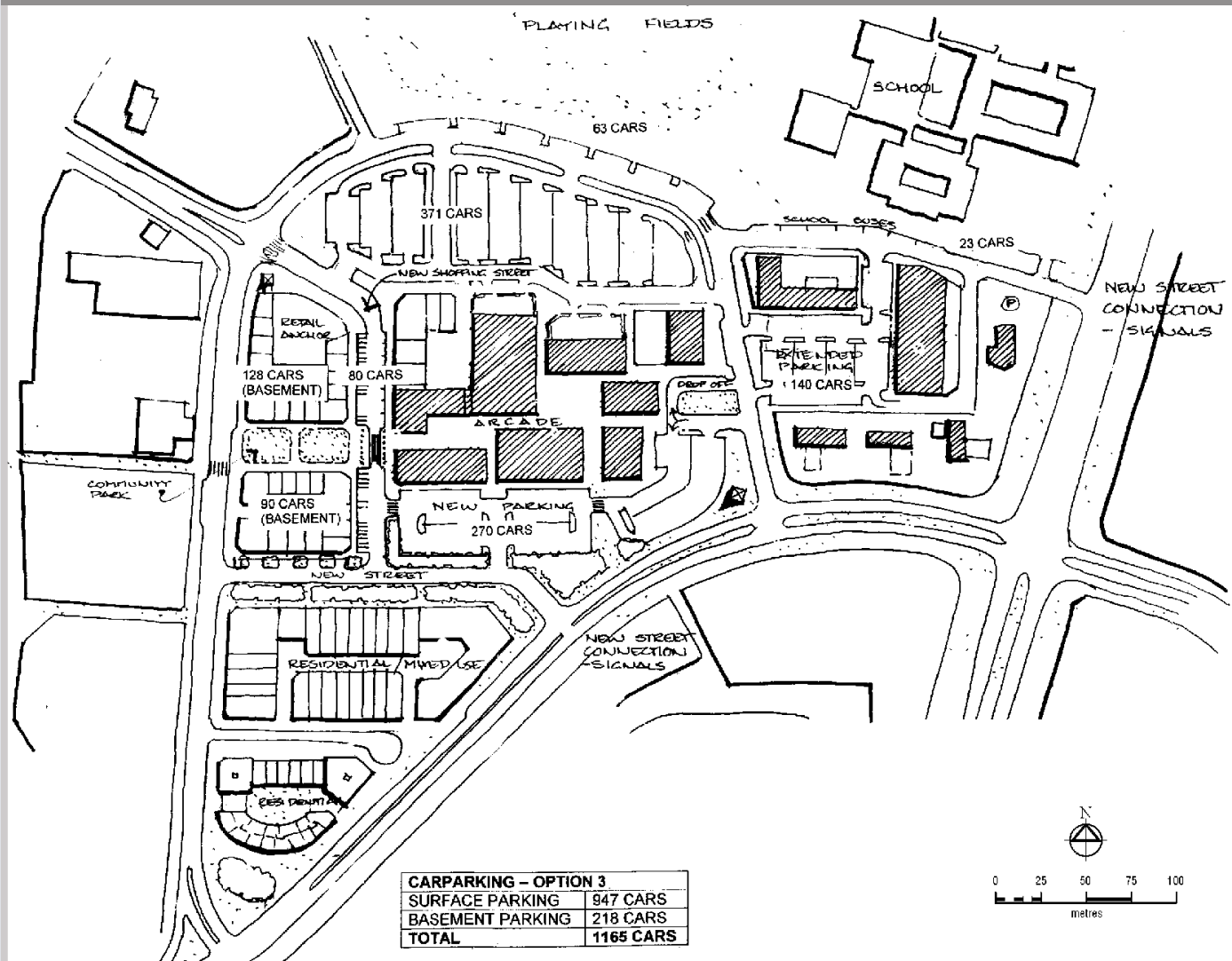
- Opportunity to create a shopping strip with good solar access and protection from prevailing wind.
- Creation of a sunny, protected community park as a centre focus.
- Better distribution of car parking to relate to the retail core.
- Location of a mixed-use/residential block in an optimal location overlooking the northern playing fields and enjoying good sun access. It will provide retail support and public realm surveillance.
- Location of a new commercial/retail block at the centre entry from Redfern Street improves the legibility and image of the centre.
- Extension of Wiseman Street to connect Bowman Street (east) and Bindubi Street improves centre access and legibility.
- Provision of 'New Street' enhances centre access and legibility.
- Provision of mixed use/residential block incorporating Jamison Inn provides retail support, address frontage and public realm surveillance.
- Removal of high-speed entry and exit roads to Bowman Street (west) improves safety and pedestrian amenity.
- The relocation of existing buildings allows the externalisation of the retail core, the creation of a well-located eastern parking area and the provision of a community park in an optimal location.

DISADVANTAGES

- The cost in relocating existing buildings.
- The upgraded address street immediately west of the existing mall merges with the carpark. Its role is unclear and ambiguous.

CONCEPT PLAN ~ Option 3

FIGURE 26 ~ CONCEPT PLAN ~ Option 3



LAND USE

- Creates a main address to the centre on Bowman Street (west) by providing two major commercial/retail development sites on the existing car parking area to the west of the existing mall.
- Creates a mixed-use/residential site incorporating the existing Jamison Inn block.
- Relocates 3 existing buildings.

ROADS

- Creates a new access street connecting Bowman Street (west) and Redfern Street.
- Establishes a new shopping strip with the provision of a street immediately to the west of the existing mall.
- Extends Wiseman Street to connect Bowman Street (east) and Bindubi Street.
- Provides dropoff area at eastern end of mall.

CAR PARKING

- Provides a new parking area at the eastern end of the retail core to improve parking distribution.
- Provides on street parking on Bowman Street (north) and the new shopping street immediately west of the existing mall.
- Provides parking areas to the south and south east of the existing mall.

LEGIBILITY

- Provides active frontage to Bowman Street (west) and the new shopping street.
- Opportunity for landmark structure at the corner of Redfern Street and Bowman Street (east).
- New mixed-use/residential site (incorporating Jamison Inn) provides address frontage to Bowman Street (west) and Redfern Street.

OPEN SPACE

- Provides a community park at the western end of retail core addressed by new active development frontage.
- Provides a park at new dropoff at the eastern end of the mall.

ADVANTAGES

- Opportunity to create a protected shopping strip.
- Creation of a sunny community park as centre focus.
- Better distribution of car parking to relate to retail core.
- Connection of Bowman Street (east) and Bindubi Street improves centre access.
- Introduction of 'New Street' significantly improves access to the retail core.
- Provision of a new western shopping street will provide an active and vital retail address.
- Extension of Jamison Inn block as mixed-use/residential provides retail support and surveillance of the public realm.
- Removal of high-speed exit road to Bowman Street (west) changes speed environment and improves pedestrian safety.

DISADVANTAGES

- Does not overcome major conflict between mall service traffic and pedestrians.
- Mall continues to be dominated by blank walls and service functions.
- A west facing community park is difficult to protect from the prevailing wind.
- Failure to optimise the legibility of the centre at the Redfern Street and Bowman Street (east) corner.
- The cost in relocating existing buildings.

CONSULTATION REPORT

Consultation Process

Consultation was undertaken with a range of individuals and groups that have an interest in the Jamison Group Centre, including community, business and Government stakeholders. The consultation generated a number of principles that were taken into account in the preparation of the master plan.

18 MAY 2000

- Ginninderra LAPAC briefed by PALM about DVP No.158 and the master plan concept for Group Centres, including Jamison.

1 JUNE 2000

- Ginninderra LAPAC briefed by PALM at the Western Districts Rugby Union Club about preparation of proposed draft master plan.

5-26 JUNE 2000

- Surveys were posted to the tenants and lessees of Jamison Centre and adjacent commercial blocks.
- Surveys and a display were placed at Jamison Centre and the Western Districts Rugby Union Club.

8 JUNE 2000

- PALM facilitated a workshop with Year 10 students and their teacher from Canberra High School at Macquarie.

12 JUNE 2000

- Media release - 'Public Consultation on Jamison Centre Master Plan Starts This Week'.

13 JUNE 2000

- Stakeholders meetings were facilitated by PALM and the Precinct Management Refurbishment Program at the Western Districts Rugby Union Club.
- Northside Chronicle article - 'Plans for Jamison'.

11 JULY 2000

- Stakeholders meetings were facilitated by PALM and the Precinct Management Refurbishment Program at PALM.

20 JULY 2000

- Public meeting was facilitated by PALM and the Precinct Management Refurbishment Program at PALM to discuss progress on draft master plan, including the three options.

3 AUGUST 2000

- Ginninderra LAPAC were presented with three options for the master plan.

20 & 31 OCTOBER

- Jamison traders meetings at Jamison Centre.

1 DECEMBER 2000

- Media Release - 'Jamison consultation sought'.

9 DECEMBER 2000

- Canberra Times Public Notices - 'Invitation to Comment on the Draft Jamison Group Centre Master Plan'.
-

11 DECEMBER 2000

- Launch of draft master plan by Minister for Urban Services, Brendan Smyth.
- Displays at Jamison Centre and PALM.
- Executive Summary available on PALM website.

12 DECEMBER 2000

- Article in Canberra Times - 'Jamison revamp: markets may move'.
- Article in Chronicle - 'Jamison makeover'.

JANUARY 2001

- PALM Newsletter article - 'Draft Jamison Group Centre Master Plan Launched'.

12 JANUARY 2001

- Media release - 'Young people help plan the future of Jamison'.

16 JANUARY 2001

- Letter and Executive Summary sent to adjoining residents and lessees advising of the draft plan.

20 FEBRUARY 2001

- Northside Chronicle article - 'Jamison a case in point'.

22 FEBRUARY 2001

- Presentation by PALM to Belconnen Community Council.

6 MARCH 2001

- Northside Chronicle article - 'Jamison tower cut down'.

8 MARCH 2001

- Public meeting was facilitated by PALM at Western District's Rugby Union Club to discuss the draft master plan and provide opportunity for further comment.

6 SEPTEMBER 2001

- Presentation by PALM to Ginninderra LAPAC on changes made to draft master plan (August 2001).

5 SEPTEMBER-19 OCTOBER 2001

- PALM's 'Jamison's Future' newsletter and questionnaire circulated.

29 NOVEMBER 2001

- Workshop at Western District's Rugby Union Club to discuss outcomes of the newsletter questionnaire and to provide an opportunity for further comment from the community.

DECEMBER 2001

- PALM's second edition of 'Jamison's Future' newsletter circulated with the revised master plan (December 2001) indicating the response to issues raised in the consultation.

6 JUNE 2002

- PALM presented the final master plan report to Ginninderra LAPAC.
-

Summary of issues raised during community consultation before preparation of draft master plan

>>>>IMAGE

- Does not look like a shopping centre from the outside.
- Needs active address frontage to roads.
- Looks tired and rundown.
- Signage is outdated.
- Needs a complete refurbishment.
- Car park is windswept.
- Needs a landmark element or building.
- No money spent on painting or lighting.
- No activity around outside of centre.

>>>>LAND USE

- Coles recognise that they draw most business to the centre.
- Aldi have expressed interest in the centre.
- Need specialty boutiques, restaurants and modern cafes.
- Closure of banks.
- Free and accessible parking is a positive feature.
- Additional residential development is strongly supported.
- Trash and Treasure Markets have little impact on trading.
- Need an outdoor recreation/gathering space.
- YMCA is looking for extra land.
- Potential to develop a leisure/recreation precinct.

>>>>POPULATION

- Changing demographic of the catchment with an ageing population.

>>>>TRAFFIC

- Need traffic calming along Bowman Street.
- Insufficient parking for school buses.
- Car park near post office is too tight.
- Need more disabled parking close to centre.
- All car parks are separated by roads.
- Time restrictions in Lawry Place a problem.
- Connection to Belconnen Way via tennis courts is desirable.
- Connection of Lathlain Drive and Catchpole Streets is acceptable.
- Connection to eastern part of centre is needed.

>>>>PEDESTRIAN ACCESS

- Connections from east, west and south are inadequate.
- Ramps are convenient.
- Need for bus/taxi shelter.
- Roof over area between post office and main centre.
- Remove mesh fence around centre.

>>>>PARKING

- Northwest parking area only occupied 20% of capacity.
- Convenient parking
- Short-term parking is good.
- Important to retain free parking.
- Consider possibility of on-street parking.



>>>>LIGHTING AND SIGNAGE

- Need additional internal and external lighting.
- 24 hours access to Coles.
- Most entries and car parks are badly lit.
- No signage on streets for 'Jamison Centre'.



>>>>COMMUNITY FACILITIES

- Additional seating required inside and outside.
- Too many entries into the centre.
- The centre is not well maintained.
- External public toilets at Coles entry are dirty and unsafe. Internal toilets are better.



>>>>SECURITY

- Areas around Coles and Westpac ATM are dark, insecure, uninviting.
- Tree species planting need a high canopy.
- No lighting in car park west of pool.



>>>>BELCONNEN MARKETS

- Would become another centre if it had a supermarket.
- More competitive since it was upgraded.
- Connection of Lathlain Drive to Catchpole Street is considered a threat.



PLANNING AND LAND MANAGEMENT

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