



LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

SELECT COMMITTEE ON ESTIMATES 2016-17

MR BRENDAN SMYTH MLA (CHAIR), MR JAYSON HINDER MLA (DEPUTY CHAIR), MS JOY BURCH MLA, MR STEVE DOSZPOT MLA

**ANSWER TO QUESTION TAKEN ON NOTICE
DURING PUBLIC HEARINGS**

Asked by Mr Smyth on 1 July 2016: Minister Gentleman took on notice the following question(s):

[Ref: Hansard Transcript 01-07-16 [PAGE 1166]]

In relation to increased residential densities in Red Hill:

Mr Gentleman: Certainly, yes, the statements in the stakeholder groups consultation and the statement of planning intent generally about living in a more denser urban renewal area, I can provide some of the notes that were—

THE CHAIR: But is there evidence in your consultation, as you said—specifically said—more people wanted to live in the Red Hill area?

Mr Gentleman: Oh, not specifically Red Hill. No, this is more generic—about all of Canberra—so I think if you see the results from renewal on, as I said, Lonsdale or Acton, the proof is in the pudding. People want to live in those styles of development and are moving there and purchasing it.

THE CHAIR: But specifically in Red Hill—you have evidence that they wanted to live in a denser Red Hill?

.....continues

Mr Gentleman: I said specifically the community as a whole wants to live in these areas that are urban renewal and I gave Red Hill as a good example.

Mr Rake: We have some research we can bring forward that supports the view.



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MINISTER GENTLEMAN: The answer to the Member's question is as follows:—

The Canberra community has always shown considerable interest and involvement in the planning process. Recently, there has been considerable interest in housing choice and affordability (e.g. through media articles, ministerial correspondence and talk back radio with ACT ministers).

Engagement with community groups during the drafting of the 2015 Statement of Planning Intent included the Inner South Community Council and the Griffith Narrabundah Community Association. One of the key messages arising from consultation with community groups was the creation of diversity in housing and development, as 'one size does not fit all', particularly for residents wanting to age-in-place (within their communities) as well as new households seeking better access to employment opportunities.

Economic and lifestyle opportunities inherent in living in South Canberra, together with lower overall travel opportunities, is reflected within the local housing market:

- With virtually no new residential land and the highest residential land values (per sqm) in the ACT, new housing demand in South Canberra has to be met through urban renewal, the market economics of which (for non-owner occupiers) means townhouses and apartments.
- Over the past decade (2005/6 onwards) ABS data indicates that only 1,043 new dwellings have been approved within the suburbs of Red Hill, Forrest, Griffith and Narrabundah. However, approximately 75% of those have been townhouses and apartments. In Red Hill itself just 90 new dwellings have received building approval over the past decade, of which the majority (51) were houses.

Approved for circulation to the Select Committee on Estimates 2016-17

Signature:



Date: 11/7/16

By the Minister for Planning and Land Management, Mick Gentleman

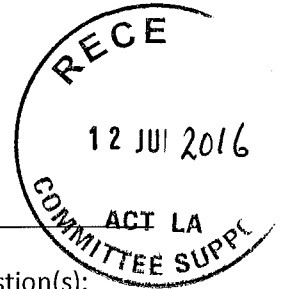


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**ANSWER TO QUESTION TAKEN ON NOTICE
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Asked by Mr Coe on 1 July 2016: Minister Gentleman took on notice the following question(s):

[Ref: Hansard Transcript 01-07-16 [PAGE 1169]

In relation to Red Hill Technical Amendment:

MR COE: Has anybody challenged the legitimacy of the technical amendment in the past?

Ms Ekelund: There has been debate over the years about under what circumstances technical amendments are warranted and when they are not.

MR COE: Sure but are there actually any precedents? Has anything actually gone to the Supreme Court or possibly ACAT on this?

Ms Ekelund: Not that—no, not that we are aware of.

Mr Rake: We can take that on notice.

Mr Gentleman: Yes, we will take that on notice and do some research for you and come back.

MINISTER GENTLEMAN: The answer to the Member's question is as follows:—

The legitimacy of Technical Amendments has not been previously challenged through the Supreme Court or the Australian Capital Territory Civil and Administrative Tribunal.

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**ANSWER TO QUESTION TAKEN ON NOTICE
DURING PUBLIC HEARINGS**

Asked by Mr Smyth on 1 July 2016: Ms Ekelund took on notice the following question(s):

[Ref: Hansard Transcript 01-07-16 [PAGE 1177]

In relation to EPD Staff Survey:

THE CHAIR: Is it possible that a copy of the survey be tabled for the committee?

Ms Ekelund: We have sent out a snapshot of the survey to our staff so I am sure we would be happy to provide that to you.

MINISTER GENTLEMAN: The answer to the Member's question is as follows:—

A copy of the staff survey snapshot is attached for the Committee.

Please note that where there is a number followed by a second number in brackets, this bracketed number refer to 2015 survey results.



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EPD staff survey – snapshot 2016



EPD staff survey – snapshot 2016



EPD Executive agreed to provide staff with a more detailed snapshot of the 2016 staff survey results.

The following shows key result areas and comparisons between the 2015-2016 survey.

- 230** EPD staff completed the 2016 survey
- 209** EPD staff completed the 2015 survey
- 147** EPD staff completed the 2014 survey.

YOU
Said...

ACTPS values



A key component of the survey was to ascertain staff's understanding of the ACTPS key values. The results proved positive, with the majority of staff indicating that they believe and uphold these principles.

Respect - colleagues and clients

Treating others with the sensitivity, courtesy and understanding and recognising that everyone has something to offer.

Integrity - consistency in our dealings with others.

Being apolitical, honest, dependable, and accountable for our behaviour.

Collaboration - genuine engagement

Sharing information and resources, working together towards shared goals.

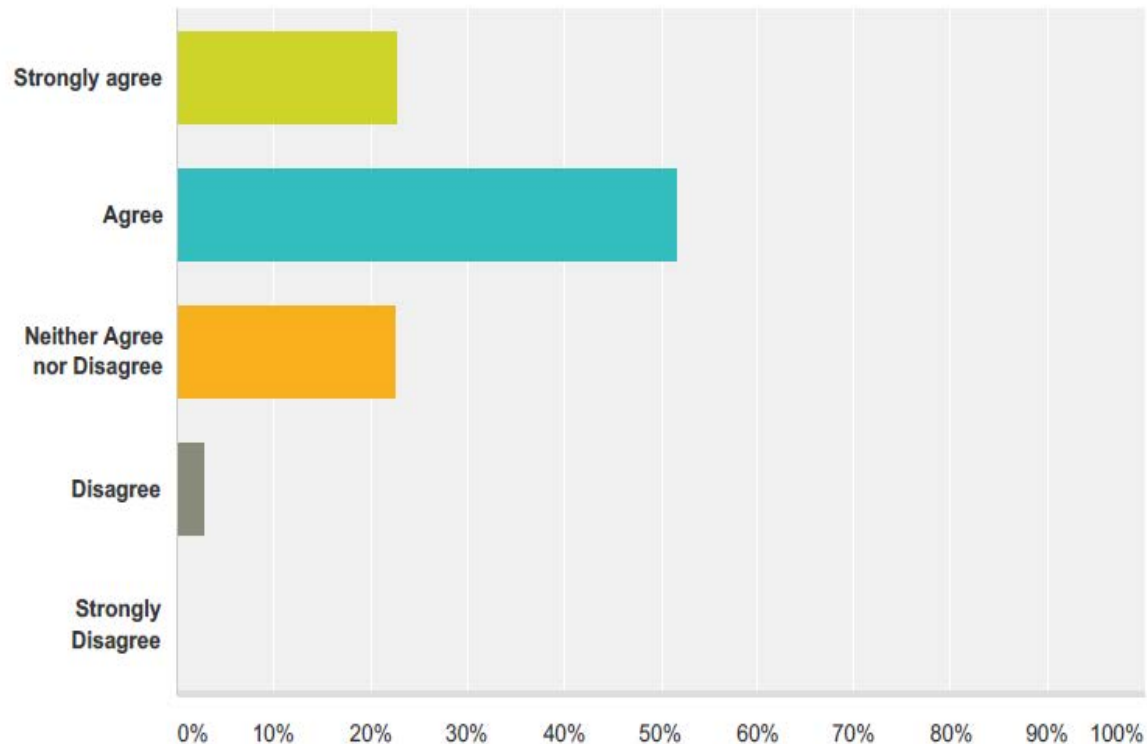
Innovation - empowering individuals

Actively seeking out new and better ways of doing what we do and not settling for how it has always been.

I am proud to work for EPD

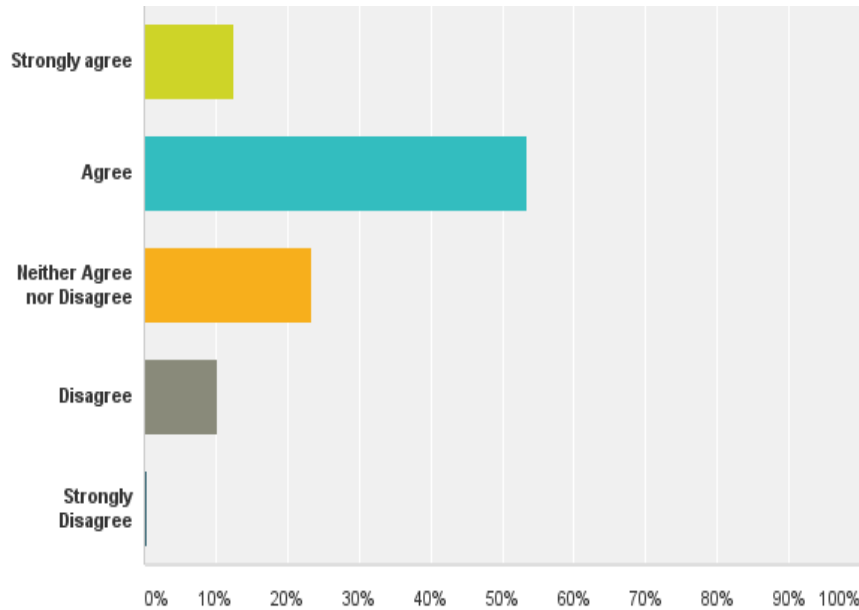
Q5 I am proud to work for EPD

Answered: 245 Skipped: 3

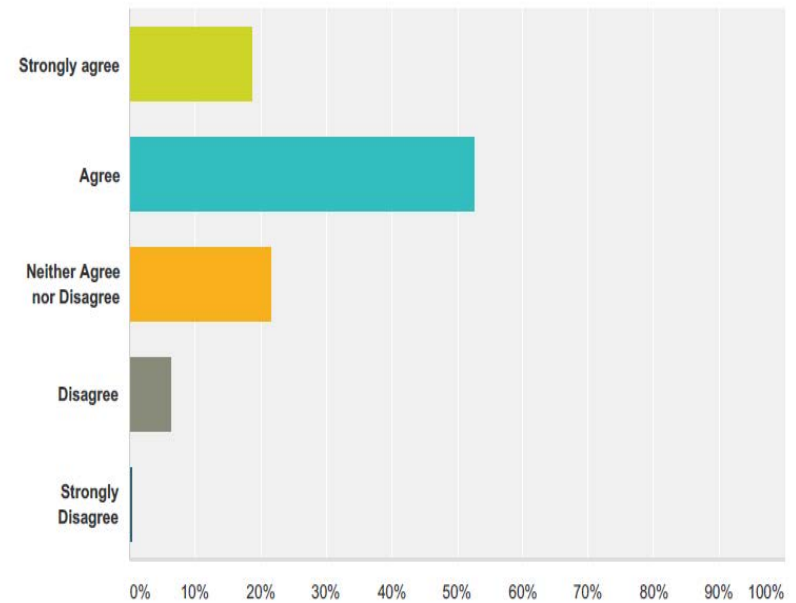


I would recommend EPD as a good place to work.

2015



2016



Accountability

Staff were asked a sequence of questions about whether responsibility was taken when a problem was identified in the work area and results were hugely positive for all but the Senior Leaders. Staff were also less satisfied with how people admit mistakes in the workplace.

Highlights

- Supervisor deals with problems – 91% (91%)
- **I deal with problems – 99% (95%)**
- **Improving the quality of my work is my responsibility – 99% (95%)**
- People in my team work together to improve the service we provide – 95% (93%)
- People in my team believe that improving the quality of our work is our responsibility – 95% (94%)

Lower points

- **In EPD, people are encouraged to admit mistakes and learn from them - 80% (69%)**
- Senior Leaders take responsibility for problems to be actioned – 88% (78%)

Performance Management

Staff were asked 14 questions about Performance Management (PM). While staff were overall positive the number of 'neither agree nor disagree' responses jumped to between 24-44% on all questions.

Highlights

Supervisors:

- provide clear and consistent expectations 93% (88%)
- are openly committed to PM 92% (90%)
- have clear understanding of assessment 92% (84%)
- **provides feedback that is meaningful 89% (84%)**
- manage performance well 90% (87%)
- **appears to manage underperformance well 88% (81%).**

ACT PS Values

Staff were asked whether staff at different levels act in accordance with the ACT PS Values in their everyday work and result overwhelmingly positive (always, often) on a scale of always – never. (176 respondents)

Highlights

- **My supervisor 93% (90%)**
- My Senior Manager 89% (87%)
- My team 89% (86%)

Lower points

- **SES 86% (70%)**

Learning and Development

Staff were asked questions about learning and development opportunities, and how their skills and knowledge are used in the workplace (224 respondents)

Highlights

- **92% (96%) of staff say that their job gives them opportunities to use skills and knowledge** relevant to the job they are doing.
- 88% (89%) of staff say that their skills and knowledge are used effectively in their work.
- **95% (95%) of staff say their supervisor is aware of their skills, knowledge and strengths.**

Lower points

- 16% (25%) of staff do not agree that their workplace provides access to effective L&D opportunities. In the 2014 People Matter survey 27% of respondents said that they were dissatisfied or strongly dissatisfied with their opportunities for development.
- 24% (25%) of staff say that the effectiveness of the L&D they have received in the last 12 months has not helped them to improve their performance.

Bullying and Harassment

2016 Snapshot

- Have you been bullied and harassed in the workplace in the last 12 months? (230)
 - Yes (20%) – 45 staff
 - No (80%) – 185 staff
 - **It's still happening – 10 staff**
 - It has stopped – 29 staff

2014 Snapshot

- Have you been bullied and harassed in the workplace in the last 12 months? (147)
 - Yes (27%) – 39 staff
 - No (65%) – 107 staff
 - **It's still happening – (6%) 8 staff**
 - It has stopped – (21%) 31 staff

2015 Snapshot

- Have you been bullied and harassed in the workplace in the last 12 months? (209)
 - Yes (21%) – 37 staff
 - No (79%) – 140 staff
 - **It's still happening – (5%) 9 staff**
 - It has stopped – (15%) 26 staff

Bullying and Harassment

2016 Snapshot

- If you made a report, formally or informally were you satisfied with how you were dealt with? (16 respondents)
 - Yes 56% (47%)
 - **No 44% (53%)**

- What factors influenced your decision? (20 respondents)
 - **Nothing will change 50% (93%)**
 - I was afraid of reprisal 50% (31%)
 - I didn't think I would be believed 15% (13%)
 - Processes not clear 5% (6%)

Stress

“I feel stressed at work”. (229 respondents)

Responses

- Always 4% (5%)
- Often 25% (21%)
- Sometimes 49% (54%)
- Rarely 18% (16%)
- Never 3% (3%)

Senior Leaders

Responses were generally very positive

Highlights

Staff agreed that Senior Leaders:

- Lead by Example - 87% (78%)
- **Model Good Behaviour – 89% (82%)**
- Communicate effectively - 84% (72%)
- Respond to future challenges – 82% (73%)

Lower points

Staff were less positive about the way that Senior Leaders:

- **Identify and develop others – 70% (56%)**
- Encourage innovation and risk, and learn from mistakes - 77% (62%)
- **Lead and manage change - 85% (68%)**
- Are sufficiently visible - 76% (68%)

Senior Managers

Staff in EPD are very satisfied with the performance of their Senior Manager with no questions falling below 80% satisfaction.

Highlights

- My Senior Manager is effective at managing people - 81% (81%)
- **My Senior Managers is accessible and I able to meet with them about matters that affect me or my work – 94% (92%)**
- My Senior Manager listens to and responds to issues – 88%(85%)
- **My Senior Manager sets clear goals, vision and direction - 83% (78%)**

About Supervisors

Staff in EPD are extremely satisfied with the performance of their Supervisor with only one question falling below 85% satisfaction.

Highlights

- All responses to 6/7 questions about supervisor satisfaction were over 86%
- **My supervisor treats people with respect - 94% (94%)**

Lower points

My supervisor is a good people manager - 84% (83%)

From Supervisors

Supervisors were asked a series of questions about their performance and confidence supervising staff.

Highlights

- 92% (91%) said that the formal feedback that they provide to staff has direct benefit.
- 96% (100%) said that they articulate clear and consistent performance expectations to their staff.
- 85% (82%) say the performance management framework promotes a fair and equitable process
- 87% (84%) said the performance management framework provides them with clear guidance for assessing performance

Lower points

- **29% (28%) said they don't provide feedback to their staff in a timely fashion**
- **17% (25%) do not know, or are unsure, about finding suitable support or guidance with performance management**
- **36% (34%) replied 'no' or 'unsure' about being able to rely on their supervisor for guidance and support when managing a case of underperformance**



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Asked by Mr Smyth on 1 July 2016: Minister Gentleman took on notice the following question(s):

[Ref: Hansard Transcript 01-07-16 [PAGE 1179]]

In relation to building quality cases:

THE CHAIR: Does the department ever get joined to a case and joins the residents to take on a builder?

Ms Ekelund: Generally not, no. Not since the construction services area has moved over into Access Canberra.

THE CHAIR: Do you know if you are currently joined to any cases?

Ms Ekelund: Not that I am aware of.

Mr Gentleman: We will take it on notice; I do not believe so.



MINISTER GENTLEMAN: The answer to the Member's question is as follows:—

EPD is not joined as a party to any civil cases involving a private building owner making a claim in relation to building quality or a breach of a building contract.

All disciplinary and other actions instigated by the Construction Occupations Registrar or other officers to which a third party may have been joined while EPD was responsible for building regulatory functions were transferred with those officers to Access Canberra on its creation.

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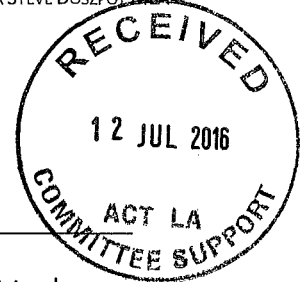


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Asked by Mr Smyth MLA on 1 July 2016: The Minister for Planning and Land Management took on notice the following question(s):

[Ref: Hansard Transcript, 1 July 2016, p. 1180]

In relation to: Building quality cases where body corporates are co-joined as parties that Government is funding

Mr Simmons: Yes, so what we are looking for there is where there has been a material breach of the Building Act. If it is water ingress, and about 80 per cent of all matters where there are building defects relate to water, what we are saying there is that there has been a breach of the national construction code, usually volume 1.

In that case the building code will have been breached and we will have to be very specific about what the breach is and be able to say that that is what the builder needs to rectify, because these matters are usually rectification matters. The obvious sign is that the water which is supposed to be on the outside of the building is on the inside of the building. That usually is the indicator that something has not quite worked as it should have.

THE CHAIR: Could you provide a list of the cases where bodies corporate are co-joined and you are providing the funding?

Mr Simmons: Yes, I am sure we will take that on notice.

MINSTER GENTLEMAN: The answer to the Member's question is as follows:—

There are no current or previous cases where the Construction Occupations Registrar (the Registrar) has been a party to legal proceedings where the Government has provided funding to a body corporate to conduct litigation.

In relation to co-joined parties, there are two current matters in the ACT Civil and Administrative Tribunal (ACAT) where the owners' corporation is joined to a review of a rectification order. In one of the proceedings the owners' corporation is unrepresented and the other has engaged its own legal representation.

Owners' corporations or individual lessees generally apply to ACAT under section 29(5) of the *ACT Civil and Administrative Tribunal Act 2008* to be joined as a party to proceedings if the person has an interest in the application or for an appeal where the person was a party to the original decision.

The types of matters in which parties are joined are typically where reviews are lodged with ACAT by the builder or certifier of a rectification order made by the Registrar under section 38 of the *Construction Occupations (Licensing) Act 2004* in relation to non-compliant building work.

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Asked by Mr Smyth on 1 July 2016: Mr Rake took on notice the following question(s):

[Ref: Hansard Transcript 01-07-16 [PAGE 1204]]

In relation to paid car parking:

THE CHAIR: How many car parks will shift from free parking to paid parking in the coming financial year?

Mr Rake: I will have to take that on notice.

MINISTER GENTLEMAN: The answer to the Member's question is as follows:—

- The Government's most recent pay parking fee determination came into effect on 1 July 2016 and did not identify any new parking areas moving from free parking to pay parking.
- Any future introduction of additional pay parking over 2016/17 will be subject to a community consultation period (including careful consideration of parking supply and demand) prior to proceeding.

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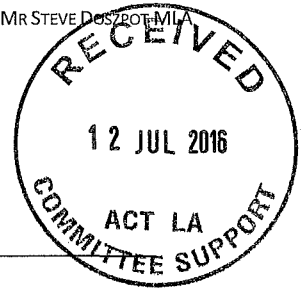
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Asked by Mr Doszpot on 1 July 2016: Minister Gentleman took on notice the following question(s):

[Ref: Hansard Transcript 01-07-16 [PAGE 1207]]

In relation to parking at schools and shopping centres, and the Building an Integrated Transport Network document:

MR DOSZPOT: Minister, has the Parking Coordinator-General or your document that you are referring to looked at parking at schools in the ACT and also in suburban shopping centres?

Mr Gentleman: Yes, both. Yes, the government is very interested in providing the best possible transport options for us. In schools, for example, it is quite a test to drop kids off in the morning so drop-off zones are very important, I think. There is a term for some of those. Certainly this is also the case in suburban shopping areas. I think Mawson is a very good example. During the work on the Mawson master plan we had information come in for shop owners there on the way they would like to see those car parks operate for the future. They really wanted to see policing of the short stay car spots so that other employees did not take up those short stay spots.

MR DOSZPOT: Can you provide documentation of this to the committee?

Mr Gentleman: Certainly. I will provide the plan and any other information we can for you, yes.

MINISTER GENTLEMAN: The answer to the Member's question is as follows:—

- Building an Integrated Transport Network - Parking (Parking Action Plan) highlights the impacts associated with the demand for parking at schools. The Plan includes a range of actions to address these impacts including increased penalties for traffic and parking offences, improved signage, increased enforcement and reviewing the pickup and set down provisions.

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- The ACT Government has also created a position of a Schools Transport Coordinator, who is responsible for liaising with schools on all transport issues for government. This includes the coordination of school parking matters and transport programs such as the Active Streets and Ride and Walk to School projects that encourage active travel in the ACT.
- The Mawson Group Centre Master Plan aims to maintain a well-connected and accessible centre by providing sufficient parking to ensure the viability of the centre, ensuring parking does not detract from the amenity of the centre, and by providing a mix of short, medium and long-term parking to meet the needs of different users.
- Community engagement on the Mawson Group Centre Master Plan indicated that parking was of considerable importance to the centre's lessees and traders with convenient short stay parking being highly valued.
- The Mawson Group Centre Master Plan and the Stage 2 Community Engagement Outcomes Report is provided at **Attachment A** and **Attachment B** respectively. Electronic copies of the reports are available from the Environment and Planning Directorate's website at http://www.planning.act.gov.au/topics/current_projects/studies/woden_and_mawson_master_plans.

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Signature:



Date: 12/7/16

By the Minister for Planning and Land Management, Mick Gentleman

Mawson Group Centre

Master Plan



NOVEMBER 2015



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Definitions

Active frontages occur when people can interact between the buildings and the streets and public spaces, such as shop fronts, building entrances and transparent building facades.

Active travel is travel that involves physical activity such as walking and cycling. Active travel can also include the walking and/or cycling involved when using public transport.

Active uses are uses that generate activity at the ground floors. Active uses include cafes, shop fronts and building entrances.

Blocks and Sections are how areas of land are identified in the ACT. The city is divided into divisions, suburbs, sections and blocks. The Territory Plan zoning determines what activities/uses can occur on the blocks. Blocks are usually leased to one entity.

Built form relates to the buildings, associated structures and surrounding public spaces.

Human scale reflects a sympathetic proportional relationship between the built form and human dimensions where people are not overwhelmed by the built form. Human scale contributes to a person's perception of buildings or other features in the public domain. It is typically referred to when discussing the bulk and scale of development.

Land use zones are allocated by the Territory Plan to all land within the ACT that define what land uses can or cannot occur on a piece of land. Zone categories are residential (RZ), commercial (CZ), community facility (CFZ), industrial (IZ), parks and recreation (PRZ), transport and services (TSZ), and non urban (NUZ). Sub-categories provide more specific controls, for example RZ1 is a residential zone for low density housing in suburban areas while RZ5 is a residential zone for high density housing in urban centres and along major transport routes. See more about the zoning system at www.legislation.act.gov.au/ni/2008-27

Main street is often the primary retail street of a centre. It is usually a focal point for shops, retailers and socialising.

Mixed-use involves a development that includes a mix of complementary land uses. This can include a horizontal and vertical mix.

Podium or building base refers to the lower storeys of a tall building that people passing by see and interact with. It is designed to present an appropriate human scale to the streets and public spaces. Podiums can be used to transition down to lower-scale buildings, and minimise the impact of parking and servicing areas.

Shared-use path is a path that is restricted to non-motorised transport with the exception of motorised wheelchairs and power assisted pedal cycles. Both pedestrians and cyclists share these paths.

Shared zone/shared spaces is a road or place where the road space is shared safely by vehicles, pedestrians and cyclists. A shared zone may include the removal of traffic lights, pedestrian barriers, road markings and kerbs to give equal priority to all users and require negotiation between users.

Solar access is the ability of a building or public space to receive sunlight without obstruction from other buildings.

Surveillance or passive surveillance is the 'eyes on the street' from residents and people going about their daily activities to create a sense of safety onto streets and public spaces.

Urban grain is the street pattern, size and distribution of blocks, scale of buildings and their relationship to each other. Urban grain includes the hierarchy of streets, the pedestrian connections, public places and linkages to public transport.

Water sensitive urban design is the planning, design or construction of the built environment to minimise water runoff and ensure any runoff causes the least amount of damage. It is also about the wise use of that water to improve our urban environment.



Aerial photograph looking towards the centre, www.geoffcomfort.com





Executive summary

The ACT Government has prepared master plans for Woden town centre and Mawson group centre, including the Athllon Drive corridor between these centres. While both centres have been considered together throughout the master plan process, two master plans have been prepared as each area has its own community interests, characteristics, opportunities and challenges.

This master plan for the Mawson group centre (the centre) sets out a vision, planning principles, spatial framework and planning strategies to guide growth and development in the centre over time.

This master plan has been produced in response to actions outlined in the ACT Planning Strategy (2012). The relevant actions identified the need to review the Woden Master Plan (2004) and prepare a master plan for Mawson group centre, inclusive of the Athllon Drive corridor, to initiate development that will support strategies for active travel and rapid public transport along Athllon Drive.

Preparation of this master plan involved extensive background research and analysis, including:

- consideration of strategic planning directions and policies
- responding to outcomes from two stages of community and stakeholder engagement activities that were undertaken as part of the master plan process, and
- consideration of background research, reports and analysis.

The key findings for the Mawson group centre include:

- it benefits from the rapid transport which runs along the Athllon Drive corridor
- it could become a significant public transport hub for Canberra
- the centre is highly convenient and accessible due to its proximity to rapid public transport and the availability of surface car parking
- there is potential for residential development to be introduced in the centre
- in general it has poor pedestrian and cyclist connections which could be improved
- pedestrian and cycle connections from the centre to the existing public transport facilities on Athllon Drive need improvement, and
- it has limited after-hours activity.

In response to these findings, this master plan outlines a vision which captures what is valued about the Mawson group centre and sets out what it could become in the future.

Mawson group centre will be an attractive, accessible, convenient centre offering a diverse range of goods, services and transport and housing options. It will be a centre that is able to evolve in the future as the community's needs and demands change.

The vision is supported by six planning principles, which inform the planning strategies. The principles and strategies provide direction and guidance for the future development of the centre over the long term, considering the broad range of issues identified during community engagement and in the background research and analysis.

Some of the key recommendations proposed by this master plan include:

- supporting the establishment of the centre as a public transport hub
- improving pedestrian and cyclist connections to and through the centre and in particular from public transport facilities on Athllon Drive into the centre
- encouraging the introduction of a mix of uses, particularly residential, which will increase activity at all times of the day, and
- reserving land for an additional supermarket and structured car parking if demand for these facilities is identified in the future.



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- Salami & Cheese
- Lemon
- Raspberry
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can of coffee, come
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1. Introduction

In 2012, key strategic planning documents for the ACT were introduced, including the ACT Planning Strategy, Transport for Canberra and AP2: A New Climate Change Strategy and Action Plan for the ACT. The ACT Planning Strategy encourages a more compact city by focusing urban intensification in town centres, around group centres and along the major public transport routes. The ACT Planning Strategy identified Mawson group centre and Woden town centre for investigation in association with the Athllon Drive rapid transit corridor. This master plan and the Woden Town Centre Master Plan have been prepared as a result.

As part of the master planning process, in February 2014 the ACT Government released a discussion paper outlining some of the key planning issues for both Mawson and Woden centres to help generate discussion and draw out the community's concerns and ideas. Considering the centres together allowed for comprehensive analysis of a diverse range of strategic planning issues and consideration of the relationship between the two centres.

Because each centre has its own community interests, characteristics, opportunities and challenges, a separate master plan has been prepared for each centre. The plans were guided by the ACT Planning Strategy, Transport for Canberra, the climate change strategy, extensive background analysis and, where appropriate, the issues and ideas raised during community engagement. The ACT Government released the Mawson Group Centre Draft Master Plan for community engagement in January 2015. Feedback received from the draft master plan engagement has been used to prepare this final plan.

The Mawson Group Centre Master Plan sets out a vision, planning principles, spatial framework and planning strategies that will guide growth and development in the Mawson group centre (the centre) over time.

Figures 1 and 2 illustrate the master plan study areas.

1.1 Master plan study area

The study area covered by the Mawson Group Centre Master Plan is illustrated by the dashed red line shown in Figure 1 and 2. The study area for the review of the 2004 Woden Town Centre Master Plan is illustrated by the dashed blue line in Figure 1. Situated in the suburb of Mawson in the Woden Valley, the area is bound to the west by Athllon Drive (an arterial road connecting the Woden town centre to Tuggeranong town centre in the south-west), to the north by Mawson Drive, to the east by Mountevans Street and to the south by Beasley Street. This master plan considers the impact on, and connections to surrounding residents, facilities, transport and public spaces although they lie outside the master plan area. Since the draft master plan was released, the Mawson District Playing Fields have been added to the master plan study area as they provide important pedestrian and cyclist connections to the centre.

The centre is approximately 2 kilometres south of the Woden town centre, and approximately 1 kilometre south of the Phillip service trades area. The suburb of Farrer is to the south and Torrens to the west. There are views from the centre to Mount Taylor in the west.

1.2 Block and section map

Under the Territory Plan, Canberra is divided into divisions, suburbs, sections and blocks, with blocks usually leased to one entity. Blocks and sections are referred to in this document. Figure 3 provides a quick reference to help the reader identify blocks and sections within the master plan area.



Figure 1: The Woden and Mawson master plan study areas

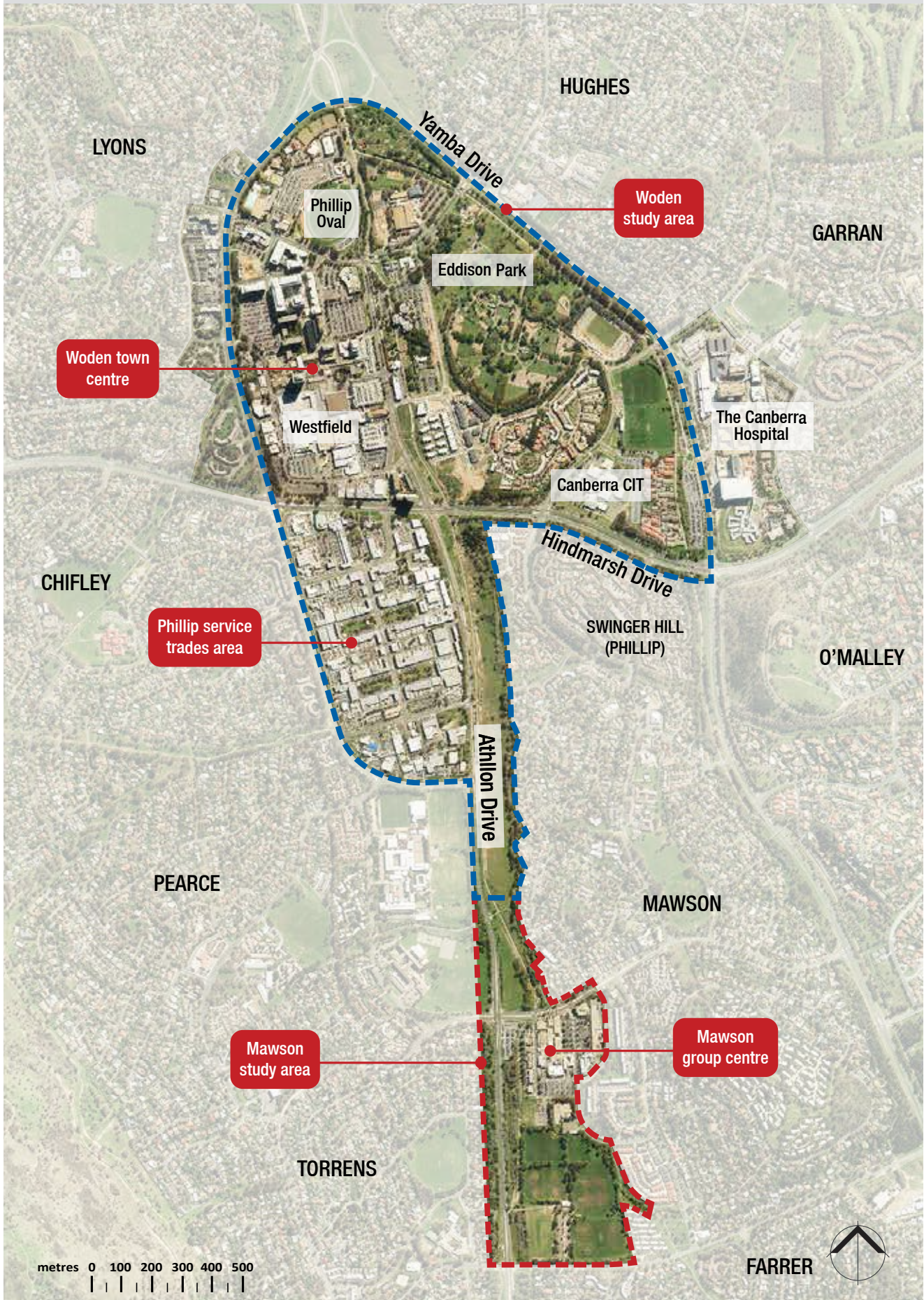




Figure 2: The Mawson Group Centre Master Plan study area

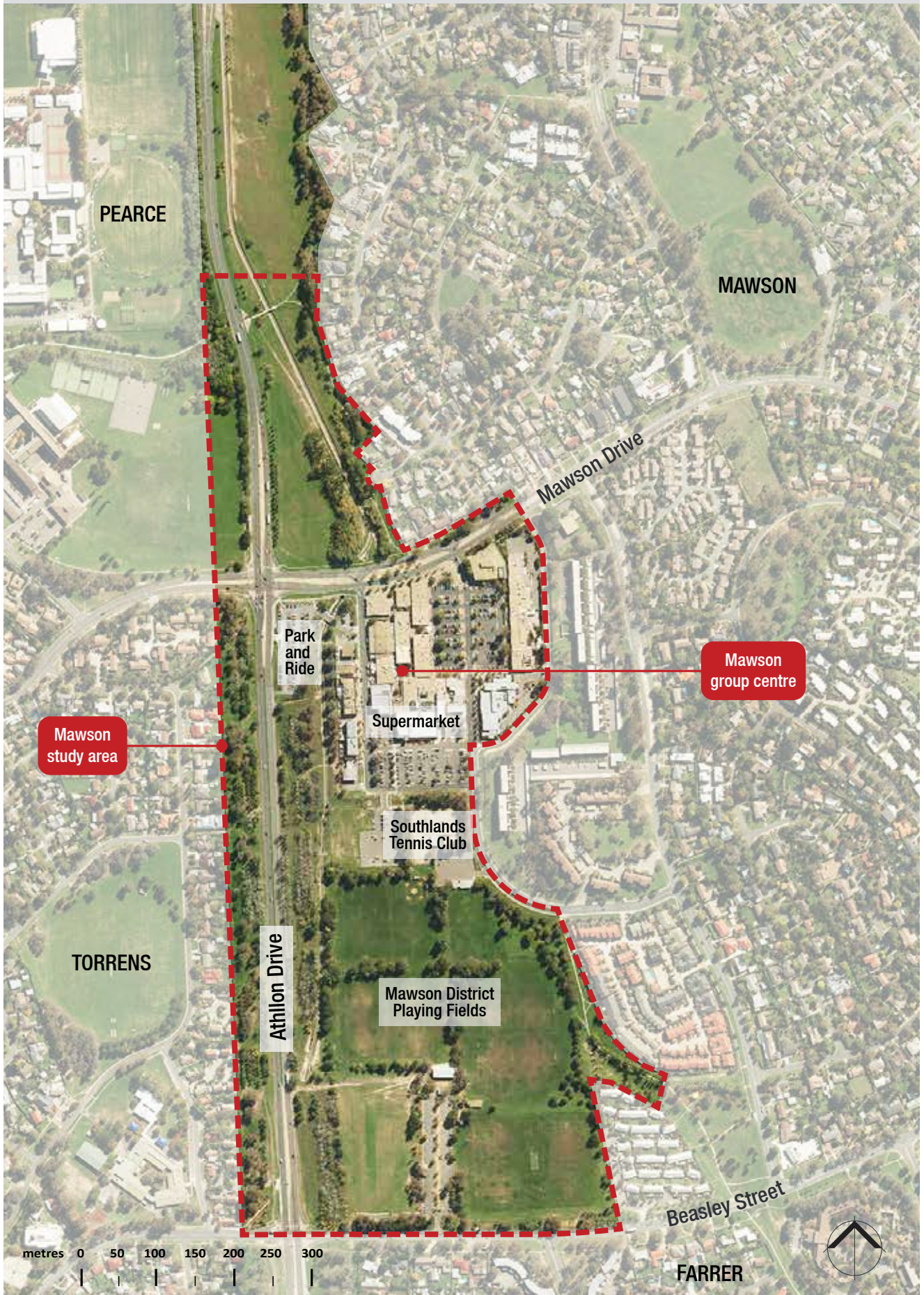
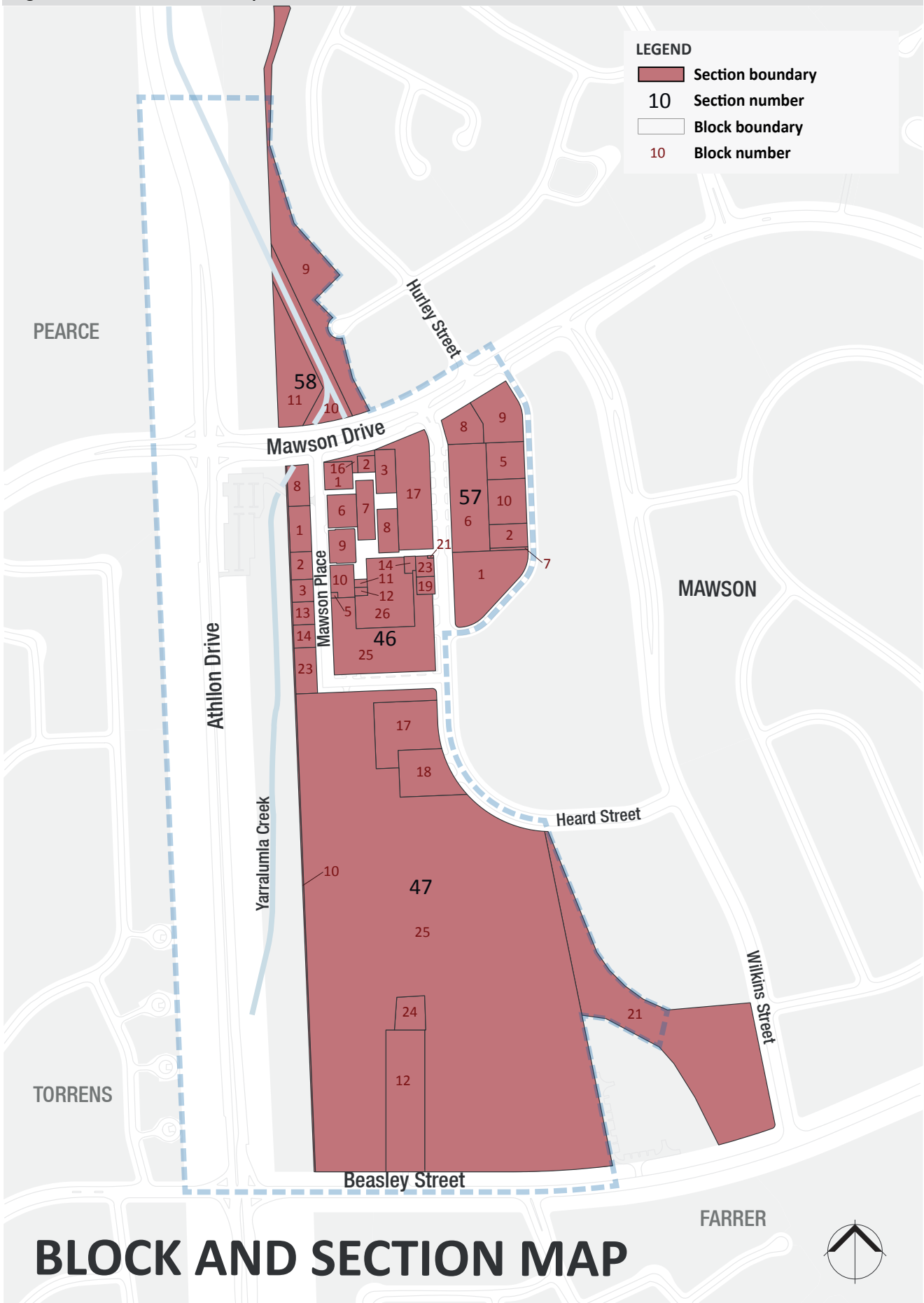




Figure 3: Block and section map





1.3 What a master plan does

A master plan defines what is important about a place and identifies opportunities for preserving and enhancing the quality of that place. A master plan offers town and group centres long-term planning frameworks for urban renewal and is guided by key actions and strategies identified in the ACT Planning Strategy for a more compact and efficient city by focussing urban intensification in these areas.

This master plan provides a vision, a spatial framework and strategies to guide the development of the Woden town centre over the next 20+ years.

A master plan is a non-statutory planning document that can recommend the following:

- **Planning policies**

Potential changes and inclusions in the Territory Plan take the form of a new precinct code. The Territory Plan is the key ACT statutory planning document that provides the policy framework for the administration of land use and planning in the ACT. It specifies what can and cannot happen on each block of land. A precinct code sits within the Territory Plan and provides place-specific planning controls. This master plan is informed by community input and makes recommendations for a new precinct code for the Mawson group centre about appropriate land use, building heights, building setbacks and location of active frontages.

- **Opportunities for land release**

Land release is the sale of Territory-owned land. The supply and release of land in the ACT considers factors such as forecast population changes, household changes, demand for land and the capacity to cost effectively deliver key infrastructure and services.

- **Public domain upgrades**

Infrastructure and public space improvements are required to realise the vision and some of the strategies of this master plan. There are opportunities for the private sector to contribute to the public domain through partnerships with the government or as part of off-site works. Works undertaken by the ACT Government will involve further investigations by various government agencies and funding consideration through future government budget bids. Public domain upgrades that are undertaken by the ACT Government are based on a number of considerations including population growth, the age of existing assets and infrastructure and the wider budget context within the Territory.

- **Further studies**

These may be required to progress some strategies that are either outside of what a master plan can achieve or that may take more time to investigate.



Aerial photograph of the Mawson group centre, www.geoffcomfort.com



1.4 Master plan process

The master plan process includes three main stages as illustrated in Figure 4, with opportunities for stakeholders and the public to provide input during stages 1 and 2 of the master plan process.

The process commenced with Stage 1, which involved the gathering and analysis of information, including community engagement, to help inform the preparation of the draft master plan.

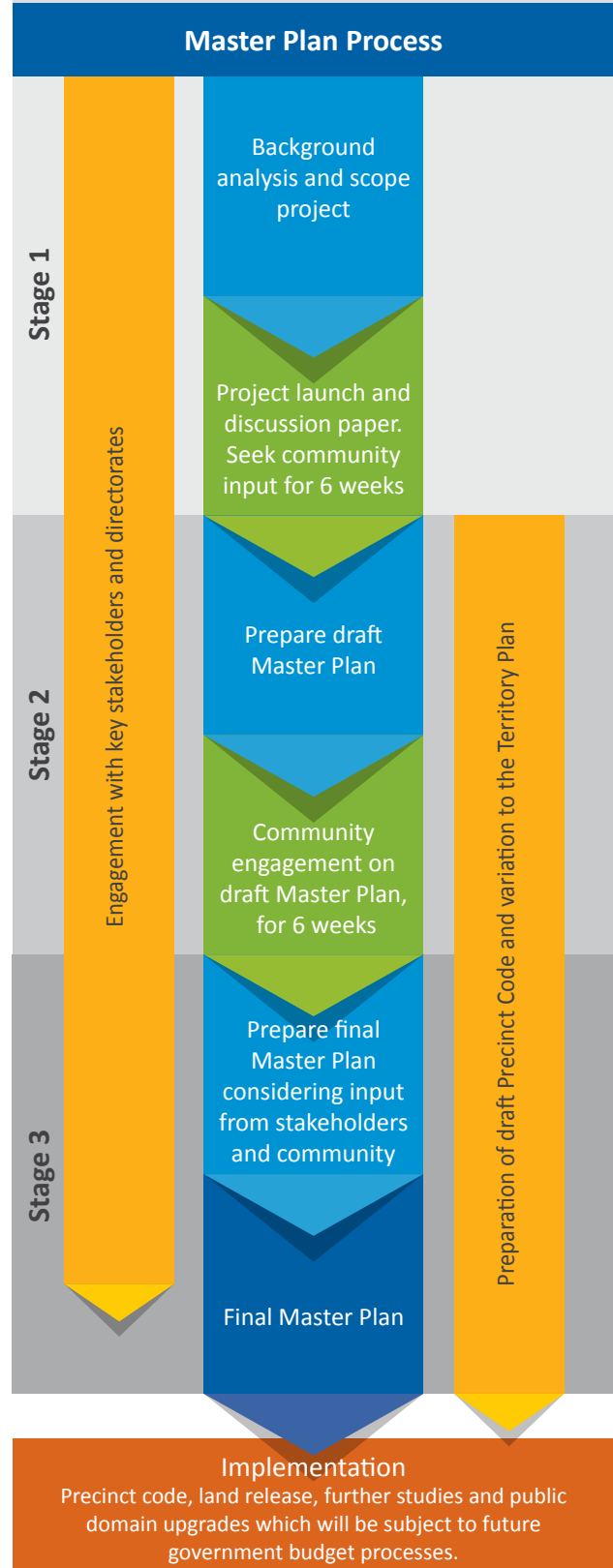
The draft master plan represented Stage 2 of the process. Feedback on the draft master plan was sought from stakeholders and the community and used to inform Stage 3, the development of this final master plan. The implementation of the master plan may include new planning controls in the form of a precinct code in the Territory Plan, potential land release, public domain upgrade recommendations and potential further studies. Figure 4 shows how the preparation of a precinct code runs concurrently with the master planning process.

1.4.1 Community engagement

Community engagement forms a critical part of the analysis in the early stages of the master planning process and in refining recommendations in the draft master plan.

The background and analysis section of this master plan and the community engagement reports for stages 1 and Stage 2 provide details of how community engagement has been undertaken and a summary of feedback received. The community engagement reports, which include a summary of messages heard from each stage of community engagement, can be seen at: www.act.gov.au/wodenandmawson

Figure 4: The master plan process





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2. Planning context

2.1 Strategic planning

The Mawson Group Centre Master Plan is a strategic policy document that seeks to translate the ACT Government's broader metropolitan policies at a local level.

The following section outlines the policy context that applies to the Mawson group centre.

2.1.1 ACT Planning Strategy

The ACT Planning Strategy (2012) was prepared in response to changes in the ACT's economic, demographic and environmental circumstances. The strategy outlines a series of directions that will create a more sustainable city:

- focusing urban intensification in town centres and group centres supported by public transport to improve the vibrancy of centres
- improving the urban quality and liveability of Canberra
- managing the land and natural resources of the area to conserve where appropriate and to manage growth to ensure a prosperous region, and
- supporting convenient access to a range of facilities, services and opportunities for social interaction by reinforcing the role of group centres as community hubs.

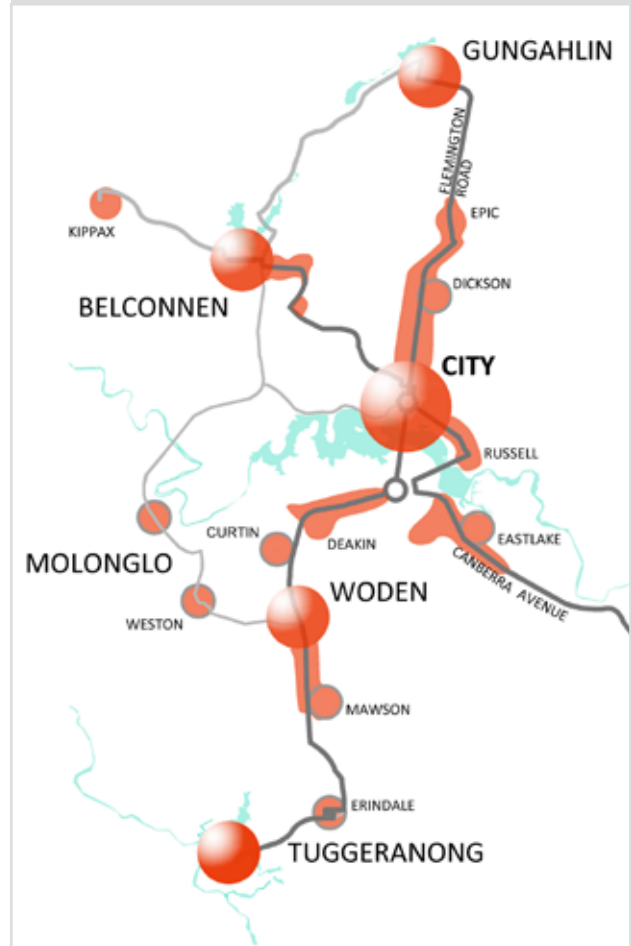
The ACT Planning Strategy's first direction is of particular relevance to this process and promotes a more compact and efficient city by focussing urban growth in town centres, around group centres and along main transit corridors, as illustrated in Figure 5.

2.1.2 Transport for Canberra

Transport for Canberra (2012) is a companion policy to the ACT Planning Strategy. It seeks to integrate urban planning and transport to improve services in Canberra over the next 20 years. Key policy directions include:

- integrating land use and transport through the Frequent Network of public transit corridors
- making walking and cycling the easiest travel options to encourage active travel, and
- strategically managing the road network and parking.

Figure 5: ACT Planning Strategy focuses growth in town centres, around group centres and along transport corridors



In addition the importance of building an Integrated Transport Network will help to improve the efficiency and effectiveness of Canberra's transport network. Integrated transport networks generate economic opportunities and jobs. They are also a catalyst for creating vibrant and attractive urban environments.

2.1.3 Climate change action plan

AP2: A New Climate Change Strategy and Action Plan for the ACT (2012) is the ACT Government's strategic policy on climate change. AP2 guides the Territory's strategy to reduce greenhouse gas emissions by 40% of 1990 levels by 2020 and to transition the ACT to zero net emissions by 2060.

AP2 provides a pathway to achieve emission reductions through energy efficiency and increased use of renewable energy. It also identifies opportunities for improved environmental performance of buildings and infrastructure.



The projections for the ACT and region are for an increasingly hotter and drier climate with more extreme weather events. Since 2009 the ACT Government has been taking mitigation actions and assisting the community to increase its resilience.

Examples of significant mitigation measures are:

- legislating emission reduction targets for the ACT in 2010: zero by 2060; 80% by 2050; 40% by 2020 (based on 1990 levels)
- investing in renewable energy sources (solar and wind) to meet the ACT's renewable energy target of 90% by 2020 (introduced in 2013)
- introducing the Energy Efficiency Improvement Scheme obliging ACT electricity retailers to help customers save energy
- adopting the Carbon Neutral ACT Government Framework with its target of zero net operational emissions by 2020, and
- investing in public transport, including Capital Metro light rail, and improving the cycle and pedestrian networks.

2.1.4 ACT water strategy

The ACT Water Strategy 2014–44: Striking the Balance was endorsed by the ACT Government in July 2014. The strategy incorporates three themes and a detailed implementation plan. It will guide the management of the Territory's water supply, water resources and catchment practices over the next 30 years. It builds on the original ACT Water Strategy, Think Water, Act Water. While the emphasis on the original strategy was on water security following the 2003 bushfires and the Millennium Drought, the new strategy will also focus on improved water quality in lakes and streams and greater community participation in a number of key components, such as improving catchment health.

2.2 Statutory planning

2.2.1 National Capital Plan

The National Capital Plan is the strategic plan for the ACT that is managed by the National Capital Authority. It ensures that Canberra and the Territory are planned and developed in accordance with their national significance.

The National Capital Plan includes 'designated' areas, which are areas considered to be of national importance and include the central national area, national institutions, diplomatic areas, Lake Burley Griffin, approach routes to the city and hills, ridges and buffers. While there is no designated land within the master plan area, the Woden Valley has large areas, such as the hills, ridges and buffers that separate the Woden Valley from other districts. There is also designated land within the suburb of O'Malley to the north-east of the master plan study area.

2.2.2 Territory Plan

The Territory Plan is the key statutory planning document in the ACT, providing the policy framework for the administration of land use and planning in the ACT. The purpose of the Territory Plan is to manage land use change in a manner consistent with strategic directions set by the ACT Government, Legislative Assembly and the community.

The centre is mostly zoned as Commercial Zone 1: Core Zone (CZ1: Core Zone), Commercial Zone 2: Business Zone (CZ2: Business Zone) and Commercial Zone 3: Services Zone (CZ3: Services Zone) as shown in Figure 11. Land directly north of Mawson Drive is zoned as Parks and Recreation Zone 1: Urban Open Space (PRZ 1: Urban Open Space).

A Territory Plan variation to implement a new precinct code into the Territory Plan will be an outcome of this master plan. A precinct code outlines place specific planning controls such as land use, building heights, building design elements, building setbacks and where active frontages should be located.



2.3 Spatial context

Canberra is a planned city. In the 1960s the National Capital Development Commission, through the Metropolitan Plan for Canberra, identified several districts outside the central area for development. Woden was the first district to be developed under this approach.

Canberra has a clearly defined centre hierarchy of town, group and local centres. Each district was planned taking this hierarchy of commercial centres into consideration. This structure was intended to help develop strong communities that have good access to services and jobs, and to reinforce Canberra's relationship with its setting. Town centres generally serve their wider district as the main commercial focus. Group centres provide shops and services for a group of suburbs and traditionally cater for the weekly shop. Group centres were introduced in the early 1960s in response to the emergence of supermarket retailing in Australia. Group centres of this era are often located near high schools and district playing fields and community facilities such as libraries and churches. Local centres typically cater for a single suburb. The ACT Planning Strategy (2012) supports the centres hierarchy approach, which encourages a more compact city by focusing urban intensification in town centres, around group centres and along the major public transport corridors.

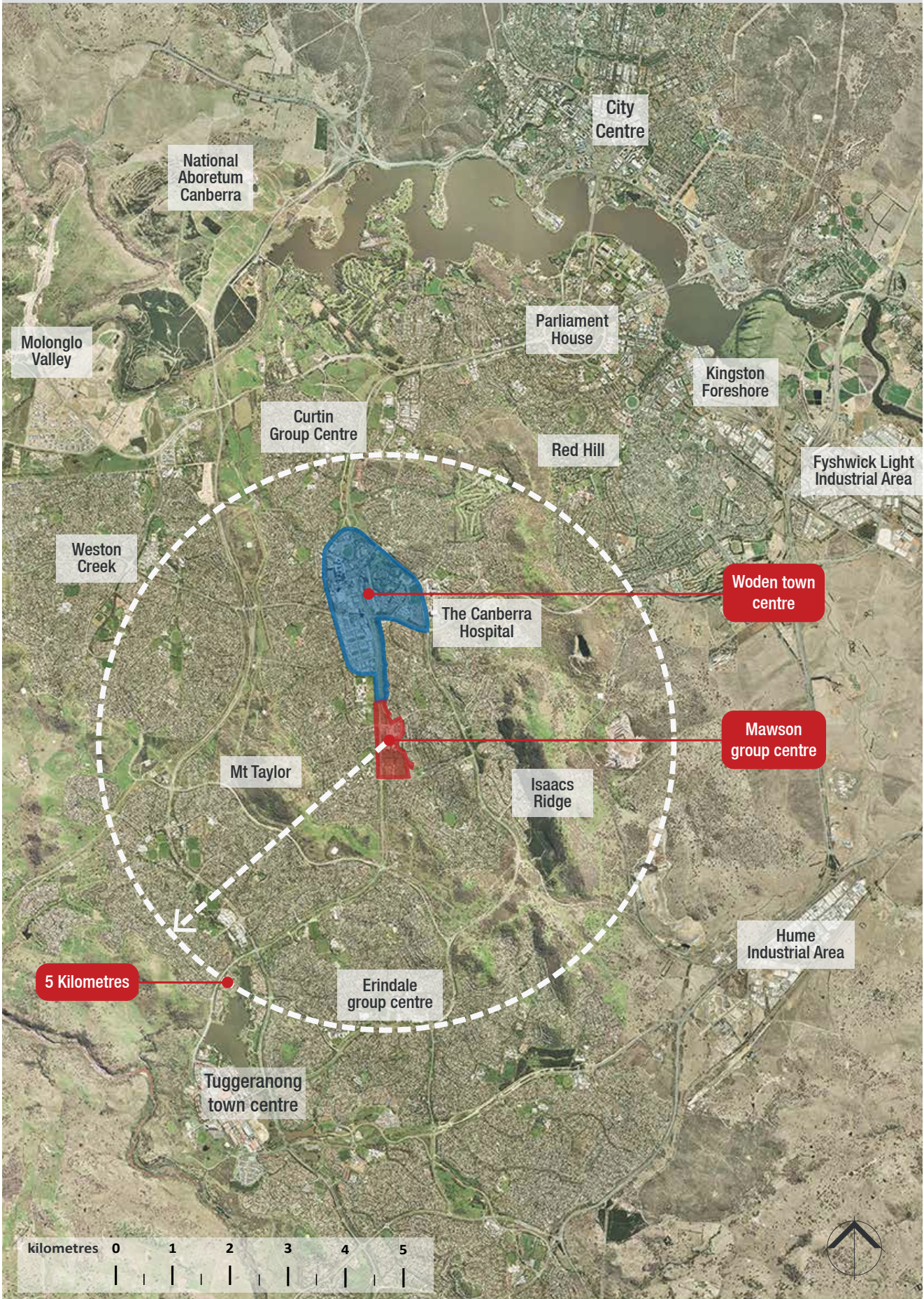
The Mawson group centre is situated in Woden Valley, in the suburb of Mawson. The centre is one of two group centres (Mawson and Curtin) in the Woden Valley District (Figure 6).

2.4 Planning history

Initially, development of the centre was planned for 1968. However, following a slowdown in development in Woden Valley at that time, the National Capital Development Commission delayed the centre's development until 1971. Original planning saw the principle function of the centre being to provide weekly grocery shopping to the surrounding suburbs of Mawson, Farrer, Torrens and Pearce. The centre is also the closest group centre for the suburbs of Isaacs and O'Malley. In size and function the centre was anticipated to compare with the Dickson group centre. The first shop opened in 1971 and the Woolworths supermarket opened in December 1972. At that time it was the largest supermarket in the ACT.



Figure 6: Spatial context for the Mawson group centre



Aerial photograph looking over the Mawson group centre towards the Woden town centre, www.geoffcomfort.com



Courtyard in the centre core





3. Background and analysis

3.1 Community engagement

Community engagement for the Mawson Group Centre Master Plan included two main stages. Each stage informed the master plan as it evolved.

3.1.1 Stage 1 – February to April 2014

For the first stage of community engagement, Mawson group centre and Woden town centre were investigated concurrently. This allowed for comprehensive analysis and consideration of metropolitan transport and land use relationships, and infrastructure for the area. Stage 1 community engagement activities included stakeholder interviews, information displays and meet the planners sessions, presentations to the Woden Valley Community Council and lessee and traders meetings. These activities helped identify key issues, challenges and opportunities for each of the centres. Approximately 300 people participated.

Key messages from Stage 1 of community engagement for the Mawson group centre included:

- generally, there was broad support for more residential and mixed-use development and increasing building heights at the edges of the centre, with a focus on good quality built form outcomes
- residential infill within the centre core received a lower level of support, with respondents preferring that the current low scale of the buildings in this area be retained
- the convenient shopping, diversity of shops and smaller-scale character of the centre is greatly valued and attracts people to this centre
- the centre looks tired, untidy and dated. Its central spaces and public facilities are in need of modernisation
- improvements to the public domain including furnishings, landscaping, pavement, community gathering spaces, children play spaces and shelter from the weather would be beneficial
- safety and night-time lighting needs to be addressed in the centre
- pedestrian and cycle access needs to be improved to and within the centre including along Mawson Place, Heard Street, Mawson Drive and Athllon Drive, as well as through the surface car parks, and
- improved traffic management is needed for Mawson Place and Heard Street to slow down traffic, improve lines of sight and make it safer for pedestrians and cyclists to cross the streets.

Further information on community feedback can be found in the Community Engagement Report – Stage 1 available at www.act.gov.au/wodenandmawson. Where appropriate, these key messages and relevant background information informed the development of the draft master plan.

3.1.2 Stage 2 – January to March 2015

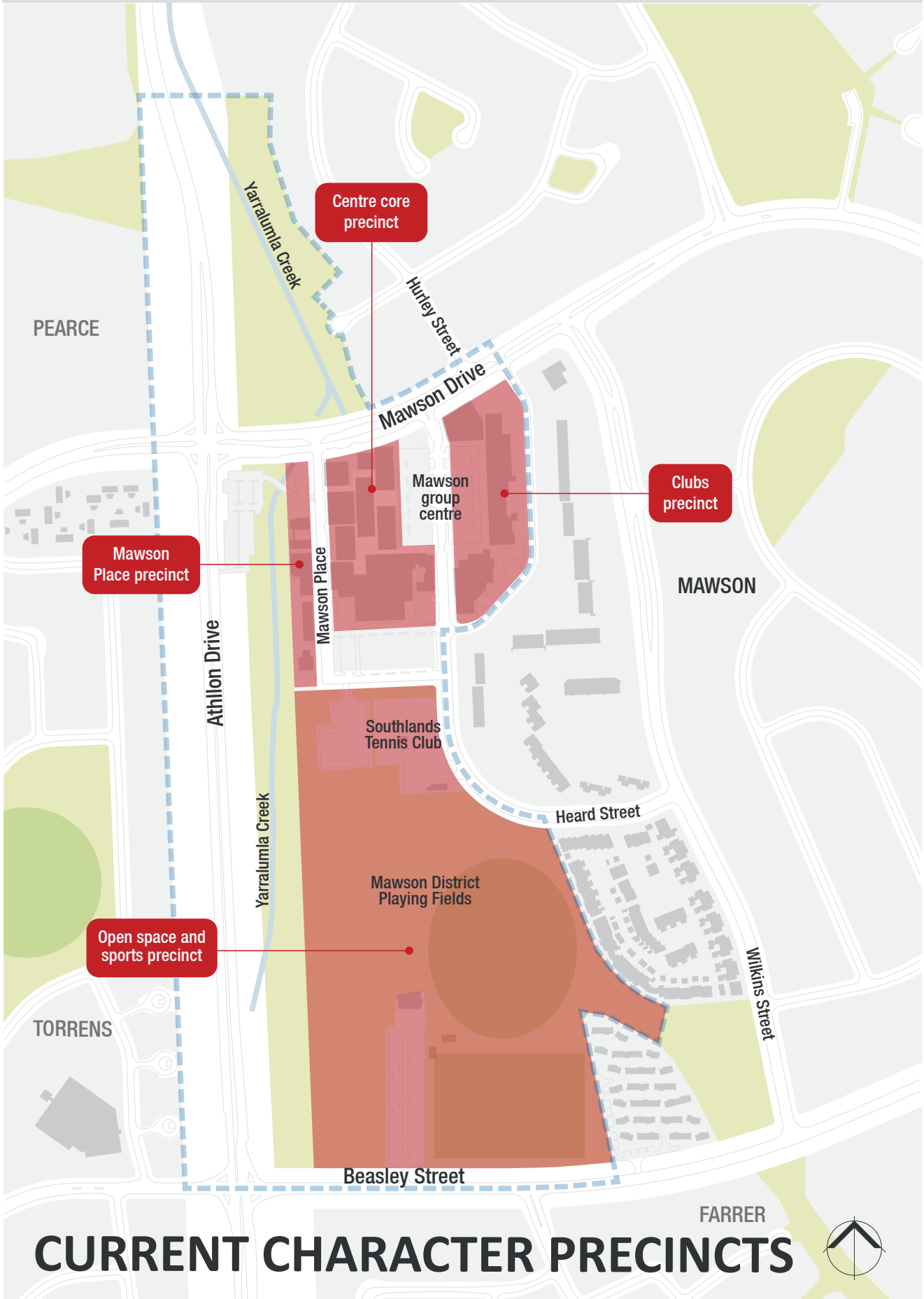
Stage 2 of community engagement sought community feedback on the draft master plan over a six week period. Engagement activities included stakeholder interviews, a presentation to the Woden Valley Community Council, information displays and meet the planner sessions and completion of feedback forms. Approximately 215 people attended the meet the planner sessions, held in the courtyard at Southlands Shopping Centre, Mawson and 85 feedback forms were completed. Twenty individual submissions were also received on the Mawson Group Centre Draft Master Plan.

Key messages from Stage 2 of community engagement for the Mawson group centre included:

- general support for the proposals in the draft master plan
- pedestrian and cycle connections to and throughout the centre require improvement, with some comments suggesting the master plan required more detail on this
- the public spaces within the group centre require enhancement and maintenance
- there was concern over solar access, public amenity and privacy if building heights in the centre were allowed to increase
- there were mixed views regarding the proposed building heights in the draft master plan, with particular concerns raised regarding proposals for new development up to six storeys and a proposed landmark building of eight storeys. Some comments suggested that development over four storeys was too high, while others indicated their support for the proposed heights, and



Figure 7: Current character precincts





- there was a diversity of views regarding the potential provision of an additional full-line supermarket within the centre. Some people suggested it was not necessary while others suggested a smaller format supermarket provider would be more appropriate.

Further information on community feedback from the engagement can be found in the Community Engagement Report – Stage 2 available at www.act.gov.au/wodenandmawson.

Where appropriate, these key messages informed the development of this master plan.

3.1.3 Further engagement

Community engagement will also be undertaken on any variation to the Territory Plan through a separate community consultation process.

3.2 Character and heritage

3.2.1 Character

The Mawson group centre is made up of four distinct character precincts as shown in Figure 7. These precincts are identifiable by their location, land use, built form, street address and streetscapes:

The Mawson Place precinct is a mix of service trades uses (such as service stations), on-street dining, office and back of house activities. There are many small tenancies along Mawson Place with low scale buildings of one to two storey buildings.

The centre core precinct is a diverse range of commercial spaces which face onto internal (pedestrian only) walkways and courtyards. Like Mawson Place, tenancies in the centre core are generally small and buildings are one or two storeys.

The clubs precinct is characterised by four clubs, one of which is closed, and an office building which fronts onto a large surface car park. This precinct is subject to significant level changes, with three clubs sitting higher than the surface car park, making their scale feel more imposing. Tenancies are larger than elsewhere in the centre.

The open space and sports precinct is composed of the Southlands Tennis Club and Mawson District Playing Fields. The playing fields are heavily used by the broader community.

3.2.2 Heritage

The buildings in the centre do not exhibit a high standard of architectural interest. Following a study of buildings, places and artworks to assess the potential for new heritage nominations, no buildings, places or artworks with heritage significance were identified.

3.3 Demographics

3.3.1 Population

Growth and change in Canberra’s population will generate demand for housing, offices, retailing, services, community facilities and associated infrastructure. At September 2014 the population of the ACT was estimated to be 387,000¹ and projected to reach 430,400 by 2021 and 493,500 by 2031.²

Currently there are no dwellings or residents living in the master plan area.³ Data for the suburb of Mawson shows the population is slowly growing⁴ and is expected to continue to do so.⁵

With an estimated median age of 40.7 years, Mawson has an older population than the rest of the ACT, which has an estimated median age of 34.5 years.⁶

Historic trends to date suggest Mawson will continue to age (Table 1).

Table 1:
Changes in percentage of population aged over 65 years⁷

Percentage of population aged over 65 years			
Year	Mawson	ACT	Australia
1991	8%	6.1%	11.3%
1996	13.4%	7%	12%
2001	14.4%	8.3%	12.6%
2006	18%	9.7%	13.3%
2011	19.1%	10.7%	14%



Figure 8: Snap shot of Mawson group centre

POPULATION

Population in ACT

2003	327,357
2014	387,000
2031	493,500

Population in Mawson

2003	2,966
2014	3,157
2031	4,075

MEDIAN AGE

40.7

Median age in Mawson

40.2

Median age in Woden Valley

34.5

Median age in ACT

TRAVEL TO WORK

40%

of employees who work in Mawson live in Woden Valley

36%

of employees who work in Mawson travel from Tuggeranong

EMPLOYMENT

750

Approximate jobs in Mawson

11%

of employees work in accommodation and food services

16%

of employees work in health care

28%

of employees work in retail

CAR OWNERSHIP

9.3%

of Mawson residents own no car

6.2%

of ACT residents own no car

41.1%

of Mawson residents own one car

36.7%

of ACT residents own one car



The need to support an older population has implications for the provision of facilities and services and the design of the public domain, which will need to meet the needs of a diverse population and respond to issues such as mobility and access. Providing housing close to services and facilities is another way an ageing population can be supported.

3.3.2 Employment

Employment data relating specifically to the Mawson group centre is not available. However, on the 2011 Census night there were 751 people employed in Mawson. It is assumed many of these jobs are based in the group centre. Of these 751 people, 28% were employed in retail trade, 16% in health care and social assistance and 11% in accommodation and food services.

Of those working in Mawson, 2011 Census data found 40% live in the Woden Valley. As the Woden Valley is approximately 7 kilometres north to south and 4 kilometres east to west, many people who work in Mawson live within walking or cycling distance of their jobs.

3.4 Land use

3.4.1 Land custodianship

The centre is leased by a mix of private leaseholders and the ACT Government (Figure 9). A key function of this master plan is to provide opportunities for private leaseholders to redevelop and contribute to a better public domain. This master plan identifies where it is appropriate to sell unleased Territory-owned land and what type of land use should occur on those blocks. Unleased land is managed by the ACT Government; in the centre it is mainly in the form of three large surface car parks (Figure 10).

3.4.2 Commercial and retail

The centre serves the surrounding suburbs of Mawson, Farrer, Torrens, Pearce, O'Malley and Isaacs. This catchment has a population of approximately 14,750 people.

The centre currently has three different commercial zones (Figure 11). The centre core, zoned as CZ1: Core Zone, is primarily occupied by a variety of commercial activities including a full-line supermarket, smaller food shops, delicatessens, butchers, bakeries, cafes and takeaway shops, post office, newsagent, chemists, a gym and travel agents. Land to the east of the centre core, zoned as CZ2: Business Zone, includes the Mawson Club, Masonic Club, Austrian Australia Club and now closed Serbian Club, which is no longer being used as a public building.

The car park adjoining Woolworths to the south and the land to the west of Mawson Place is zoned as CZ3: Services Zone. Existing uses within this zone include cafes, takeaways, two service stations, offices and a surface car park.

In 2011 the centre had approximately 19,500 m² of retail floor space.⁸ There are a number of vacant tenancies in the centre core, particularly towards the northern end. The amount of retail floor space supportable at the centre in the future is dependent on a number of variables including:

- population growth in the centre's catchment
- the growth in per capita retail expenditure, and
- new retail development in other centres.

Having regard to these factors, economic analysis anticipates that an additional supermarket could be viable in the longer term. This could be a full-line supermarket or one of a smaller size. The variables listed above will need to be monitored to ensure an additional supermarket of an appropriate size is not developed before the demand exists.



Figure 9: Land custodianship

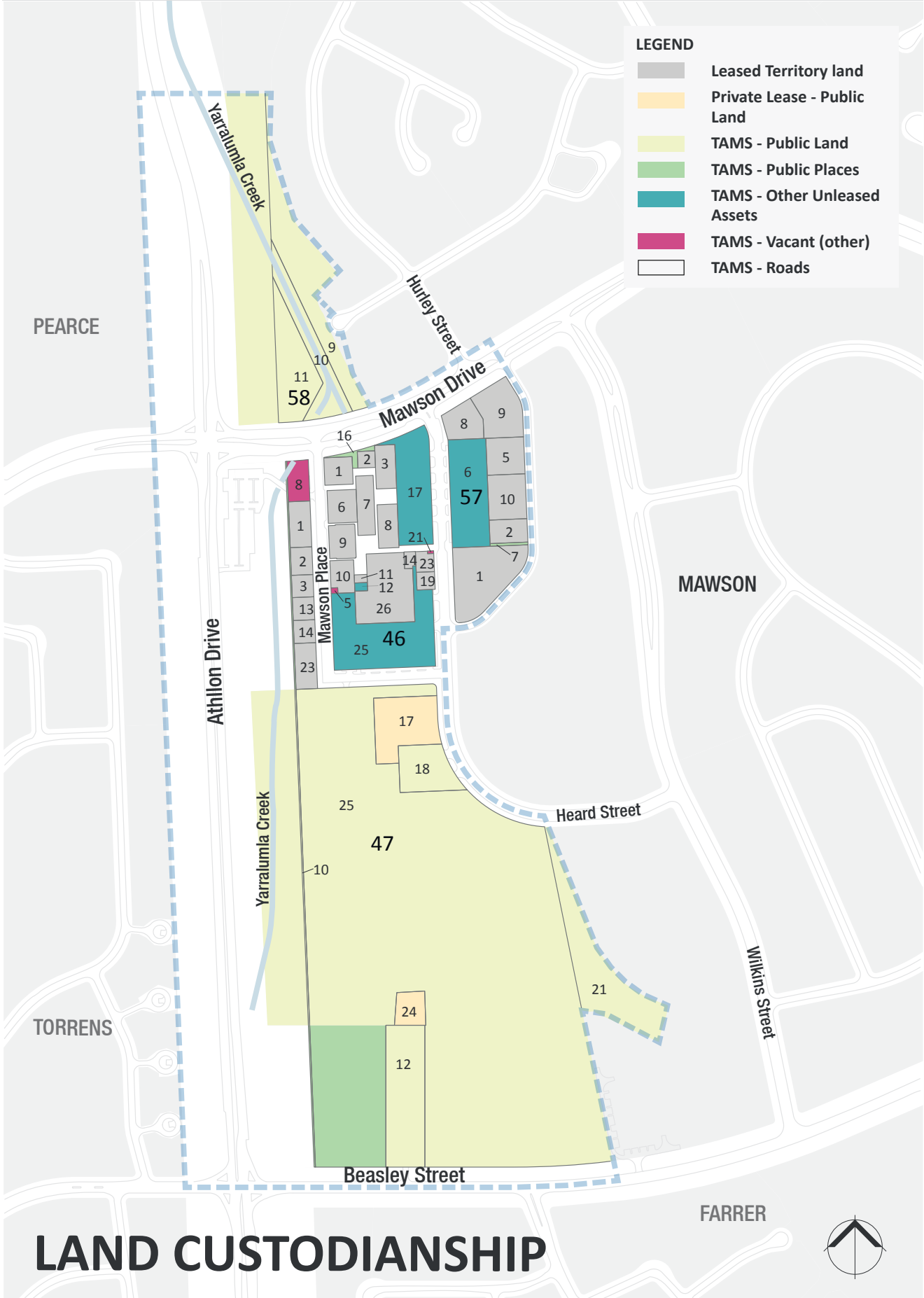


Figure 10: A surface car park in the centre



3.4.3 Residential

There is currently no residential development in the centre. This absence of residential development currently contributes to limited night-time activity and passive surveillance, which means the centre can feel unsafe at night.

There is no land within the centre specifically zoned for the purposes of residential development. However, CZ1: Core Zone, CZ2: Business Zone and CZ3: Services Zone do allow for residential development. Given the centre's proximity to frequent public transport services and the variety of facilities and services available, the centre is considered an ideal location for new residential development. Feedback during community engagement generally supported this type of development.

3.4.4 Community facilities

There is currently no land zoned as Community Facilities Zone: Community Facility (CFZ1: Community Facility) in the master plan study area. However, there are two general practitioner surgeries in the commercial zones. Community facilities in the wider suburb of Mawson include child care centres, schools and places of worship (Figure 12).

Melrose High School and Marist College sit to the north-west of the centre on the opposite side of Athllon Drive. Woden town centre plays an important district and regional role in providing essential services.



Figure 11: Territory Plan Land Use Zones

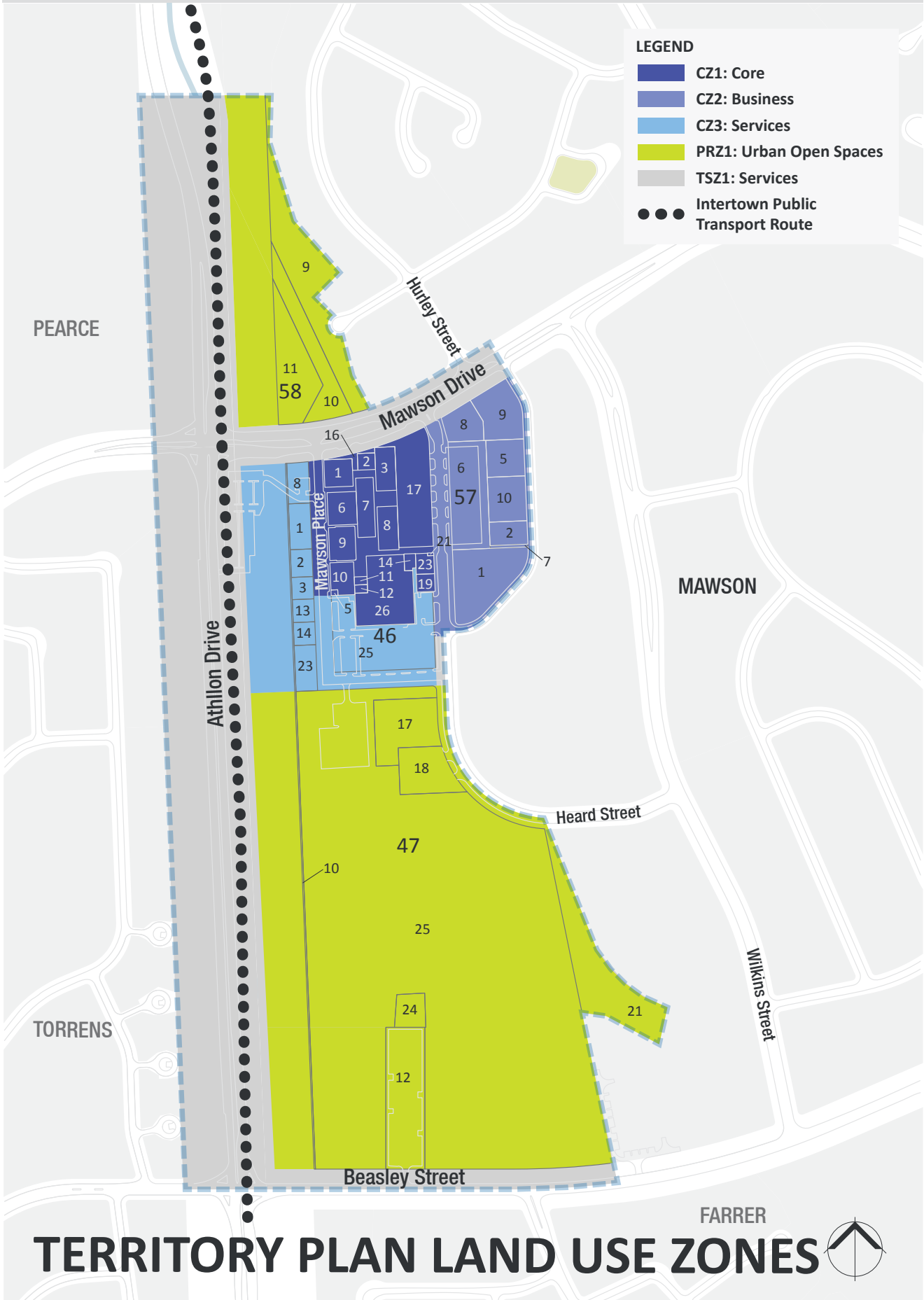




Figure 12: Community facilities





Figure 13: Mawson District Playing Fields



3.4.5 Sport and recreation facilities

Land to the south of the centre, currently zoned as PRZ1: Urban Open Space, accommodates the Southlands Tennis Club and Mawson District Playing Fields. Southlands Tennis Club is a not-for-profit, community operated club with four synthetic courts and a club house.

The Mawson District Playing Fields, one of the most heavily used in Canberra, are used for soccer, cricket and softball and are home to the Woden Valley Soccer Club and the Woden Valley Softball Club. The playing fields can be accessed by vehicle off Beasley Street and Heard Street. Two sealed surface car parks and two pavilions, both with a canteen, change rooms and toilets, service the playing fields (Figure 13).

3.5 Transport and movement

3.5.1 Public transport

The centre is situated alongside Athllon Drive, a major public transport corridor serviced by the Blue Rapid, a high frequency bus link between town centres in Canberra. There are Blue Rapid bus stops just to the north and south of the Athllon Drive–Mawson Drive/Beasley Street intersection.

Park and Ride and Bike and Ride facilities adjoin the bus stop to the south of Mawson Drive (Figures 14 and 15), with the Park and Ride being one of Canberra’s most heavily used. However, the facilities have poor passive surveillance and are considered unsafe after dark. The facilities were upgraded in 2011 and 2012 to provide additional car spaces and a bike cage. The Park and Ride facility is accessed via a connecting road from Mawson Place.

Pedestrian access between the centre and the Park and Ride and bus stops on Athllon Drive is unpleasant and indirect. Many pedestrians use an informal path that crosses Yarralumla Creek and passes through the service station (Figure 16).

A number of bus routes run through the Mawson group centre. The only bus stops in the centre are located on Heard Street opposite the Mawson Club (Figures 14 and 19).



Figure 14: Public transport

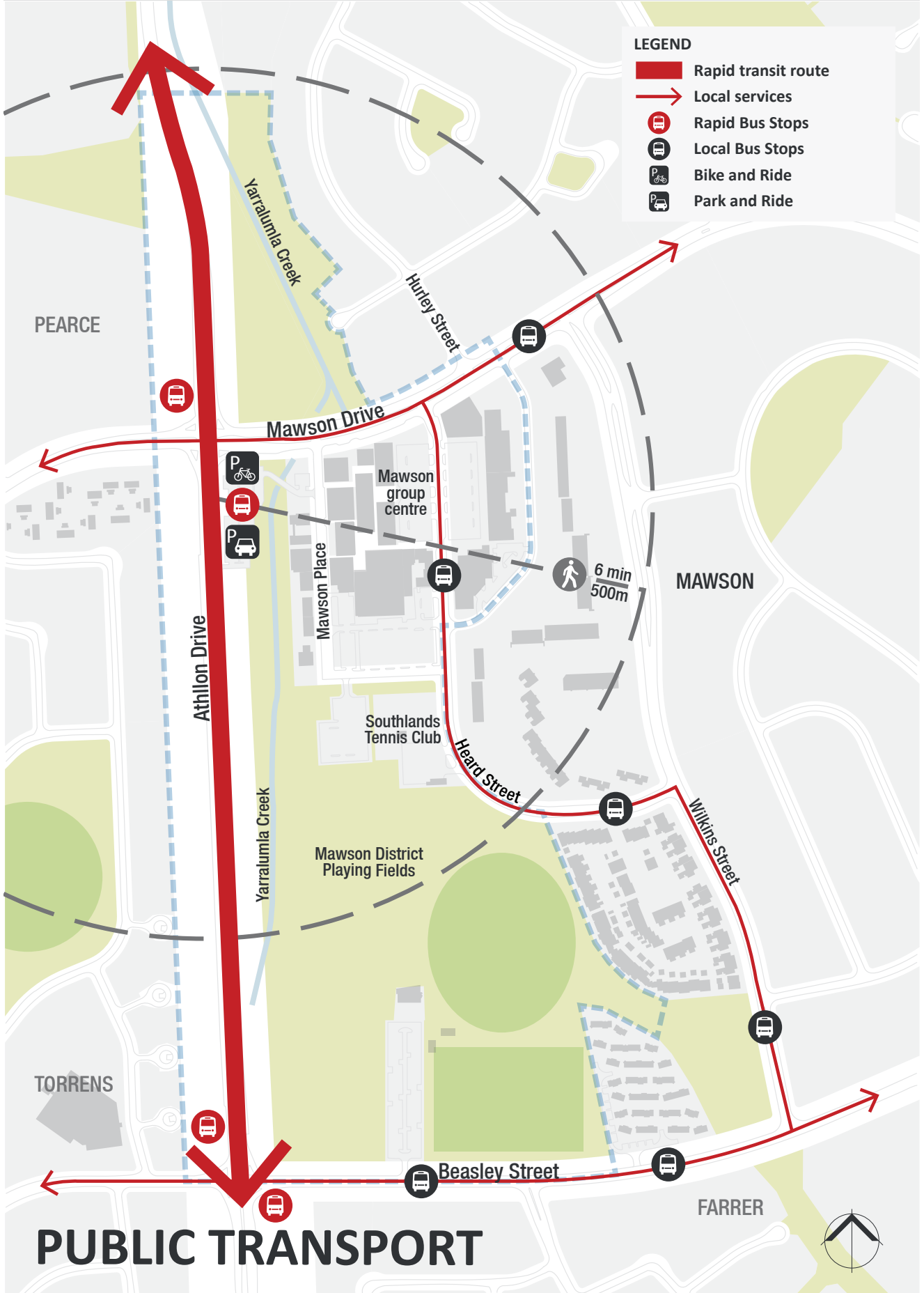




Figure 15: Park and Ride and Bike and Ride facilities



Light Rail Master Plan

The Light Rail Master Plan is currently investigating the potential for the expansion of a light rail network across Canberra. The outcomes of the Light Rail Master Plan will inform future decision making about extensions to Capital Metro Stage 1 (between the city centre and Gungahlin). The master plan builds on work already undertaken on light rail and integrated land use and transport planning, and delivers on government policies including Transport for Canberra and the ACT Planning Strategy.

3.5.2 Active travel

Travel that involves physical activity such as walking and cycling is referred to as active travel.

Census data from 2011 indicates that relative to the rest of the ACT, Mawson has a higher proportion of households that either do not own a vehicle or have only one vehicle (Figure 8). This indicates a higher reliance on active travel and public transport than the average household in Canberra.

Provision for future pedestrian and cycling infrastructure must cater to this higher reliance and respond to the targets set within Transport for Canberra (2012) (Table 2) and encourage a diverse range of the community to easily access the centre by walking or cycling.

Table 2: New 2016 mode share target (journey to work) from Transport for Canberra 2012

Mode	2006	2011	NEW	
	actual	target	2016 target	2026 target
Walking	5%	6%	6.5%	7%
Cycling	2.5%	5%	6%	7%
Public transport	7.9%	9%	10.5%	16%

Within the centre core, pedestrians are well provided for with pedestrian crossings in accessible locations (Figure 17).

Cyclist access from northern and southern suburbs is via a shared-use path that runs along Athllon Drive. Cyclists also benefit from Bike and Ride facilities in the form of bicycle lockers and cages located at the Park and Ride (Figure 17).

Figure 16: Informal pedestrian access to the centre from public transport facilities on Athllon Drive



Access to the centre is difficult and unpleasant for both pedestrians and cyclists. This is despite pedestrians being well provided for once they are within the centre and cyclists having access to cycling infrastructure next to the centre. Significant barriers to access include:

- Large road reserves for Athllon Drive and Mawson Drive make it difficult and unsafe for those coming from the west and north to access the centre (Figure 18).
- The vital north–south shared-use path does not connect, with the path ending on the northern side of Mawson Drive and not starting again until the eastern side of the Mawson District Playing Fields just off Heard Street (Figure 18). This makes it difficult, particularly for cyclists, to navigate through and around the centre.
- The Mawson District Playing Fields offer no passive surveillance or activation and no formalised paths for people with disabilities or limited mobility (Figure 18).
- Yarralumla Creek, which has been converted to a concrete channel, runs parallel to the west of the centre and acts as a considerable barrier to pedestrians and cyclists coming from the Park and Ride and western suburbs such as Torrens. The creek has very few constructed crossing points, but several informal dirt tracks cut between the centre and suburbs to the west, indicating where people naturally walk. In heavy rains these crossing points are impassable and dangerous (Figure 16 and 18).
- There is one path running alongside the Masonic Club and the Mawson Club but due to stairs is not appropriate for cyclists or those with limited mobility.



Figure 17: Pedestrian and cyclist movement

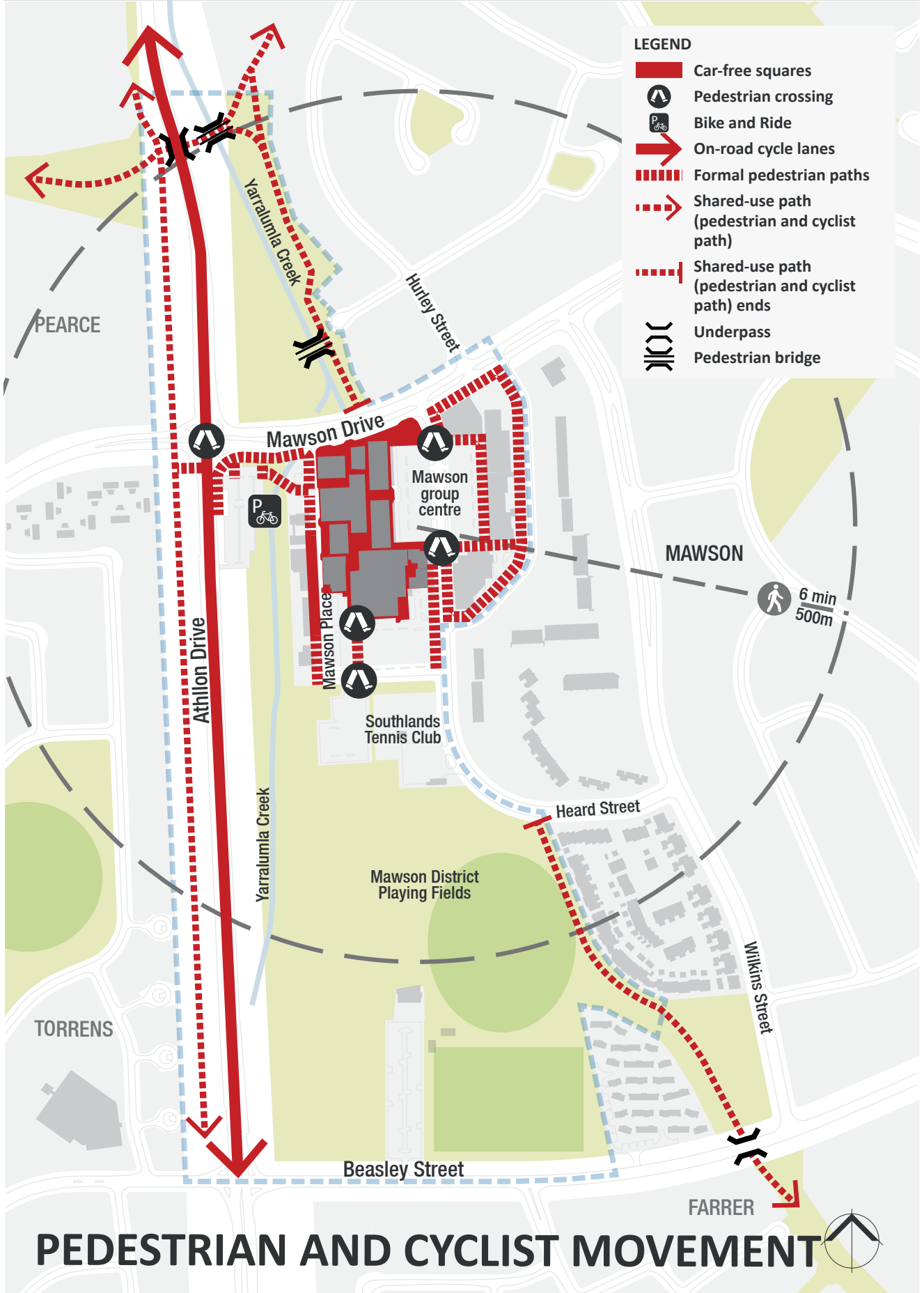
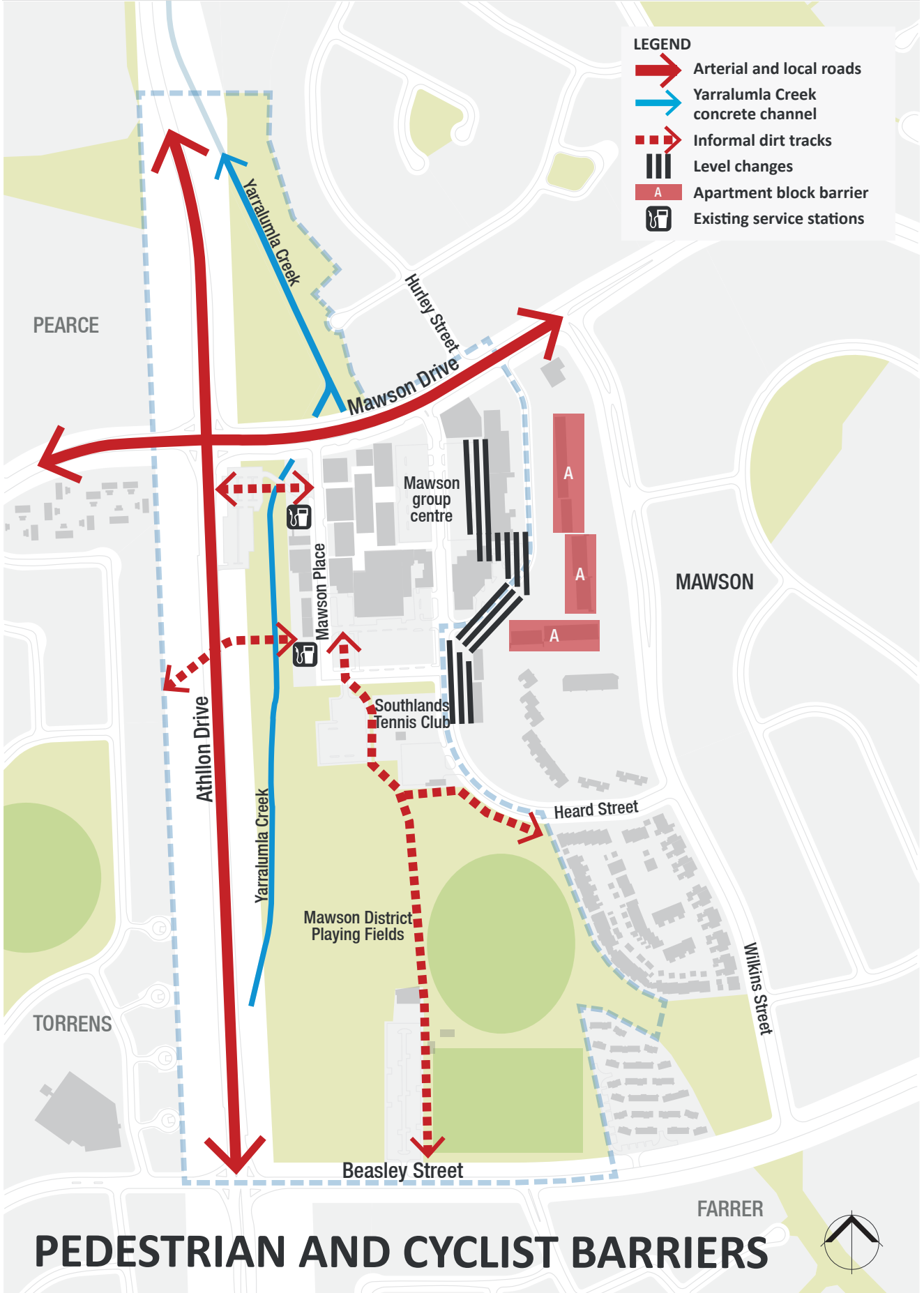




Figure 18: Pedestrian and cyclist barriers





3.5.3 Road network and traffic

Mawson group centre is convenient for people to drive to by private car. The 2011 Census data⁹ shows that approximately 90% of people travelling to the centre were either car drivers or passengers.

Feedback from community engagement found that there is a need to improve traffic management on Mawson Place, Mawson Drive and Heard Street by slowing traffic and improving lines of sight so it is safer for pedestrians and cyclists to cross these roads.

3.5.4 Car parking

Community engagement confirmed that existing parking in the centre works well as it is free, easy to access and makes access to the centre very convenient.

A parking inventory prepared for the centre identified 1086 car parking spaces, including parking in the Park and Ride facility.

Parking surveys were conducted 7am–7pm on a Thursday and Saturday of a pension payment week in June 2014. Table 3 outlines the occupancy of parking across the centre.

The key findings of the surveys found:

- no medium-term (3 to 6 hours) parking in the centre
- parking demand peaked with a demand of 636 spaces (68% occupancy) at 1pm on Thursday, and a demand of 532 spaces (57% occupancy) at 2pm on Saturday
- high demand for very short-term parking (less than 1 hour) on Thursday (93% occupancy)
- high demand for short-term parking (1 to 2 hours) on Thursday (85% occupancy), and
- moderate demand for long-term parking (unrestricted hours) on Thursday and Saturday (50% occupancy).

Figure 19: Bus stop on Heard Street





Figure 20: Active frontages

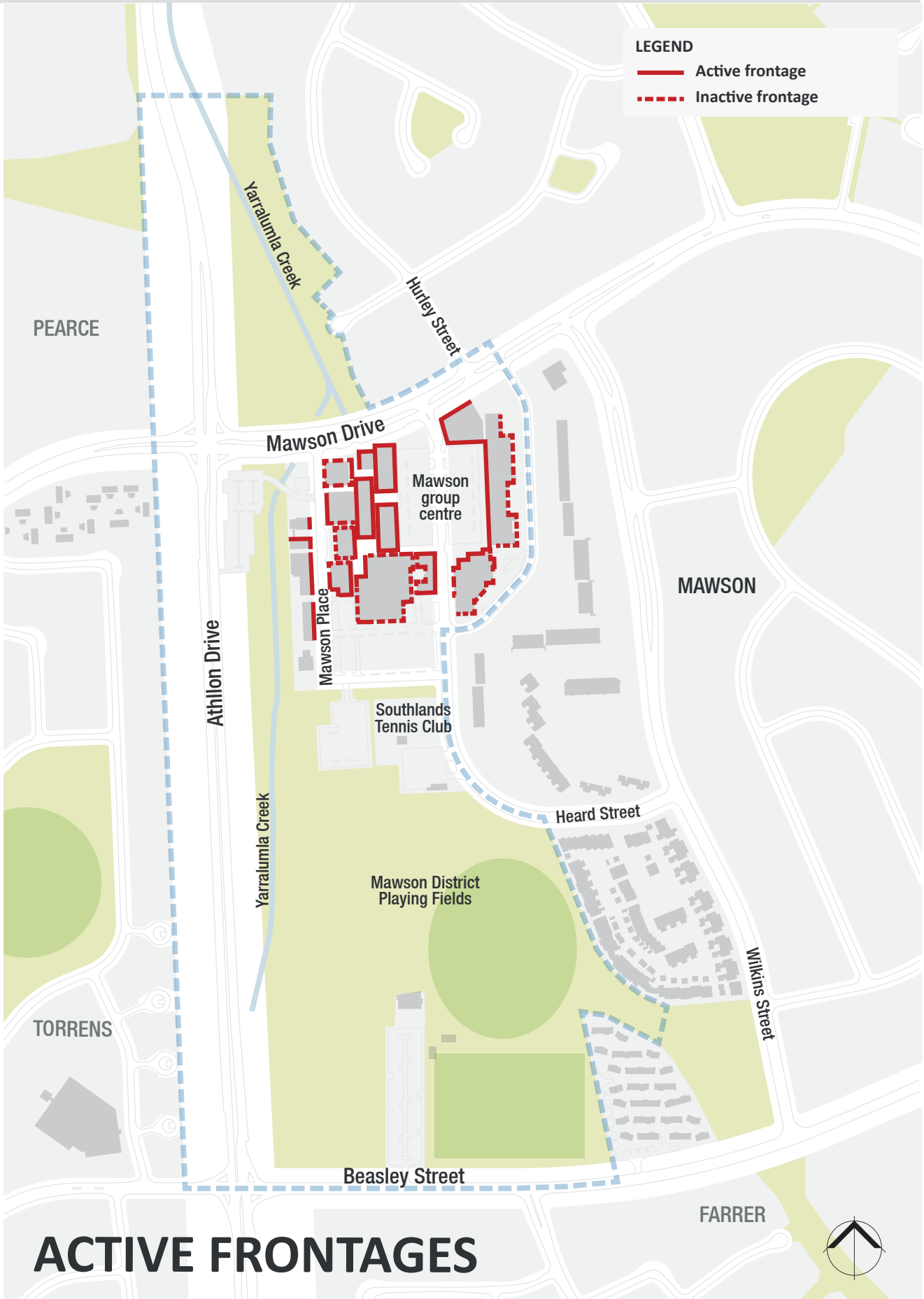




Table 3: Current parking demand in the Mawson group centre

Parking restriction	Thursday demand (occupancy)	Saturday demand (occupancy)
Less than 1 hour (very short-term)	93%	76%
1 to 2 hour (short-term)	85%	45%
3 to 6 hour (medium-term)	-	-
Unrestricted (long-term)	52%	50%
Reserved (private) and permit parking	90%	55%
Other (bus stops, loading zones, accessible parking)	44%	32%
TOTAL	68%	57%

NOTE: Typically, parking demand in publicly available parking areas greater than 85% for on-street areas and 90% for off-street areas represents a situation where drivers cannot easily find vacant parking spaces.

3.6 Public domain

3.6.1 Streets, parks and public spaces

Key public spaces and streets in the centre include Mawson Place, the centre core and bus stops on Athllon Drive and the associated Park and Ride facilities.

Generally, a good level of active frontage currently exists in the centre as shown in Figure 20. This is a sign the centre is functioning well. However, most of the shops are typically open during the day, with the centre quieter in the evenings and after hours on weekends. This means public spaces and streets can feel isolated and unsafe after hours.

Mawson Place

Mawson Place functions include:

- access to on-street parking
- vehicular, pedestrian and cyclist access to the Park and Ride facilities on Athllon Drive
- access to two service stations
- access to the car park south of Woolworths and
- back of house access and frontage for a number of shops.

Figure 21: Courtyard in the centre core





The verge on the western side of Mawson Place is approximately 6 metres wide and benefits from plenty of sunshine, which facilitates the on-street dining already occurring there. The eastern side of Mawson Place, where a number of shops have back of house activity and access, has a narrow verge. This has resulted in an untidy and unpleasant place for pedestrians.

Mawson Place generally has poor pedestrian amenity. As it has no formal crossing points it is currently a barrier to pedestrians and cyclists trying to access the centre core and eastern side of the centre.

During community engagement participants were asked if they supported the idea of making Mawson Place into a main street. Feedback from Stage 1 and 2 of community engagement indicated that respondents generally support making Mawson Place into a main street.

Centre core

The centre core benefited from public domain upgrades in 2003, yet this area is now considered tired and run down.

The centre core has extensive internal (pedestrian only) walkways and courtyards. Two of these courtyards are considered particularly significant as meeting places (Figures 21 and 22). Many small retail tenancies face onto these walkways and courtyards, which creates activity. The courtyards benefit from plenty of sunshine in winter and tree shade in summer, making them attractive spaces to spend time in and helping to create a village atmosphere in the centre core.

During community engagement, 87% of respondents said they use the courtyards in the centre core. Of these, 15% use these courtyards daily and 34% weekly, indicating these spaces are well used.

There are a number of blank walls, hidden corners and vacant tenancies in the centre core which reduce the feeling of safety.

Bus stops on Athllon Drive, Park and Ride and Bike and Ride

The bus stops on Athllon Drive and the associated Park and Ride and Bike and Ride are between 50 and 100 metres to the west of the centre. This distance is enough that these public transport facilities are isolated and may feel unsafe at night. In addition, walking between the bus stops and the centre is indirect and unpleasant.

Figure 22: Courtyard in the centre core





3.6.2 Green spaces

The main green space benefiting the centre is the Mawson District Playing Fields to the south. Considering the proximity and size of these playing fields and the informal recreation spaces along Athllon Drive, formal green space is not essential in the centre. However, public spaces within the centre such as courtyards and streets could benefit from improved landscaping.

3.6.3 Building design and height

Buildings in the centre core were constructed in the early to mid-1970s and have a particular look and feel typical to that era. Many buildings have porticos (a roof structure over a walkway supported by columns), giving a consistent theme throughout the centre core. This building design provides shelter for pedestrians (Figure 23).

Buildings throughout the centre are generally one to two storeys, consistent with the Territory Plan provisions that only allows for buildings of two storeys in the centre (Figure 24).

Feedback forms for Stage 2 of community engagement asked if respondents supported the building heights proposed in the draft master plan. The proposed heights ranged from two to eight storeys. Of the 85 feedback forms completed, 51% agreed with the proposed heights, 37% disagreed and 12% were neutral. Additional comments regarding building heights found:

- a diversity of views regarding appropriate building heights for the centre. Some comments suggested the centre should be limited to two storeys or up to six storeys while other comments indicated support for increased building heights
- greater concern over solar access, privacy and public amenity rather than building heights themselves
- further agreement with the proposed building heights, particularly if any redevelopment is designed sensitively, and
- some concern about allowing eight storeys to be developed on the southern corner of Athllon Drive and Mawson Drive intersection.

3.6.4 Public safety

A Community Safety Assessment undertaken in 2013 to inform this master planning process found the key safety issues are:

- major barriers which restrict safe access to the centre i.e. Athllon Drive, Mawson Drive and Mawson District Playing Fields
- unsafe open spaces with no passive surveillance i.e. Mawson District Playing Fields
- unsafe pedestrian access and connectivity to adjoining residential areas such as Mawson, Farrer, Torrens and Pearce
- unsafe public transport facilities with no nearby land uses to provide passive surveillance
- poor maintenance and management of the public domain, and
- lack of land use mix which means the centre lacks activity after business hours.

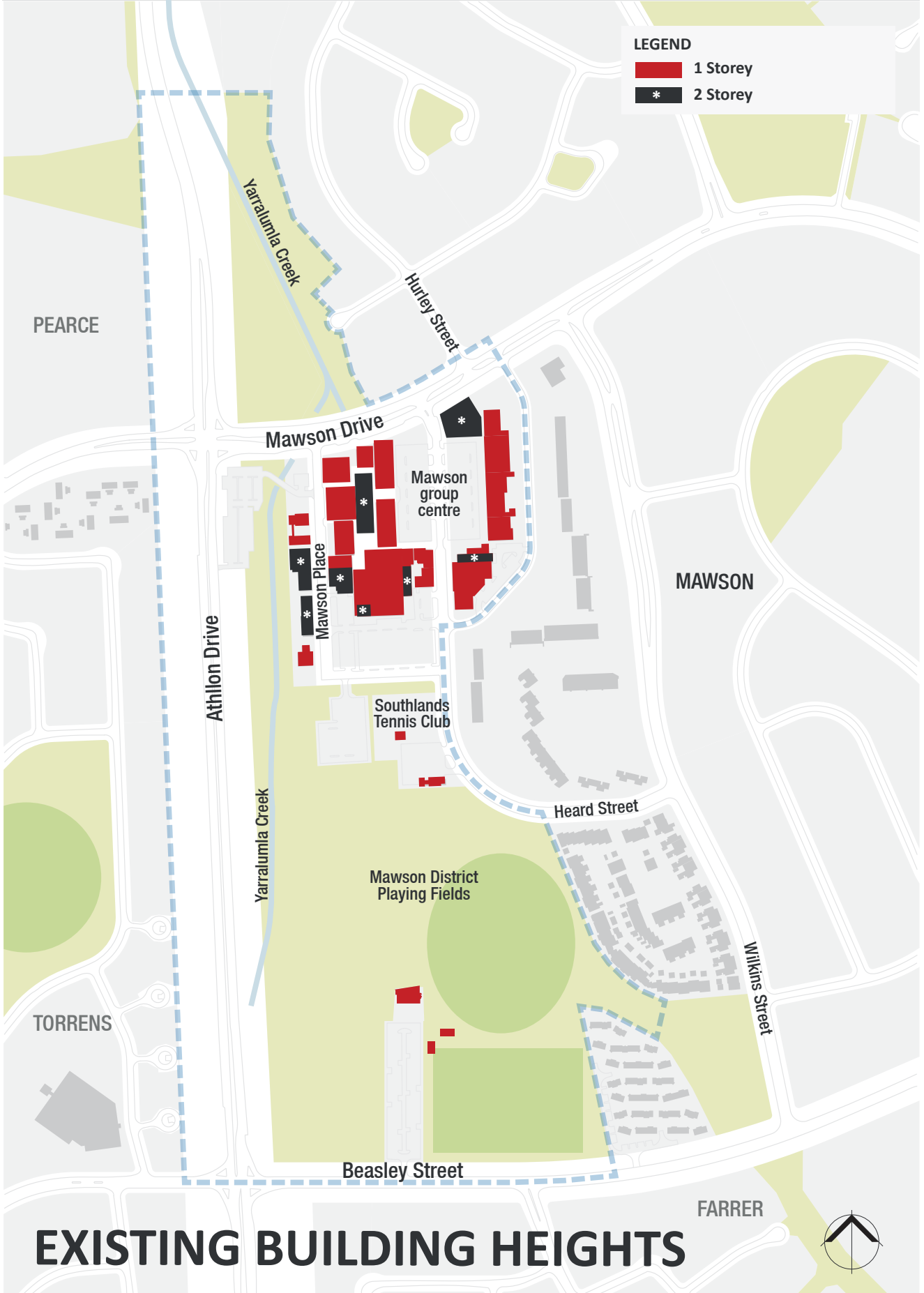
These safety issues discourage pedestrian and cyclist movement to and through the centre, particularly at night when activity is limited.

Figure 23: Porticos and columns in the centre core





Figure 24: Existing building heights





3.7 Athllon Drive

The Athllon Drive corridor is identified in the ACT Planning Strategy as an area to be investigated for residential urban intensification. Currently the corridor is a rapid transit route lined mostly with residential land use zoning (RZ2: Suburban Core). Figure 25 illustrates the existing land use zones and key landscape elements along the corridor.

Some key elements in the Athllon Drive corridor include the north–south shared-use path, Yarralumla Creek, existing large stands of trees and several bus stops as shown in Figure 25. The Blue Rapid bus service runs along Athllon Drive.

The existing Residential Zone 2: Suburban Core land use zone along the corridor does not provide a sufficient housing density to support rapid transit. This master plan considers opportunities for higher density residential development along the corridor and how it could be integrated with the existing informal recreation spaces, trunk cycle routes and public transport stops.

If the Athllon Drive corridor is developed, it is important that essential elements are retained and enhanced, including:

- the shared-use path
- keeping high quality trees where possible
- providing a green buffer between the existing residential areas and any new development
- enhancing the open space, and
- improving the Yarralumla Creek waterway.

3.8 Yarralumla Creek

In February 2014, the Australian Government signed an agreement with the ACT Government for funding to improve the water quality in Canberra’s lakes and waterways. As part of this agreement, Yarralumla Creek was identified as one of six priority sub-catchments that can provide the greatest improvements in water quality at a local, regional and national level. Currently the creek exists as a constructed channel. A comprehensive options study will identify recommended water quality improvement measures for design and implementation. A business plan outlining recommendations will be submitted to ACT and Commonwealth Governments in late 2015, seeking approval of substantial funding. Funding, if approved by the Commonwealth, would be available for design and construction from May 2016 until early 2019.

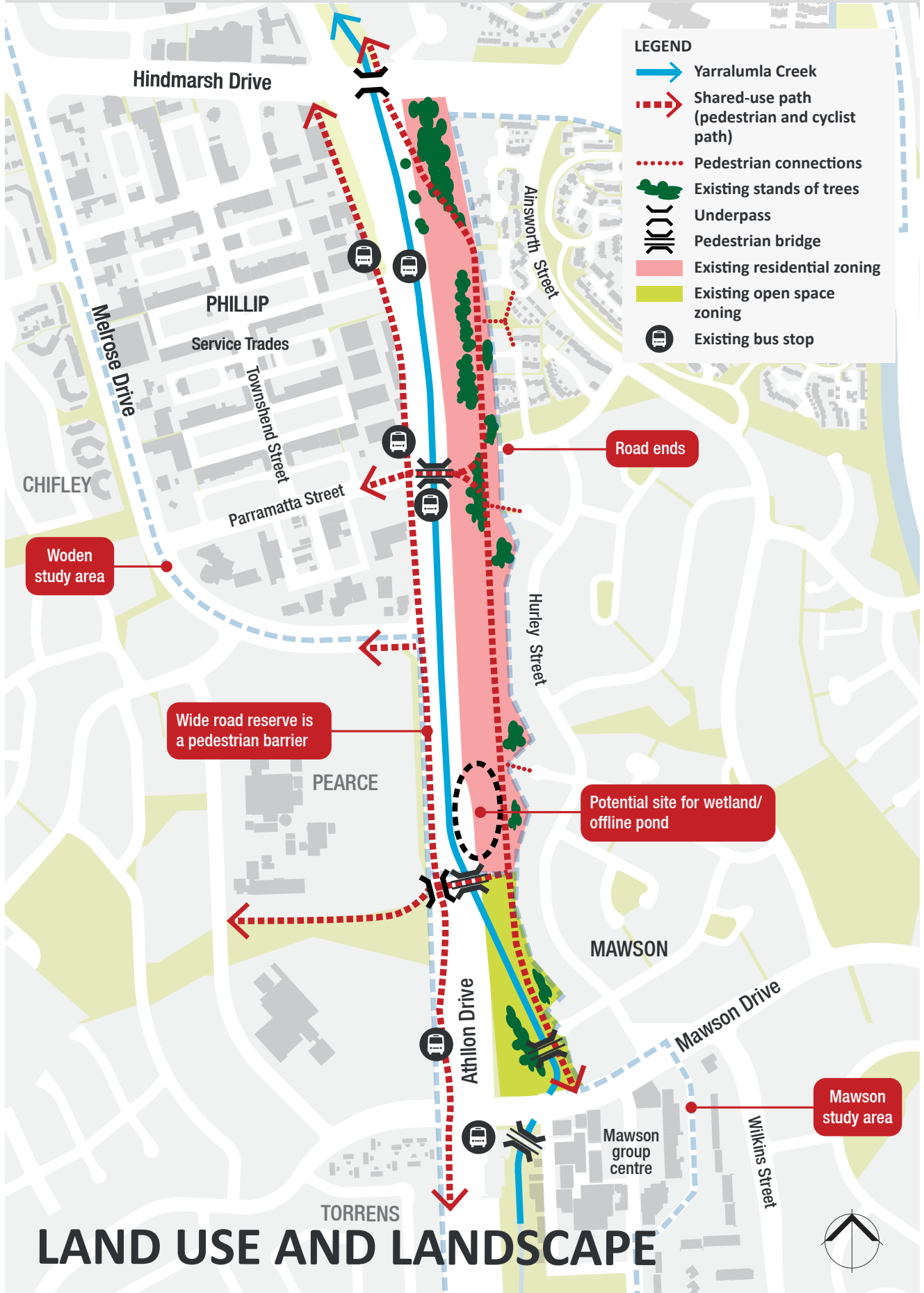
3.8.1 Flooding

Areas close to the Yarralumla Creek stormwater channel, including development, have the potential to be impacted by flooding. Planning for areas close to the creek line, including along Athllon Drive, will need to ensure no buildings are built below the 1 in 100 year flood line or 1% annual exceedance probability (1% AEP) flood. Because floods greater than 1% AEP can occur, an additional 500 millimetres is recommended to be added to the 1% AEP level for residential development.

Predicted flood levels can change from time to time due to changes in development areas within catchments and as climate change data and modelling is improved. The ACT Government has recently completed a flood study for Yarralumla Creek. Options to reduce flooding impacts along the creek line are now being investigated and include flood mitigation benefits of a wetland or pond within the Athllon Drive corridor (Figure 25) and use of the Mawson District Playing Fields for detention of stormwater.



Figure 25: Athllon Drive land use and landscape





3.9 Environmental sustainability

Sustainability is critical to the landscaped and built environment. ACT Government policies and strategies provide guidance for integrating sustainability measures into our urban environment.

The following are key environmental sustainability principles to be considered in master plans and their implementation.

Climate Change

Responding to climate change takes two forms:

- Mitigation – reduce greenhouse gas emissions by minimising use of fossil fuels for heating, cooling and transport, and increase the efficiency of energy use.
- Adaptation – is taking action to be resilient to the risk of a changing climate.

Resources consumption

- Reduce the amount of land used for the growing city through urban renewal and intensification.
- Reduce the amount of energy and water used in urban environments and invest in living (green) infrastructure.
- Respect and conserve natural and cultural heritage.
- Respect and conserve the significant landscapes and its features.
- Enhance biodiversity with habitat connectivity.

Buildings

- Improve the design and construction of buildings.
- Increase choice in housing to meet diverse needs.

Urban planning and design

- Reduce reliance on private vehicles.
- Create opportunities for social interactions.
- Integrate passive solar design principles into building and site design.
- Reduce the heat island effect in urban areas and improve microclimate through landscape design.

Master plans provide opportunities to address climate change adaptation at a place-specific scale. The projections for the ACT and region are for an increasingly hotter and drier climate with more extreme weather events.

The place-based risks to people and assets from a hotter and drier climate are heat, severe storms (flash flooding) and bushfire.

Options to address these risks may include:

1. Reduce city heat and increase amenity in outdoor spaces for healthy living

- Increase shade trees to roadways and car parks.
- Use light coloured pavements.
- Increase shade to pathways and parklands for human comfort and wellbeing.
- Include seats and drinking fountains with water bottle recharge taps.
- Increase use of vegetation.

2. Reduce city heat and achieve cooler buildings

- Design buildings, streets and parks to be ‘climate wise’. This means improving the design and choice of materials for the built environment that can lessen the effects of climate change.
- Use solar passive design.
- Use light coloured materials.
- Introduce green infrastructure such as green roofs and walls.

3. Intense rain events

- Reduce runoff from impermeable surfaces within the sub-catchment.
- Capture and use rainwater/stormwater in redevelopment projects.
- Retrofit roadside kerb and gutter systems using water sensitive urban design.

4. Reduce the risk of bushfire in urban areas

- Initiate an asset protection zone.
- Ensure no continuity of fuel from the ground to the crown of the tree.
- Plan for emergency service access.

The following opportunities were identified to incorporate environmental sustainability measures in the master plan.



3.9.1 Energy

The ACT Sustainable Energy Policy 2011–2020 stated objectives are to achieve: reliable and affordable energy; smarter use of energy; cleaner energy; and growth in the clean economy.

A district energy system could contribute to achieving these objectives and could be commercially viable with a commercial/residential development or expansion. District energy systems produce electrical energy locally and use 'waste heat' from electricity generation to heat and cool buildings.

Electricity and/or thermal energy are generated close to where it is used. Energy systems such as co-generation (electricity and heat) or trigeneration (electricity, heat and cooling) need the combination of commercial and residential uses to be efficient as the load for commercial is during the day and the load for residential is generally out of hours. The use of such energy systems can achieve social, economic and environmental benefits. A district energy system in Mawson could provide an alternative cleaner energy for the centre and contribute to a sustainable future. Further investigations would be required to determine if a district energy system would be viable, how it could be delivered and in context of future budgets processes.

3.9.2 Water

Water is an important natural resource that is under significant pressure from population growth and climatic conditions. There is also a need to reduce broader social, economic and environmental costs associated with potable water distribution.

The irrigation for a number of playing fields in the ACT has been switched off due to water restrictions for potable water.

The potable water consumption for domestic or commercial use could be minimised if other solutions were investigated such as the use of stormwater and rainwater.

3.9.3 Heat island effect

An urban heat island is a metropolitan area which is significantly warmer than its surrounding areas. The main cause of the heat island effect is from the use of materials which store and radiate heat in to the surrounding areas such as concrete and bitumen.

Thermal comfort can significantly change the way we use outdoor areas. Urban environments, such as the Mawson group centre, contain significant areas of concrete and asphalt in the roads and footpaths. Higher temperatures may be acceptable in the cooler months, but some urban environments can become uncomfortable in summer.

The built environment can be designed to reduce the urban heat island effect with the use of lighter building materials, shade structures and permeable surfaces. Large canopy trees can provide shade in the warmer months and cooling through transpiration.





4. Challenges and opportunities

The main challenges and opportunities identified for the centre are outlined below. This list is not exhaustive, but provided a basis for the development of this master plan.

4.1 Challenges

4.1.1 Poor pedestrian and cyclist connections

Major roads, Yarralumla Creek, the Mawson District Playing Fields, level changes, gaps in the north–south shared-use path, existing apartment blocks and the layout of the shops along Mawson Place make it difficult and unpleasant for pedestrians and cyclists accessing the centre from the surrounding suburbs of Mawson, Farrer, Torrens, Pearce and beyond (Figure 26).

Access from the centre to the public transport facilities on Athllon Drive is limited due to Yarralumla Creek and the location of a service station.

4.1.2 Multiple building lessees

A number of buildings in the centre have multiple lessees. This makes redevelopment challenging as all lessees need to agree before a site can be redeveloped.

4.1.3 Limited after-hours activity

There is little to no night-time activity or presence in the centre core as:

- businesses tend to operate only during daylight hours and
- there is no residential development in the centre.

There is some limited night-time activity associated with the clubs along the eastern side.

Limited night-time activity and a lack of passive surveillance can create streets and public spaces that are perceived to be unsafe at night.

4.1.4 Vacant tenancies

There are a number of vacant tenancies in the centre core, particularly towards the northern end near Mawson Drive (Figure 26). This is partially due to the major anchor store, Woolworths, being located at the southern end of the centre core. Major anchor stores tend to attract the most foot traffic, which then passes nearby tenancies and makes them attractive to prospective tenants. More distant tenancies do not benefit from this passing trade so are less attractive to potential tenants.

4.1.5 An ageing population

As identified in section 3.3.1, the suburb of Mawson has an older population than the rest of the ACT and is expected to continue to age in the future. Catering for an ageing population introduces a number of matters for consideration, including:

- accessibility to services, facilities and transport
- ensuring those with mobility issues are well provided for, and
- ensuring provision of residential development which allows for ageing in place.

4.2 Opportunities

4.2.1 Establish a public transport hub

The demand analysis undertaken for the Light Rail Master Plan to date indicates there is potential demand for light rail in Mawson. In the future, light rail could help build on the centre's developing role as a public transport hub (Figure 27).

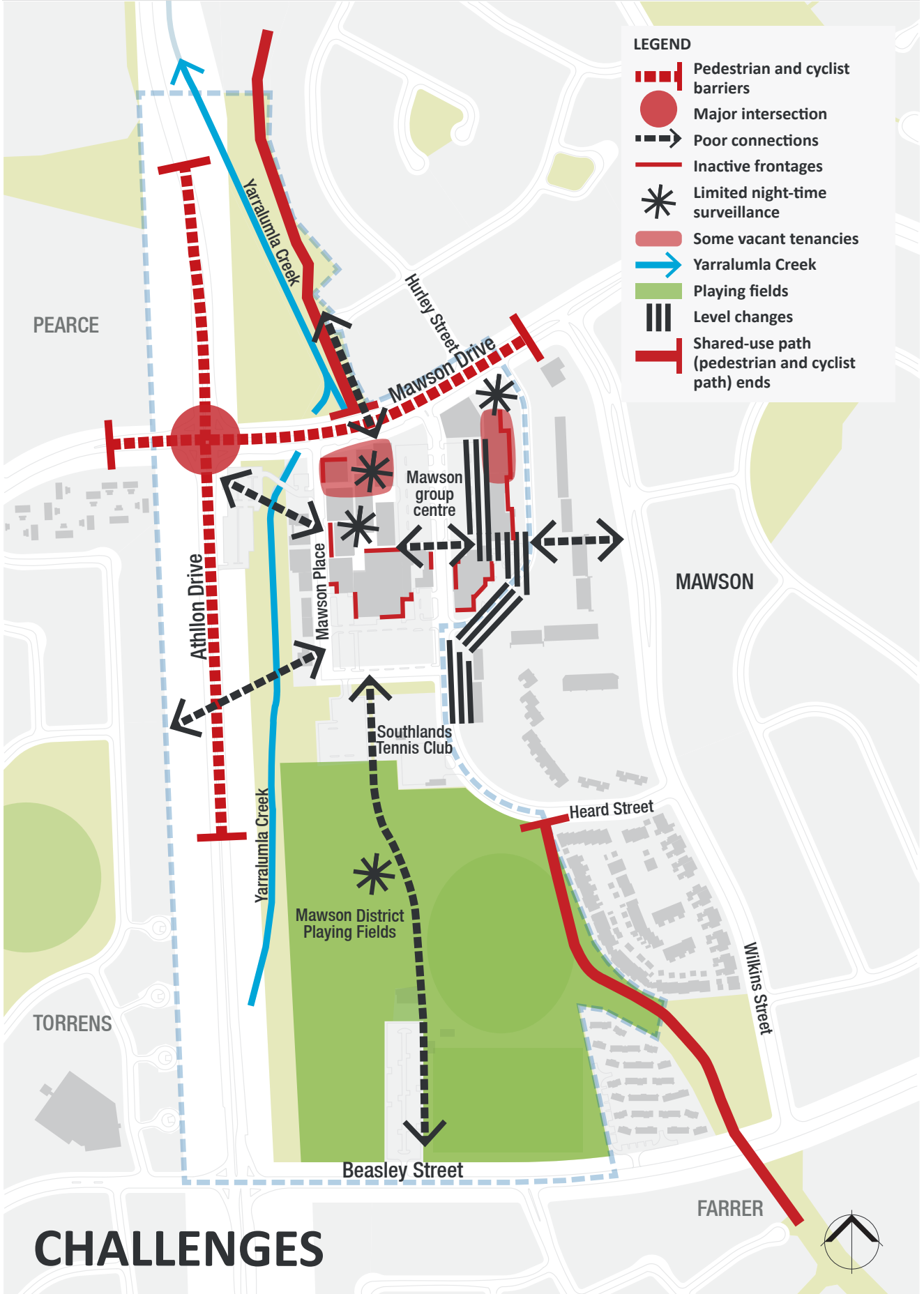
All future development and redevelopment should be supportive of establishing the centre as a public transport hub. This will involve:

- protecting future public transport alignments
- ensuring sufficient space is left for additional Park and Ride facilities
- allowing residential development to provide the population density necessary to support potential future light rail
- allowing for a diverse range of businesses that support pedestrian movements to and from the public transport facilities at all hours, and
- ensuring new development and redevelopment improves pedestrian and cyclist connections to and from public transport facilities through building design and by introducing mid-block pedestrian links in strategic locations.

4.2.2 Maintain convenience and accessibility

The centre is highly accessible due to the availability of adequate surface car parking and Blue Rapid bus services along Athllon Drive. As the centre develops and redevelops, it will be critical to maintain a level of short, medium and long-term car parking for convenience and accessibility. There is also an opportunity to introduce structured parking into the centre (Figure 27).

Figure 26: Challenges





Pedestrian connections to and from the public transport facilities on Athllon Drive should also be improved to allow people to safely and easily access the centre.

4.2.3 Allow for residential development

Many sites in the centre offer the opportunity for residential development in the form of apartments. The ACT Planning Strategy supports the introduction of residential development into Canberra's commercial centres to encourage activity in the evenings, provide new commercial opportunities and housing choice, and improve the city's sustainability.

4.2.4 Improve pedestrian and cyclist connections

Many sites in the centre are suitable for development and redevelopment (Figure 27). There is an opportunity to improve pedestrian and cyclist connections to and through the centre by requiring new development to:

- incorporate or reinforce pedestrian and cyclist links
- overlook pedestrian and cyclist links to improve passive surveillance to address safety concerns, and
- provide safe and direct pedestrian and cyclist links from the centre core to major attractors such as public transport facilities near the centre.

There is also opportunity for future projects, such as public domain upgrades, to improve pedestrian and cyclist access into the centre and to ensure the north–south shared use path is connected.

4.2.5 Sustainable development and design to reduce energy, water and car use

Features like Yarralumla Creek have the potential to provide new recreation spaces and better connections to the centre. Benefits include encouraging people to walk and cycle, improving water quality and reducing impacts of major flood events along the creek line. Opportunities for water sensitive urban design in the public spaces of the centre could help filter pollution out of stormwater and support new plantings.

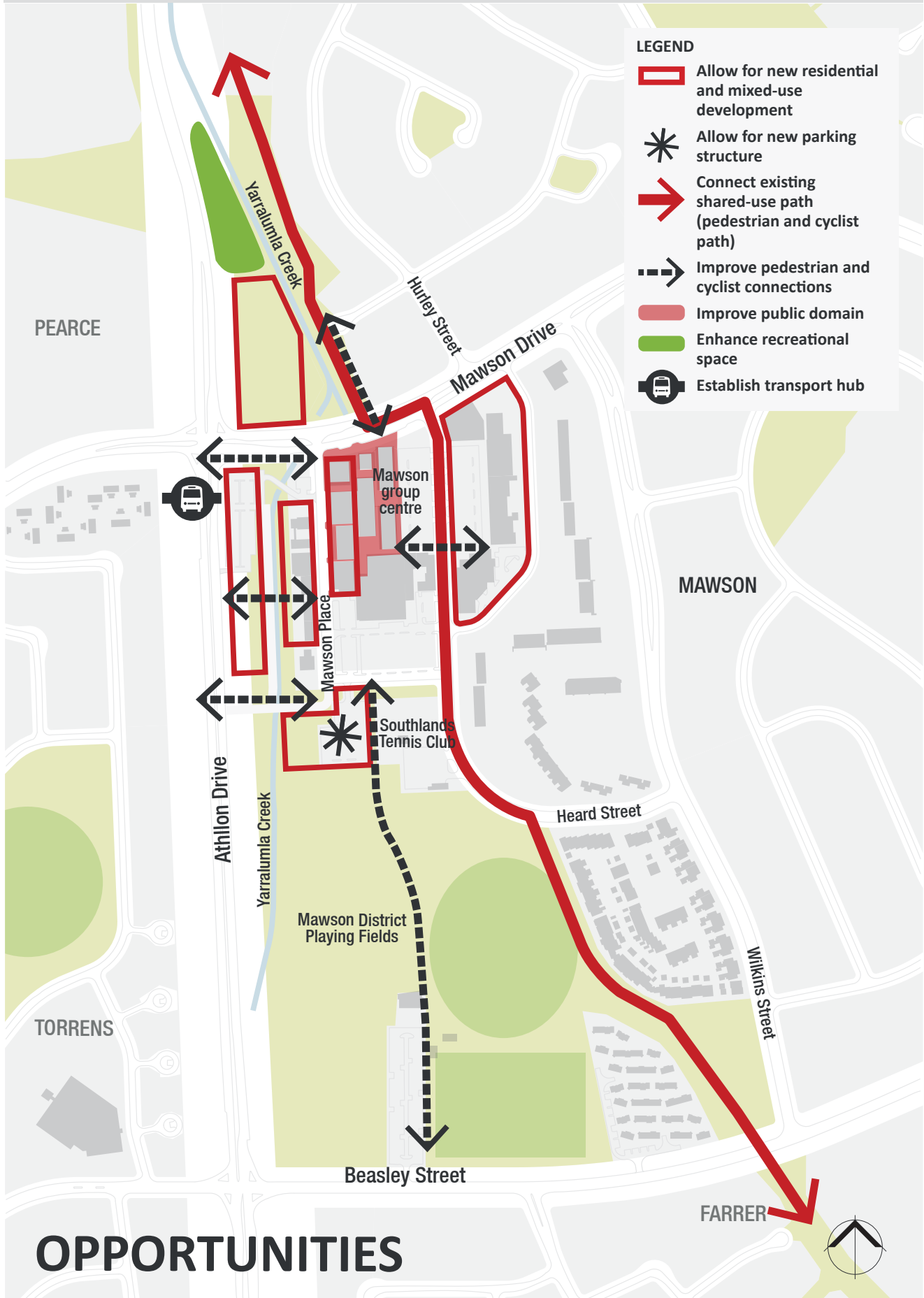
The built environment can be designed to reduce the urban heat island effect with the use of lighter building materials and permeable paving materials, and by increasing shade for summer with shading structures and trees on main pedestrian routes and in public places.

Improvements to the bus stops will make public transport more accessible to a wider range of the community to help provide improved transport choice to the centre and the wider city. This could have flow-on effects to reduce private vehicle use and traffic congestion, and to improve air quality.





Figure 27: Opportunities



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Courtyard in the centre core





5. The master plan

5.1 Master plan structure

The master plan structure indicates how the planning strategies and policies support achievement of the vision and principles (Figure 28).

5.2 Vision

The vision for the Mawson group centre was developed with feedback from the community. It captures what is valued about the centre and sets out what the centre could be in the future.

Mawson group centre will be an attractive, accessible, convenient centre offering a diverse range of goods, services and transport and housing options. It will be a centre that is able to evolve in the future as the community's needs and demands change.

Figure 28: Master plan structure

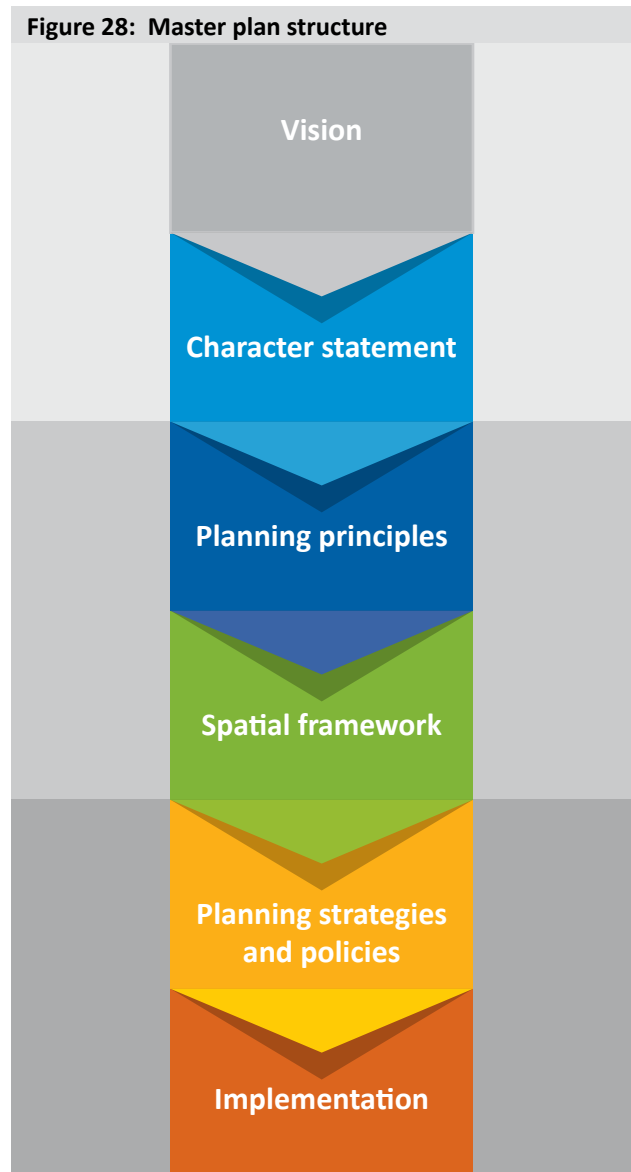
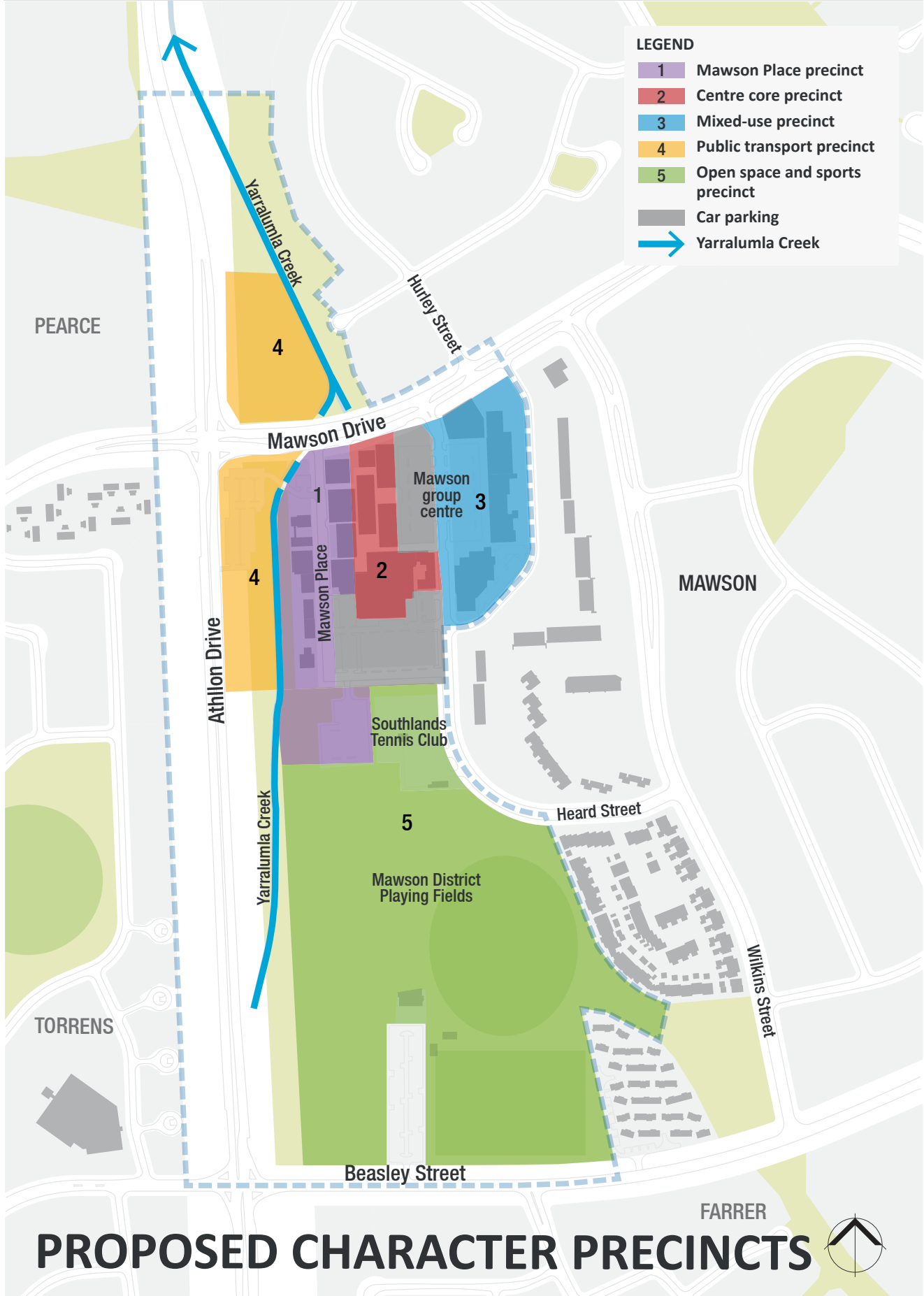




Figure 29: Proposed character precincts





5.3 Character statement

The Mawson group centre is a busy centre nestled in the Woden Valley. It provides a diversity of services, including access to shopping, employment, entertainment, recreation and public transport. It is well located on a major public transport corridor. The centre has four existing, well-defined character precincts (Figure 7).

As the centre evolves and as the community's needs and demands change, there is an opportunity to establish and reinforce the following five precincts (Figure 29), as follows:

- **The Mawson Place precinct** will evolve into a main street. New development along both sides will allow for active uses on the ground floor and either residential apartments or offices above. Proposals for new development will be required to provide pedestrian links through blocks in strategic locations to improve access to public transport facilities on Athllon Drive and suburbs to the west. Servicing and loading areas of new development should not impact on pedestrians.
- **The centre core precinct** will largely be retained in its current form and function. The mix of uses and maximum allowable building height of two storeys will be retained to ensure the human scale of this area is protected and solar access to courtyards preserved. It is recommended the internal walkways and courtyards be investigated for public domain improvements.
- **The mixed-use precinct**, which is the existing clubs precinct, will be encouraged to evolve to a mix of land uses including residential and large-scale retail (for a supermarket in the event it is needed in the future). Entertainment uses, such as the clubs, will continue to be allowed. Development will be designed to ensure views from existing apartments to the east of Mountevans Street are considered.
- **The public transport precinct** will be a new precinct sitting to the north and south of Mawson Drive alongside Athllon Drive. It will be established to allow for the centre's growing role as a public transport hub. New development will be designed in such a way that connections from public transport facilities to the centre are improved and safety of pedestrians and cyclists is increased. This precinct will ensure there is scope for expanding the Park and Ride facilities when demand increases in the future. This expanded Park and Ride may be in the form of a surface car park, structured parking or integrated into new development as basement or podium parking, depending on demand.
- **The open space and sports precinct** will retain its current role as a significant sport, recreation and open space facility for the broader Canberra community. The interface of this precinct with the Mawson Place precinct will be carefully considered. Safe and accessible pedestrian and cyclist connections are to be provided through this precinct to the southern suburbs.

5.4 Planning principles

The following planning principles are applied to guide the implementation of this master plan, its vision and strategies. The principles reflect the future desired outcomes for the centre. Table 4 shows how the planning principles are supported by the planning strategies. Figure 30 indicates some of the key master plan assumptions that were used to develop the principles and planning strategies.

5.4.1 Establish five distinct character precincts

To allow the centre to evolve as the community's needs and demands change, create and strengthen five precincts as illustrated in Figure 29 and described in section 5.3.

5.4.2 Encourage activity in the centre, both day and night

Allow for a mix of residential and business uses in the centre, which will encourage both day and night activity. New buildings will be required to be designed to activate the street and to allow for passive surveillance of public spaces.



Figure 30: Master plan assumptions

POPULATION

Population in Mawson

2021	3,157
2031	4,075

Population in Woden Valley

2021	35,650
2031	37,350

Population in ACT

2021	430,400
2031	493,500

DWELLINGS

Number of dwellings required to accommodate projected population growth by 2031

510*

*This is based on 1.8 people per dwelling

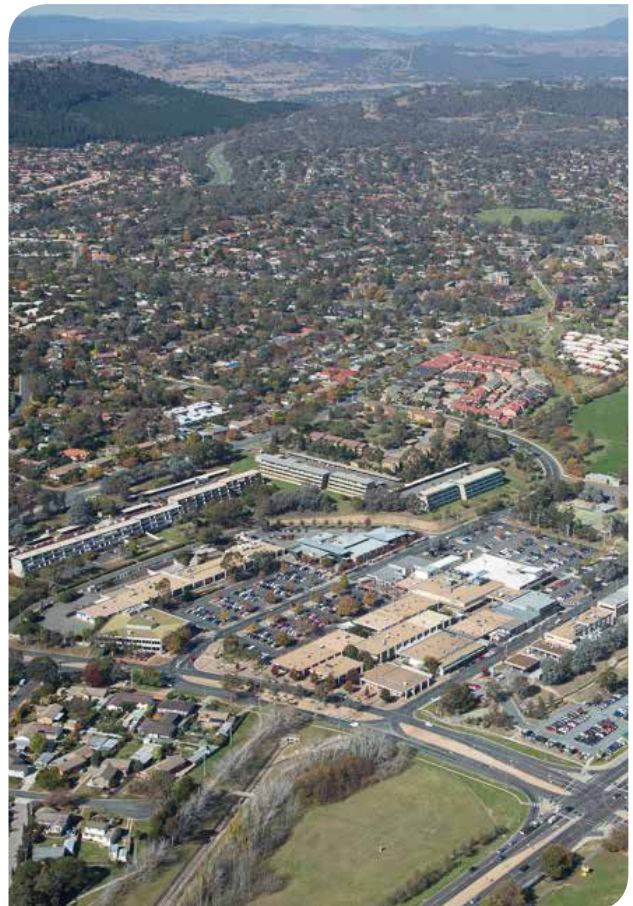
ENVIRONMENT

0.7% increase in temperature in the near future (2020–2039)

ACT Climate Change Snapshot (2014)

Reduce greenhouse gas emissions **40%** from 1990 levels, **by 2020**

AP2 (2012)





5.4.3 Ensure the centre is well connected to surrounding suburbs and is easy and safe to access and move around

Ensure the centre is easy to get to from surrounding suburbs by foot, bicycle, public transport and car. The design of new buildings and mix of land uses will help create safe, direct, legible pedestrian and cyclist connections both to and through the centre. Sufficient car parking will be retained and provided to ensure the centre's convenience and viability.

5.4.4 Ensure the centre is attractive to a diverse range of new businesses and to investment

Permit a diverse range of uses such as residential, commercial, retail, entertainment and services in the centre to enable it to adapt as needs and demands change. Private investment will be encouraged by increasing development opportunities in the centre.

5.4.5 Establish the centre as a public transport hub

Ensure development in the centre supports public transport by allowing for and encouraging residential development and requiring development which supports safe, direct and pleasant connections from public transport facilities on Athllon Drive to the centre.

5.4.6 Encourage Mawson to be a people-friendly place

Create an environment where people will gather, interact and spend time at leisure. Mawson will perform functions beyond just convenience shopping; it will be a hub for the existing and new community and a destination for pedestrians and cyclists. It will also be an age-friendly place for young and older residents.

These functions can be encouraged by creating spaces in the public domain where people can gather and sit, converse and eat.



Figure 31: Spatial framework





5.5 Spatial framework

The spatial framework (Figure 31) sets out how the broad structure of the centre could be arranged in the long term. The spatial framework shows how land use, public domain and connections could be arranged and delivered.

The spatial framework recognises the challenges in the centre and brings together the opportunities, vision and planning principles to illustrate how Mawson group centre could adapt over the lifetime of this master plan.

5.6 Planning strategies

These planning strategies are informed by the vision and planning principles in the previous section. They provide direction and guidance for the future development of the centre over the long term, considering the broad range of issues identified in the background and analysis.

The planning strategies identify opportunities for private sector investment and will be achieved through provisions to be included in the precinct code, land releases, public domain upgrades (which will be subject to consideration by the ACT Government through future budget processes) and completion of further studies.

Table 4: Summary of planning principles and planning strategies

Planning Principles	Planning strategies that support the planning principles
Establish five distinct character precincts	<ul style="list-style-type: none"> • Encourage a high-quality public domain • Enhance the existing environment
Encourage activity in the centre, both day and night	<ul style="list-style-type: none"> • Encourage a vibrant mixed-use centre with an emphasis on introducing residential development • Encourage development and redevelopment at a human scale that contributes positively to the public domain and streets
Ensure the centre is well connected to surrounding suburbs and is easy and safe to access and move around	<ul style="list-style-type: none"> • Create a well-connected and accessible centre
Ensure the centre is attractive to a diverse range of new businesses and to investment	<ul style="list-style-type: none"> • Encourage a vibrant mixed-use centre with an emphasis on introducing residential development • Encourage a high-quality public domain
Establish the centre as a public transport hub	<ul style="list-style-type: none"> • Encourage a vibrant mixed-use centre with an emphasis on introducing residential development • Create a well-connected and accessible centre • Encourage development and redevelopment at a human scale that contributes positively to the public domain and streets
Encourage Mawson to be a people-friendly place	<ul style="list-style-type: none"> • Encourage a vibrant mixed-use centre with an emphasis on introducing residential development • Create a well-connected and accessible centre • Encourage a high-quality public domain • Enhance the existing environment • Encourage development and redevelopment at a human scale that contributes positively to the public domain and streets



5.6.1 Encourage development and redevelopment at a human scale that contributes positively to the public domain and streets

The ACT Planning Strategy (2012) identifies the Woden town centre, Mawson group centre and the Athllon Drive corridor as presenting an excellent opportunity for urban intensification that provides for a range of development opportunities adjacent to public transport. While community engagement indicated that there are mixed views on building heights for the centre, it is important to recognise that the Mawson group centre, and in particular the proposed new public transport precinct, provides an opportunity to support existing and future public transport facilities and services. Allowing for redevelopment to cater for an increase in population and commercial activity is vital to growing Canberra's economy and strengthening our community.

Permitting higher buildings will also encourage the development and redevelopment of blocks in the centre. Any development and redevelopment is an opportunity for new buildings that contribute positively to public spaces and streets, and improved pedestrian connections. In addition encouraging development and redevelopment will further boost the centre's economy, provide employment opportunities and a wider diversity of businesses and services.

Figure 36 shows the building heights proposed by this master plan.

In response to some concerns about potential overshadowing from higher buildings, shadow diagrams have been prepared (Figure 35). These indicate that overshadowing on existing development and the public domain will be minimal.

These heights have been tested for impact on public spaces, that is, how buildings meet the street, sunlight access and views. These heights can be broken into three different types.

- **Medium rise marker buildings:** Several sites on the corner of major roads are considered appropriate for signifying arrival at the Mawson group centre. Buildings of six to eight storeys on these sites will contribute to creating a sense of arrival and making the presence of the centre obvious from surrounding main roads.
- **Low to medium rise areas:** These areas will support the introduction of a range of new uses into the centre but will assist with the introduction of residential uses into the centre. Buildings of four to six storeys are supported. Buildings in these areas will have great potential to contribute positively to the public domain.
- **Low rise areas:** The low rise area aims to support what is currently working in the Mawson group centre. Buildings of up to two storeys are supported in these areas.

Below is a description of the heights proposed for each precinct and justification for these heights.

Allowing these increased building heights will mean approximately 1200 new dwellings (about 2200 new residents) could be accommodated in the centre. This would be the ultimate capacity of the centre if the master plan recommendations are fully realised. The number of new dwellings and residents provided will depend on uptake of land release opportunities by the ACT Government and the private sector realising new opportunities for development and redevelopment. Ultimately the master plan recommendations support the population and dwelling numbers expected for Mawson and as shown in Figure 32.



Public transport precinct

Buildings of four, six and eight storeys (up to 16, 22 and 30 metres respectively) are to be permitted in this precinct for the following reasons:

- The location of this precinct adjacent to public transport facilities and next to a thriving centre makes it ideal for a significant residential development. Residents will benefit from living close to businesses, services, facilities and public transport. Residents living in this location will be less car dependant and thus support the goal to reduce greenhouse gas emissions by 40% from 1990 levels by 2020.
- Residential development in this location will support existing and future public transport.
- Eight storeys (up to 30 metres) on the southern corner of Athllon Drive and Mawson Drive will increase visibility of the centre to those travelling along Athllon Drive and transform the centre with an identifiable landmark. The increased height may also offset the costs of:

- » integrating the Park and Ride into the development
- » providing a new access road, and
- » establishing an open public plaza on the southern corner of Mawson Drive and Athllon Drive.

An artist's impression shows how a privately developed eight-storey building on the southern corner of Mawson Drive and Athllon Drive could look (Figure 34). This artist's impression also shows how the road corridor could be reserved for the purposes of public transport, including potential future light rail.

In the draft master plan building heights of four to six storeys were indicated for blocks 10 and 11 of Section 58. The six-storey component was indicated to face Athllon Drive only. This final master plan indicates the six-storey component wrapping around the corner to also face Mawson Drive.

Figure 32: Artist's impression of the centre, looking south-west along Mawson Drive





Figure 33: Cross-section of the public transport precinct and Mawson Place

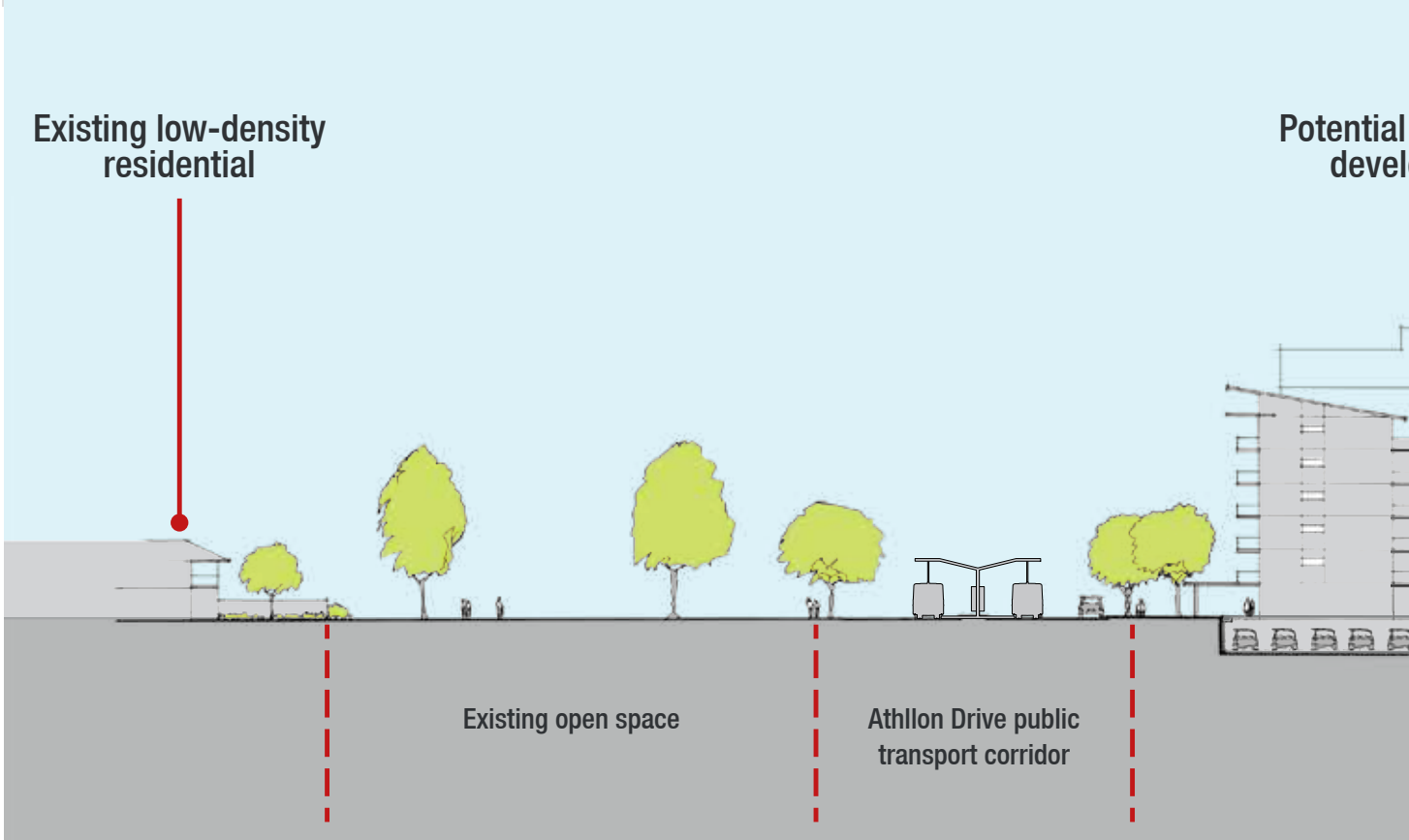
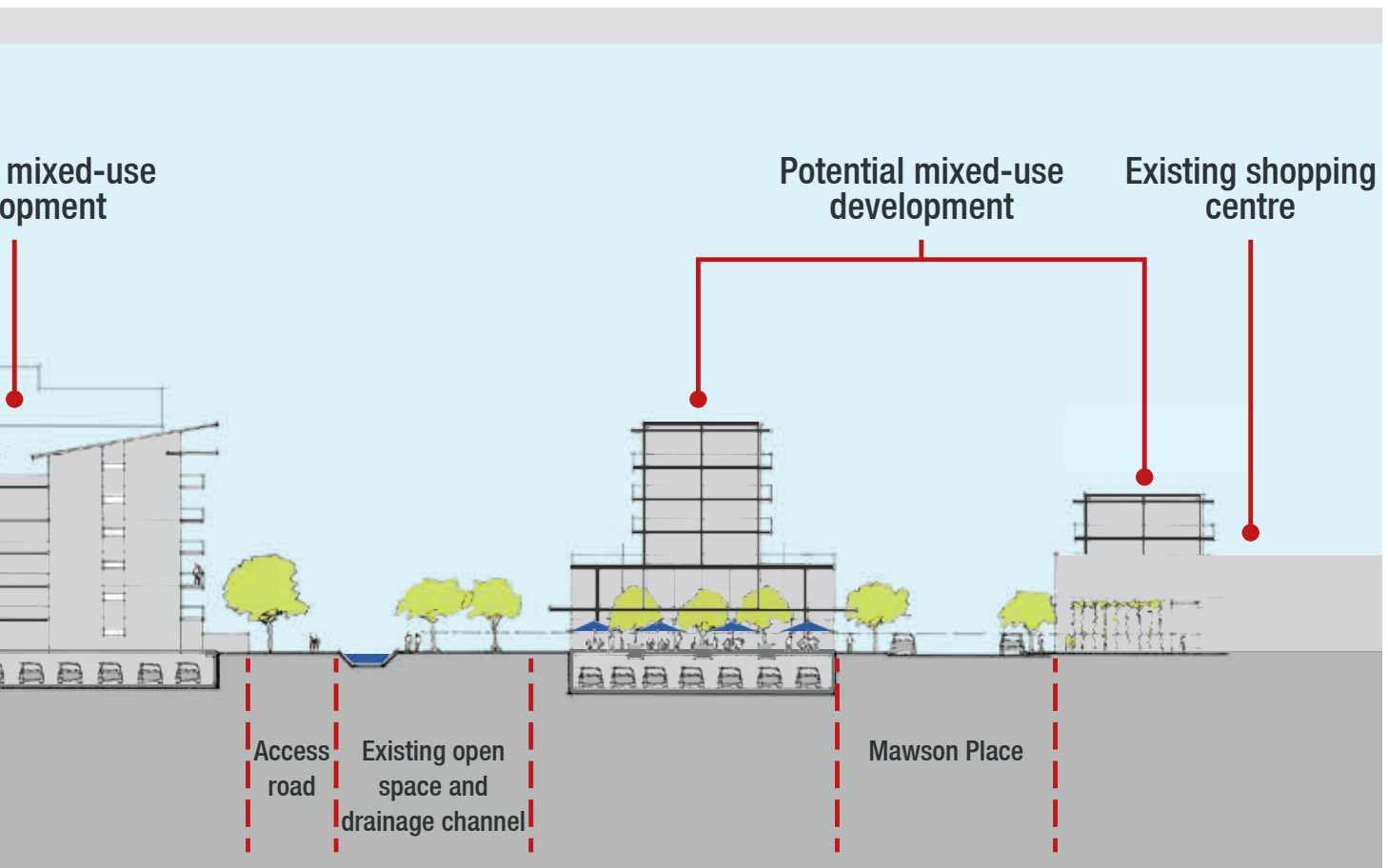


Figure 34: Artist's impression of the Mawson group centre from Athllon Drive





Mawson Place precinct

Mawson Place is to become a main street. This master plan recommends encouraging redevelopment along the street by allowing buildings up to six storeys on the western side and buildings up to four storeys on the eastern. These proposed building heights will also ensure a transition from the six storeys on the western side of Mawson Place to four storeys on the eastern side and then two storeys in the centre core. Some community concerns have been raised about servicing and loading. This will need to be managed via a series of loading and unloading bays.

Buildings on the western side of Mawson Place will generally be permitted up to six storeys (up to 22 metres). Increasing the permitted building heights from the current maximum of two storeys will encourage redevelopment and provide an opportunity to improve pedestrian connections from western suburbs and public transport into the centre.

Buildings fronting Mawson Place will continue to be built to the site boundary to create an urban edge to the proposed main street and be stepped back at higher levels to ensure Mawson Place retains its human scale. A cross-section showing Mawson Place can be seen in Figure 33. Existing services will need to be considered as part of any new development including the position of overhead power lines that exist on Mawson Place.

The existing maximum building height of two storeys will be retained on Block 23 Section 47 to ensure service trades uses can be maintained in this area of the centre.

Centre core precinct

Permitted building heights in the centre core are currently a maximum of two storeys (up to 8 metres). This maximum is to be maintained to ensure:

- the human scale of this precinct is protected and
- the courtyards in this precinct continue to benefit from solar access.



Mixed-use precinct

Building heights in this precinct are to be a mix of:

- two storeys (up to 8 metres) on Block 6 Section 57
- four storeys (up to 16 metres) on blocks 1, 2, 5, and 10 Section 57, and
- six storeys (up to 22 metres) on blocks 8 and 9 Section 57.

This range of heights will ensure:

- Views to Mount Taylor from existing apartment blocks on the eastern side of Mountevens Street are preserved. In this regard any development on blocks 1, 2, 5, 9 and 10 Section 57 will need to be carefully considered and designed.
- The centre will not be overwhelmed or overshadowed by buildings. This is of particular concern for blocks 2, 5, 9 and 10 Section 57 which, for reasons of topography, sit much higher than the rest of the centre. Testing of heights show that a maximum of four to six storeys on these blocks will ensure this does not happen (Figure 35).
- Blocks 8 and 9 Section 57, located on the corner of Mawson Drive, Heard Street and Mountevens Street, can accommodate six-storey (up to 22 metres) buildings that signify arrival at the centre.
- Block 6 Section 57 can eventually develop without impacting views or solar access of development on blocks 1, 2, 5, 9 and 10 Section 57.

These heights vary slightly from what was proposed in the draft master plan. The draft master plan recommended Block 9 Section 57 could go up to four storeys (up to 16 metres). Further analysis of this site found that six storeys (up to 22 metres) is appropriate for the following reasons:

- The site is situated on a major corner intersection and is considered appropriate as a landmark site, a continuation of Block 8 Section 57.
- Six storeys will still allow for views to Mt Taylor from existing apartment blocks on the eastern side of Mountevens Street to be preserved. A requirement will be included in the precinct code ensuring views are protected.
- Allowing six storeys on this site will increase the site's viability for redevelopment.

The recommendations listed below will encourage development and redevelopment at a human scale that contributes positively to the public domain and streets.

Recommended planning policies

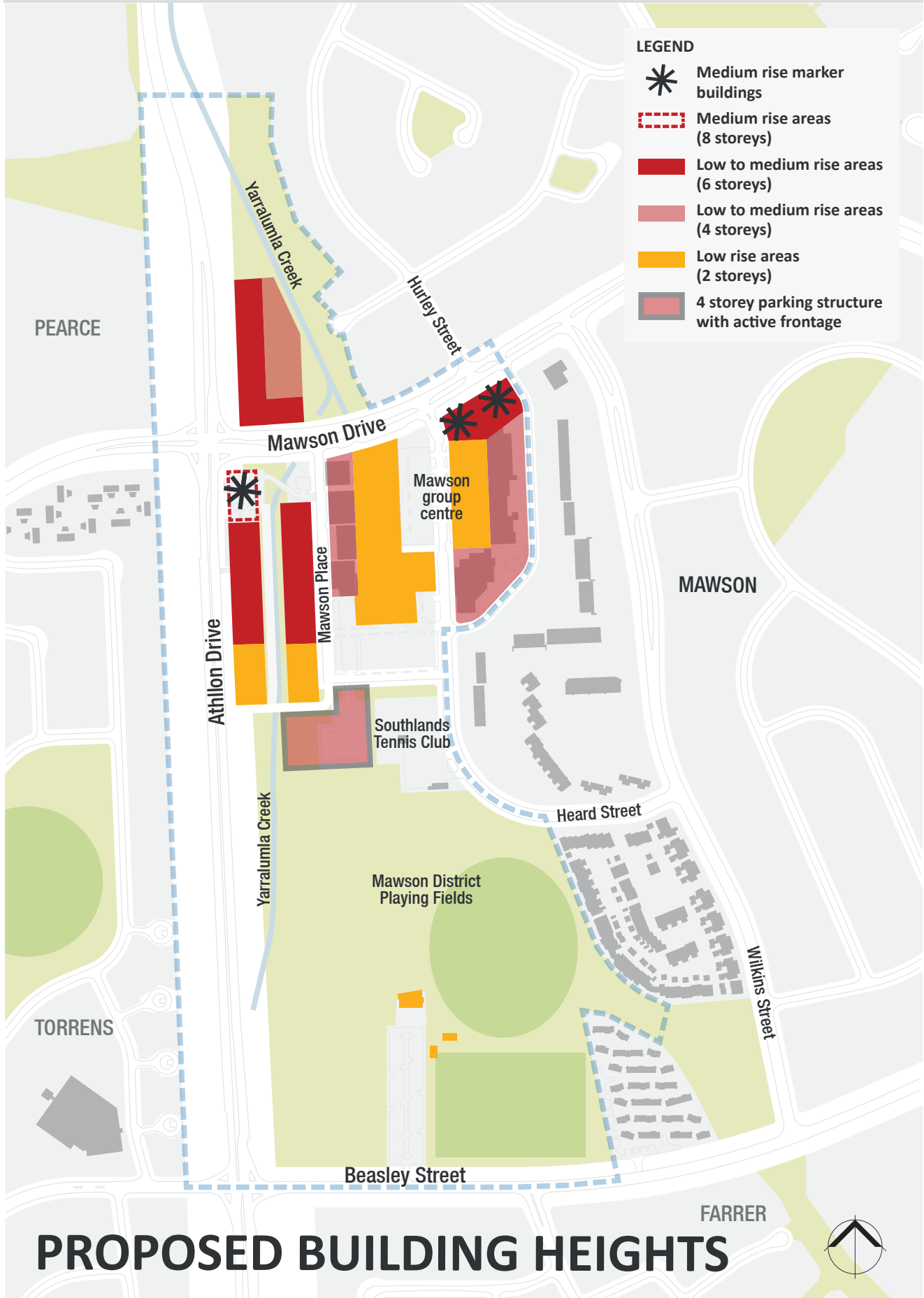
- Permit maximum building heights as shown in Figure 36.
- Require buildings to contain a maximum podium height of three storeys so the centre retains a human scale (Figure 37).
- Require individual development proposals to demonstrate how solar access to public spaces and surrounding developments will be provided.
- Require residential development to be oriented and designed to maximise the benefits of passive solar design and solar access to living spaces in winter and shade in the summer months through landscaping and sun-shading (Figure 40).

Figure 35: Shadow diagrams





Figure 36: Proposed building heights





5.6.2 Encourage a vibrant mixed-use centre with an emphasis on introducing residential development

As community needs and demands change it will be important that buildings can be adapted to accommodate a variety of uses i.e. from commercial to residential uses to community uses.

The recommendations described below will ensure adaptable reuse can be achieved by ensuring floor to ceiling heights in new buildings can accommodate a range of uses.

Recommended planning policies

- Require a minimum residential floor to ceiling height of 2.7 metres (with an average floor to floor height of 3 metres) throughout the centre (Figure 37).
- Require a minimum ground floor level floor to ceiling height of 3.9 metres throughout the centre (Figure 37).
- Require a minimum podium floor to ceiling height of 3.2 metres throughout the centre (Figure 37).

Commercial and retail

The centre will expand to the current Park and Ride facility site. This expansion will integrate with the existing centre to improve connections between the centre, public transport facilities and suburbs to the west. Any development that occurs on this site will be required to locate uses that generate activity on the ground floor facing the key pedestrian routes, as shown in Figure 38. Uses that generate activity will improve passive surveillance to address safety concerns for users of public transport.

The western side of Mawson Place (blocks 1, 2, 3, 13 and 14 Section 47) is proposed for active uses such as shops, restaurants, cafes and community uses on the ground floor level. Commercial and residential uses will be permitted above ground floor.

The centre core (Section 46) is currently working well; it is proposed to keep the land use mix as it is.

In 2013, Draft Variation 304 proposed Block 25 Section 46 in the centre core (the surface car park to the south of Woolworths) be rezoned from Commercial Zone 3: Services Zone to Commercial Zone 1: Core Zone.

The remainder of Section 46 is currently zoned as Commercial Zone 1: Core Zone. The proposal was withdrawn to allow land uses to be considered as part of this master planning process. As the surface car park is considered to be critical to the success of the centre, permitted land uses and heights on Block 25 Section 46 are to be maintained as they are.

Section 3.4.2 outlines that additional supermarket space could be viable in the centre in the longer term. Block 6 Section 57 (currently a large surface car park) should be reserved for the purposes of a supermarket (full-line or smaller depending on the demand). This block is currently owned by the ACT Government. When a clear demand for a second supermarket is identified, Block 6 Section 57 may be released by the ACT Government for development.

Blocks 8 and 9 Section 57 (on the corner of Mawson Drive, Heard Street and Mountevans Street) are to be reserved for landmark buildings. Any new development on these sites will need to signify arrival at the centre.

The continued presence of licensed clubs along the eastern edge of the centre (blocks 2, 5, 9 and 10 Section 57) is supported.

In addition to licensed clubs, residential, retail, entertainment and commercial uses will also be permitted on these sites.

This master plan aims to encourage a vibrant mix of commercial land uses by:

- permitting a mix of commercial and retail uses throughout the centre
- requiring active uses on the ground floor in strategic locations to assist with activation of the centre and increase passive surveillance
- permitting development of strategically located sites to support public transport, and
- reserving a site for an additional supermarket should the demand arise.

These aims can be achieved through the following recommendations and opportunities.

Recommended planning policies

- Zone land as outlined in Figure 39.
- Require active uses such as shops, restaurants and cafes on the ground floor of locations identified in Figure 38.



Opportunities for land release

- Reserve Block 6 Section 57 as a long-term land release for an additional supermarket if there is demand in the future. Any future development proposal for the existing surface car park would need to consider opportunities for temporary parking arrangements during construction, replacement public parking as well as provide for the development's parking needs.
- Reserve the Park and Ride site for short to medium-term land release. When this site is released by the Territory for sale, the Park and Ride will be either integrated within the development as podium, basement or rooftop parking or provided as a surface car park in close proximity to the bus stop on Athllon Drive.

Services and trades

There are currently two service stations within the centre on the western side of Mawson Place (Block 1 Section 47 and Block 23 Section 47). The service stations are the only service and trade providers within the master plan area. Background analysis indicates pedestrians are making their way to and from public transport on Athllon Drive through the northern service station. To achieve a direct, safe and more attractive connection between public transport and the centre, it is proposed that Block 1 Section 47 be rezoned to allow for mixed-use development. A potential alternative site for the second service station is identified in the Spatial Framework Plan (Figure 31).

The appropriate provision and location of services and trades will:

- support establishment of a direct, safe and attractive connection between public transport facilities by encouraging redevelopment in strategic locations, and
- ensure some services and trades uses are retained in the centre.

The appropriate provision and location of service trades can be achieved through the following recommendations.

Recommended planning policies

- Zone land as outlined in Figure 39.
- Zone Block 1 Section 47 to allow for a mixed-use development.

- Permit building heights of six storeys (up to 22 metres) on Block 1 Section 47 to encourage redevelopment of this site.
- Maintain Block 23 Section 47's existing zoning of Commercial Zone 3: Services Zone and the existing permitted building height of two storeys.

Recommended further studies

- Investigate the possibility of introducing a new service station alongside Athllon Drive at the southern end of the public transport precinct.

Residential

A number of sites in the centre are appropriate for mixed-use residential development. In accordance with the recommendations of the ACT Planning Strategy to increase density around group centres, this master plan proposes increasing opportunities for more housing on:

- blocks 1, 2, 3, 13 and 14 Section 47 along the western side of Mawson Place
- blocks 1, 2, 5, 6, 8, 9 and 10 Section 57 where the existing Mawson Club, Masonic Centre, Austrian Australian Club, Serbian Club and adjoining surface car park are currently located
- blocks 10 and 11 Section 58 on the northern corner of Mawson Drive and Athllon Drive, and
- the site where the current Park and Ride facility is located. When this site is released by the Territory for sale it may be a condition of sale that the Park and Ride be either integrated within the development as podium, basement or rooftop parking or provided as a surface car park in close proximity to the bus stop on Athllon Drive.

Encouraging residential development in the centre will provide residents with convenient access to the range of facilities and services on offer and support goals to reduce greenhouse gas emission. It will also provide an opportunity to include housing options for an ageing population, particularly independent living for over 55s, as the development would be close to services and facilities offered by the centre and have convenient access to public transport.

In addition, locating additional residents close to an existing rapid public transport service will increase the viability of this service.



Supporting an increasing residential population in the centre, including older people, can be achieved through the recommendations and opportunities described below.

Recommended planning policies

- Zone land as outlined in Figure 39.

The proposed land use boundaries shown in Figure 39 for the northern corner of Athllon Drive and Mawson Drive are indicative only and may be subject to change to ensure a landscape buffer and shared-use path are provided between the new development and existing residential development in Swinger Hill and Mawson.

Opportunities for land release

- Reserve blocks 10 and 11 Section 58 as a long-term land release for residential development once the current Park and Ride site is developed.

Community facilities

There is no Community Facility zoned land in the Mawson group centre. It is not proposed to introduce community facility land uses in the centre.

A range of community uses are already permitted in commercial zones, such as the existing general practitioner surgeries. New development could include adaptable spaces that could accommodate a range of uses. The Woden town centre also provides a range of essential community facilities for Woden Valley residents.

Recreation uses

Land to the south of the centre is currently zoned as PRZ1: Urban Open Space. This land accommodates the existing Southlands Tennis Club and Mawson District Playing Fields. These recreation land uses are recommended to be retained. It is not proposed to expand recreation land uses in the centre.

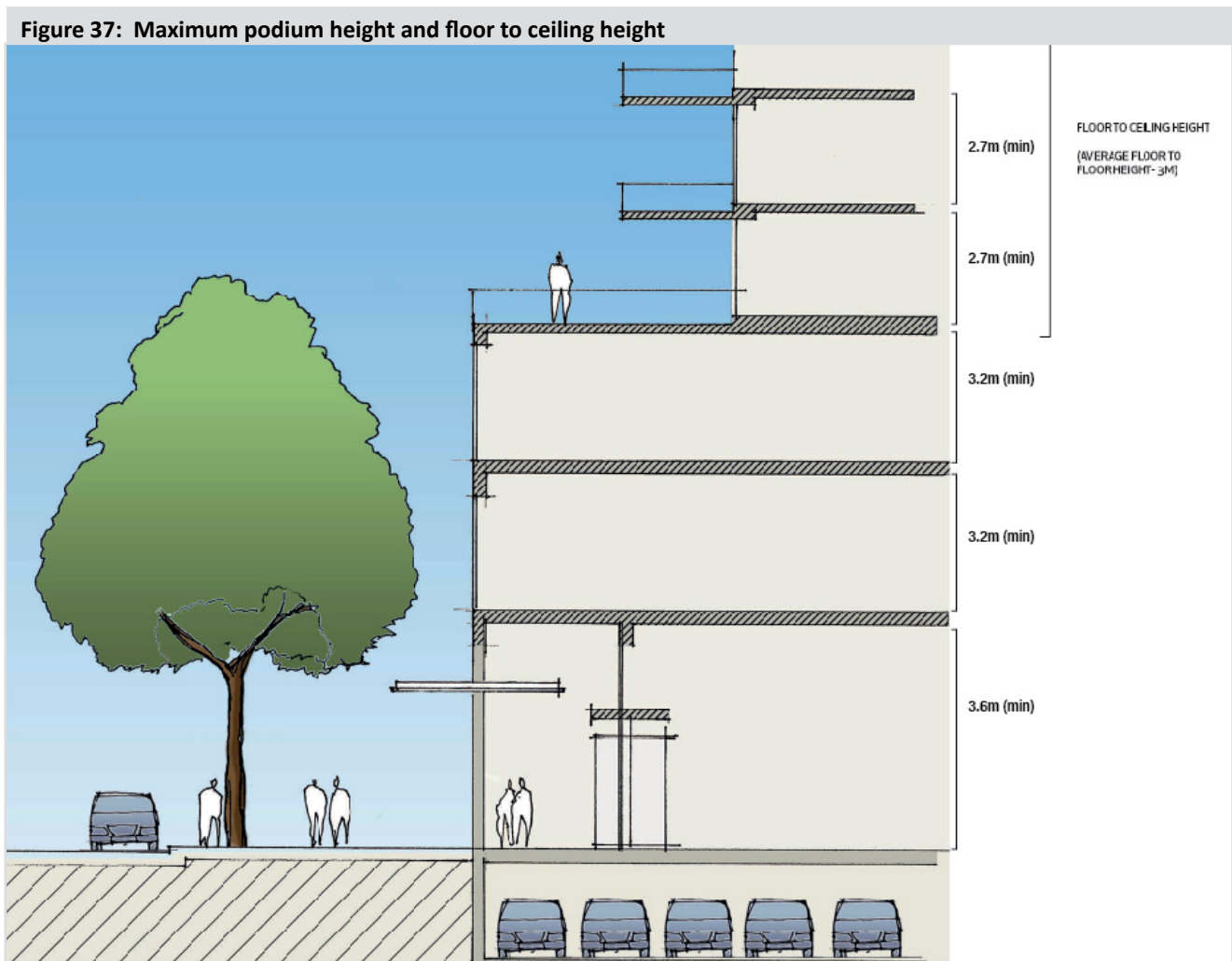




Figure 38: Proposed key pedestrian routes and active frontages

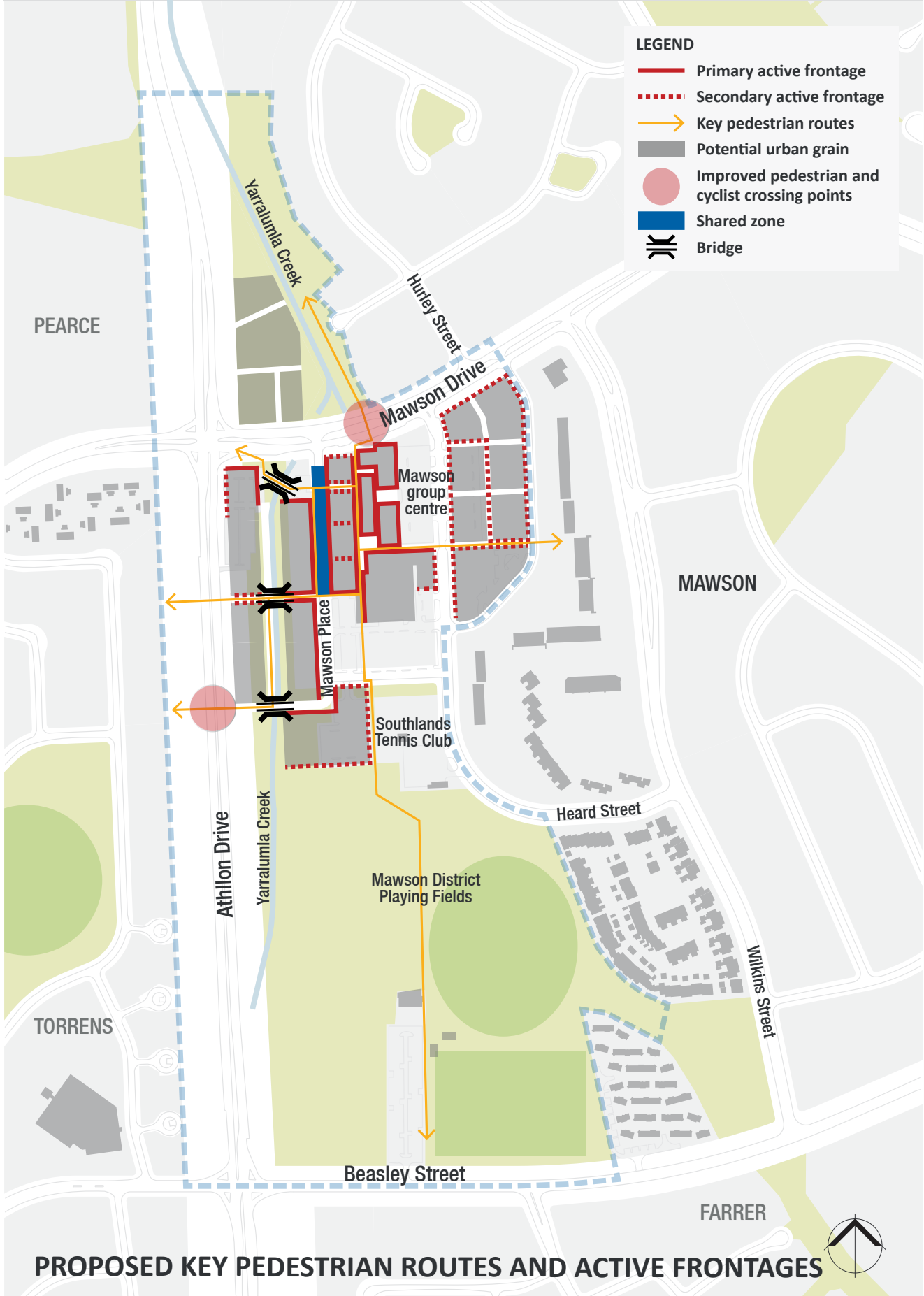




Figure 39: Proposed land uses

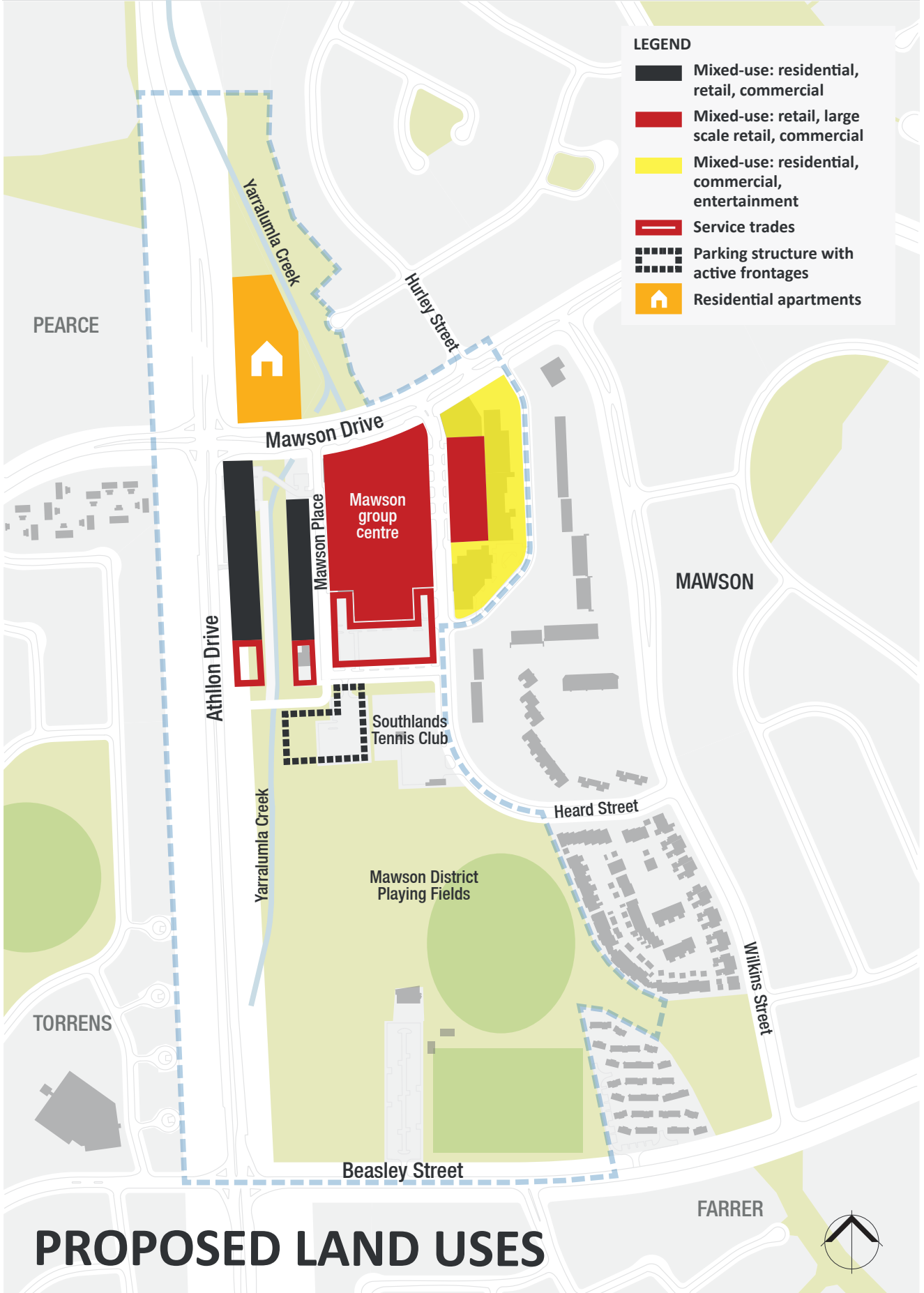
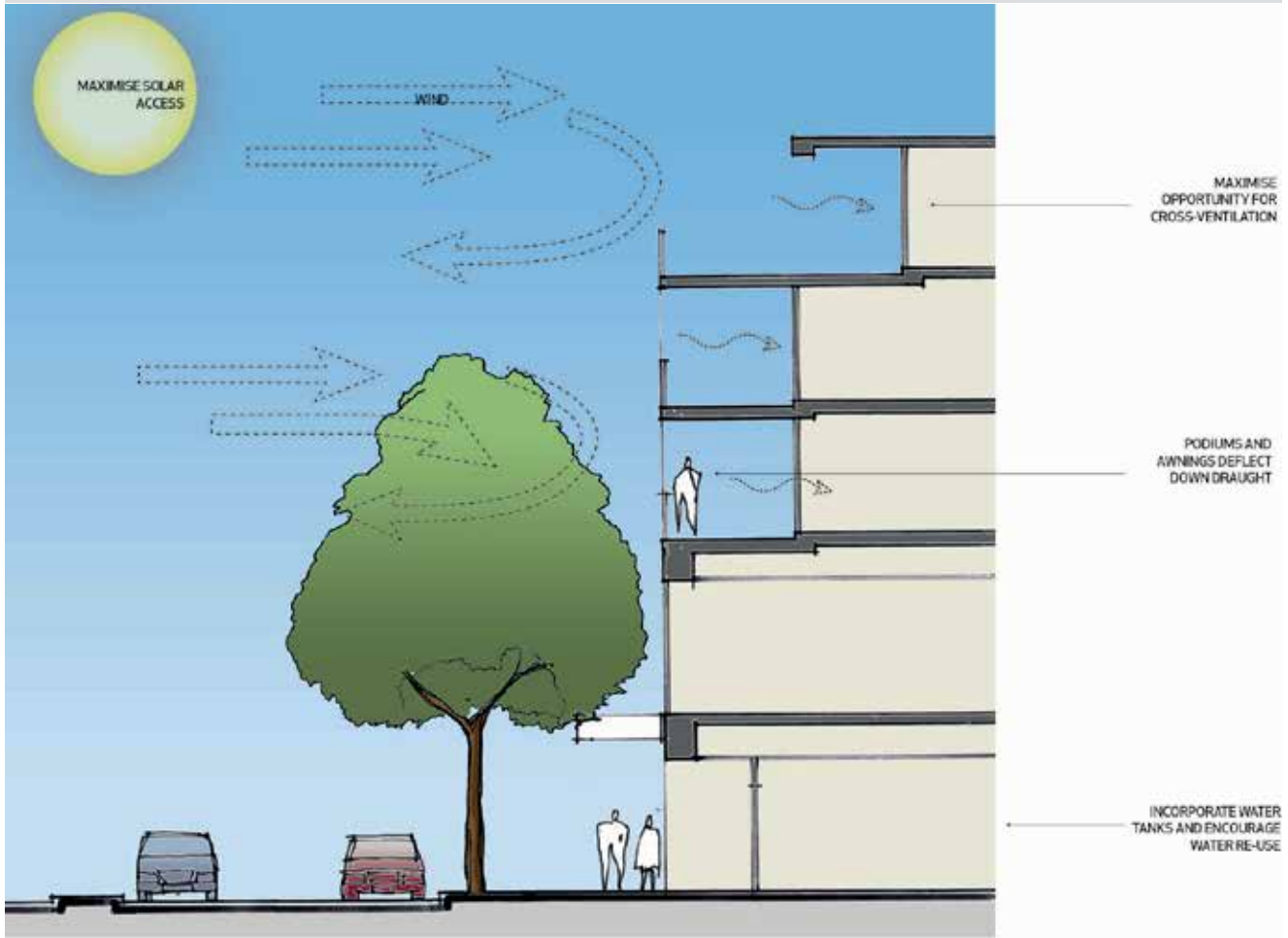




Figure 40: Cross-section showing how building design can take advantage of microclimate



5.6.3 Create a well-connected and accessible centre

Public transport and active travel

Physical activity such as walking, cycling and using public transport is referred to as active travel. Active travel is a healthy option that also helps reduce greenhouse gas emissions. It is critical the Mawson group centre supports active travel and public transport for the following reasons:

- Historic trends suggest the suburb of Mawson will continue ageing. This ageing population can be assisted by creating a supportive environment for age-friendly living, which includes providing safe, direct and pleasant pedestrian environments and connections to public transport.
- Car ownership in the suburb of Mawson is lower than in the rest of Canberra, which means residents are more reliant on active travel and public transport to move around.

Public transport and active travel can be supported in the centre by:

- improving pedestrian and cyclist connections to, through and around the centre
- improving pedestrian and cyclist connections from the centre and existing paths to the public transport infrastructure on Athllon Drive
- improving safety of pedestrians and cyclists through building design, land use location, location of major pedestrian and cyclist paths and upgrades to major crossing points, and
- supporting existing and future public transport services by allowing for residential development.



Recommendations and opportunities to achieve the above are outlined below.

Recommended planning policies

- Require redeveloping blocks to provide mid-block pedestrian links as shown in Figure 41:
 - » in the form of 6 metre wide laneways with active frontages, and
 - » which are publicly accessible at all times.
- Support establishment of a direct, safe and more attractive connection between the public transport facilities and the centre by permitting increased development rights (building heights) on Block 1 Section 47 to encourage its redevelopment.
- Zone the existing Park and Ride site so that it allows for a range of uses which will improve safety and convenience for those using public transport. This will be subject to further studies including flooding and vehicular access.
- When Part Block 10 Section 47 is developed as a structured car park it will require a 15 metre setback from the boundary of the Southlands Tennis Club to ensure a strong physical and visual connection to the Mawson District Playing Fields.
- Maximum building heights are permitted as shown in Figure 38.

Recommended public domain upgrades

- Provide improved pedestrian and cyclist crossing points on Mawson Drive as shown in Figures 38 and 42. This access should be direct, safe and connect the shared-use path into the centre.
- Provide a pedestrian connection across Athllon Drive from Torrens as shown in Figure 38. It is recommended that this should be constructed at the same time the new road shown in Figure 43 is constructed.
- Convert Mawson Place into a shared zone so it becomes a place for people and easier and safer for pedestrians to cross, particularly to allow for easy access to the public transport precinct.

- Provide a new shared-use path as shown in Figure 42. This new path will connect the existing shared-use paths, which currently do not connect to one another (Figure 42). This new shared-use path will provide a route where cyclists will not need to dismount. It will run past existing public transport infrastructure (bike lockers and bus stops) and will provide cyclists using the path with the opportunity to access the centre core from either the north or south. Establishment of this shared-use path will be dependent on the land release of the adjoining blocks and construction of the road connecting Mawson Place to Athllon Drive.
- Introduce a formalised pedestrian connection through the Mawson District Playing Fields as shown in Figure 38.

Recommended further studies

- Investigate the potential for converting Mawson Place into a shared zone to reduce traffic speeds and improve east–west pedestrian movement and pedestrian connections from public transport infrastructure on Athllon Drive into the centre.

Road network and traffic

It is easy to access the centre by public and private transport; this is part of what makes the centre successful. This accessibility needs to be retained to ensure the centre's viability, therefore this master plan aims to:

- ensure traffic movement occurs in a way that supports pedestrian and cyclist movement to and through the centre
- establish Mawson Place as a low speed vehicle environment that provides for private vehicles accessing the centre and the Park and Ride
- ensure access to the centre continues to be easy and convenient, and
- provide safe access roads to all new development blocks.



Opportunities for land release

- Reserve the Park and Ride site for short to medium-term land release. When this site is released by the Territory for sale it may be a condition of sale that new roads (Figure 43) may be constructed as part of the development. These new roads have been subject to preliminary modelling to determine their feasibility. This preliminary modelling indicates that the new roads would not only provide access to the new development blocks but also improve traffic conditions along Mawson Place and support it being established as a shared zone. Further investigation will be required to determine if a left-in left-out arrangement or four-way intersection with traffic lights would be a more appropriate on Athllon Drive.

Parking

Parking in the centre peaks at 68% occupancy at 1pm on a Thursday, indicating the centre still has some parking capacity. Adoption of the recommendations of this master plan will increase parking demands on the centre over the long term; however, a majority of the generated parking demand is likely to be accommodated in individual developments.

Given the nature of the mixed-use environment, it can be difficult to accurately estimate the extent of future development and parking generated by those developments.

There are several ways to manage parking in the centre, such as managing existing spaces, providing new parking, allowing for structured parking and encouraging alternative modes of transport by making it easier for people to walk, cycle or catch public transport to the centre.

Eventually, structured parking in the centre will be required to provide for long-term parking. A number of sites have been assessed for their potential to accommodate structured parking.

Block 25 Section 47 (Figure 39) has been assessed as the most appropriate site considering proximity to surrounding development, potential car parking yield, walkability to nearby employment, vehicular accessibility and good urban design outcomes.

This master plan aims to create a well-connected and accessible centre by:

- providing sufficient parking to ensure the viability of the centre.
- ensuring parking does not detract from the amenity of the centre, and
- providing a mix of short, medium and long-term parking to ensure users with different needs are met.

Recommendations and opportunities to achieve the above are outlined below.

Recommended planning policies

- Require use of high-quality architectural elements and landscaping to screen any structured parking or podium parking.
- Require structured parking to have active uses on the ground floor where it adjoins Mawson Place and faces the Mawson District Playing Fields.
- Require pedestrian and cycle access to and from parking areas that is clearly visible and well lit.
- Provide convenient short-term on-street parking throughout the centre where possible.
- Ensure planning controls allow development to accommodate required parking on-site, such as via podiums or basements.

Opportunities for land release

- Reserve part of Block 25 Section 47 (Figure 39) as a long-term land release for publicly available structured parking.



Figure 41: Proposed mid-block pedestrian and cyclist links

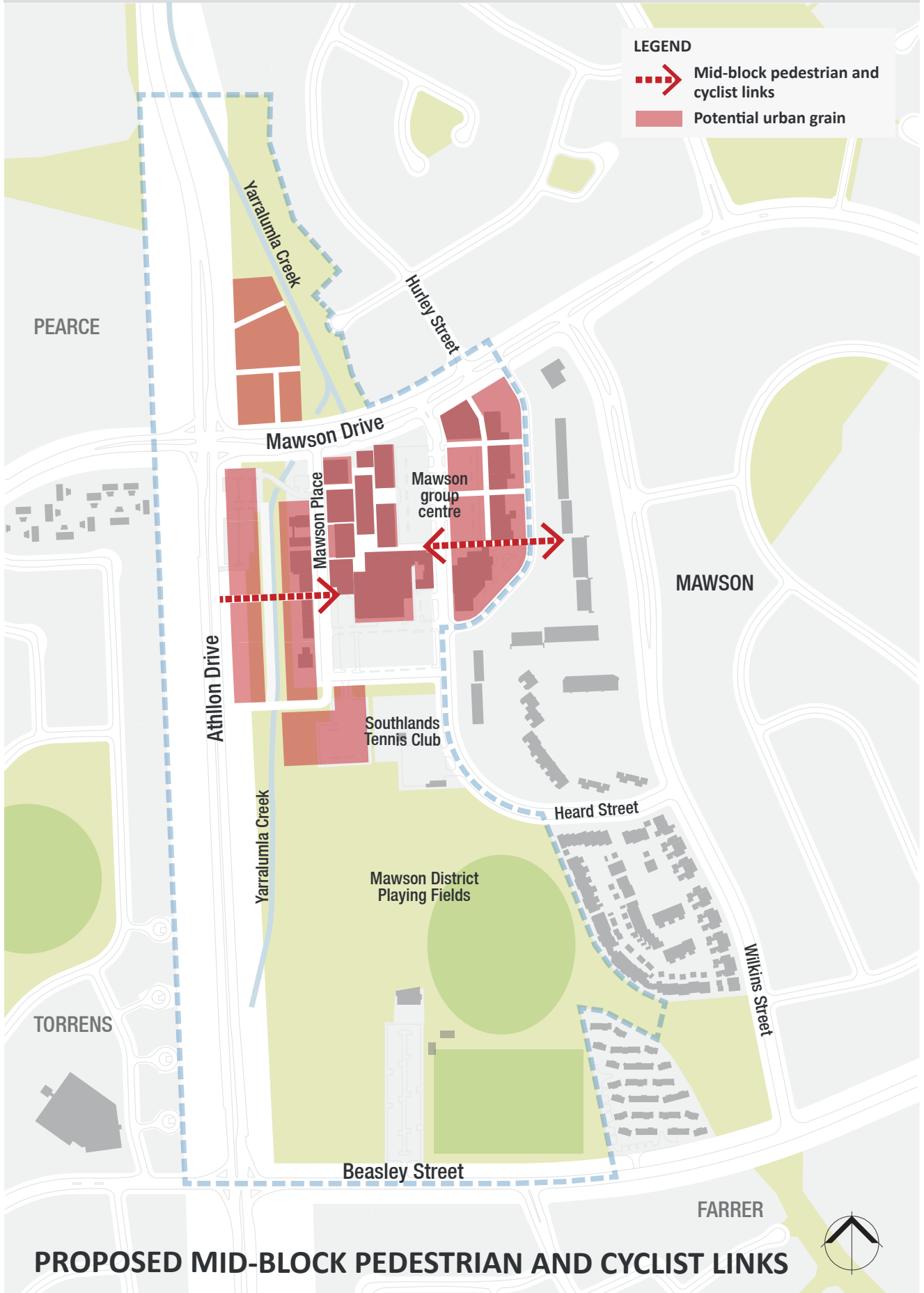




Figure 42: Proposed cyclist connections

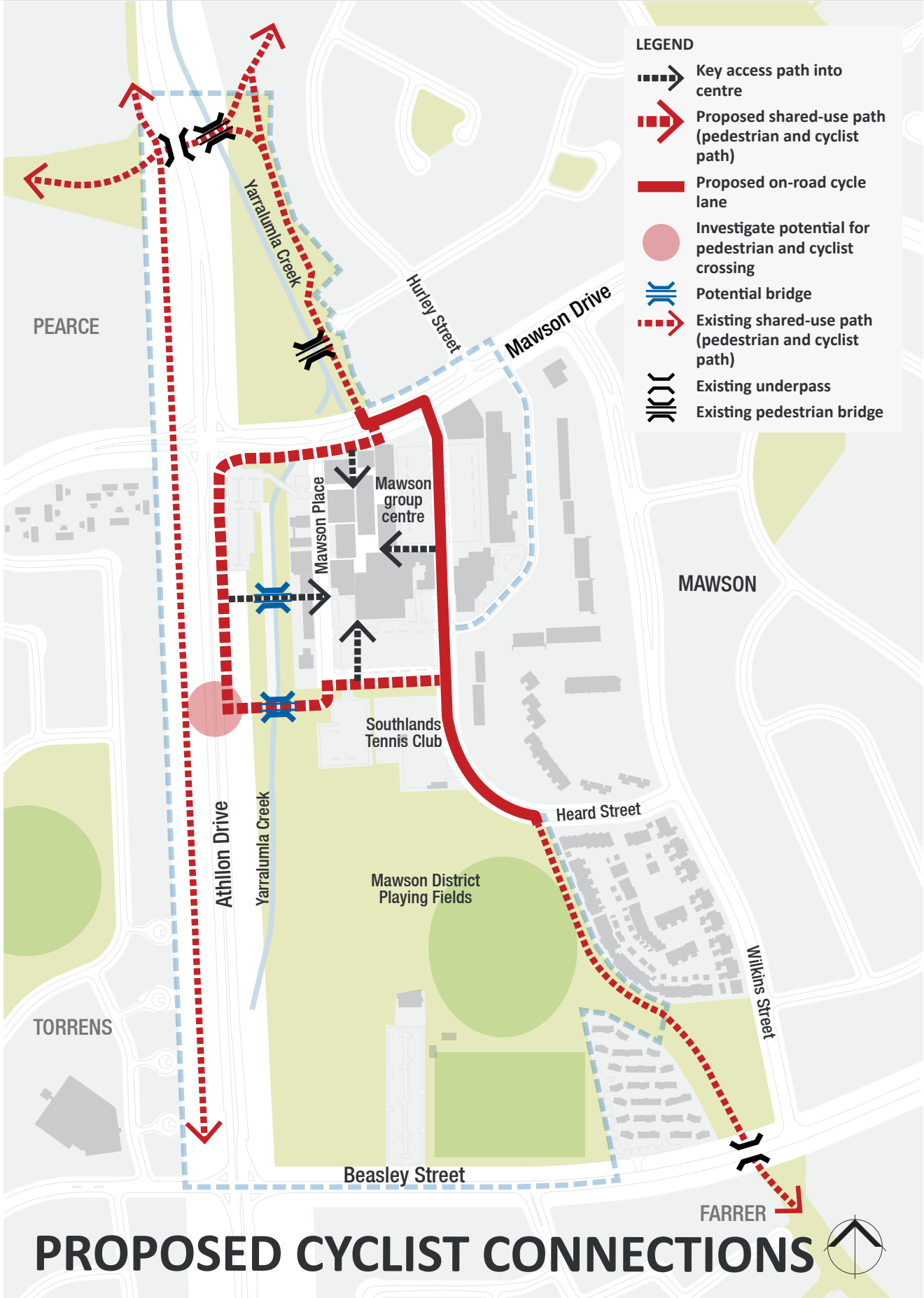




Figure 43: Proposed roads

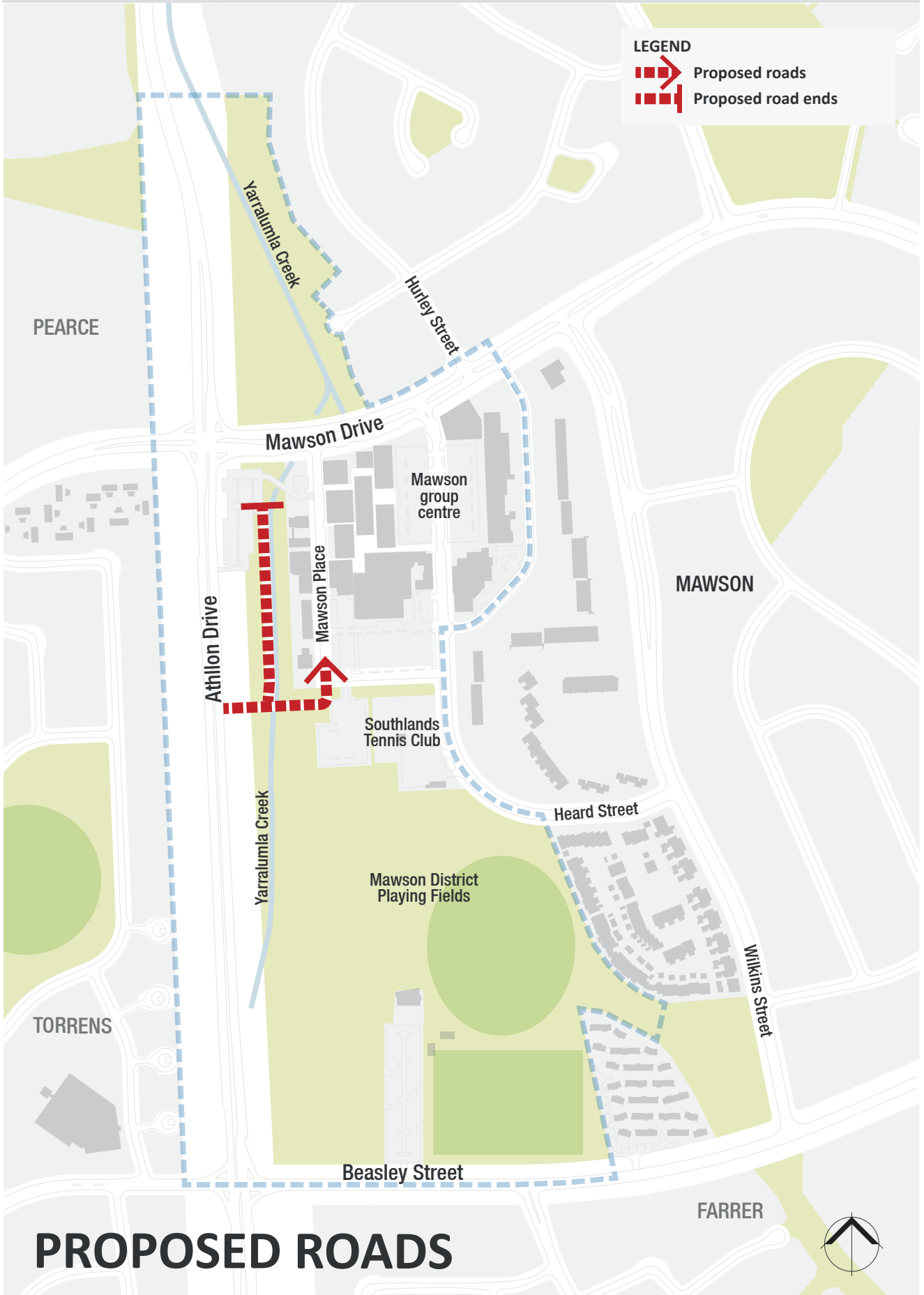




Figure 44: Artist's impression of Mawson Place as a main street, looking north



5.6.4 Encourage a high-quality public domain

The design of the public domain contributes to the amenity of the centre and its enjoyment. Public spaces and streets in the centre should enhance the character, vitality and connections of the centre. Streets and public spaces should also be designed to be supportive of an ageing population.

Active frontages

The design of individual buildings contributes to the overall safety and vitality of public spaces. Active frontages at ground floor level will improve the quality of key pedestrian connections.

Figure 38 identifies key pedestrian routes through the centre and where primary and secondary active frontages should occur so these pedestrian routes are supported and enhanced. Encouraging active frontages in key locations to support pedestrian and cyclist movement can be achieved through the following recommendations.

Recommended planning policies

- Where new buildings front primary active frontages they (as shown in Figure 38) will:
 - » be oriented towards the street
 - » be required to have largely transparent frontages, at least 70%
 - » be required to have active uses such as shops, restaurants, cafes, community facilities fronting the primary active frontage
 - » not have residential uses on the ground floor, and
 - » be required to provide awnings designed to provide shelter and a sense of human scale and enclosure.

- Where new buildings front secondary active frontages as shown in Figure 38, they:
 - » will be fronted by buildings which are oriented towards the street
 - » will be fronted by buildings that are able to be adapted at the ground floor for a new use as market demand changes i.e. new buildings will have a floor to ceiling height that is suitable for commercial use (Figure 37), and
 - » can have residential uses on the ground floor provided there are many individual entries at street level and allow for visual interaction and passive surveillance of the street.

Street hierarchy

Street hierarchy refers to the function and character of the street. Function refers to the movement types, the number of vehicles, pedestrians and bikes and a street's function i.e. whether it is an arterial road or residential street. The elements that contribute to the street character are the width of the footpath, tree planting, number of traffic lanes, and type of parking, cycle lanes, building height, street furniture and street lighting.

Mawson Place will be reinforced as a main street for activity and pedestrian use. Figure 44 is an artist's impression showing Mawson Place as a main street. Other streets in the centre will continue to carry traffic and public transport as primary traffic roads.

Through the recommendations listed below Mawson Place can be established as a main street with a high-quality public domain.

Recommended planning policies

- Continue to require buildings fronting Mawson Place to be built to the site boundary to create an urban edge to the main street and be stepped back at higher levels to ensure Mawson Place keeps its human scale.
- Require active frontages along Mawson Place in accordance with Figure 38.

Recommended further studies

- Investigate the potential for converting Mawson Place into a shared zone to reduce traffic speeds and establish the street as a main street.
- Establish a landscaping theme for Mawson Place.
- Complete further investigations of flood mitigation strategies to ensure the centre's existing developed areas and future areas for development are not impacted by flooding.

Green space

The master plan study area already includes significant amounts of green space as a result of the Mawson District Playing Fields. Consequently, introduction of a park into the centre is not seen as necessary. However greenery should be brought into the centre through the use of landscaping, including additional tree planting. In particular, the four key public spaces identified in Figure 45, provide an opportunity to introduce greenery into the centre.

Introducing more landscaping, trees and greenery into the centre will be vital to reduce the impact of the 0.7% increase in temperature expected to occur between 2020 and 2039.

Trees will play an important role in improving the amenity and comfort of the centre as they provide shade in summer and reduce the heat island effect. Where possible, the centre's existing trees should be retained and additional trees planted throughout the centre.

A water sensitive urban design strategy may also be prepared for the Mawson group centre to consider the requirements of the broader catchment as well as the master plan study area.

As the centre develops and redevelops, the master plan aims to establish pockets of green spaces which:

- improve amenity
- make the centre a more attractive destination
- provide places for people to gather, sit, converse and eat
- reduce the heat island effect, and
- make it easier for pedestrians and cyclists to find their way through the centre.



The following opportunities and recommendations will ensure these pockets of green space can be established.

Opportunities for land release

- Reserve the Park and Ride site for short to medium-term land release. When this site is released by the Territory for sale it may be a condition of sale that the developer creates an open public plaza on Block 8 and Section 47 and the land adjoining the new development block on the corner of Athllon Drive and Mawson Drive. Trees and other landscaping should be included for shade, cooling and amenity. This public plaza should act as a safe, direct and pleasant pedestrian connection from public transport facilities to the centre. Landscaping should support this purpose.
- Reserve Block 6 Section 57 as a long-term land release for an additional supermarket if there is demand in the future. When this site is released by the Territory for sale it will be a condition of sale that a publicly accessible green space may be required on the rooftop. Screening of the rooftop plant room and service infrastructure will be required.

Recommended public domain upgrades

- Develop a public domain and lighting design standard for the centre that provides a consistent, functional and attractive public domain which is also age-friendly, considering lighting, street furniture, street trees and pavement types.
- When Blocks 3 and 13 Section 47 redevelop it will be appropriate to undertake landscaping of the proposed mid-block pedestrian and cyclist link (Figure 41) connecting Mawson Place to the new development block on the existing Park and Ride site. This space should become a green link which also caters for children. To ensure creation of a child-friendly space, this mid-block pedestrian link should allow for incidental play through the use of landscaping and/or high quality public art. Figure 46 is a cross-section showing what this link could look like.
- The existing internal courtyards identified in Figure 45 should be subject to upgrades.

Recommended further studies

- Consider preparing a water sensitive urban design strategy for the centre.



Figure 45: Proposed green space

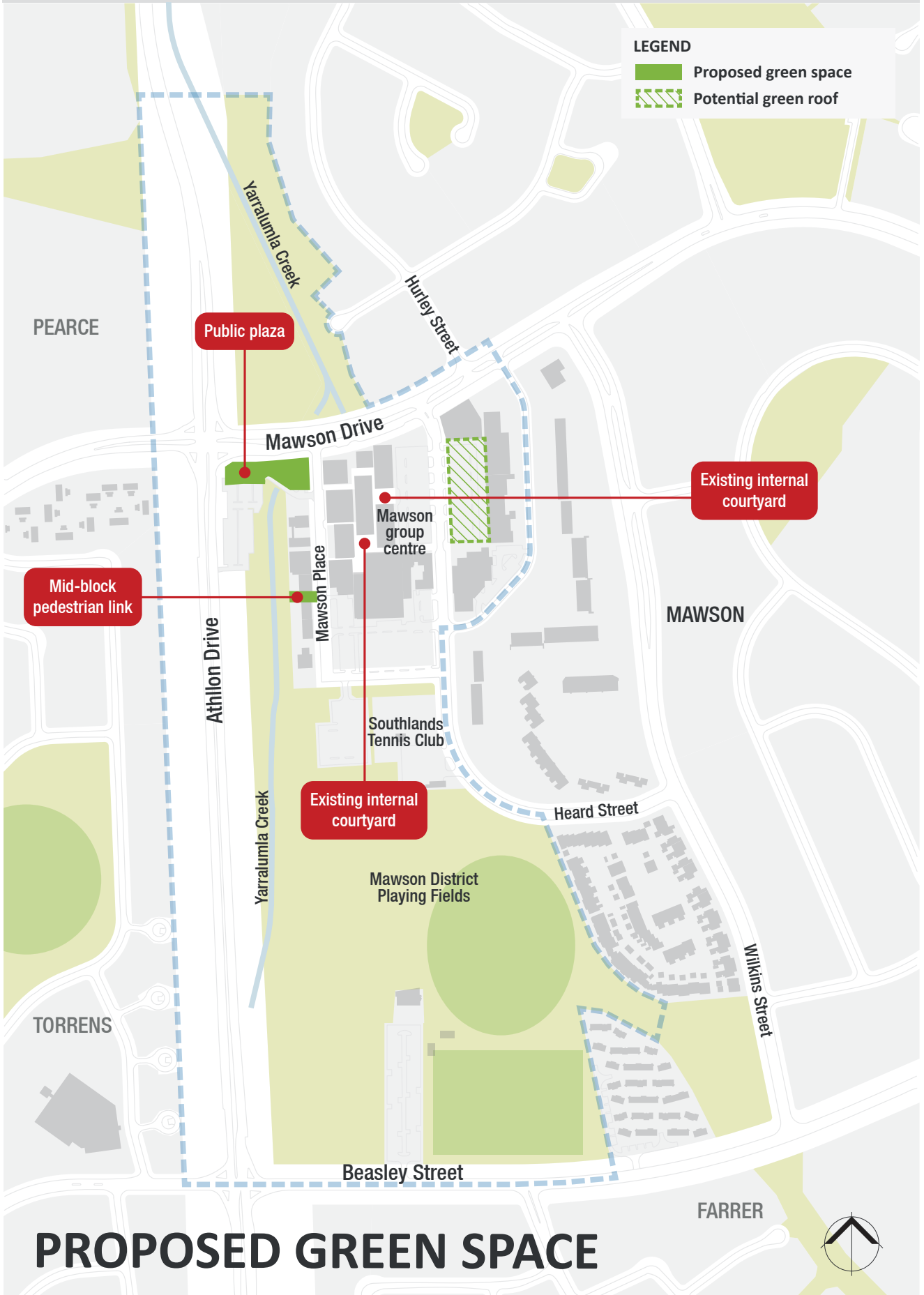
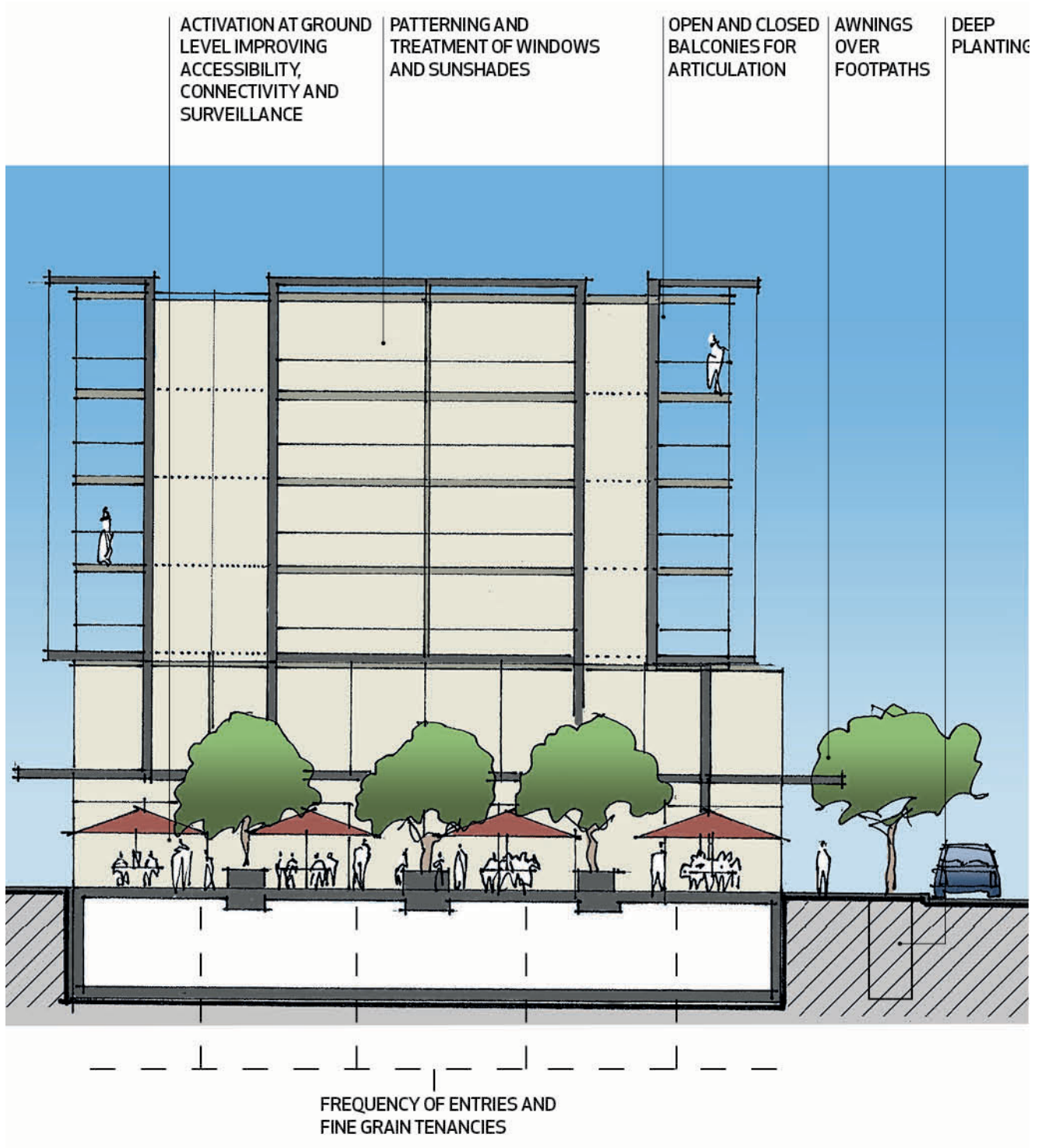




Figure 46: Cross-section indicating a mid-block pedestrian link/green link between Mawson Place and Athllon Drive





5.6.5 Enhance the existing environment

Built form describes the mass, form and scale of buildings that create and define public spaces. New development will be designed to complement and enhance the existing environment and create places that people can relate to and enjoy.

Enhancing the existing environment will involve the following:

- ensuring the character of each precinct is reinforced and enhanced
- retaining a sense of human scale in the centre and contributing to a pedestrian environment
- ensuring all new development is integrated within the existing urban fabric of the centre, and
- requiring development on strategic corner sites to become landmark buildings.

Recommendations to achieve the above are outlined below.

Recommended planning policies

- Require new development on the corner of Mawson Drive, Heard Street and Mountevans Street (blocks 8 and 9 Section 57), and the southern corner of Mawson Drive and Athllon Drive (the new development block on the current Park and Ride site) to address their respective intersections and provide architectural interest and variety to the building design.

- Require pedestrian entrances to common areas for residential buildings to provide strong visual connections to the street and ensure a high level of passive surveillance.
- Require new building design to incorporate sun shading for high exposed facades i.e. west facing.
- Require development adjacent to public spaces to provide opportunities for passive surveillance of public spaces, including open spaces. For example, courtyards with pool-style fencing and upper-level balconies.
- Require awnings along all primary active frontages as shown in Figure 38. Awnings are designed to provide shelter and a sense of human scale and enclosure.
- Require the front and rear setback as shown in Table 5.

Table 5: Front and rear setbacks

Require the following front and rear setbacks	Storeys	Front setbacks
Up to 3		0 metres
4–6		3 metres





6. Recommendations for implementation

6.1 The process of change

This master plan is a non-statutory planning document. It can be implemented through:

- a Territory Plan variation, including a new precinct code for the centre
- sale of Territory-owned land, otherwise known as land release
- public domain upgrades
- further studies, and
- commercial opportunities.

Implementation of the master plan will be progressive over the longer term as implementation is dependent on investment decisions by private business, land availability and capital works funding for public domain upgrades from the ACT Government. Each of the ways the master plan can be implemented are described in more detail below.

6.2 Territory Plan Variation

A variation to the Territory Plan to include a precinct code specifically for the Mawson group centre will realise some of the planning policy recommendations outlined by the master plan. The precinct code will provide the opportunity for the building heights, setbacks and land uses outlined in this master plan to be realised as development and redevelopment occurs.

There will be opportunity for the community to provide feedback on the precinct code through a separate community engagement process.

6.3 Land release

This master plan recommends several sites for land release. Figure 47 illustrates an indicative development sequence beyond that outlined in the Indicative Land Release Program. The land release sequence could vary as circumstances and needs change for the centre.

6.4 Public domain upgrades

Infrastructure and public space improvements are required to realise the vision and some of the strategies of this master plan. There are opportunities for the private sector to contribute to the public domain through partnerships with the government or as part of off-site works.

Works undertaken by the ACT Government will involve further investigations by various government agencies and funding consideration through future government budget processes. Public domain upgrades that are undertaken by the ACT Government are based on a number of considerations including population growth, the age of existing assets and infrastructure and the wider budget context within the Territory.

6.5 Further studies

Potential further studies include:

6.5.1 New service station location investigation

Investigate the possibility of introducing a new service station alongside Athllon Drive at the southern end of the public transport precinct.

6.5.2 Mawson Place shared zone investigation

Investigate the potential for converting Mawson Place into a shared zone to establish the street as a main street, reduce traffic speeds and improve east–west pedestrian movement and pedestrian connections from public transport infrastructure on Athllon Drive into the centre.

6.5.3 Mawson group centre design manual

A design manual would outline a consistent design palette for the public domain in the centre. It would specify public domain elements such as street furniture, lighting standards, light poles, signage, pavement types and locations and street trees.

6.5.4 Flood mitigation investigation

Investigate flood mitigation strategies to ensure the centre's existing developed areas and future areas for development are not impacted by flooding.

6.5.5 Water sensitive urban design strategy

Develop a water sensitive urban design strategy for the centre.



Figure 47: Indicative development sequence





6.6 Commercial opportunities

Business, commercial developers and the wider community are responsible for taking advantage of opportunities identified within the master plan. A number of changes indicated in the master plan are on existing developed sites or require substantial investment. Therefore, implementation of the master plan will be progressive over the longer term as investment opportunities are realised.



7. Endnotes

1. ABS cat. 3101.0 Australian Demographics Statistics, September 2014 (released 26/03/15)
2. ACT Projection of resident population 2013-62 ACT Government, January 2014
3. ABS Census of Population and Housing 2011
4. ABS Regional Population Growth, ACT (cat 3218.0) 3 April 2014
5. ACT District and suburban resident population estimates to 2031
6. ABS Population by Age and Sex, Regions of the ACT (cat. 3235) 30 August 2013, (Draft) 11 July 2014
7. ABS Census of Population Housing 1991-2011
8. ACT Commercial and Industrial Floor Space Inventory 2011
9. ABS Census of Population and Housing (Journey to Work) 2011
10. AP2: A New Climate Change Strategy and Action Plan for the ACT (2012)

Mawson Group Centre Master Plan

Community Engagement Report – Stage 2



OCTOBER 2015



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1. Executive summary

The ACT Government has prepared master plans for the Mawson group centre and Woden town centre that outline and recommend how these centres could develop into the future. The master plans are available at www.act.gov.au/wodenandmawson

Master plans set out a vision, planning principles, spatial framework and planning strategies to guide growth and development in the centre over time. The ACT Planning Strategy (2012) identified Mawson and Woden centres and the Athllon Drive corridor as strategic locations for growth and recommended further investigations for urban intensification opportunities.

The Mawson and Woden centres were considered together through the master plan process to allow for comprehensive analysis and consideration of metropolitan transport and land use relationships, and infrastructure for the area. This report summarises all community engagement activities undertaken for the Mawson Group Centre Master Plan and reports specifically on the feedback received during community engagement on the draft master plan from 29 January to 15 March 2015.

Community contribution was essential to the master planning process for the two centres. More than 646 people attended various meetings, filled in feedback forms, wrote submissions or took part in individual conversations on the Woden and Mawson draft master plans. Input and feedback from the community was gathered through the use of surveys, information displays, feedback forms, 'meet the planners' sessions and individual meetings.

Consistent messages from community engagement on the draft master plan for the Mawson group centre included:

- General support for the proposals within the draft master plan.
- The master plan could provide more detail for the improvement of pedestrian and cycle connections to and throughout the centre.
- Public spaces within the group centre require enhancement and maintenance.
- Concern over solar access, public amenity and privacy if building heights in the centre were allowed to increase.

Some issues generated a diversity of views including building heights and provision for an additional full line supermarket.

These key messages, background information and strategic priorities informed the development of the Mawson Group Centre Master Plan.

The master plan is a non-statutory document. A variation to the Territory Plan will be required to bring into statutory effect through a precinct code for the area. A draft variation, DV345, has been prepared and is anticipated to be released for public consultation in late 2015.



Figure 1: Master plan study area





2. Introduction

This Community Engagement Report- Stage 2 documents the community engagement outcomes for the master plan process for the Mawson group centre, in particularly the feedback received on the draft master plan. The draft master plan was available for public comment from 29 January to 15 March 2015. The master plan is available at www.act.gov.au/wodenandmawson and outlines how the centre could develop into the future. It is a long-term plan that sets out objectives and strategies to manage development and change over time. The study area for the Mawson Group Centre Master Plan is outlined in Figure 1.

The ACT Planning Strategy (2012) identifies the Mawson and Woden centres and the Athllon Drive corridor as strategic locations for growth and recommended further investigations for urban intensification, which will help create a more compact and efficient city. The ACT Planning Strategy recommended master plans be prepared for Mawson group centre and Woden town centre.

The ACT Government has now prepared master plans for both centres. These master plans and related information are available at www.act.gov.au/wodenandmawson.

The centres were initially considered together so a wide range of strategic planning issues and the relationships between the two centres could be better understood. Separate master plans have been prepared because each centre has its own community interests, characteristics and challenges. The Mawson Group Centre Master Plan focuses on and responds to place-specific needs so everybody can take advantage of the centre's open spaces, housing choice and modes of travel.

Ongoing community engagement with stakeholders and the community were key to the master plan process. It helped identify what is important about each centre and how their character and quality can be conserved, improved and enhanced. Community engagement has involved two stages.

Overall more than 630 people attended various meetings, filled in feedback forms, wrote submissions or took part in individual conversations as part of the Stage 2 engagement process for both centres.

Community engagement elicited valuable public input and feedback that informed the development of the final master plan. The master plan considers complex and often conflicting issues along with technical background studies and the ACT's strategic planning context. In some cases consensus is not always possible.

Further information on previous stages of community engagement can be found in the Mawson Group Centre Master Plan Community Engagement Report- Stage 1 at www.act.gov.au/wodenandmawson.

2.1 Community engagement approach

The community engagement process for the master plan aimed to inform, consult and involve community stakeholders and the community at key Stages throughout the planning process.

The master plan team engaged with residents, building owners, lessees, community groups and ACT Government agencies to fully understand concerns and aspirations for the centre and to integrate them into planning considerations outlined in the master plan. Key stakeholders in the master plan process were local residents, lessees, traders, the Woden Community Council and other community groups, Community Services Directorate (CSD), Education and Training Directorate (ETD), Chief Minister, Treasury and Economic Development Directorate (CMTEDD), ACT Health and Territory and Municipal Services (TAMS) Directorate.

Community engagement provided the opportunity to inform the community of what a master plan can and cannot do. The aim was to create constructive parameters for debating issues and providing opportunities for the community to meet with planners. These interactive formats also facilitated social learning about the characteristics of an area and about the complex and interrelated nature of urban planning.

All engagement activities reflect the ACT Government's policies and guidelines on community engagement. Please refer to www.timetotalk.act.gov.au/guide-to-engagement



2.2 Community engagement objectives

The objectives of community engagement on the Mawson master plan was to:

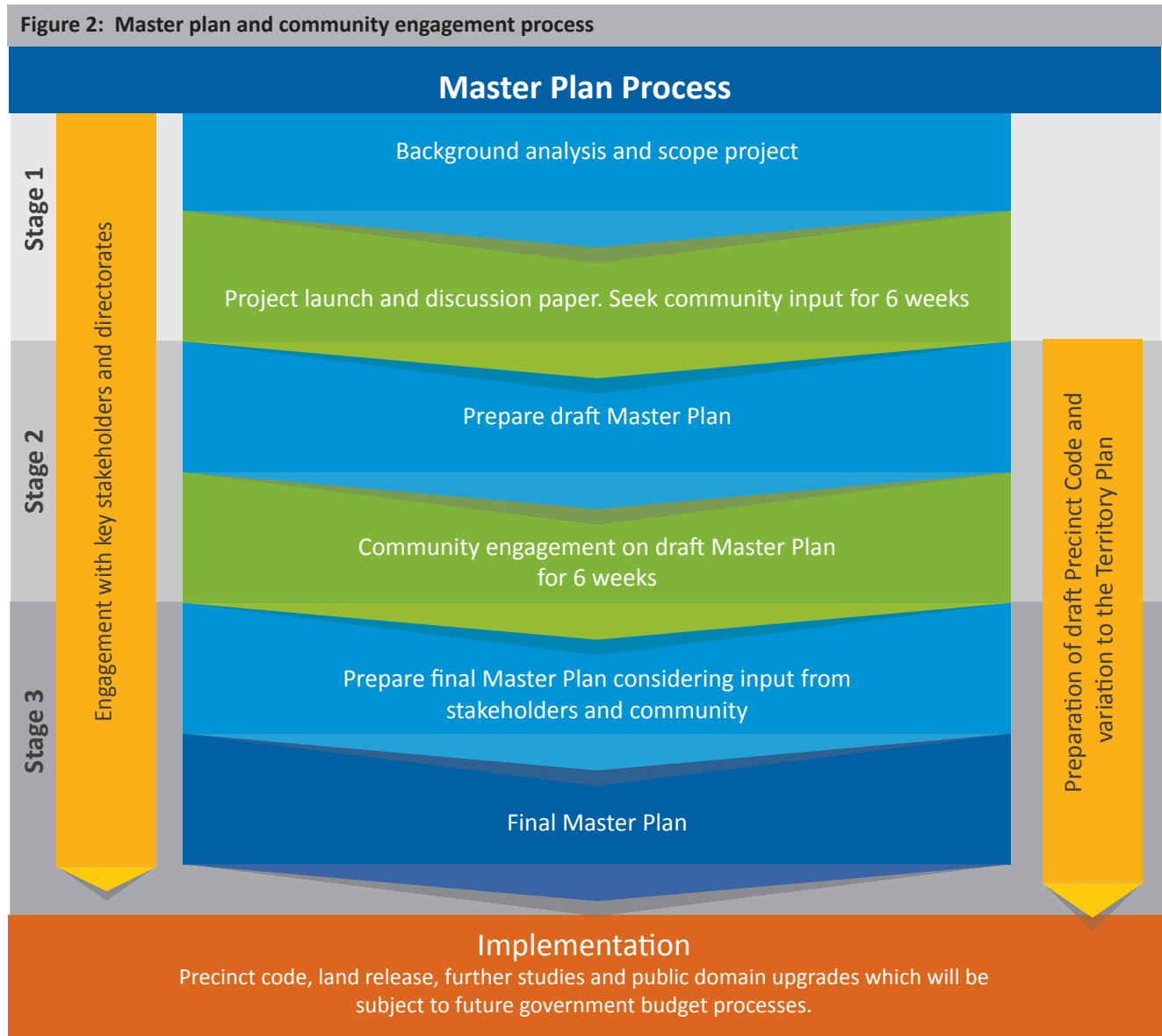
- Gather information from the community to inform the preparation of the master plan.
- Receive feedback on a discussion paper about the issues of interest for the master plan.
- Receive feedback on the draft master plan. Inform the public on the master planning process and what a master plan can and cannot do.
- Inform the public on how the master plan will implement key ACT Government policies, such as the ACT Planning Strategy, Transport for Canberra and the ACT's climate change action plan, AP2.
- Offer everyone an opportunity to raise their ideas and concerns upfront, so the master plan is informed by community input.
- Identify and consult with all key stakeholders.
- Communicate and consult with users of the centre and the community surrounding the centre, including all suburbs within the Woden Valley.
- Consult with the whole Canberra community via online engagement techniques.





3. Community engagement activities

Community input and feedback was sought throughout various stages of the master plan. Figure 2 provides an overview of the master plan process and all Stages of community engagement.



3.1 Stage 1 community engagement to identify issues

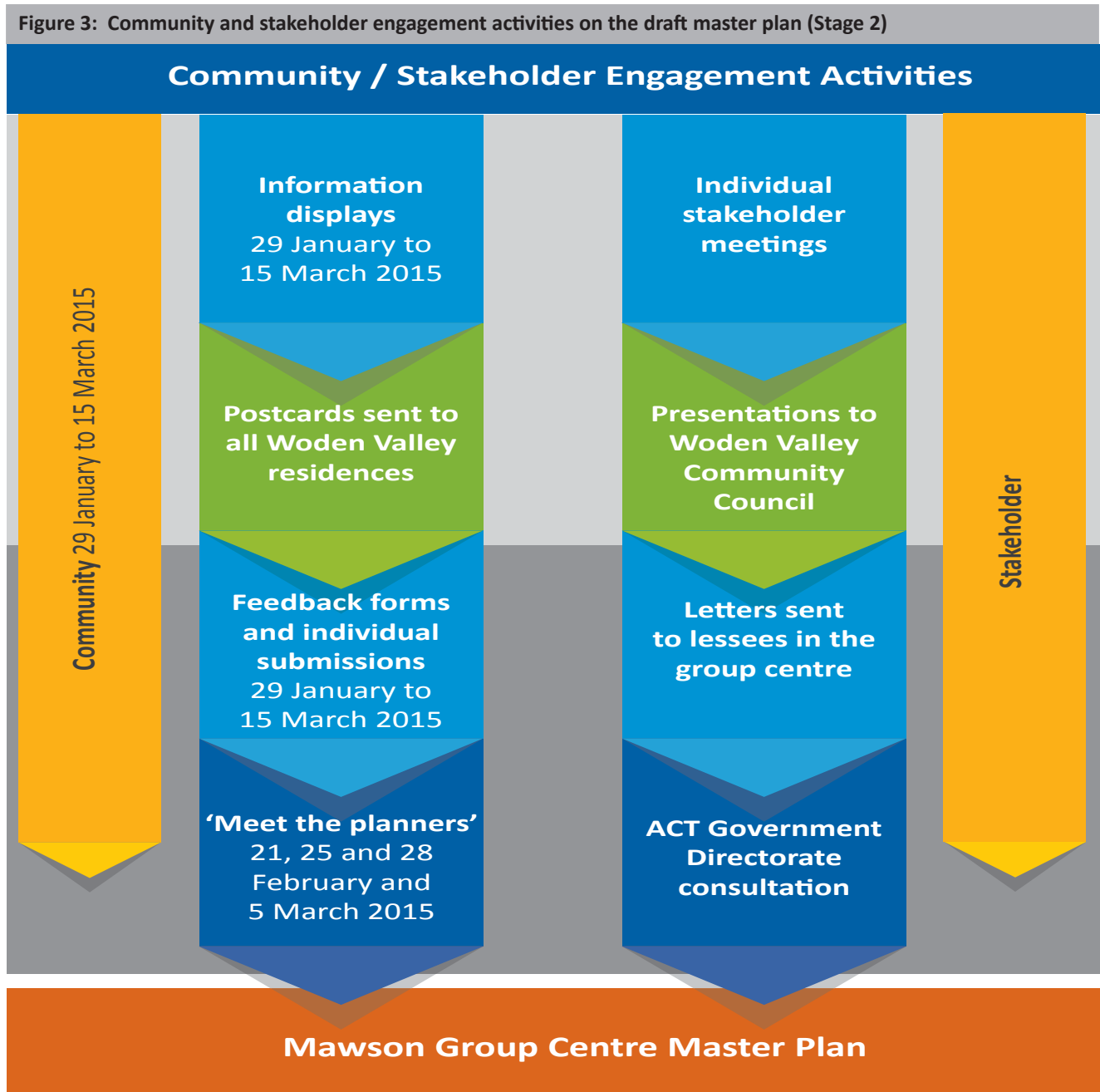
Stage 1 included release of a discussion paper, a feedback form, ‘meet the planners’ sessions and a lessees and traders meeting. This period of engagement ran from 21 February to 4 April 2014. Outcomes from Stage 1 of community engagement, in conjunction with background studies, identified issues for the centre and clarified the opportunities and challenges it faces.

All outcomes from Stage 1 of community engagement were documented in the Community Engagement Report - Stage 1 available at www.act.gov.au/wodenandmawson



Stage 2 community engagement on the draft master plan

The draft master plan was released to the public for feedback from 29 January to 15 March 2015. Several engagement activities, outlined below, were undertaken to inform the community and stakeholders about the draft master plan and to offer various opportunities for the public to provide feedback.





Information displays

Between 29 January and 15 March 2015, information displays on both the Mawson and Woden draft master plans were placed at the Woden Library. Centre-specific information was on display at Westfield Woden and Mawson centre during the engagement period (Table 1). Feedback forms were available at the information displays with options to leave the completed forms at the display or mail them to the directorate. The information was also available on the project website.

Table 1: Details of information displays at Woden and Mawson

Location	Display dates	Length of time
Woden Library	29 January to 15 March 2015	6 weeks
Westfield Woden near Tarocash	23 February to 1 March 2015	1 week
Vacant shopfront in Mawson	29 January to 15 March 2015	6 weeks

'Meet the planners' sessions

Four 'meet the planners' sessions were held (Table 2). The sessions at Mawson displayed information about the Mawson Group Centre Draft Master Plan and had copies of the Woden Town Centre Draft Master Plan available. Feedback forms for both centres were available at the Mawson 'meet the planners' sessions.

Table 2: Details of 'meet the planners' sessions on the Mawson and Woden draft master plans

Location	Date held	Number of attendees
Courtyard at Southlands Shopping Centre, Mawson	Saturday 21 February 2015, 11.30am–1.30pm	150
	Thursday 5 March 2015, 1pm–4pm	65
Woden Westfield near Tarocash	Wednesday 25 February 2015, 11.30am–1.30pm	96
	Saturday 28 February 2015, 10am–2pm	65

Feedback form

A semi-structured feedback form asked questions on aspects of the draft master plan. The public could fill out a feedback form online, at the information displays and 'meet the planners' sessions. The feedback forms were available for the duration of community engagement.

Web information, email and mail

All draft master plan materials, such as reports, posters and feedback forms were provided online at www.timetotalk.act.gov.au and the project's website www.act.gov.au/wodenandmawson.

People could also submit their individual comments and submissions via email or mail to the project team.

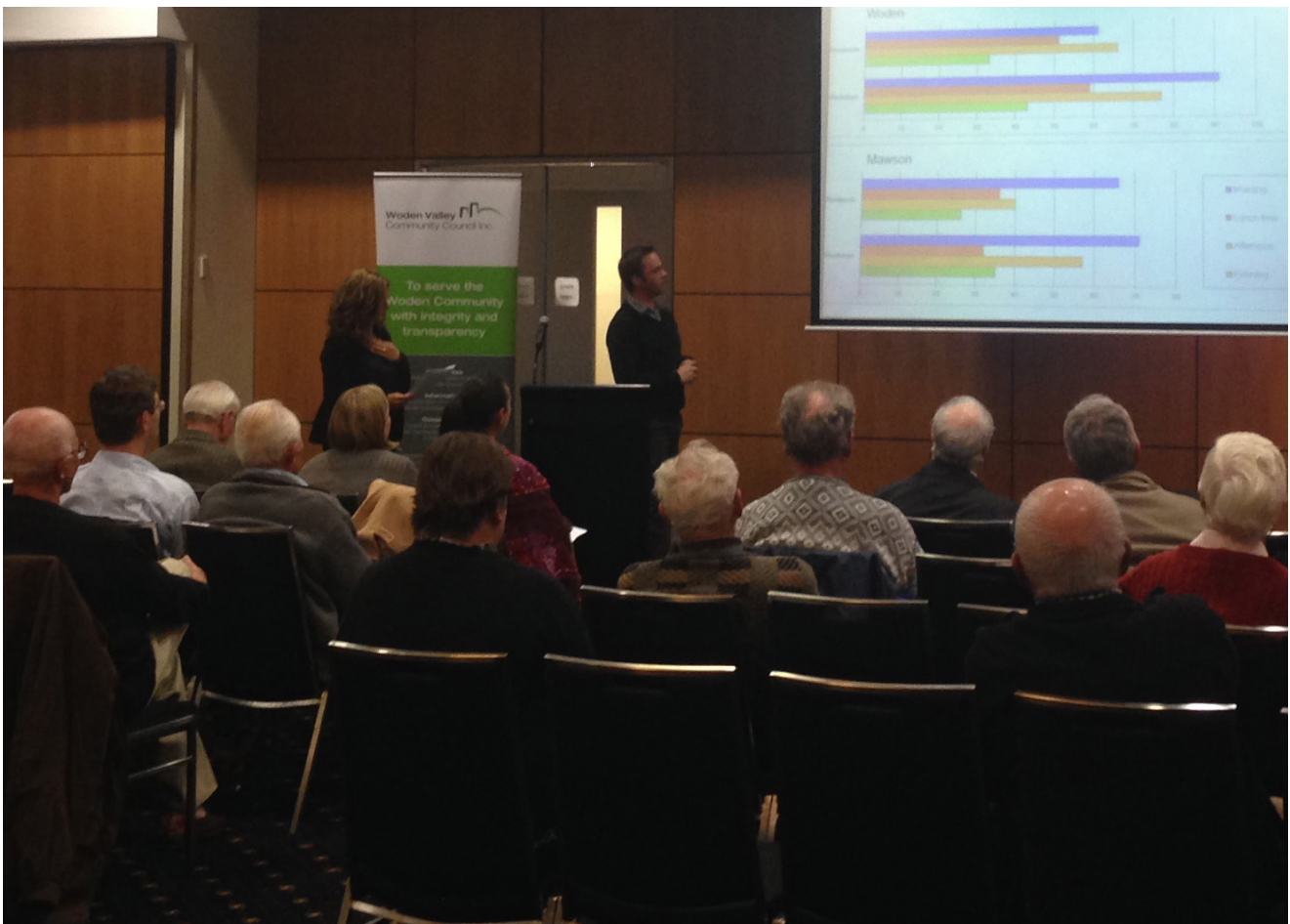


3.2 Participation rates in community engagement activities

Table 3 provides an overview of the number of people and stakeholders involved in various stages of community engagement. The master plan process maintained steady public attention and community participation.

Table 3: Table 3: Overview of community engagement activities and number of people who participated

Engagement activity for the Mawson group centre	Number of participants
Stage 1: Identifying issues and discussion paper	
Post cards sent to all Woden Valley residences – February 2014	17,000
‘Meet the planners’ sessions – March 2014	175
Feedback form – February to April 2014	126
Lessees and traders meeting – April 2014	16
Individual submissions on the discussion paper	9
Stage 2: Draft master plan	
Post cards sent to all Woden Valley residences – February 2015	17,000
‘Meet the planners’ sessions – February to March 2015	215
Feedback form – January to March 2015	85
Individual submissions on the draft master plan	20





4. Community engagement outcomes

The outcomes of all stages of community engagement, and in particular the outcomes from engagement on the draft master plan are summarised below. Key messages from earlier engagement are outlined first followed by how the draft master plan responded to these messages. The feedback received during the draft master plan engagement then follows, each with a summary and analysis.

Some comments may not be able to be resolved through the master plan process and will require the Environment and Planning Directorate (EPD) to discuss further with the responsible ACT Government directorates. Hence, not all community feedback received throughout the process may be directly reflected in the master plan.

4.1 Outcomes from Stage 1 of community engagement

The following table summarises the key messages from the community during Stage 1 of community engagement and how these issues were addressed in the draft master plan.

Table 4: Key messages from Stage 1 of community engagement the draft master plan responses

Key messages	Draft master plan response
The road network within the centre needs improving and pedestrian and cycle connections need to be better defined.	<p>Recommend ensuring traffic movement occurs in a way that supports pedestrian and cyclist movement to and through the centre.</p> <p>Recommended providing safe access roads to all new development blocks.</p>
Pedestrian and cycle connections to the centre, including connections across Athllon Drive, Mawson Place and Heard Street, as well as through the car parks in the centre need improving.	<p>Recommend integrating pedestrian and cyclist connections with public transport to and from the centre.</p> <p>Recommend Improving north–south and east–west pedestrian and cyclist connections through the centre.</p> <p>Recommend improving the safety of pedestrians and cyclists through building design and land use locations.</p> <p>Recommend requiring active frontages in key locations to support pedestrian and cyclist movement.</p> <p>Recommend connecting existing and proposed pedestrian and cyclist connections.</p>
Traffic management and congestion of the centre needs to be addressed, particularly along Mawson Place and Heard Street. The entrances to car parks off Mawson Place are congested and dangerous.	<p>Recommend establishing Mawson Place as a low speed environment that provides for private vehicles accessing the centre and the Park and Ride.</p>
There was support for more residential and mixed-use development. There was also support to increase building heights for the surrounds of the centre up to four storeys, with a focus on good quality outcomes.	<p>Proposed a variety of building heights to encourage development and redevelopment.</p> <p>Recommended individual development proposals are required to demonstrate how solar access to public spaces and surrounding development will be provided to ensure good quality outcomes.</p>
Residential infill within the commercial core of the centre was less supported with respondents noting to retain the current lower-density scale of the shops of the centre.	<p>The draft master plan proposed no residential development in the central core precinct. Mixed-use development that may contain residential development was proposed surrounding the core area.</p>
The centre looks tired, untidy and dated. Its central spaces and public facilities are in need of modernisation.	<p>Recommended increasing building heights to encourage development and redevelopment on key sites, with new development encouraging an update of the public domain areas.</p>



Key messages	Draft master plan response
<p>Improvements to the public domain would be beneficial including furnishings, landscaping, pavement, community gathering spaces, kids play spaces and shelter from the elements.</p>	<p>Recommended developing a public domain and lighting design standard for the centre that provides a consistent, functional and attractive public domain that considers lighting, street furniture, street trees and pavement types.</p>
<p>There is a lack of greenery and amenity of public spaces in general, including the pedestrian plazas.</p>	<p>As the centre develops and redevelops, the draft master plan recommended establishing pockets of green space to increase the amount of greenery within the centre.</p>
<p>There is lack of lighting and safety during night-time and after-hours activity. The centre is quite busy during sporting seasons on the weekend, but quiet afterhours during the week.</p>	<p>Recommended developing a public domain and lighting design standard for the centre that provides a consistent, functional and attractive public domain that considers lighting, street furniture, street trees and pavement types.</p>
<p>The convenient shopping, diversity of shops and smaller-scale character of the centre is greatly valued and attracts people to it.</p>	<p>Economic analysis of retail in Mawson has identified a future need for a supermarket. The draft master plan identified a potential site for a supermarket which is only to be released when there is demand for an additional supermarket. Recommended providing sufficient parking to ensure the viability and convenient shopping of the centre.</p>
<p>More entertainment opportunities and community services for the group centre would help activate the centre outside normal trading hours.</p>	<p>There is no CFZ: Community Facility zoned land in the Mawson group centre, however a range of community uses are permitted in commercial zones. The Woden town centre also provides a range of essential community facilities for the residents of Woden Valley.</p>
<p>There were mixed views on land uses that should be introduced into the group centre. There was a mix of responses between retail, residential, mixed-use (retail and office) or mixed-use (commercial and residential) uses. The mixed-use options were the most preferred land use options.</p>	<p>Recommended permitting a mix of commercial and retail uses throughout the centre. Recommended requiring active uses such as shopfronts on the ground floor in strategic locations to help activate the centre and increase passive surveillance.</p>
<p>There were mixed views on whether the Athllon Drive corridor should be retained as green/recreational space or if development should be allowed to occur. The flooding issue was raised several times and it was questioned if the current proposed methods for stormwater management would mitigate the risk of flooding.</p>	<p>Recommended developing the Athllon Drive corridor for residential purposes, just north of the commercial core area. Recommended establishing a wetland along Yarralumla Creek; the Woden Town Centre Draft Master Plan proposed residential development on the Athllon Drive Corridor further north than the study area for the Mawson Group Centre Master Plan. Recommended that any new development be required to take into consideration flooding issues and address these in a development application.</p>
<p>There were mixed views about the future of the ovals to the south of the centre. Some desired to rejuvenate facilities and retain it as an important open space while others believed it could be investigated for future development.</p>	<p>This land is currently zoned PRZ1: Urban Open Space. The draft master plan recommended retaining this recreation land. It was not proposed to expand recreation land uses in the centre. The ovals located to the south of the centre provide valuable open space and no investigations for future development will be undertaken as part of the master planning process.</p>



4.2 Outcomes from Stage 2 community engagement

More than 200 people visited the community engagement sessions on the Mawson Group Centre Draft Master Plan. The key messages from the public are summarised below for each engagement activity.

'Meet the planners' sessions

Comments made during the 'meet the planners' sessions that related to the Mawson group centre indicated the following:

- Generally, there was support for the strategies in the draft master plan.
- More green space should be provided in the centre.
- Some concern about the potential for a new eight-storey landmark building within the centre; this is too tall.
- Mawson Place currently feels unsafe and could be more pedestrian friendly, however there were mixed views on the proposal of turning Mawson Place into a main street.
- Better connections could be provided from the playing fields to the centre.
- Public spaces and existing buildings need upgrading.
- Maintaining convenient car parking is important. Concern about the potential for a new full-line supermarket over existing surface car parking areas; this could reduce the convenience of parking in the centre. Retail offerings could be expanded in the centre without an additional full-line supermarket.
- Insufficient parking for people with disabilities in the southern car park.
- Support for a potential new wetland.
- General support for new residential development along Athllon Drive, however there were mixed views about the height limit of any new development located here. Concern that development along the corridor could affect cycle connections to Woden.
- Concern about the potential for new four to six storey development along the north side of Mawson Drive, particularly if it were to block views to the mountains. Several attendees indicated their preference for a maximum building height of four storeys within the centre.
- Support for providing new residential development close to the group centre.
- Greater clarification is needed on active travel connections to and within the group centre, including information about access arrangements.
- Additional development would necessitate improved traffic management in the centre.
- Several people indicated interest about light rail being potentially provided along Athllon Drive.

Engagement with young people

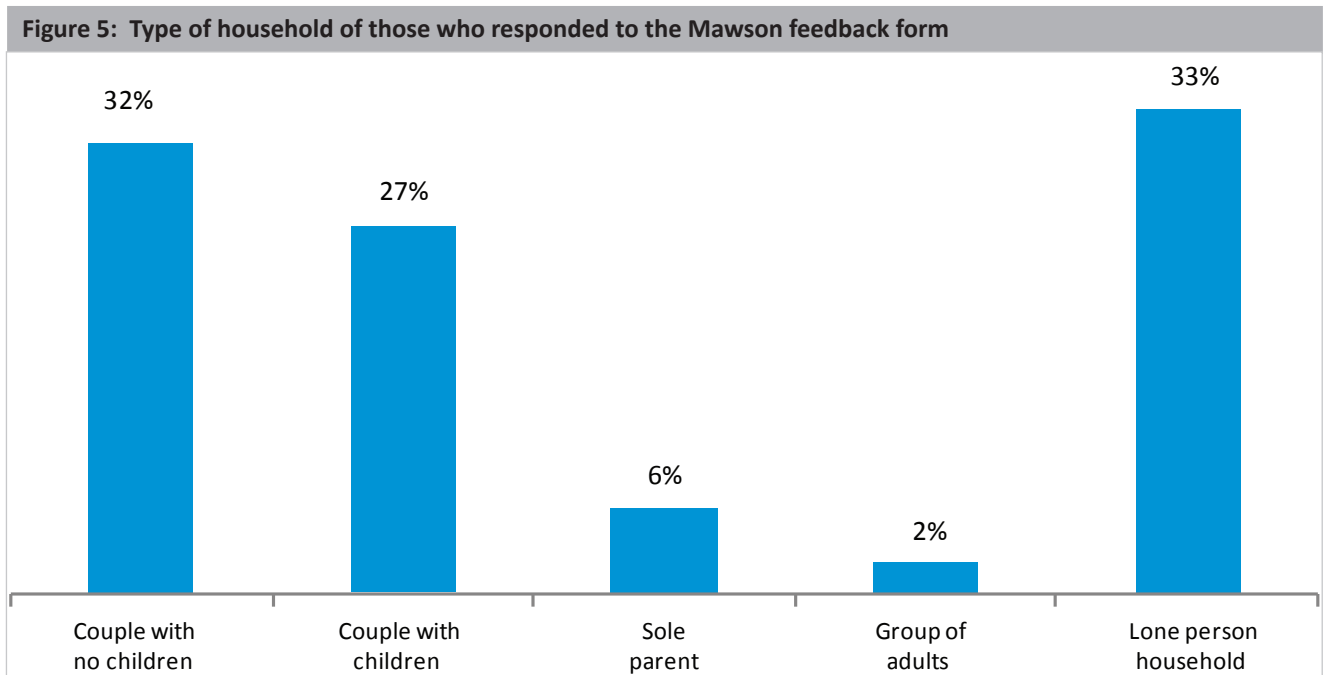
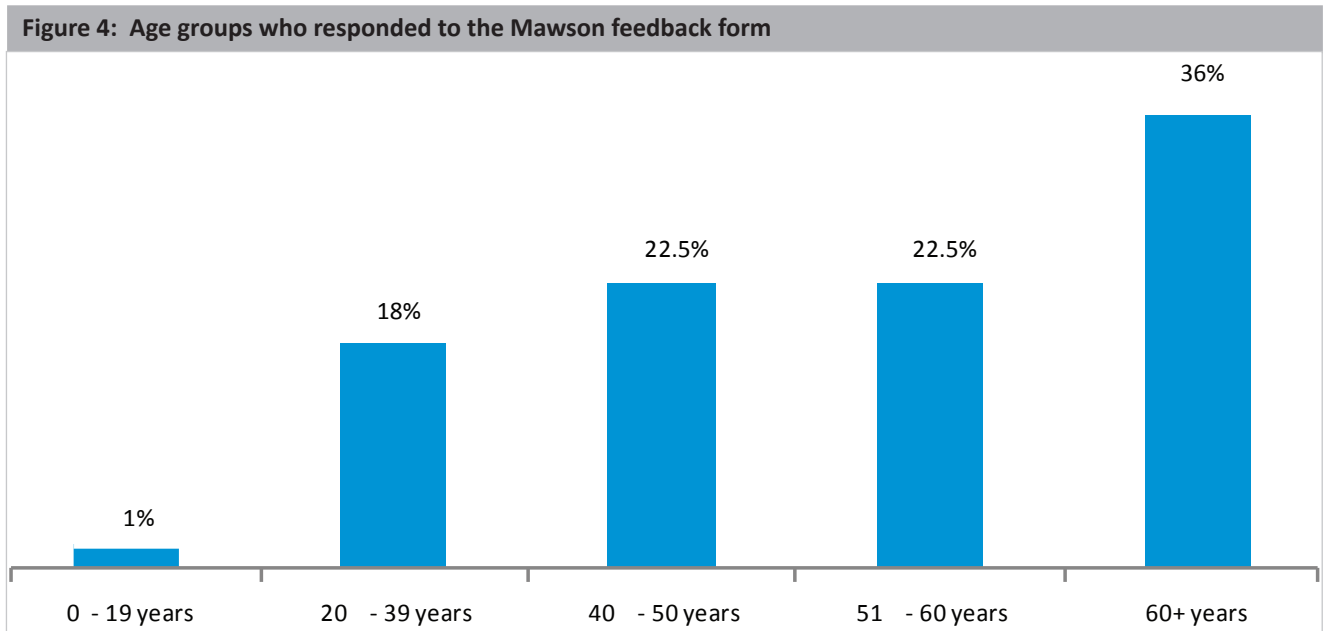
To ensure the views of young people were considered, EPD held a workshop with the ACT Youth Coalition on 19 February 2015. Of particular note was the finding that young people tend to spend more time in the public domain than people in other age groups and wish to see high-quality public spaces that provide amenity, shelter and encourage social interaction.

EPD attempted to engage with local schools in the area, but wasn't successful. This was due to several factors including the programmed school curriculum and availability of school staff.



Feedback form responses

A total of 85 feedback forms on the draft master plan were received. There was a strong representation from the 60+ years age group but not from the 0-19 years age group as shown in Figure 4. Details of the household structure of respondents are shown in Figure 5.



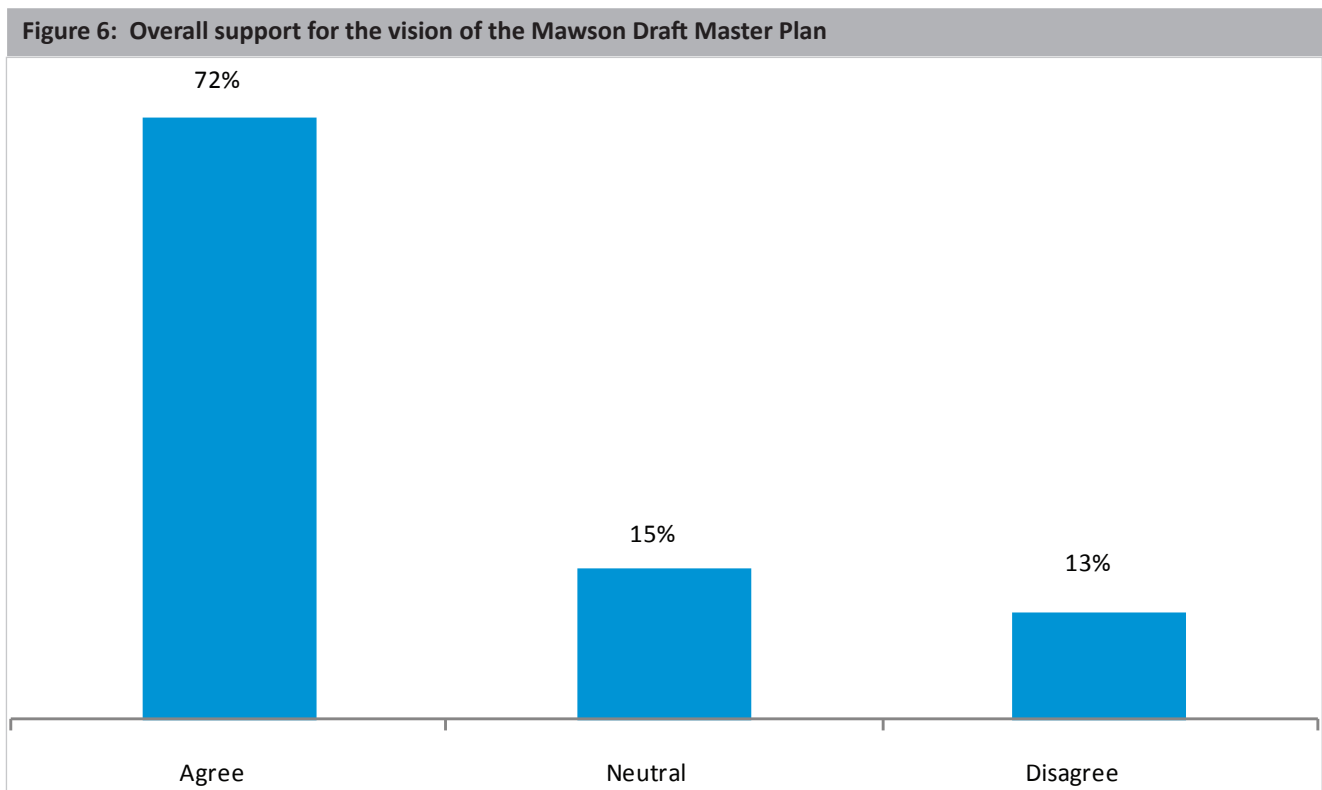


Draft master plan vision

The proposed vision for the Mawson group centre states

“Mawson group centre will be an attractive, accessible, convenient centre offering a diverse range of goods, services, transport and housing options. It will be a centre that is able to evolve in the future as the community’s needs and demands change.”

The majority of respondents, 72%, indicated their support for the vision statement, as shown in Figure 6. Only 13% disagreed with the statement.



Respondents could provide additional comments about the vision. Comments included:

- General support for the vision of the draft master plan.
- Retaining the current feel of the group centre is important.
- Accessibility for pedestrians and cyclists and by public transport was identified as a key issue and some respondents suggested this had not been reflected adequately in the vision statement. Accessibility for elderly residents also needs to be taken into consideration.
- Several comments suggested there should be more green space in the centre and that the nearby green space of the Mawson District Playing Fields and Athllon Drive corridor are not adequate.
- A variety of housing options are needed to cater for the ageing demographic as well as providing some social housing in new developments.
- General support for updating the centre and encouraging redevelopment.

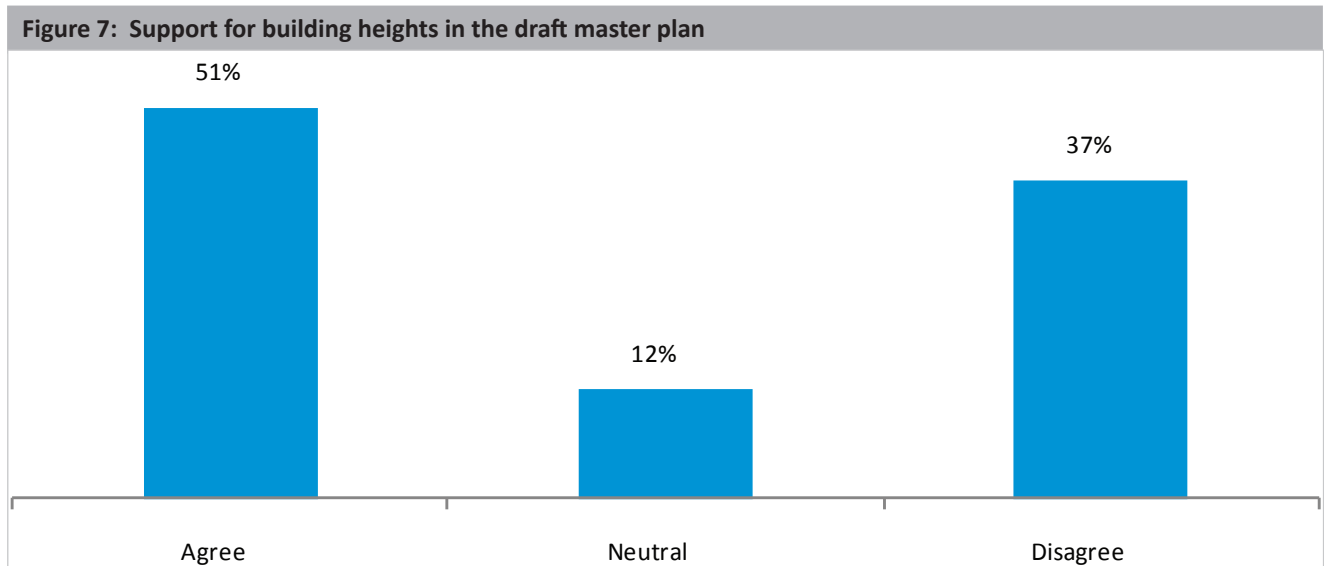


Building heights

The draft master plan proposed a range of new building heights for the group centre to respond to the different uses and the character of the precincts, including setbacks for solar access to public places:

- four to six storeys for the public transport precinct with an eight-storey landmark building at the intersection of Athllon Drive and Mawson Drive
- up to six storeys for the western side of the Mawson Place precinct and up to two storeys for Block 23 Section 47 (the most southern block on Mawson Place) in the Mawson Place precinct
- up to two storeys in the centre core precinct, and
- two to six storeys for the mixed-use precinct.

As shown in Figure 7, 51% of respondents supported the proposed building heights, while 37% disagreed.



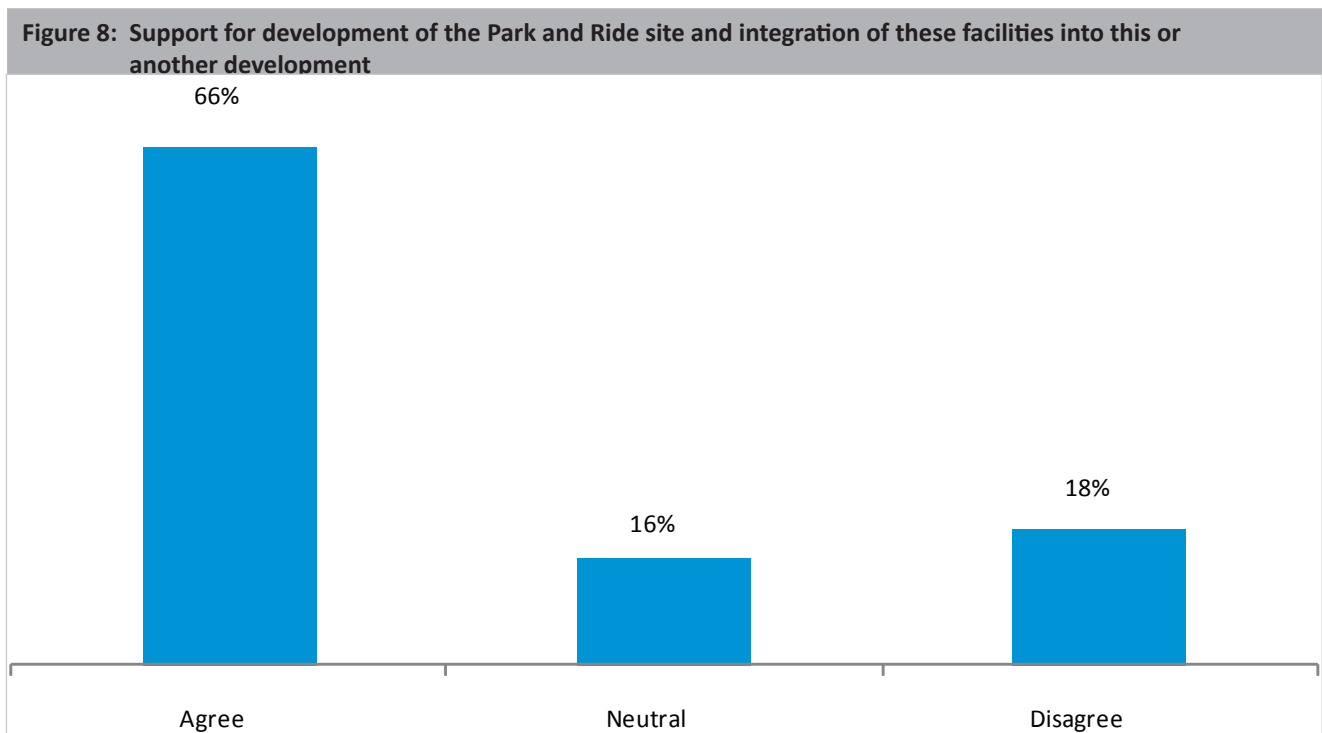
Comments and suggestions included:

- A diversity of views regarding appropriate building heights for the centre. Some comments suggested the centre should be limited to two storeys while other comments indicated support for increased building heights within the centre.
- Greater concern was indicated over solar access, privacy and public amenity rather than building heights themselves. People were more supportive of the proposed building heights if any redevelopment is considerate of existing form.
- There was some concern about the potential for a new eight-storey landmark building within the centre; this is too tall.
- One comment suggested that building heights could be even taller than that proposed by the draft master plan.

Redevelopment on the Park and Ride site

The draft master plan proposed rezoning and increasing allowable building heights on the existing Park and Ride site to encourage redevelopment of the site so it supports existing and future public transport facilities and services. The Park and Ride facilities will need to be integrated into this development or located just to the south of this development as a surface car park.

As shown in Figure 8, 66% of respondents agreed with this proposal, while 18% disagreed.



Comments and suggestions received about this proposal included:

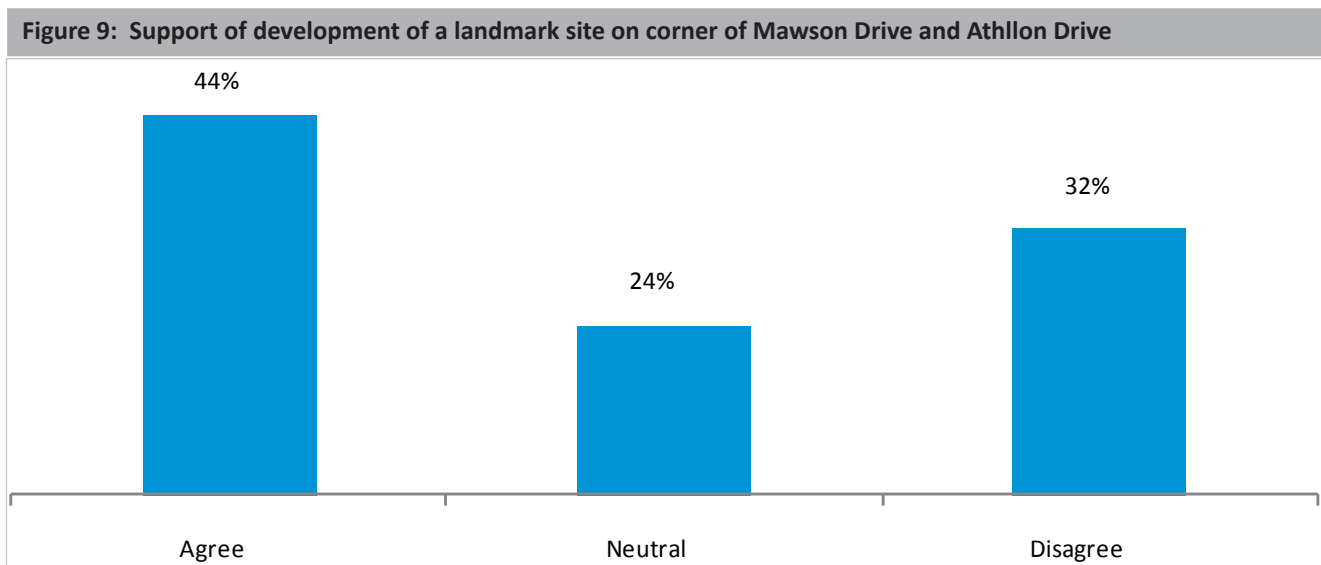
- There is support for allowing development on the Park and Ride site and incorporating Park and Ride facilities into this or another development. Several comments also reflected the success of the current Park and Ride.
- While some people said parking closer to workplaces should be improved rather than Park and Ride services, others suggested that investment in Bike and Ride and improvement to suburban bus services could negate the need for the Park and Ride.
- Any new development would need to consider safety of public transport users and pedestrian and cyclist access to public transport facilities.
- Bringing the Park and Ride closer to the centre would be beneficial and make the Park and Ride more accessible.



Development of land on the corner of Mawson Drive and Athllon Drive as a landmark building

The draft master plan proposed allowing the land on the corner of Athllon Drive and Mawson Drive to be developed up to eight storeys. This could increase visibility of the centre to those travelling along Athllon Drive and transform the centre with an identifiable landmark. It could allow mixed-use development including residential, retail and commercial. It could also improve connections from the centre to public transport, and increase the safety of the area through greater passive surveillance.

As shown in Figure 9, 44% of respondents indicated their support for this proposal, while 32% disagreed.



Comments and suggestions included:

- Concern about potential impacts on solar access and the amenity of surrounding residential development.
- New residential development in this area could be acceptable if it is well designed and sited appropriately, and it improves pedestrian and cycle access.
- Concern about over-development of the centre. Retaining the current feel of the group centre is considered important by some of the respondents.
- Some respondents thought this site should be retained for green space.

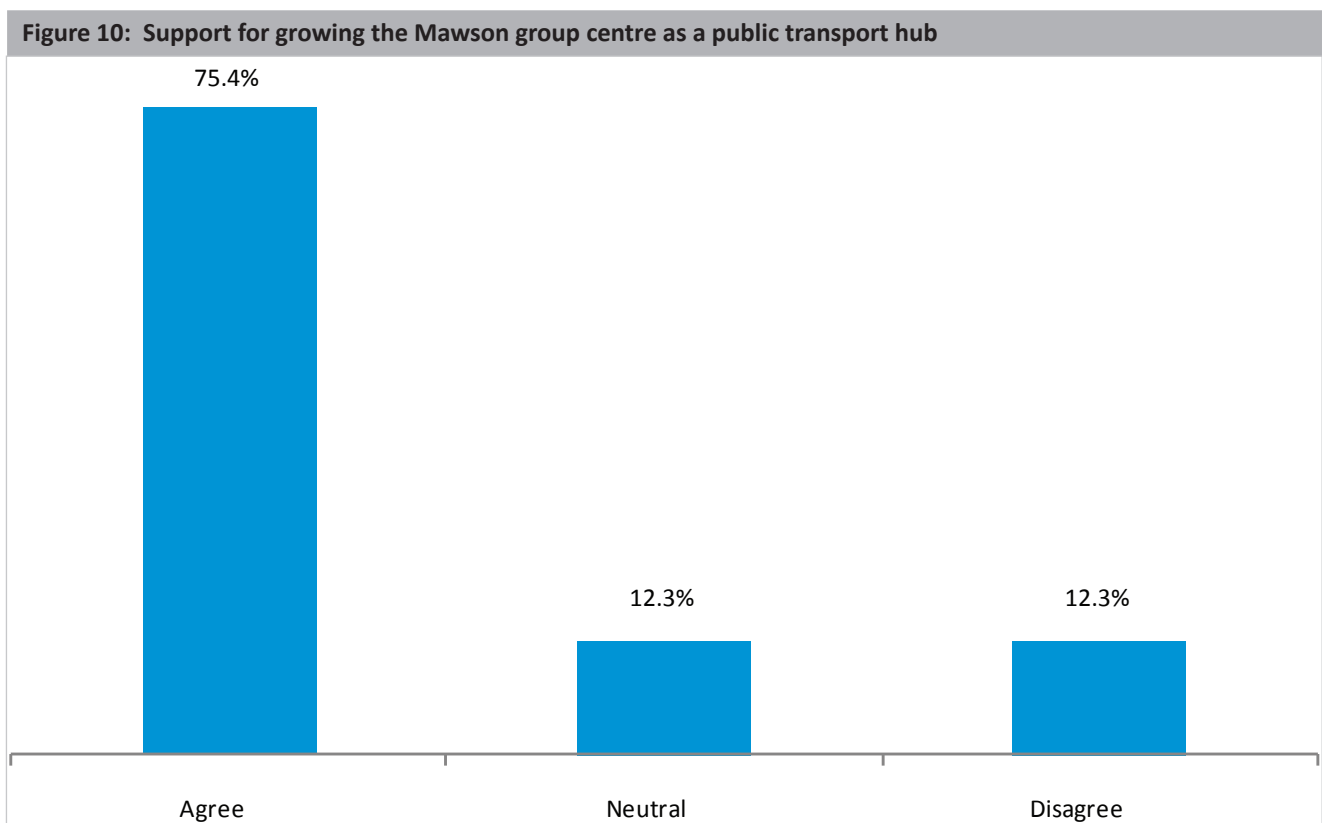


Should the centre continue to grow as a public transport hub

The draft master plan identified the opportunity to establish the centre as a public transport hub. It suggested future development and redevelopment should be supportive of establishing the centre as a public transport hub, which would involve:

- protecting future public transport alignments
- ensuring sufficient space is left for additional Park and Ride facilities
- allowing residential development to provide a greater population density that can benefit from the rapid public transport
- allowing for a diverse range of businesses that support pedestrian movements to and from the public transport facilities at all hours of the day, and
- ensuring new development and redevelopment improves pedestrian and cyclist connections to and from public transport facilities through building design and by introducing mid-block pedestrian links in strategic locations.

There was strong support for this proposal, with 75.4% of respondents supportive and 12.3% not supportive, as shown in Figure 10.



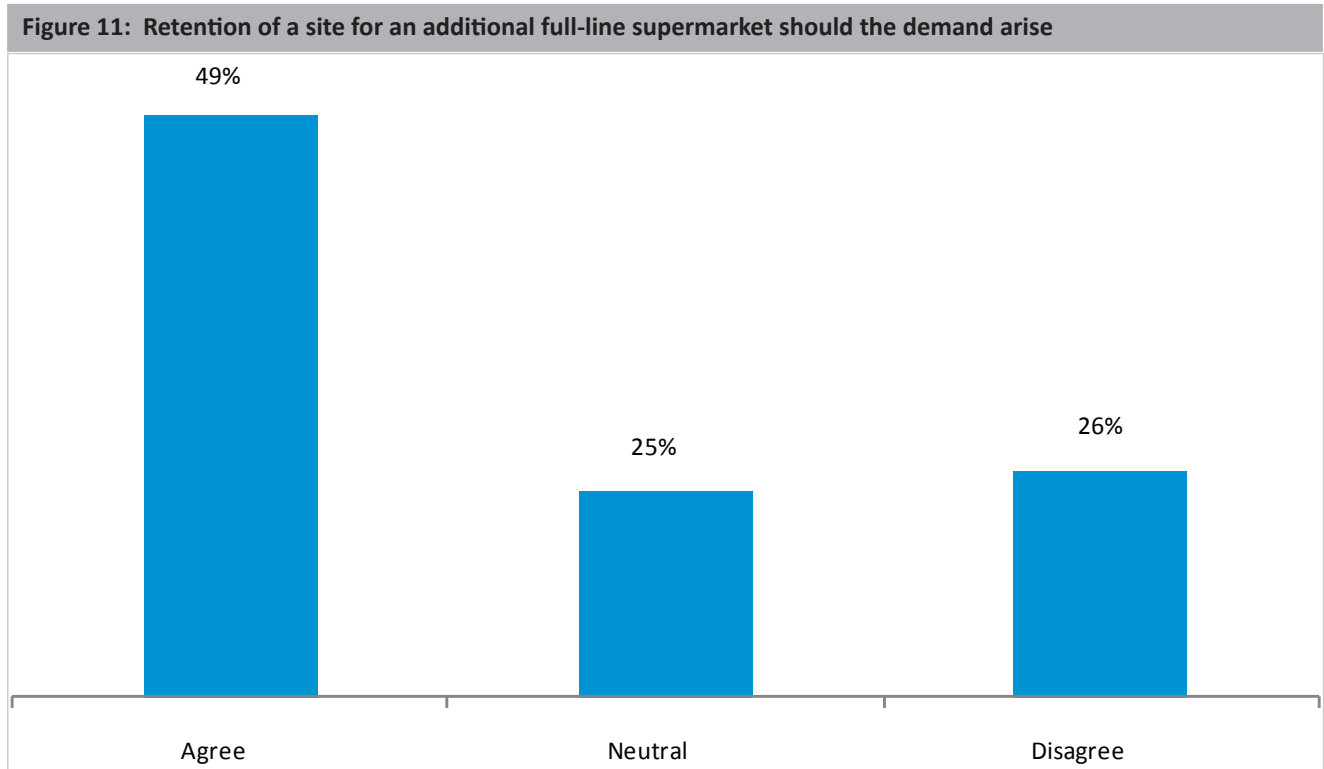
Overall, comments received about this proposal were supportive. Respondents suggested that walking and cycling connections to the centre core need to be maintained or improved, to facilitate this proposal. The area along Athllon Drive also needs to be safe and enhanced to encourage the use of public transport and continue to grow the centre as a transport hub.



Proposal to reserve surface car parking for another supermarket

The draft master plan suggested retaining a site for an additional full-line supermarket, should the demand arise in the future. The proposed site, Block 6 Section 57, is currently surface car parking in front of the existing clubs and is owned by the ACT Government.

As shown in Figure 11, 49% of respondents agreed with this proposal, while 26% disagreed.



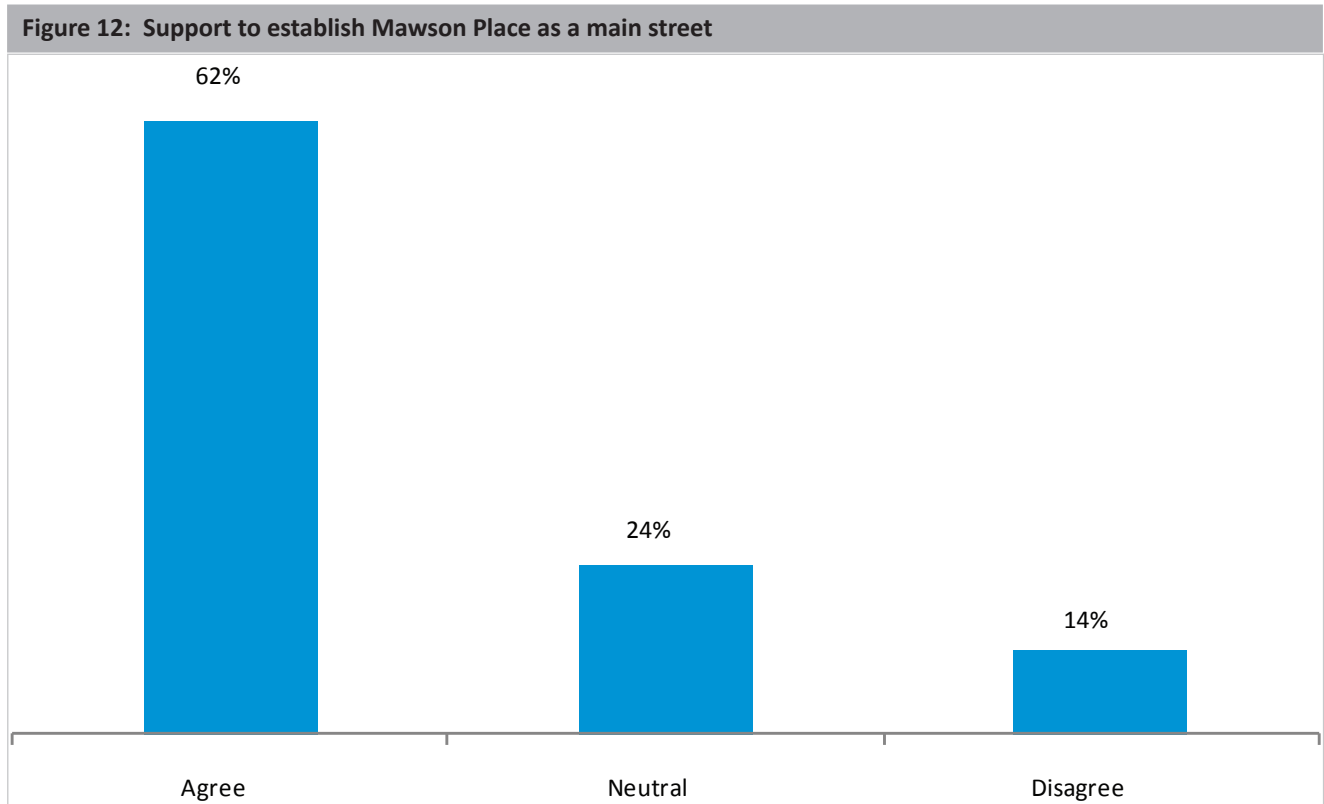
Comments and suggestions included:

- Supermarket competition is required in the centre, with most respondents stating a preference for an ALDI supermarket.
- Concern that another full-line supermarket could reduce the viability of existing smaller retailers within the centre. These retailers should not be forced out of the centre by bigger retailers.
- Concern that a new full-line supermarket could reduce the convenience of car parking in the centre.



Establish Mawson Place as a main street

The draft master plan suggested that Mawson Place should be established as a main street by encouraging redevelopment along its western side and by establishing it as a shared zone for pedestrians, cyclists and cars. The majority of respondents, 62%, agreed with the proposal, while 14% disagreed, as shown in Figure 12.



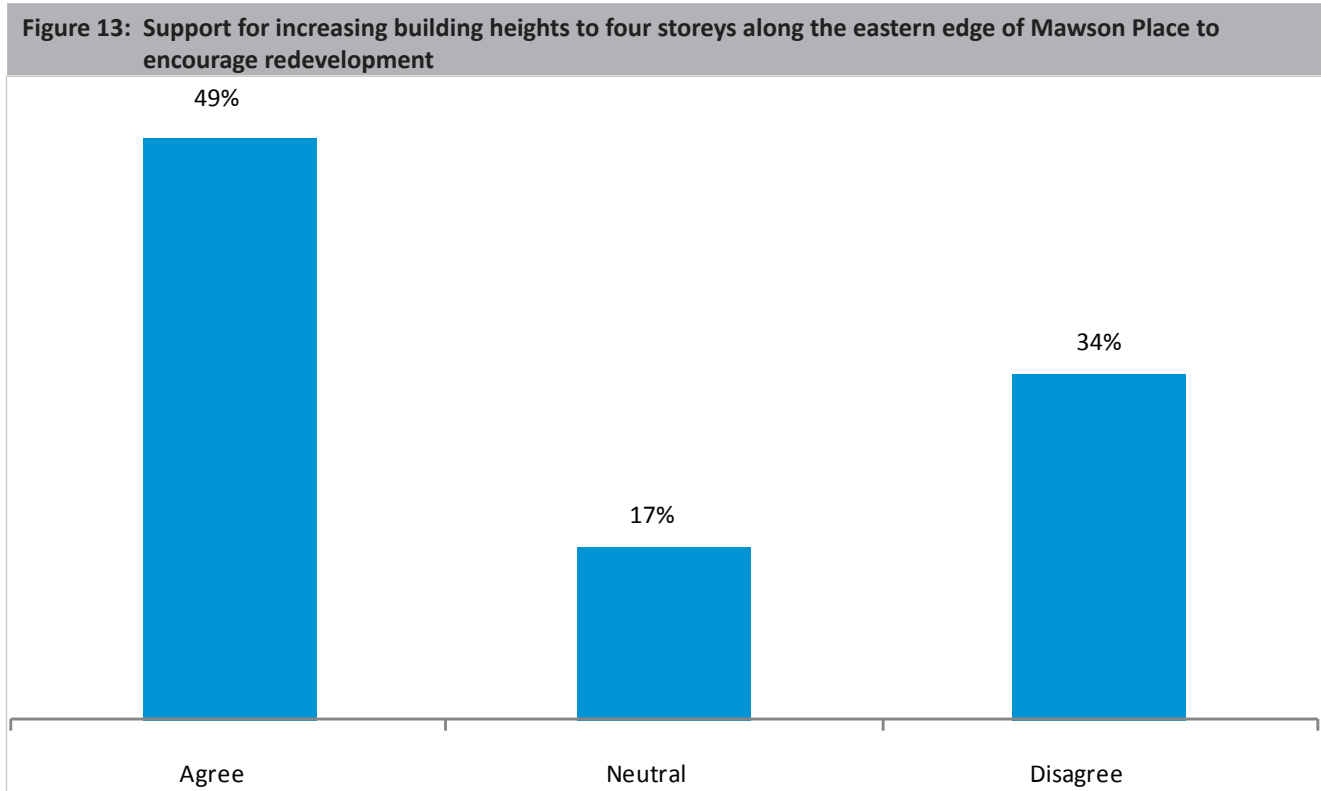
Comments and suggestions included:

- General agreement that Mawson Place requires improvement, particularly in terms of pedestrian and cycle access.
- Traffic flows would need to be addressed to ensure this proposal would work and benefit the centre.



Redevelopment along the eastern side of Mawson Place

The draft master plan proposed to establish Mawson Place as a main street. To help achieve this, redevelopment up to four storeys along the eastern side of Mawson Place could be encouraged. Overall, 49% of respondents agreed with this proposal, while 34% disagreed, as shown in Figure 13.



Comments on this proposal reflected mixed views about building height limits. Some respondents agreed that four storeys is appropriate while others thought that two storeys should be the maximum height. Other respondents wanted to see a height limit taller than four storeys. There was concern the proposed building heights could result in overshadowing of public spaces. There was also concern that some existing nearby residents could lose views to Mount Taylor.

Other comments and suggestions

At the end of the feedback form, respondents were given the opportunity to provide additional comments and suggestions. Responses were collated into the categories listed below with a response count indicating how often similar comments were made.

Table 5: Additional comments and suggestions for the Mawson centre

Additional comments made	Responses
Public domain	
Public domain upgrades are required including pavements, bins, toilets, public seating, shelter, quality landscaping and maintenance	8
Consider safety and security of the centre	2
Remove obelisk on Mawson Drive	1
Wetland development should be a priority	1
Consider inclusion of arts and culture within the centre	1
Utilise deciduous tree plantings in the centre	1



Additional comments made	Responses
Support for redevelopment of central courtyard areas including removal of fountain	1
Transport and movement	
Increase parking within the centre for people with a disability	2
Support improvement of cycling and pedestrian access to and in the centre	2
Improve access for people with a disability from Beasley Street	1
Encourage light rail to come to Mawson	1
Support extension of Mawson Place at southern end directly onto Athllon Drive	1
Existing shopping central core area needs improved pedestrian flow	1
Improve traffic management of Heard Street and Mawson Drive	1
Provide wombat crossings on Mawson Drive to slow traffic	1
Increase bike parking within the centre and consider access to facilities	1
Provide short-term parking near the post-office to improve accessibility	1
Land use	
Provide more and/or retain existing green space	4
Provide shared community spaces in the centre including a potential church site	3
Retail Block 9 Section 57 of the mixed-use precinct as is for use as a church and community facility	2
Increase mixed-use development within the centre	2
Support for new residential development around the centre	2
Provide public housing options in the centre	1
Increase retail diversity in the centre	1
Turning Mawson Place into a main street could adversely impact the existing central courtyard shopping area	1
Building heights	
Maintain low-density nature of the centre	2
Increase availability of medium-density housing such as townhouses in the centre	2
Concerns about building heights over six storeys	1
Object to the proposed building heights	1
New apartments need to be a decent size and accessible	1
Do not interrupt views from existing development	1
Built form	1
Improve building quality and design	1
General comments	
Greater consideration of needs and movement of Mawson's ageing population in the plan	2
Maintain quiet, peaceful, country feel of the centre	1
Plan should acknowledge the ethnic diversity of the centre – Mawson is an important focal point for many ethnic communities and the master plan should offer solutions to maintain and foster the multicultural diversity	1
Austrian Club currently has two concrete stockbahns that could be relocated to the tennis court area	1



Individual submissions and feedback

At the start of the master plan project, a project website and project specific email account were created www.act.gov.au/wodenandmawson and Mawson@act.gov.au

The project email address and website allowed people to raise individual concerns and submit their proposals in more detail if required. The project team received 20 submissions through this avenue. The complete submissions are available in Appendix 1 of this document. Submissions were received from:

- Residents
- Woden Valley Community Council
- Moulislegal
- Serbian Council of the A.C.T
- Pedal Power
- Argos Pty Ltd
- Nation Light Church
- Serbian Cultural Club “St Sava” Inc.
- Office for the Commissioner for Sustainability and the Environment
- Aldi Stores

Summary of issues identified in individual submissions

The following provides a summary of key messages in the written submissions. Comments have been categorised under common themes. Comments made on the same issue have been combined and the occurrence rate reflected. The overall comments made regarding each theme/issue are:

- Transport and movement – 40 comments
- Building heights – 33 comments
- Land uses – 31 comments
- Public domain – 14 comments
- General comments– 14 comments

The majority of comments related to transport and movement, building heights and land uses. Most of the comments received from the feedback forms were also related to these matters, as were comments from the earlier Stage 1 community engagement process.

Transport and movement

Table 6 outlines the community’s desire to improve accessibility to and throughout the centre. Improvement to pedestrian and cycling connections were key issues and were reflected across all forms of engagement on the draft master plan.



Table 6: Summary of comments relating to transport and movement in individual submissions

Topic	Comments made	Responses
Active travel	Include proposals to improve cycling and pedestrian connections	4
	Provide wide footpaths and adjoining cycle path for Athllon Drive corridor behind the avenue of vegetation	1
	Improve pedestrian access to public transport stops	1
	Better outline how cycling and pedestrian connections will be improved	1
	Large long blocks of apartments make cycling difficult	1
	Eliminate slip lanes to support pedestrian and cycle movement through the centre	1
	Figures 28, 37 and 40 should refer to cycling routes and links	1
	Missing link in the north–south trunk (cycling) route between Mawson Drive and the southern end of Heard Street	1
	Improve bike parking at major destinations and require developers to install end-of-trip facilities	1
Make clear that planning and development decisions will put the needs of active travel first, public transport second and private motor vehicles third	1	
Rapid transport	Support for establishing the centre as a transport hub	2
	Mawson should continue as a group centre not a ‘transport hub’	1
	Support a light rail station for the area in the future	1
	If Section 58 is to be used as a light rail interchange, then the proposed location of the structured car park is too far south	1
	Land should be reserved for a light rail interchange – Section 58 would be ideal	1
	Draft master plan could provide more information on where a potential light rail would go	1
	Clarify parking for people who intend to use the potential light rail	1
No support for bringing the light rail project to Mawson	1	
Buses	Park and Ride facility should be maintained in its current position	2
	Intersection of Athllon Drive and Beasley Street should have bus priority lanes installed to reduce bus congestion	1
	Bus stop on the north–eastern corner of Mawson Drive	1
	Plan does not adequately identify the Park and Ride sites	1
Traffic and parking	Support the connection of Mawson Place and Athllon Drive	2
	Incorporate separate cycle lanes into new roads and intersection with Athllon Drive; do not include slip lanes	1
	No support for proposed traffic management measures on Mawson Drive	1
	No support for proposed traffic management measures on Mawson Place and Heard Street	1
	No support for introducing 50 km/h speed limits at the centre	1
	Convenient parking is harder to find than suggested in the plan	1
	Implement traffic calming measures not just at the lower part of Heard Street but also the portion towards Wilkins Street	1
	Better utilise unused car parking spaces	1
Main street development	Support for making Mawson Place into a main street	2
	Suggestion to develop Heard Street as the main street	1
	Speed limits of 20km/h	1
Total		40



Building heights

People who provided feedback via individual submissions were not as supportive of the proposed building heights as those who provided feedback via other forms of engagement. They did not support the development of an eight-storey landmark site on Athllon Drive. There were also concerns regarding any impact on residents fronting Athllon Drive in the suburb of Torrens.

Table 7: Summary of comments made regarding building heights in individual submissions

Topics	Comments	Responses
Building heights	Opposed to building heights of six storeys or higher in the centre	5
	Want maximum of four storeys building height for the centre	4
	Support the introduction of medium-rise (six to eight storeys) around the group centre	2
	Opposed to any increase in building heights in the centre	1
Public transport precinct	Concern over buildings on Athllon Drive overlooking residents in Torrens	2
	Want a maximum of three storeys for development on the northern section of the public transport precinct	1
	Want appropriate scale of buildings for pedestrian activity along Athllon Drive	1
	Support six storeys for Mawson Place	1
Residential development	Medium-density residential development on eastern side of Wilkins Street is ageing and could be redeveloped over time to a higher density	1
	Medium density housing needs to be a high quality with diversity of sizes	1
	Existing high-density should be enhanced and town-house low rise development facilitated in appropriate locations	1
Landmark sites	Blocks connecting Heard Street and Mountevans Street along Mawson Drive should all be treated as a landmark site	1
	Landmark sites should be developed to common height of RL 635	1
	Corner of Mawson Drive and Mountevans Street is actually the entrance to the precinct and should be given priority for the landmark site	1
Mixed-use precinct	To make redevelopment of mixed-use precinct site viable, height restrictions should be lifted to the common height RL 635 or six storeys	2
General comments	Draft master plan misrepresents support for building heights from previous Stage of engagement	4
	Concern regarding impact on views and solar access to units on Wilkins Street	3
	Concern regarding solar access to surrounding suburbs and disrupting views to Mt Taylor and ridge lines	1
Total		33



Land uses

Table 8 summarises the submission comments about land uses within the group centre. Several submissions reflect opposition to a potential second full-line supermarket in the group centre. There was support for a small-format supermarket such as ALDI to provide for retail competition.

Table 8: Summary of comments related to land uses within the group centre in individual submissions

Topics	Comments	Responses
Development of surface car parking in mixed-use precinct	Do not agree that Mawson requires a second full-line supermarket	4
	ALDI would be the preferred provider as a small-format supermarket in conjunction with smaller speciality retail tenancies	3
	Concern over loss of convenient parking for the mixed-use precinct	1
	Consideration should be given to a more immediate release of Block 6 Section 57 for a small format supermarket up to 1,500m ² Gross Floor Area	1
Retail development	Master plan should enhance and maintain existing business activity	2
	No support for the proposed retail expansion of the group centre	1
	No support for the southern extension of the CZ1 boundary that would permit another supermarket release in this part of the Mawson centre	1
	Support the retail expansion of the group centre	1
	Master plan does not adequately address the fractured lease/ownership which makes it difficult to establish new retail opportunities	1
	Draft Variation 304 to the Territory Plan requiring 1,000m ² GFA cap will create further issues regarding land availability in the centre and should not go ahead	1
Public transport precinct	Northern section of public transport precinct should be retained as open space	2
	Support for development of the northern section of the public transport precinct	1
	Neutral regarding residential development on the northern section of the public transport precinct, but a bus stop here should be a priority	1
	Disagree with proposal to allow development on the Park and Ride site	1
Residential development	Residential development that creates communities in a physical sense should be encouraged	1
	No support for any residential development in any of the proposed precincts	1
	Support to further increase residential development within the group centre	1
Community facilities	Block 9 Section 57 should be designated for a church and related purposes	2
	Retain community facilities such as clubs and do not rezone these sites to allow residential development	1
General comments	Master plan should consider reconfiguration of the sporting facilities	1
	Retention of surface car parking is supported	1
	Support the introduction of mixed-use into the centre	1
	Support the creation of active frontages for new developments	1
Total		31



Public spaces

Table 9 reflects the desire to see the centre’s public domain enhanced. This was also a key message raised during Stage 1 of community engagement.

Table 9: Summary of comments regarding public spaces in individual submissions

Topic	Comments	Responses
Public domain	Master plan should enhance and maintain the public domain	4
	More detail is needed on public domain issues such as lighting, security, pedestrian and cycling infrastructure and the provision of green spaces	1
	Public spaces should be developed to encourage young families	1
	Major central playground should be considered	1
Central core precinct	Shopkeepers should not encroach on pedestrian ways	1
	Large circular garden bed should be removed and street furniture added instead	1
	Internal walkway on the western side of the central core precinct is narrow and becomes too cold, windy and dingy; this part of the centre should be enclosed	1
Athllon Drive	Athllon Drive corridor should be landscaped to ‘soften’ the passing vehicle traffic impact on pedestrians and future residents	1
Mixed-use precinct	Level change between Heard Street and Mountevans Street is a major barrier to pedestrian linkages, and opportunities to address this challenge should be identified in the master plan	1
	Opportunity to improve amenity along Mountevans Street	1
Mawson Place precinct	An informal path near the Woolworths petrol station has incorrectly been identified as a path for the Park and Ride in Figure 16	1
Total		14

General comments

Some of the comments made from the submissions do not necessarily fit into the above categories. Table 10 provides a summary of these comments, which reflect general support for the proposals in the draft master plan.

Table 10: Summary of general comments made in individual submissions

Topic	Comments	Responses
Support for draft plan	General support for the proposals outlined in the draft master plan	5
	Agree with the vision of the draft master plan	1
Study area and areas of influence	Study area should be extended to include adjacent medium-density development, district playing fields and vacant land to the south and east	2
	Figure 6 – spatial context should include Erindale, Wanniasa, Kambah and Weston Creek centres	1
	Level change along Mountevans Street should be extended further than currently shown in the draft master plan	1
Sustainability principles	Master plan should consider implementation of the precautionary principle; the inter-generational equity principle; conservation of biological diversity and ecological integrity; and appropriate valuation and pricing of environmental resources	1
	Greening of new buildings both in terms of orientation, design and private–public interface	1
General comments	Important that the government provides clear, up-to-date and accessible information to the community throughout the master plan process	1
	Closer policing by rangers as illegal parking is an issue	1
Total		14



4.3 Individual stakeholder meetings

Several meetings with key stakeholders were held to gain first-hand insight on issues raised regarding the draft master plan. EPD met with the following individual stakeholders:

- Argos Group
- Serbian Cultural Club of the ACT
- Woden Valley Community Council
- Woden Community Services
- Pedal Power

4.4 ACT Government

The draft master plan was circulated across ACT Government directorates for their review, comment and support. Interagency support is integral to the master plan as there are a number of government agencies responsible for service delivery and consequently the implementation of the master plan in the long term. These include:

- Chief Minister, Treasury and Economic Development Directorate (CMTEDD), which is responsible for the release of Territory owned land
- Community Services Directorate (CSD), which is responsible for all public community facilities.
- Territory and Municipal Services Directorate (TAMS), which maintains road infrastructure, transport and recreation services and urban open spaces, including playgrounds, parkland and public transport.
- Territory Plan unit within the Environment and Planning Directorate (EPD), which is responsible for translating the master plan recommendations into the Territory Plan in the form of renewed precinct codes.
- Environment Protection Authority (EPA), which considers noise pollution and relationships between different uses, particularly the interface between residential, commercial and service areas and how we can create appropriate mixed-use development.
- Education and Training Directorate (ETD), which is responsible for public schools in the area.

4.5 Internet and social media

The internet and social media were used throughout the community engagement period to provide information about the master plan process. Information provided on the ACT Government's Time to Talk website included links to all materials and the online feedback forms.

The EPD website also had a dedicated page where the public could access the master plan engagement materials, including the draft report, display posters, previous engagement reports and useful links to relevant government policies and background studies that helped inform the master planning process.

Links to relevant websites and social media include:

- Time to Talk – www.timetotalk.act.gov.au
- Mawson group centre master plan project website – www.act.gov.au/wodenandmawson
- Facebook – facebook.com/actgovepd
- Twitter- @EPD_Comms
- Project email – Mawson@act.gov.au





5. Summary of analysis

The following summary highlights the key messages from stage 2 of community engagement on the draft master plan for the Mawson group centre and how they are addresses in the final master plan.

Overall, the feedback received during this stage of engagement was predominantly supportive of the proposals in the draft master plan.

Table 11 summarises the key messages heard during this stage of engagement and how the master plan responds to these.

Table 11: Summary of key messages and how the master plan responds

Key messages from engagement	Proposals and actions of the master plan
Transport and movement	
There was support for the proposals in the draft master plan to improve the pedestrian and cycle connections to and throughout the centre.	Reflected in the final master plan.
Several comments indicated the master plan should provide further detail on how pedestrian and cycle connections will be improved.	This was an identified gap in the draft master plan. Further analysis of the pedestrian and cycle connections has been undertaken and further detail provided in the final master plan.
There was general support for the group centre to continue to grow as a transport hub.	Reflected in the final master plan.
There was general support to improve traffic management and flow throughout the centre.	Reflected in the final master plan.
There was general support for the establishment of Mawson Place as a main street and redevelopment of up to four storeys on the eastern side.	Reflected in the final master plan.
Building heights	
There were mixed views regarding building heights in the centre. Several people indicated they did not support an increase in height above four storeys. Although 51% of feedback form respondents indicated they supported the proposed building heights in the draft master plan.	<p>The ACT Planning Strategy identifies this centre as an appropriate location to accommodate some of Canberra's growing population. The centre is also located on a rapid transport network and there is support to continue to establish the centre as a transport hub. To support existing and future public transport, intensification in the centre is required.</p> <p>EPD has undertaken further analysis to understand the impacts of introducing increased building heights into the centre. Shadow diagrams for the proposed building heights have been prepared and the proposed building heights will not have an adverse impact on surrounding residences.</p> <p>Due to these strategic planning policies and directions, it is deemed appropriate that the centre increases in height of up to six storeys to allow some intensification to occur, with a landmark building of up to eight storeys on the southern corner of Athllon Drive and Mawson Drive.</p>



Key messages from engagement	Proposals and actions of the master plan
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Several comments raised concerns that any increase in heights will impact on solar access for public spaces as well as surrounding residents, public amenity and the privacy of surrounding existing residents.

Individual development proposals are required to demonstrate how solar access to public spaces and surrounding developments will be protected.

Through providing a range of permitted building heights this will ensure views to Mount Taylor will be retained and the centre will not be overwhelmed or overshadowed by buildings.

EPD has undertaken further analysis of the proposed building heights and how this would impact on solar access to ensure the proposed building heights do not have any adverse impacts.

Land uses	
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There were mixed views regarding the establishment of a second full-line supermarket within the centre. Many comments suggested that this was not needed, although 41% of the feedback forms indicated their support for an additional supermarket.

The final master plan provides more flexibility in terms of the size of supermarket which could develop upon the proposed site. The master plan needs to provide for the evolution of how retailers operate in the centre; the master plan allows for flexibility in floor plate size for a future supermarket in the centre. This means the site does not necessarily have to develop as an additional full-line supermarket.

Several comments indicated support for a smaller format supermarket such as ALDI to operate within the centre.

The final master plan cannot specify which additional retailers enter into the centre. The master plan needs to provide for the evolution of how retailers operate in the centre; the master plan allows for flexibility in floor plate sizes. This offers flexibility in terms of the retailer who could develop on the proposed site. This means that a smaller format supermarket could enter into the centre.

There was a concern regarding the lack of convenient parking should the additional full-line supermarket go ahead.

The final master plan proposes to retain two of the existing surface car parks in the group centre. There is also a proposal for a multi-storey structured car park within the final master plan. It is considered that this will provide adequate parking for the centre.

Several comments from the feedback forms and submissions indicated the need to provide community facilities within the centre, and particularly a site for a church and associated uses.

Technical background studies undertaken as part of the master planning process supported the finding that these proposals will ensure enough parking is provided for the centre.

In addition any new developments within the centre will be required to provide their own parking on site.

There is currently no Community Facility Zoned land within the centre. A range of community uses are already permitted in commercial zones and facilities such as a church could occur on these sites.

The Woden town centre provides a range of essential community services for the residents of Woden Valley.

There is currently no Community Facility Zoned land within the centre. A range of community uses are already permitted in commercial zones and facilities such as a church could occur on these sites.

The Woden town centre provides a range of essential community services for the residents of Woden Valley.



Key messages from engagement	Proposals and actions of the master plan
<p>Public domain</p> <p>As in the first stage of consultation there were several comments that reflected the need to improve and maintain the public spaces within the group centre.</p>	<p>The final master plan indicates that a public domain and lighting design standard for the centre will be developed. This will ensure that as capital works are undertaken or redevelopment occurs, consistent, functional and attractive public domain that consider lighting, street furniture, street trees and pavement types is created.</p> <p>By increasing building heights redevelopment of the centre will be encouraged. This will contribute to the positive enhancement of the public domain within the centre.</p>

Some issues raised during community engagement might have been in conflict with others and consensus on all issues was not always able to be achieved. The master plan aims to integrate key messages from the community and stakeholders as best as possible. In addition to community and stakeholder feedback, the master plan considered technical background reports and strategic planning policies for the city.

6. Next Stage

A draft variation to the Territory Plan (DV345) has been prepared to incorporate the strategies and planning policies of the Mawson Group Centre Master Plan into the revised precinct code for the area. The draft variation is anticipated to be released for public notification in late 2015. The community will be notified separately about the public consultation for DV345 on the Mawson Group Centre.

Information on the Mawson Group Centre Master Plan and the relevant Territory Plan variation process is available at www.act.gov.au/wodenandmawson and www.timetotalk.act.gov.au





7. Appendix 1

7.1 Individual submissions for Mawson group centre

The following section includes all submissions received regarding the Mawson Group Centre Draft Master Plan. Please note that personal details have been removed from these submissions and any images or attachments included with the submission have been left out of this report.

1 – Email received 31 January 2015 - Resident

Thank you for the opportunity to comment on the 2015 plan for the Mawson centre. There is much that is good in there and I am very pleased that the ACT government is actively considering measures to improve the infrastructure and amenity of the area. I am particularly happy to see proposals to improve pedestrian and cyclist amenity, and that the area may serve as a light rail station in the future.

However I was the inclusion of a proposal for residential zoning along Athllon Drive up to 8 storeys was a very unpleasant surprise! This will completely change the character of the area, act as an impediment to sighting of Mt Taylor and the ridge line in Mawson, as well as disrupt solar access for residents in Torrens.

I would like to know what, if any, community support exists for 8 storeys or even 6 storeys? According to your own report, there is essentially no support for development up to 8 storeys, and the majority of those consulted wanted development limited to up to 4 storeys. Table 5 of the report is a blatant, ham-fisted attempt to ‘spin’ the results of community consultation to make it read as if there is support for high rise development. In Table 5, the data reads as follows:

Table 5: Percentage of participants supportive of particular buildings heights Supports building heights in the centre of:

Building heights	
No more than 2 storeys	37.7%
4 storeys	41.5%
6 storeys	12.3%
8 storeys	5.7%
more than 8 storeys	8.5%
Total of all who answered that they support 4 storeys or above	68%

This figure of 68% in favour of 4 storeys or more is repeated numerous times in this report. Of course 4 storeys is half the height of 8 storeys, and a tiny minority are in favour of 8 storeys. So how do you justify proposing 8 storeys, or 6 storeys when there is no community support for it? What you data actually says (but of course you already know this) is:

- 79.2% want development to be kept to a maximum of 4 storeys or less, and
- 91% want development kept to 6 storeys or less. How can you possibly justify an 8 storey development against the wishes of 91.5% of the community?

I was walking around the city and Braddon today and many of the buildings are 8 storeys. I would have thought it was beyond comprehension that this kind of inner-city style development would be considered appropriate to propose for Mawson?

This 2015 plan is inconsistent with the bush capital philosophy, it tramples over the solar access rights and quiet enjoyment of Torrens residents on the western side of Athllon Drive, and it is inconsistent with the ACT government’s 2014 plan, in which it was stated:

Any changes to land use and building heights will need to carefully consider... topography, views to significant landscape elements (Mount Taylor) and overshadowing onto nearby residential development.



Four storeys is OK as a maximum height for buildings fronting Athllon Drive. Six storeys is no OK and eight storeys is completely ridiculous. Mawson is not Woden and it is not Braddon or Belconnen. Mawson is not even Dickson, in terms of its size and historical importance as a mixed use development and this plan proposes higher development than is allowed in Dickson. These plans for six and eight storeys are a radical departure for Mawson – please be sensible about this and scale back the building heights for buildings fronting Athllon Drive and overlooking Torrens residents.

2 – Email received 13 February 2014 - Resident

Thank you for your efforts in developing the Draft Master Plan for Mawson.

I strongly support the first three key recommendations

- Supporting the establishment of the centre as a public transport hub
- Improving pedestrian and cyclist connections to and through the centre and in particular from public transport facilities on Athllon Drive into the centre
- Encouraging the introduction of a mix of uses particularly residential, which will increase activity at all times of the day.

However, while Mawson needs structured parking to fulfil its potential as a park and ride centre – I don't think Mawson needs a 2nd full-line supermarket.

It already has a range of green-grocers, butchers and delicatessens that would be further damaged by a full-line super market.

An Aldi would provide competition to Woolworths while not undermining the great specialists shops that already exist.

I also support the key messages previously identified from Stage 1 of community engagement for the Mawson group centre – bar the last point!

- Generally, there was broad support for more residential and mixed-use development and increasing building heights at the edges of the centre, with a focus on good quality built form outcomes.
- The convenient shopping, diversity of shops and smaller-scale character of the centre is greatly valued and attracts people to this centre.
- Residential infill within the centre core was less supported, with respondents preferring that the current low scale of the buildings in this area be retained.
- The centre looks tired, untidy and dated. Its centre spaces and public facilities are in need of modernisation.
- Improvements to the public domain including furnishings, landscaping, pavement, community gathering spaces, kids play spaces and shelter from the elements would be beneficial.
- Safety and night-time lighting needs to be addressed in the centre.
- Pedestrian and cycle access needs to be improved to and within the centre including along Mawson Place, Heard Street, Mawson Drive and Athllon Drive, as well as through the surface car parks.
- Improved traffic management is needed for Mawson Drive and Heard Street to slow down traffic, improve lines of sight and make it safer for pedestrians and cyclists to cross the streets.

I think this is a typo and you actually meant to write Mawson Place rather than Mawson Drive. I do not support traffic management measures on Mawson Drive. I do support such measures for Mawson Place and Heard St.

I also found the maps on proposed land use contradictory. It was unclear which was the preferred option – but various figures seemed to indicate that Block 58/11/10/9 (figure 11) might be used for green space, or a tramline hub, or a high(ish) rise residential.



While I greatly support the introduction of medium rise (6-8 storey) living around the Mawson Group Centre and up Athllon drive into Woden – I think it is very important that land be reserved to enable a tram-line interchange.

If Mawson is to expand in its role as a park and ride (which makes a lot more sense than people being forced into Woden before getting on a bus or tram) then a tram terminus location is required (assuming you don't try and extend the tram all the way to Tuggeranong – which would be very costly).

Block 58 (N-E of the Athllon Drive – Mawson Drive intersection) is ideal for this. If a high rise is placed on it as proposed at Figure 28 etc then this option would be prevented.

If Block 58 were to become the location for the tram terminus and park and ride then the proposed location for the structured car park is too far south. It should be move up on top of the existing park and ride car park.

I have one further point regarding the disinformation that I keep hearing from various Govt representatives about affordable housing. Any medium density housing, especially in Mawson and Woden, needs to be high quality, with generous 2 and 3 bedroom apartments, with verandas and views. They need to have high standards of insulation and comfort and quality fittings. There are enough 1 bedroom hotels in Canberra now and way too many are still being built.

As any 1st year economics student could tell you, affordable housing will be delivered by fixing the supply side issues. The existing medium density housing stock in Chifley, Curtin, Swinger Hill, Phillip and the abhorrent wall of Mawson will rapidly become VERY affordable if we deliver the supply outlined in these master plans. And the afore mentioned older units and town houses will still be more liveable than 1 bedroom units being provided in new apartment complexes all over this city. (The exception to this maybe one bedroom units in Walsh Pl, Curtin – which are appalling, bordering on inhumane – and may well be a harbinger of what the current crop of one bed room apartments will become in a couple of decades).

3 – Email received 20 February 2015 - Resident

There is a need to refurbish Southlands and its immediate environs. The centre is tired and drab. This is mainly due to the landlords who have not upgraded and shopkeepers who have set up tables and chairs (often unnecessarily eg a barber shop) and stalls of fruit and veg and tinware.

The area around the halal vege shop is worse than an Middle Eastern bazaar (I have seen such). It is untidy and out of harmony with the general precinct. The stalls of fruit and veg impede pedestrian traffic. Other shopkeepers have also encroached upon the pedestrian ways whether legally or not. This encroachment forces pedestrians out into inclement weather (both winter and summer).

I strongly propose that the landlords rather than the shopkeepers be made to subsidise any refurbishment at Southlands as it is they who will largely benefit.

I also suggest closer policing by rangers of the Southlands centre. At least one shopkeeper drives a heavy van onto the pedestrian parts of the centre for loading purposes. The van is a danger to pedestrians. Furthermore diplomatic and related staff often park illegally in disabled spots and seem to ignore the time parking limits.

There is absolutely no need to introduce 50 kph traffic limits at Southlands and its environs. The current speed regulations are suitable and are kept by the greater majority of people coming to Southlands. Canberrans don't need nappies from fanciful Green-tainted planners and politicians.



4 – Submission received 27 February 2015 - Woden Valley Community Council

The Woden Valley Community Council (WVCC) is a non-political, voluntary lobby group for the Woden Valley community. We focus on a wide range of issues such as planning, community facilities and infrastructure, parks and open space, public transport, parking, education, the environment and health. Community Councils are officially recognised by the ACT Government and are consulted by government on issues affecting our communities.

WVCC submission on the Draft Master Plan for Mawson Group Centre (January 2015)

WVCC appreciates the extensive community consultation that preceded the Plan, the results of which have been helpfully consolidated and recorded in the Community Engagement Report- Stage 1 of October 2014. It was good to see that advice to include the transport corridor in the Woden/Mawson master planning exercise has been heeded.

The overall intent of the plan, to sustain and improve the convenient, attractiveness and liveliness of the group centre, is well-supported. In particular, connecting Mawson Place and Athllon Drive so as to create an effective and attractive through-street is an excellent initiative.

It is disappointing, however, that key aspects of the community response have not been incorporated into the draft Master Plan. The community clearly wanted (and wants) improvements to the urban amenity and public realm of the Group Centre, plus a moderate degree of re-development. Most people are in favour of low-rise mixed-use development in the Group Centre.

Yet the Plan is constructed around Mawson as a major public transport ‘hub’, with intensification of residential development proposed on virtually every private lease within and adjacent to, the Centre. Public realm improvements are not prioritised.

The Plan needs to incorporate more of the community’s views and values than is currently the case. If the final version simply re-states the ideas in the draft document, the community can be excused for thinking the consultation itself was an empty exercise.

What the community said (as reported in the Engagement document)

- The community’s top two priorities for change are improved landscaping, better public spaces and re-vamping of existing residential development on Wilkins Street, facing the Group Centre (Table 7).¹
- Improved walking and cycling access was the third priority (Table 7).
- 79.2% of those surveyed wanted maximum building heights of four storeys or less (fig 14)² (table 5).³ It is quite disingenuous to use these figures to claim substantial there is majority support for four storeys or more.
- There is support for making Mawson Place a more pleasant street, and for connecting it to the south with Athllon Drive (figure 13).⁴
- Support for residential development in the centre is limited (figure 15).⁵ The gist of this response is clearly that residential development should be allowed, in the context of a continuing emphasis on retail, commercial and services.

What the draft plan provides

- Six storeys and four storeys throughout the group centre, except for the central area
- Six storey, primarily residential, buildings along both sides of Mawson Place – while businesses are supposed to operate on the ground floors, proposed alignments would mean little opportunity for engagement with the street.
- Rezoning of existing club (business) sites to allow residential development
- A marker building of 8 storeys to the south of Mawson Drive, on the site of the existing park and ride
- Intensive development (6 storeys and four storeys) on existing zoned public open space on the northern side of Mawson Drive, at the intersection with Athllon Drive



- Removal of the existing park-and-ride to a site further away from the bus stops
- No provision for enhanced pedestrian access other than walkways contained within proposed blocks of primarily residential development along Athllon Drive and Mawson Place.

Ideas for the next Stage

The draft master plan should be revised, according to the following principles:

- Endorsement of Mawson as a continuing Group Centre – not a transport ‘hub’ (Woden is a transport ‘hub’ (i.e. a place where a number of major transport routes intersect); Mawson is an important transport access point or node, but not a hub.
- As well as building-on the precinct plan, the Master Plan should enhance and maintain existing business activity and the public realm (eg prioritising small-scale stand-alone businesses, providing resources for re-designing ‘back-of-house’ activities on Mawson Place; laying out pleasant footpaths, and improving access for cyclists, school children and residents).
- A major central playground should be considered, to encourage more families to use and stay in Mawson group centre. Great examples are the Chifley local centre and the Wanniasa Group centre.
- Other public spaces could also be developed to attract young families – better integration of the playing spaces and residential areas on the south-east side should be a planning priority.
- There is no need to alienate the car park area on block 6 section 57 to provide for a supermarket. Mawson has had two supermarkets in the past – commercial pressures caused the closure of the second one. There is ample space for a second supermarket to re-open within existing buildings.
- More thought should be given to enhancing the existing high-density residential zone, and to facilitating town-house low rise development in appropriate locations, particularly to the south-east, rather than cramming apartments onto Athllon Drive
- Height limits on Mawson Place should remain at 2 storeys or at most 4 storeys
- Every effort should be made to retain community facilities such as clubs⁶. These sites should not be rezoned to facilitate residential development; if current leaseholders are not prepared to retain and improve these facilities, the land (assuming it was initially subject to concessional leases) should be made available to leaseholders who are prepared to observe these conditions;
- The public open space at the intersection of Athllon and Mawson drives should not be re-zoned, but should be landscaped to include a major wetland so as to form part of landscaped public open space extending south along the eastern side of the drain from the point of the intersection with Parramatta Street. Yarralumla Creek should be naturalised with wetlands as much as possible
- Retain park-and-ride on its current site; moving it will discourage people from using it.
- The intersection of Athllon and Beasley is nearing capacity during peak periods¹ Bus priority lanes should be installed to reduce bus congestion.
- Much more detail is needed on public domain issues such as lighting, security, pedestrian and cycling infrastructure and the provision of green spaces.

Mawson was planned as a place for shopping, meeting and services for residents in the southern part of Woden Valley, and should continue to serve this purpose. These functions are clearly endorsed in the 2008 Precinct Plan.

Group Centres have a clear place in the planning hierarchy of Canberra. They were intended to be (and should remain) convenient places for day-to-day shopping, providing ease of access for many (particularly the elderly) for whom Town Centres are too crowded and daunting.



5 — Email received 8 March 2015 - Resident

I have had even less chance to do any justice to reading/digesting the Mawson Group Centre Draft Master Plan, but have the following comments to submit.

In line with advocating **a maximum of 3 storeys for any future building construction** along Easty Street in Phillip (re Woden Town Centre Draft Master Plan), **I would advocate the same for any building development along the “fallow fields” of Athllon Drive between Southlands (Mawson) and Woden (Phillip).**

To develop that strip into a welcoming space for pedestrians (and cyclists), I believe buildings that don't dwarf the pedestrian would be the most appropriate. Also, **residential developments that create communities in a physical sense should be encouraged**, e.g. compare the Hindmarsh Woden Green rows of apartment blocks to the Wilara development behind it which is more of a “circle” and has communal facilities for its residents in the centre of the development, creating a physical communal focus.

I have walked along Athllon Drive from the Phillip trades area to Southlands – well, along the footpath/cycle path at the back of the fallow grounds. Landscaping so that there is some kind of avenue of big friendly trees and low shrubs next to Athllon Drive might “soften” the passing vehicle traffic impact on pedestrians and future residents. A nice wide footpath and adjoining (but separately marked) cycle path behind the avenue of vegetation would be welcome (with the cycle path closest to the road and the footpath further in, so that as you move from the road to the cycle path to the footpath the speed of the traffic is always decreasing).

6 — Email received 3 March 2015 - Resident

Comments on Mawson Group Centre Draft Master Plan

One could easily be forgiven for concluding that the Draft Master Plan is motivated primarily by the desire to *identify opportunities for private sector investment rather than responding to outcomes from community and stakeholder engagement activities that were (supposedly) undertaken as part of the planning process.*

A classic example of the bias in the Draft Master Plan is the statement on p32 that 68.0% of the participants in your poorly attended ‘community engagement’ support 4 storeys or above. **A more accurate conclusion is that 79.2% support 4 storeys or less!**

Another major deficiency, given all of the ACT Government's determination to sell the wisdom of light rail (which incidentally I support), is that the Draft Master Plan is all about crowding the corridor with high density dwellings and preserving cycle paths (which ageing populations don't use), and almost nothing about where the light rail corridor will actually run! If you really want Mawson Group Centre to become a *transport hub*, then where the hell is the parking for those residents of Farrer, Isaacs, Mawson, Torrens and Pearce who might be tempted to use it if they could only get to it! The present park-ride facility is already woefully inadequate! Doubtless, you'll respond by saying that parking will be provided beneath the 8-storey commercial developments you are hoping to attract to the Stage 1 and 2 land release sites (Figure 46). Doubtless, also, there will be hefty parking fees to encourage people on to light rail. I hope also that Yarralumla Creek doesn't flood!

Talking further about parking, I don't know which parking areas you included in the demand figures on p29, but I can assure you that **convenient** parking is a lot harder to find than you suggest, and that 1.00pm Thursdays and 2.00pm Saturdays aren't the only peak periods. Yet your plan (Figure 39) largely eliminates the 3 existing parking areas to the immediate south and east of the existing shopping centre and across Heard Street into the existing ‘club’ zone. With 2 extra supermarkets postulated, it sounds rather like another Dickson disaster! Yes, you've shown a new parking structure to the west of the existing tennis courts, with access to the Mawson, and Group Centre through a Service Trades zone, **but this is hardly a step forward in terms of convenience!**

I could go on, but I just don't have time at the moment. I am not opposed to higher densities around the Mawson Group Centre, **but 4 storeys should be the maximum!** Nor am I opposed to some increase in nighttime activity, but the existing apartment blocks between Heard and Wilkins Streets don't seem to have contributed much in that regard!



In summary, I believe you've got some distance to go in achieving what residents of South Woden would regard as an improvement.

7 – Submission received 9 March 2015 - Resident

What I support about the Mawson Draft Master Plan

- Any measure that improves access and safety for pedestrians and cyclists in the Mawson Centre precinct. As a pedestrian, cyclist (and motor vehicle owner), the Plan's discussions of pedestrian and cyclist challenges are valid and supported.
- Pedestrian access to transport links – I note the Plan's reference to the pedestrian traffic across Yarraumla Creek from the southbound bus stop on Athllon Drive to the Group Centre. This is certainly an issue. I would also add that there is a problem with pedestrian access to the northbound bus stop on Athllon Drive, north of Mawson Drive intersection.
- Measures to modernise and improve the lighting and lay out of public facilities in the Centre. The centre does look tired, needs a spring clean and a coat of paint. As a resident who lives close to the Mawson shops, I know that anti-social behaviour is a real problem in the early morning hours (and which won't be fixed by residential development – see below). I hear regular burn-outs, for example. I understand the Woden Police conduct regular patrols through the area but this is not stopping this form of behaviour.
- I also recommend some form of traffic calming arrangements be implemented, not just to the lower part of Heard Street but also including the higher portion eastward up the hill towards Wilkins Street. There is frequent excessive speed by vehicle traffic along Heard Street both north and southbound. This is a serious issue.

What I definitely do not support about the Mawson Draft Master Plan

- Any extension of any light rail project to Mawson. I do not support the project at all, am aghast at the public funds already wasted on this project, and fear for the result on my rates and other government charges if this grand folly goes ahead. Please, when will the ACT Government listen to community concerns about this project?
- I am opposed to any increase in building heights in the centre and particularly strongly opposed to any construction of an 8 storey building on the southern corner of Mawson and Athllon Drive. Next point explains why.
- I am strongly opposed to any construction of residential development in any of the proposed precincts, including at the edge of the centre. It should remain retail/commercial zoned only. My experience suggests that adding a residential component to the retail/commercial mix only introduces a new set of problems such (1) aesthetic concerns (2) congestion and (3) an impact on surrounding residential property values. I am not convinced that improving after business hours security at the centre is a sufficiently strong rationale for residential development. *"Feedback during community engagement has found that this [residential component] is generally supported"*. I question the effectiveness of this consultation when significant questions – particularly on the social and environmental impact – have been left unanswered. The lack of depth to the policy considerations on the residential proposal was an especially disappointing aspect of the Draft Master Plan.

Athllon Drive corridor

I note the planning considerations underway for the Athllon corridor, currently zoned residential. One of the most pleasant features of this area is that it has not been developed and is effectively green space. I would be disappointed if there was any change to the current situation.



8 — Submission received 11 March 2015 - Resident

My views/comments on the Mawson Group Centre Draft Master Plan (January 2015)

The following photos illustrate / support certain views given in the Questionnaire

A. Overall do you support the vision in the draft master plan.

Agree, that the Centre evolve in the future commensurate with the increase in population in the district and as community needs and demands change. Building heights should clearly lower than the Town Centre. However the draft Master Plan is deficient in the following areas:

- » Figure 2 Study Area: includes the tennis courts/club but should also include the Mawson District Playing Fields (facilities and car parks) which are more extensively used and an important resource/asset
- » Figure 2 Study Area: should also include the medium density residential area already existing between Wilkins – Heard – Mount Evans Streets and propose solutions to the constraints imposed by the high stone pitched slopes. –as illustrated **below**.
- » Figure 6 Spatial context: includes Curtin Group Centre but plan is missing Erindale Group Centre, Wanniasa Group Centre, Weston Creek Group Centre (Coolman Court) and Kambah Group Centre, all of which come inside the 5km circle also. We go to all centres (with exception Kambah) for variety of goods, services and features not available at Mawson.
- » More discussion required about the potential of frontages and linkages across Mount Evans Street

The high stone pitched slope at corner of Heard Street and Mount Evans Street is a major constraint / challenge for providing pedestrian linkages from the Medium Density Residential to the bus stops on Heard Street and to the Group Centre in general. An extra arrow is required on Figure 27 and opportunities to address this challenge should be part of the Master Plan.

Opportunity to utilise /incorporate planning guidelines for improving amenity along Mount Evans Road requires discussion in the Master Plan. Constraints include the stone pitched slopes, but there is also wire mesh fencing and hedges along the eastern side and brick fences and closed gates along the western side at the rear of the clubs.

Car park and Entrance to Mawson Club from Mount Evans Street. By contrast with Car park and Entrance to Serbia Australia Club from Mount Evans Street.

The out of use / boarded up Serbian Australian Club 5 Heard St – has a lot of unutilised car parking space. The opportunity to encourage upgrade / utilisation of this space to be discussed with Lessee and reported / promoted in Master Plan.

B. Do you support the building heights proposed in the draft master plan.

- » Disagree, See hand written response and suggestions for revising Figure 32: Proposed building heights attached.
- » Also see illustration of points on next page.
- » Building heights 3-4 storeys like at corner of Launceston Street with Melrose Drive in Woden Town Centre more appropriate for entrance / road frontage to this Group Centre. So they are more in scale of school buildings on opposite side of Athllon Drive, to differentiate from and not replicate the taller buildings in the Town Centre.
- » Building heights of 6 and 8 storeys like at uncalled for unless set back appropriate distance from active footpaths / open spaces.
- » i.e. do not replicate buildings with heights shown here at entrance to Lyons.

C. Do you agree with proposal to allow development on the Park and Ride site and integration of park and Ride facilities into this or another development

- » Disagree, see hand printed response



- D. Do you agree with the proposed development of land on the north-eastern corner of Mawson Drive and Athlon Drive as a landmark building marking the entrance to the centre?
- » Neutral, first priority is put bus stop there – See hand printed response.
- E. Do you agree the centre should continue to grow as a public transport hub.
- » Agree, but poorly illustrated in the draft document. See hand printed response (I also question the cross-sections A and B illustrating how Athllon Drive could accommodate light rail lines in the future given in the draft Woden Master Plan document).
 - » Cross-section as it would apply at the Mawson Group Centre needs consideration and inclusion in the Mawson Master Plan.
 - » Bus stop required at NE corner Mawson Drive To provide more convenient transfer / short walk to the ACTION buses Blue Rapid service along Athlon Drive. Essential for transport hub.
 - » Present ACTION Bus Stops on Heard Street are too far (300m walk) to Bus Stop 2610 on Athllon Drive
- F. Do you agree with the proposal to reserve the existing car park adjacent to the clubs for the purpose of another full line supermarket if there is demand in the future.
- » Disagree, the present car parking space adjacent to the clubs be upgraded/ developed to multi storey car park as demand increase. Up ramp could be on northern side .. and ..down ramp on southern side with entrance at level of clubs at rear (eastern side) for example.
 - » See hand written response
 - » Car park adjacent clubs from heard Street
 - » Car park adjacent clubs from eastern / club side
- G. Do you agree with the proposal to establish Mawson Place as a main street by encouraging redevelopment along its western side and by establishing it as a shared zone for pedestrians cyclists and cars.
- » Agree, but will be challenging given petrol stations at each end and narrow footpath on eastern side.
 - » My suggestion is opportunity / advantages of promoting / developing Heard Street as the Main Street as alternative by removing bus route from Heard Street to Mawson Place as a start.
 - » View looking south – Footpath on this eastern side needs to be made much wider (to match width on western side)
 - » View further along – properties on this eastern side require wider footpaths but space to be shared with delivery trucks. This part detracts from making it an active for land mark buildings.
- H. Do you believe redevelopment along the eastern side of Mawson Place should be encouraged by increasing building heights to four storeys?
- » Neutral, because I accept properties along Mawson Place could go to 6 storeys but, strongly disagree with Land Release No.1 See hand written response
- I. Do you have any other suggestions regarding Mawson Group Centre Master Plan?
- » Yes, See hand written response. Also:-
 - » This large circular raised garden bed should be removed so pedestrian furniture added in its place.
 - » This corridor on western side is too narrow and becomes too cold, windy and dingy in the cold months of the year. This part of new Centre as it develops requires enclosure.
 - » List of Figures **attached** marked up with some suggested revisions for deeper consideration
 - » **Figure 17:** Pedestrian movement in the centre: to bus stop on Athllon Drive and along Heard Street added. The number of pedestrians using Mount Evans Street would be minimal I suspect.



- » **Figure 19:** Pedestrian and cyclist barriers : level constraint extended along Mount Evans Street added.
- » **Figure 27:** Challenges : ditto
- » **Figure 30:** Character precincts : along Athllon Drive revised for consistency with comments made on building heights (figure 32)
- » **Figure 32:** Proposed building heights : revised for consistency with comments made in written response.

9 — Submission received 13 March 2015 - Moulislegal

We are the solicitors for Scentre Management Limited (“Scentre”). Scentre is now the manager of the Australian shopping centre assets that were previously managed by Westfield Management Limited (“WML”). In the Australian Capital Territory, Scentre manages both Westfield Woden and Westfield Belconnen.

Scentre and the Crown lessees of Westfield Woden that it represents are major stakeholders in the areas surrounding the Woden Town Centre. They have a particular interest in ensuring that the guiding framework for developments (including master plans) within the Woden township are carefully considered in the interests of the residents, businesses and users of the area.

Scentre is concerned to ensure that the proposed master plan for the Mawson Group Centre (“Draft Master Plan”) provides benefit to the surrounding community and complies with the policies and intentions of the Territory Plan and the National Capital Plan. In this regard, Scentre is interested in ensuring that the Draft Master Plan:

- acknowledges and respects the role of the nearby Woden Town Centre in the Territory Plan, including its position in the Territory hierarchy;
- conforms to the concept of a lower order centre as envisaged under the Territory Plan and the National Capital Plan; and
- does not place unnecessary pressure on the Woden Town Centre by virtue of increased competition or over-expansion of retail not envisaged by the Territory Plan.

A. Respecting the integrity of the Territory hierarchy

The ACT has been formed into the separate and distinct townships of Civic, Belconnen, Gungahlin, Woden and Tuggeranong – this is one of the key principles of the ACT’s urban structure as identified in the National Capital Plan.⁸ The Woden Town Centre is the “focal point” for the Woden township and is at the top of the hierarchy:

A hierarchy of centres will be maintained, with each town having a centre acting as a focal point for higher order retail functions, commercial services, offices and community facilities⁹

The Mawson Group Centre is a “lower order centre” under the Territory Plan, providing for the varying needs of residents located in the Mawson precinct.¹⁰ The Territory Plan does not envisage retail expansions to the extent proposed in the Draft Master Plan for lower order centres. The extent of the retail expansion proposed in the Draft Master Plan is of a size that would encroach on the intended primacy of the Woden Town Centre within the Woden township and the hierarchy.

The concept of the hierarchy is not intended to create even competition in the uses, and the intensity of the uses, between a Town Centre and the Group Centres within the relevant township. Instead, the intention is for Group Centres to complement and support the Town Centre within the relevant township. Increasing the competition between a Town Centre and its surrounding Group Centres for the same kind of customers does not achieve this. For these reasons, the retail expansion is not supported by Scentre.

B. Increased retail intensification not envisaged in group centres

The National Capital Plan explains that town centres like Woden provide retail, commercial, cultural, entertainment and other facilities to meet community needs, as well as to serve as locations for office-based employment, but cautions that:



...Pressures are now being felt for major redevelopment in some centres such as Dickson, Kingston and Manuka. This would be **undesirable if major changes to the three centres went counter to the purpose of the hierarchy of established centres.**

Continued expansion of services and facilities should be provided for and encouraged in each of the town centres, including Tuggeranong.¹¹ (bolding supplied)

This extract makes it clear that it is not desirable for increased retail intensification in centres which detract from the primacy of the Town Centres. This is even more important in circumstances where Group Centres are located in very close proximity to Town Centres, for example the Mawson Group Centre is located less than 2.5 kilometres from the Woden Town Centre. The principles enunciated under the National Capital Plan and the Territory Plan do not support increased retail intensification in lower order centres.

C. Town centres already struggling

With the departure of several public service departments from Woden, businesses within the Town Centre are already struggling:

Chief Minister Andrew Barr has confirmed the mass exodus will go ahead as the 400 workers from ACT Shared Services move to Winyu House in Gungahlin.

*Penrhyn House in Woden was still looking for new tenants... while the Alexander and Albermarle buildings have stood vacant and forlorn for years and await refurbishment or demolition.*¹²

*... Woden would become a ghost town if the government continued to let dwindling employment rip the heart out of the town.*¹³

These departures, combined with recent retail spending statistics, do not support and intensification in retail outside the Town Centres:

*ACT retailers experienced the second-largest slump in trade in Australia over August as sales continued to fall... Canberra Business Council chief executive Chris Faulks said the ACT figures reflected the continued uncertainty around public service job security in the territory.*¹⁴

On a commercial level, an over-expansion of retail as proposed by the Draft Master Plan would detract from business profitability due to the resulting reduced customer base that each business would have. Where retail is intensified in areas outside the Town Centres, customers reduce their visits to the Town Centres. As a result, services and businesses within Town Centres would falter, and can be expected to provide lower levels of service. Ultimately, this will adversely affect the intensity of retail uses within the nearby Town Centre, by causing a shift in the position of the “core” of the Woden Town Centre, contrary to the vision that has, to date, been planned for the ACT. Transport hubs will be less frequently patronised, and the use of the Town Centre for community purposes will suffer. From an economic viewpoint, town centres like Woden will suffer if retail over-expansion is permitted in areas that are not meant to be retail-intensive under the planning instruments for the Australian Capital Territory.

There are important economic interests, and are recognised by the High Court as being matters for genuine legal consideration in the making of planning decisions:

*“It may well be right to say... that the planning act does not have as an object or purpose the “protection of the commercial interests of [individual] owners of shopping centres or supermarkets, or the protection of existing supermarkets from competition”. But **it by no means follows that an individual owner or operator is not adversely affected by a planning decision that will have direct commercial consequences for that owner or operator. As the Planning Act makes it plain in its statement of objectives, it is concerned with the general commercial health of the Territory.** So much appears from the use of the expressions “the orderly and sustainable development of the ACT”, “the social, environmental and economic aspirations of the people of the ACT”, and “sound financial principles”. **Claims of individual adverse effect are not irrelevant to the pursuit of those general objectives.**” (bolding supplied)*



Therefore, Scentre has a genuine economic interest in maintaining the commercial health of the Woden Town Centre, and therefore does not support the proposed retail expansion set out in the Draft Master Plan.

Conclusion

Accordingly, due to:

- the diversion from the Territory hierarchy of group centres and town centres;
- the detrimental effect of public service departures and increased commercial office vacancies in the nearby Town Centre; and
- the detrimental effect that retail intensification in group centres has upon nearby Town Centres that should be the focal point for retail services,

Scentre submits that the proposals to intensify retail in the Mawson Group Centre not be pursued in the current form of the Draft Master Plan, and that those proposals be significantly moderated.

10 – Email received 14 March 2015 - Resident

I have recently learned About a development between Heard St and Mountevans St. Mawson, I do not live at the units on Wilkins St nor have I being consulted about Any development as you suggested on your web page.

If the development is higher than two stories it will impact on rental Returns for units on Wilkins Street.

If it is the case where the natural sunlight and the view which is a draw card for potential renters is lost will unit owners be compensated for the loss of future income That would be lost of the mountain ranges from the balcony of units.

I would have no objections to the development as long as it does not block views of from units on Wilkins Street as this could lead to future financial loss for owners.

Could a copy of this be sent to the developer, so I can also get a response.

And if I could find out if I have concerns about the land being developed higher Than two stories.

If the development of block 9 section 56 is higher than two levels, I will object and future litigation will occur.

11 – Email received 14 March 2015 - Resident

I think that the plans are a silly Idea I am one of the angry residents the live in the wilkins flats and the fact that it would block my view and the sun going into my unit is ridiculous and I don't think you should go through with it and the fact that this has been planned since 2013 and not have any notice about until it was almost to late is messed up and DONT GO THROUGH WITH IT PLEASE

12 – Email received 15 March 2015 - Resident

I wish to make the following comments on the Mawson master plan:

- 1) I refer to Figure 16, page 24. The informal path near the Woolsworth service station has incorrectly been identified as a path for the Park nRide. The two areas so far apart to make this highly unlikely. The informal path is used by people crossing Athlon Drive from Torrens, as some people don't want to walk to the traffic lights on the corner of Athlon and Mawson Dr to cross Athlon. This misinterpretation has been mentioned in a number of places in this report. They are incorrect.
- 2) The first part of your report talks about pedestrian and cycle access being problematic. Having lived in the areas for 10 years and regularly riding and walking in the area, I can confirm this. Yet the plan does not adequately address this enough, including during the construction phase. Often new developments are designed to discourage through traffic. Many of them have 'private property, do not enter' signs up.
 - » This does not encourage people in the area to walk or ride.



- 3) If there is a block of apartments, how does that make it any easier to cycle in the area? It is a hassle to ride around the long block of apartments.
- 4)
- 5) The plans do not adequately identify the new park n ride, despite mentioning its high use.
- 6) If the park n ride is moved too far away from the bus stop, people will be far less likely to use it. The park n ride is well situated where it is now and shouldn't be moved.
- 7) The 8 storey high rise is not appropriate, it is out of character for the area.
- 8) The plan does not address that putting 6 or 8 storey building close to Athlon Dr and these can potentially be looking into the backyards of Torrens residents on the other side of Athlon Drive. This is not reasonable.
- 9) Extra road access adjoining Mawson playfields is a good idea, and may make traffic in the area easier at peak field use (particularly Saturdays in winter).

13 – Submission received 15 March 2015 - Serbian Council of the A.C.T.

Environmental, Sustainable Development Directorate document rightly notes that the Mawson Group Centre works well as it is. This means that any changes announced through the master planning process should enhance the existing amenity, rather than detracting from it.

The Serbian Council of the A.C.T. represents the Serbian organisations in Canberra such as the Serbian Cultural Club St Sava (Mawson), Serbian Churches St Sava (Farrer), St George (Forrest), Serbian Monastery ST Sava (Hall), Serbian Settlers Association (Weston), Serbian National Defence of Canberra, O.S.C Ravna Gora, White Eagles Soccer Club (ACT), and Folkloric Dance Ensemble "Draza Mihailovic".

These community organisations fully support the redevelopment of our Serbian Cultural Club (SCC) in Mawson, a new Cultural Club will provide a great venue for community to use, as you would appreciate Church halls are not readily available to the wider community and organisations, the SCC has always supported the Community as a function centre for all different types of activities such as birthdays, weddings, engagement, concerts, dancing practice are just a small example of functions that the community holds. The facilities will be available to the wider Canberra community, as this type of facility is currently not available.

The SCC committee has proposed redevelopment of this site and as the Club has been closed for the last four years with no progress. For the Club to be redeveloped and for it to be viable for both the developer and the Club we need to address the height levels that are proposed in the Mawson Master Plan.

Building height and residential development in the Group Centre

SCC supports an increase in building heights in the group centre, below are a few proposals:

- The proposed building heights documented in the Master Plan identifies two landmark sites for the precinct. One on the corner of Athlon Drive and the other on the corner of Mawson Drive and Heard Street. The strip containing the two blocks connecting Heard Street and Mountevans Street along Mawson Drive should be treated as all Landmark Site. This would give consistency to the buildings presented to Mawson Drive.
- The corner of Mawson Drive and Mountevans Street is actually the entrance to the precinct and should be given priority for the Landmark Site over the designated corner. Raising the profile of this site would have little impact on neighbouring buildings as the opposite block is currently a Telstra Exchange building with no occupants.
- The height of the Landmark sites should be lifted to the common height of RL 635 as indicated on the attached drawings. This would give consistency through the precinct.
- The section along Mountevans Street contains a number of club buildings that provide community facilities and services to the Mawson precinct. In order to remain viable and able to service the increased needs to the community the Serbian Club would be in a position to immediately realise the vision portrayed in the Master Plan to redevelop the site. This would provide community facilities not currently available in excess of 1200m². In order to make this viable and self-funding the amount of uplift on the site will be critical. The proposal of lifting the height restriction on the corner site to RL 635 would be crucial in achieving the required funding model.



As the current plans for redevelopment will have affordable residential units above the SCC facilities with modern functions and meeting facilities will be self-sustainable without government funding. The new modern unit site will bring more people in the area and encourage growth in the local community. We believe these facilities will fit well within the Mawson precinct and it will be the only one of its kind. The current landmark is fine it approaching from Athllon Drive and another one needs to be for people approaching from Yamba Drive side driving along Mawson Drive.

The Serbian Council of the ACT considers the Group Centre to be a significant community and commercial assets that requires appropriate and sensitive long-term planning if it is to continue to develop these roles into the future. The Council welcomes the opportunity for further discussions on these important issues.

14 – Submission received 16 March 2015 - Pedal Power

While Mawson Group Centre has its pleasant attributes (village atmosphere inside the walkways) it also has its own set of problems for people walking and cycling that are identified in the draft, namely: poor connections to the transport facilities on Athllon Drive; poor cycling and pedestrian connections to and through the centre; problems associate with the layout and traffic in Mawson Place; and the need to slow down traffic on Mawson Drive and Heard Street.

Aspects of the draft supported by Pedal Power

Pedal Power supports the following aspects of the draft:

- The planning strategies outlined in page 60 to improve cycling connections (although more detail is required – see below);
- The conversion of Mawson Place into a shared zone. The speed limit should be mandated at 20km/hr as in Bunda Street. More positive language should be employed than the present ‘investigate the potential...’;
- The reference on P61 to ensuring traffic movement occur in a way that supports pedestrian and cyclist movement to and through the centre. To this point, the master plan should add that elimination of slip lanes as one way to achieve this aim;
- The construction of new roads and intersection with Athllon Drive as set out in Figure 41. These routes should incorporate separated cycleways. The roads should not have slip lanes;
- The requirement that new buildings fronting the zones identified in Figure 37 have active frontages; and
- The development of land on the NE corner of Melrose Drive and Athllon Dr provided that good cycling connections are built to the centre across Melrose Drive and to the existing north-south trunk route.

Missing references to cycling

Although cycling is mentioned under *Planning strategies* on page 60, there are some critical omissions of cycling in the draft. Figure 28 refers to ‘improved pedestrian connections’ but does not mention cycling connections. Figure 37 refers to ‘potential key pedestrian routes’ but does not refer to cycling routes. Figure 40 *Proposed mid-block pedestrian links* does not refer to cycling links. All the potential routes identified in Figures 37 and 40 are key cycling routes and should be identified as such.

The master plan should outline that cycling routes, where appropriate, be separated from pedestrians and motor vehicles by grade level change, curbs or other barriers such as planters. Crossings should be dual pedestrian/cycling crossings (see reference above on the Woden master plan).

The missing link in the trunk route

The draft does not address one of the major issues raised in Pedal Power’s submission, namely, the missing link in the north-south trunk route between Mawson Drive and the southern end of Heard Street. Figure 19: *Pedestrian and cyclist barriers* does not show this missing link nor the barrier presented by Mawson Drive itself. Figure 28 *Opportunities* also fails to mention the missing link but does indicate an improved connection across Mawson Drive. Pedal Power suggests a bidirectional separated cycleway be constructed on the western side of the Heard Street easement to close this link and provide opportunities to access the eastern side of the centre. A dual purpose crossing should be installed on Mawson Drive.



Bike parking and end-of-trip facilities

The final version should refer to improving bike parking at the major destinations and requiring developers to install end-of-trip facilities in commercial and residential buildings.

Conclusion

In general terms, the final master plan should not hesitate to make it clear that planning and development decisions will put the needs of active travel first, public transport second, and private motor vehicles third. This is an opportunity to map out the way to a vibrant people-friendly precinct, even in the face of the current economic difficulties. A bold vision is needed to build on the best of our planning legacy, phase out the worst, and achieve the active travel goals of:

- the 2012 ACT Planning Strategy;
- *Transport for Canberra*; and
- the ACT Climate Change Strategy And Action Plan – AP2.

15 – Submission received 17 March 2015 - Argos Pty Ltd

I am writing as a lessee and refer to your request for comments on the draft master plan prepared by EPD (January 2015) for Woden Town Centre and Mawson Group Centre.

My company has owned Block XX in Mawson for many years and we have a strong long-term commitment to maintaining a viable and attractive group centre that can offer a competitive point of difference to other commercial centres in the South Canberra area.

We have supported the planning studies undertaken by EPD over the recent time and welcome release of the draft Master Plan for further public comment.

In general terms we support the draft document but offer the following specific comments for your further consideration in finalizing this part of the planning process and going to the next Stage of a Territory Plan variation (Precinct Code) to create a new planning framework to guide the future development Mawson Group Centre:

1. The **geographic area** defined by the Group Centre in the master plan should be larger to take advantage of adjacent medium density development sites and vacant land especially to the south and east.
 - » Proposed housing immediately north of the Centre on vacant government land is welcomed.
 - » Expansion of the Group Centre boundary to the south and east will provide scope for an increase in resident population which is supported by ACT Government policy of urban renewal and sustainability, better use of public transport, activated street frontages and increased housing choice.
 - » As previously stated in an earlier submission, the increased residential development would occur over time but contribute to improved business trade, as well as generating a more active local pedestrian environment focused on the group centre, and close to improved public transport along Athllon Drive. It also offers new opportunities for job creation and local investment in construction and property as well as small business enterprise.
 - » New residential development to the south of the existing centre would occupy some overflow parking area as well as requiring the relocations (But not loss) of existing community recreation facilities and open space. These recreation activities could be re-settled in close proximity to the Mawson Centre in new accommodation without loss or inconvenience and would still operate as an important adjunct to Mawson Group Centre.
 - » The master plan should consider the possibility of a reconfiguration of the sporting facilities south of Mawson shops. These facilities are an important asset for the area and there is some beneficial spinoff for local business associated with especially weekend sporting events. However, any future planning for the Mawson Centre should also consider and challenge as required the future and ongoing needs especially the disused driving range and explore other more space effective solutions including an extension of residential accommodation as shown in the Plan.



- » The medium density residential development on the eastern side of the Mawson Centre up to Wilkins St is aging and could be redeveloped over time to a higher density providing modern energy efficient accommodation. This redevelopment could take advantage of the change in elevation between Heard St and Wilkins St with ground floor retail uses fronting Heard St and parking behind or above.
- 2. The recognition of **additional commercial floor space** for the Group Centre is welcomed and the locations proposed are acceptable but we strongly reject the view or need for another large format supermarket. Further consideration should be given to operators such as Aldi who would offer an alternate offering, providing competition and ultimately benefit the Centre. An Aldi offering is typically between 1,500 to 2,000sqm) and would complement the existing retail space better, and would provide a point of difference retailing. In our opinion, a second large format supermarket would be of lesser benefit and would impact and create significant pressures within the relatively small retail catchment of Mawson which is also in close proximity to the Woden Town Centre.
- 3. Retention of **surface parking** for convenience of shoppers is strongly supported. This remains a critical element and provides the Mawson Centre with an important point of difference for customers that will be endorsed by the local community.
- 4. Creation of a **southern road entry/exit** to the group centre is commendable and would improve accessibility and viability for existing retailers. This new road connection should be a “full-turning” signalized intersection to maximize convenience of traffic movement.
- 5. The new intersection to Athllon Dr would also serve to improve safety for pedestrian access from Torrens to the Mawson Centre and would facilitate non-vehicle transport for this area.”
- 6. Argos does not support the **southern extension of the CZ1 boundary** that would permit another supermarket release in this part of the Mawson Centre as this would result in a dramatic shift in the retail centre of gravity and have an adverse impact on traders north of the Woolworths store.

Argos would also welcome the opportunity to continue our direct liaison with EPD on our submission and to maintain engagement in the future planning of Mawson Group Centre as a viable and attractive centre which offers scope for diversity and choice in terms of customer amenity and business investment.

16 – Submission received 17 March 2015 - Nation Light Church

The Associate Pastor of Nation Light Church today gave me authority to write to you on his behalf as he has not had time to write to you concerning the Mawson Draft Master Plan due to work commitments.

Nation Light Church is aware that Block 9, Section 57 Mawson is designated for a Church and related purposes.

At present Nation Light Church has no suitable place to hold their Church Services and is very keen to use the premises at Block 9, Section 57 Mawson for their Church Services, Bible studies, youth group and other related activities – charity work etc.

Nation Light is willing to share the building with other Christian Churches in the area and community groups such as AA meetings, exercise classes, counselling, ladies groups, charity organisations for their meetings and activities etc.

We are aware that at present there is NO community area designated in the Mawson Centre Draft Master Plan.

With so many units proposed in the area, there will be an increase in population and therefore definitely a need for a place for Community Activities where people can go to meet others for the cohesiveness and well being of the community.

The building at Block 9, Section 57 Mawson, would meet all of these needs perfectly.

Documents attached –

1. Title search – on 6-3-2015 for Mawson Section 57, Block 9



- » Serbian Orthodox Church St Knez Lazar
- 2. Previous committee members of St Knez Lazar Church
- 3. Letter from National Light Church to committee at St Knez Lazar Church expressing interest to use the premises at Block 9, Section 57.

17 – Submission received 17 March 2015 - Resident

I would like to bring your attention to the following –

1. Block 9, Section 57 Mawson is designated for St Knez Lazar (Serbian Orthodox Church) (see attached)
2. I was a member of this church (attached)
 - » This church was wound up through fraudulent means. We still want the church back. We have informed Simon Corbell of this and the fraud squad.
 - » The fraud squad replied on 15th October, 2012 stating that they regret that they are unable to commit the required resources to investigate the matter. We do not have the financial resources at present to take this to Court. We may in the future.
3. Letter written to the Attorney General, Simon Corbell and Maggie Chapman, Senior Manager of Leasing, Environment and Sustainable Development concerning this on 20th June 2012. (attached)
4. The Attorney General Simon Corbell replied to me on 9-7-2012 stating that Block 9, Section 57 Mawson is for a “community organisation” ie churches and NOT for residential housing. (letter attached)
5. Nation Light Church is very interested in using the premises at Block 9, Section 57 Mawson for their Church Services and related activities. We are happy for them to do this.
6. There is a need for a Church and community facilities in Mawson of the population is to increase in this area.
 - » Building 4 storey units in this area, Club area, would block the sun and views of residents in Wilkins Street.
 - » No community facilities have been proposed in the Mawson Group Centre Draft Master Plan.

18 – Submission received 18 March 2015 - Serbian Cultural Club “St Sava” Inc.

I am writing on behalf of the Serbian Cultural Club “St Sava” Incorporated as the Lessee of Blocks 5 & 9 Section 57 Mawson and refer to your invitation for comments on the draft master plan prepared by EPD (January 2015) for the Mawson Group Centre.

The Serbian Cultural Club has had a long and proud history of involvement with the Mawson Group Centre and is patronized by members of our community across Canberra. The Club first acquire the site at Block 5 Section 57 in 1979, where it subsequently built and operated a club which was used by both the Serbian community and the wider Canberra community. Block 9 Section 57 was acquired in 1984 by the Serbian Orthodox Church St Knez Lazar Incorporated which has since been wound up and its assets – including the land – transferred to the Club.

Our site is located on the eastern side of the Mawson Centre, and relies on access from the public car park immediately adjacent to our facility for our community members and their guests.

Like many cultural centres and associated clubs, our facility in Mawson needs new accommodation to attract a wider support base and compete with other centres for membership. Our facilities at the site have become derelict and are no longer fit for use or habitable. Redevelopment of our site for higher density development is the only way that our organization can generate new revenue to afford an upgrade of our facilities and to remain in the local area.

The Serbian Cultural Club supports the initiatives that the planning authority has undertaken in preparing a draft master plan for Mawson. Whilst we support the main principles in the draft master plan, and especially the plans to increase residential development opportunities in the Group Centre and improve vehicle access from the southern end of the centre via Athllon Dr, we have two major concerns that are outlined below.



Retention of surface parking

The draft master plan (Fig 39) shows redevelopment of our site for mixed-use residential, commercial and entertainment. We support this land use but are concerned about the master plan's proposal for the adjacent car park as outlined below.

The land use plan shows redevelopment of the surface car park on Heard St adjacent to our property. This is of major concern to the Serbian Cultural Club as it will inevitably lead to a loss of convenient parking for our members and have a direct impact on our viability as it would leave our facility and other future commercial uses without any active street frontage.

We therefore **recommend** that this surface car park be retained in the final master plan and subsequent Territory Plan variation.

Building heights

Our second major concern is the proposed height of buildings associated with redevelopment on our site and adjacent areas as shown in Fig 32.

We note the draft master plan shows an 8 storey building at the corner of Athllon Dr and Mawson Dr, and a 6 storey building on Block 8 on the eastern side of the centre. Both sites are allocated as landmark buildings in the draft master plan, forming higher elements astride the lower height of buildings in the central retail core.

The Serbian Cultural Club has explored redevelopment opportunities for our site but require a more substantial height to make the project viable. Initial studies suggest that a building of **6 storeys to Mountevans St** would be viable, as opposed to the 4 storeys currently shown in the draft master plan. This 6 storeys from Mountevans St would translate to 8 storeys from the car park level.

The proposed building height on our site would then create a more substantial and appropriate "landmark" or "gateway" building on the eastern approach to the centre along Mawson DR to match that on the Athllon Dr corner.

We have enclosed preliminary images of an indicative development on the site depicting our proposal, which are not dissimilar to the image shown in Fig 35 of your report. The proposed building height and site configuration will not over-shadow adjacent development further east.

The benefits of an increase in building height along the eastern boundary of the Group Centre include the additional residential yield that would support existing and future commercial development, as well as proximity to public transport. We understand that higher density development in and adjacent to Group Centres and public transport routes are key elements of the ACT Government's urban consolidation policy. Moreover, with the proposed increase in building height, our organization is confident that redevelopment of our site could happen sooner rather than later. The redevelopment of our site could be the catalyst for broader redevelopment in the Group Centre, thus giving impetus to implementation of the master plan and government policy.

Without a further increase in building heights than those indicated in the draft master plan, the redevelopment of our site at Blocks 5 & 9 of Section 57 will not be feasible and our Club will remain without a habitable facility.

We **recommend** that EPD change the master plan to reflect the higher building form on the eastern side of the Group Centre and take advantage of an early redevelopment of the site.

Conclusion

The Serbian Cultural Club would welcome the opportunity to meet with EPD to discuss our proposals and we look forward to your support to assist our organization's future viability in the Mawson Group Centre.



19 — Submission received 19 March 2015 - Office of the Commissioner for Sustainability and the Environment

Introduction

I am writing to provide comment on the 2015 Mawson Group Centre draft Master Plan.

As you may be aware, the Office of the Commission for Sustainability and the Environment has four main objectives: investigation and resolution; monitoring and reporting; engagement and advocacy; and capability.

The legislative role of the Office also encourages decision-making that facilitates ecologically sustainable development, and supports the adoption of sound environmental practices and procedures by the Territory and Territory authorities.

This response addresses the issues raised in this Time to Talk consultation document and in doing so draws from, among other things, the Office's work on complaints, investigations and strategic environmental reporting across the ACT.

General comments

How we design and use our urban areas, infrastructure and green spaces, can significantly affect the quality of the environments we inhabit. Conversely, the condition of the natural environment impacts on our city's quality.

A sustainable city was placed at the heart of the Government's 2012 Planning Strategy. A sustainable city is, arguably, one that balances environmental, social and economic needs. Within this framework, environmental and heritage values are protected; residents also have access to appropriate, affordable housing, with proximity to work and recreational opportunities along with community facilities such as schools, shops, medical and other services. Furthermore, a more sustainable city offers an integrated transport network allowing people to move between energy efficient residential and commercial buildings.

Mawson Group Centre Draft Master Plan

I would encourage the Government to take the opportunity of the Mawson Group Centre Master Plan to demonstrate a genuinely sustainable approach, placing sustainable development (environmental, social and economic) at the centre of their decision-making.

As outlined in the *Planning and Development Act*, this would mean the effective integration of social, economic and environmental considerations in decision-making processes, achievable through implementation of the following principles:

- the precautionary principle;
- the inter-generational equity principle;
- conservation of biological diversity and ecological integrity; and
- appropriate valuation and pricing of environmental resources.

I encourage the Government in taking this opportunity to shape Mawson through community consultation on this Group Centre Draft Master Plan and support demonstrated commitment to thorough and transparent identification and discussion of social, environmental and economic challenges and trade-offs required for such complex decision-making.

The planning process, necessarily, a complex one. Previous complaints to this Office have highlighted challenges for the community in understanding the complex planning process. It is important that the Government provides clear, up-to-date and accessible information to the community throughout the process.

This should include:

- ensuring relevant documents and maps are updated as appropriate on websites;
- clear outline of statutory process and mechanism;



- clearly identifying when the community can input to the process, on what and how;
- when decisions are no longer available for community input;
- a clear outline of the full process including key engagement and decision-making points in the process;
- clear communication of the decision-making process identifying how and when concerns have been addressed;
- clear expectations and understanding of what is and what is not negotiable, e.g, there are no third party appeal rights in relation to planning decisions for developments in town centres; and
- public realm and design.

The Mawson Group Centre Draft Master Plan is an opportunity to encourage innovative, high quality and environmentally responsible leading edge designs.

The public realm, the range of traders and a continuing sense of community in Mawson should be maintained, as should the greening of the new buildings both in terms of orientation, design and private-public interface. The New Action precinct demonstrates a commendable sustainable design template, one that has much to offer the Mawson Group Centre.

The issue of building heights in an ongoing one on which I receive enquiries and complaints; so I do note that Table 5 on page 32 of the draft master plan may require some clarification as on reading it states that 68% of participants supported building heights of 4 storeys or above, when in looking at the figures it is clear that 41.5% wanted no more than 4 storeys.

I support you in your consultation and would encourage brave and innovative ideas and action guided by a genuine consideration of all aspects of sustainability, and open discussion on the tradeoffs that will need to be made for a dynamic and sustainable future Mawson Group Centre.

Thank you for this opportunity to provide comment. Please contact my office if you would like to discuss this submission in more detail.

20 – Submission received 24 March 2015 - ALDI Stores

We write in regards to the Stage 2 Public Consultation for the Mawson Group Centre Draft Master Plan (Draft Master Plan). ALDI operates nine stores within the Australian Capital Territory (ACT) located at Conder, Kippax Holt, Macquarie Jamison, Tuggeranong, Canberra CBD (Civic), Gungahlin, Weston, Belconnen and Chisholm. Over the next decade ALDI is seeking to significantly expand its current number of stores in the ACT.

ALDI supports the Draft Master Plan objectives that will encourage new development to create a more vibrant, accessible and active Mawson Centre. ALDI is very well placed to support the planned increased population and density as envisaged within the *ACT Planning Strategy, Transport for Canberra* (2012) that pre-empted the preparation of the Draft Master Plan. However despite strong demand for ALDI Stores in the ACT, ALDI has been unsuccessful in obtaining a suitable and viable development site within Mawson Centre by virtue of fragmented lease/ownership. In order to facilitate the establishment of a new ALDI Store within Mawson Centre we request the Environment and Planning Directorate consider the more immediate to short term release of land as part of the Draft Master Plan to facilitate a small format supermarket use up to 1,500m² Gross Floor Area (GFA).

The outcomes of the Stage 1 Consultation of the Draft Master Plan undertaken by the Environment and Planning Directorate in 2014 highlighted the community's concerns regarding the "tired, untidy and dated" appearance of the existing Mawson Centre and a desire for "convenient shopping, diversity of shops and smaller-scale character" to be enhanced and further developed in the future. ALDI has a demonstrated track record of stimulating urban renewal and acting as a catalyst for generating economic activity within underperforming retail centres across the eastern seaboard of Australia. We consider ALDI is well placed to provide positive social and economic outcomes for the current and desired future Mawson Centre by way of:

- Providing additional economic stimulus via construction jobs and ongoing operational jobs (parttime and full-time).



- Strengthening the viability of Mawson Centre by establishing a new retail operator that will provide flow on benefits to other businesses in the Centre.
- Act as a catalyst for other development.
- Improving the range and quality of retailing and services in Mawson Centre to the benefit of the local community. Added investment/development will also benefit the wider economy of ACT.
- Providing a convenient grocery retail offer for the proposed increased residential population within Mawson Centre as well as providing food and grocery price competition.
- Enhancing activity with positive safety, surveillance, public domain and streetscape outcomes which address the key issues raised in the Draft Master Plan regarding lack of activity in parts of the Mawson Centre.
- Providing a high quality contemporary building design outcomes that will enhance the appearance of the Centre.
- Complementing planning new residential development in the Centre by virtue of a well managed delivery fleet, standard operating hours (typically 8am to 8:30pm) and minimal environmental impacts on abutting residential interfaces/zones.

The Draft Master Plan does not provide any new retail opportunities to address the current difficulties experienced by ALDI in finding new sites in the Mawson Centre. The lack of new business zoned land in the short term will further compound the difficulties experienced by ALDI in finding suitable development sites due to constraints, including those relating to fragmented land leasing/ownership and poor vehicle access. The *Review of ACT Supermarket Competition Policy (2009)* noted that the fragmented land ownership within some centres was a significant impediment for re-development to cater for new supermarket development. Further compounding the acute land availability issue is the proposed 1,000m² GFA cap under draft Variation 304 to the Territory Plan, which if passed which will effectively lock ALDI out of all Local Centres within the ACT.

We note that the Draft Master Plan nominates Block 6 Section 57 (along Heard Street) as a potential future site for a full-line supermarket of 3,000m² GFA or greater. Section 5.6 “Commercial and retail” (p56) of the Draft Master Plan states:

“Economic analysis has indicated an additional full-line (3000m² or larger) supermarket could be viable in the centre in the longer term. Block 6 Section 57 (currently a large surface car park) is to be reserved for this purpose. This block is currently owned by the ACT Government. In the future, when a clear demand for the a second full-line supermarket is identified, Block 6 Section 57 may be released by the ACT Government for development.”

We consider a small format supermarket with a GFA of 1,500m² such as an ALDI Store in conjunction with smaller speciality retail tenancies will provide a retail product diversity, enhanced competition and improved choice for food and grocery shopping similar to a full-line supermarket proposal would. To this end we request that a copy of the economic analysis that informed the Draft Master Plan is made publicly available.

ALDI supports the release of new retail land within the Centre (Block 6 Section 57) that is suitable for a new ALDI Store however the release of that land is identified as a long term vision term of the Draft Master Plan and does not address the current acute land shortage for ALDI to establish new stores within the ACT. In light of the broader significant difficulties experienced by ALDI in finding suitably zoned and operationally viable sites in the ACT we request the following amendments to the Draft Master Plan:

- Nominate a site within the Draft Master Plan that is suitable for a small format retail supermarket such as an ALDI Store that has a Gross Floor Area (GFA) of 1,500m².
- Vary the current restrictions within the Territory Plan Commercial Zones Development Code which currently place a 100m² GFA restrictions for shops in the CZ2 and 300m² GFA restrictions for shops in the CZ3 Zone.
- Bring forward the release of Block 6 Section 57 to allow the retail land to be available for a retail operator such as ALDI. If this is not feasible we request the Draft Master Plan nominates sites within the CZ1 Commercial Core zoned land that are suitable for a small format retail supermarket.



Obviously measures to address retail land availability would benefit not only ALDI but other small format retail operators.

We thank you for the opportunity to prepare a submission on behalf of ALDI Stores. ALDI is a key stakeholder within the ACT and is committed to supporting Government strategic policy direction that results in provision of new retail land and new opportunities for ALDI Stores with positive social and economic benefits to the community. We request that we are kept informed of the progress of the Draft Master Plan and advised of opportunities to make submissions for any future public exhibition periods.

8. Endnotes

1. Page 17 Mawson Group Centre Master Plan Community Engagement Report- Stage 1
2. Page 16 Mawson Group Centre Master Plan Community Engagement Report- Stage 1
3. Page 32 Mawson Group Centre Draft Master Plan
4. Page 15 Mawson Group Centre Master Plan Community Engagement Report- Stage 1
5. Page 16 Mawson Group Centre Master Plan Community Engagement Report- Stage 1
6. Note that the draft master plan – p.17 is in error: only two of the original four clubs now remain
7. AECOM Mawson Group centre – Infrastructure study
8. National Capital Plan, pages 18, 56 and 57.
9. National Capital Plan, pages 58.
10. National Capital Plan, page 58.
11. National Capital Plan, pages 57 and 58
12. Phillip Thompson, 2015's 'perfect storm' for Woden will be the public service exodus, Canberra Times, 23 February 2015.
13. Henry Belot, Business group fears lack of employment will see Woden become a ghost town, Canberra Times, 23 February 2015
14. Emma Kelly, Canberra retail sales slump amid public service cuts, Canberra Times, 1 October 2014.



LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

SELECT COMMITTEE ON ESTIMATES 2016-17

MR BRENDAN SMYTH MLA (CHAIR), MR JAYSON HINDER MLA (DEPUTY CHAIR), MS JOY BURCH MLA, MR STEVE DOSZPOT MLA

**ANSWER TO QUESTION TAKEN ON NOTICE
DURING PUBLIC HEARINGS**

Asked by Ms Lawder on 1 July 2016: Minister Gentleman took on notice the following question(s):

[Ref: Hansard Transcript 01-07-16 [PAGE: 1218]

In relation to Riverview nature reserve:

Ms Ekelund: And there is quite substantial wide reserve proposed along the river and the geography of the area is such that there is actually quite a scarp in some parts of the area—it is quite steep. Certainly the development that is proposed is on the higher land, away from the main corridor areas.

We have had our ecological staff walk with the Riverview consultants along the edge to define where the edge of the reserve should be. There has been agreement between our environmental experts and the environmental experts of the proponents about what areas should be protected inside that river corridor. I have a high level of confidence that the important areas will be protected and they will be sustainable in terms of being wide enough for the movement of those species.

MS LAWDER: The perimeter area ratio is over double that of Mount Ainslie which currently supports the Rosenberg's goanna. This is half of the area proposed. From what I have been told, it is not sufficient to support those species.

Mr Gentleman: I will take that on notice, get some more detail and come back to you.



INSTRUCTIONS FOR ANSWERING QUESTIONS TAKEN ON NOTICE (QTON):

1. Answers to QTONs should be lodged in signed hard copy (not emailed) to the Committee Support office within **5 working days of the hearing day when the question was taken on notice**. Day 1 is the first working day after the day of the hearing in which the question is taken on notice. *Example: If the question is taken on notice on Monday, the answer should be submitted by close of business the following Monday (even if the hearings for the portfolio stretch across several days).*
2. Where an answer provides a referral to sources of information in published documents, the answer should include the name of the document, the author and / or agency publishing the document, page number/s, and a hyperlink to the document, if applicable.
3. * Numbers assigned by Committee Support office

MINISTER GENTLEMAN: The answer to the Member's question is as follows:—

The biggest threats to the goanna are loss, fragmentation and degradation of habitat, destruction of termite mounds, and loss of adults to dogs and roadkill. There is high predation of hatchlings by cats, foxes and native birds.

Long-lived species like Rosenberg's Goanna are prone to appear secure long after the population is doomed, then suddenly vanish. They also tend to be particularly sensitive to adult mortality. The species has disappeared from all but one or possibly two of the reserves in Canberra Nature Park. For these and other reasons it is not clear whether the Mt Ainslie population provides a sound basis for inference about Riverview.

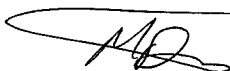
The proposed Riverview conservation area is 577 ha, and it is contiguous with 500 ha of habitat along the east bank of the Murrumbidgee and northern banks of the Molonglo River in the ACT and over a thousand hectares of habitat north in NSW. The goannas are likely to be able to cross both rivers readily, meaning the Riverview habitat is connected to many hundreds of kilometers of habitat across the Australian Alps and along the Murrumbidgee corridor. Thus the proposed conservation area is a small part of a large habitat complex in which multiple records of Rosenberg's Goannas have been recorded, including recently at Ginninderra Falls (within the NSW component of the Riverview conservation area).

The Riverview development will not result in further fragmentation of habitat or loss of termite mounds. It will have about 14.5km of urban residential boundary compared to the 9km of residential boundary that borders the 1289 ha Mt Ainslie-Mt Majura reserve. While the perimeter to area ratio is high in comparison to Mt Ainslie-Mt Majura it will have significant conservation measures in place, to reduce edge impacts, that do not apply to all or most of the Ainslie -Majura urban edge including :

- Cat containment;
- Fire asset protection measures occurring within the development area;
- No houses backing directly onto the habitat/ conservation area; and
- connection to the wider landscape that does not involve the crossing of any major roads

Approved for circulation to the Select Committee on Estimates 2016-17

Signature:



Date: 1/17/16

By the Minister for Planning and Land Management, Mick Gentleman



LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

SELECT COMMITTEE ON ESTIMATES 2016-17

MR BRENDAN SMYTH MLA (CHAIR), MR JAYSON HINDER MLA (DEPUTY CHAIR), MS JOY BURCH MLA, MR STEVE DOSZPOT MLA

**ANSWER TO QUESTION TAKEN ON NOTICE
DURING PUBLIC HEARINGS**



Asked by Mr Smyth on 1 July 2016 Minister Gentleman took on notice the following question(s):

[Ref: Hansard Transcript 01-07-2016 [PAGE 1222]]

In relation to Caring for Our Environment initiatives:

THE CHAIR: Could we have a reconciliation of caring for our environment; weed and vermin control, caring for our environment; Molonglo river reserve and caring for our environment, improving species and habitat protection. If you could break those down into the components?

Mr Gentleman: In relation to weeds, yes.

THE CHAIR: Then if we could have a summary, then, of what the weeds budget is likely for the next three or four years?

Mr Gentleman: Yes, sure.

MINISTER GENTLEMAN: The answer to the Member's question is as follows:—

- The invasive weeds budget for 2016/17 is \$2,185,259. This is made up of \$1,685,259 of recurrent funding and \$500,000 of one off initiative funding.
- Funds thus far identified for invasive weeds management for 2017/18 is estimated to be \$1,707,818.
- Funds thus far identified for invasive weeds management for 2018/2019 is estimated to be \$1,608,818.
- Note the 2017/18 and 2018/19 estimates do not account for budget initiatives that may arise subsequent to the 2016/17 Budget.

Approved for circulation to the Select Committee on Estimates 2016-17

Signature:

Date:

14/7/16

By the Minister for Planning and Land Management, Mick Gentleman

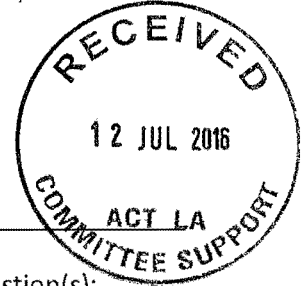


LEGISLATIVE ASSEMBLY
FOR THE AUSTRALIAN CAPITAL TERRITORY

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MR BRENDAN SMYTH MLA (CHAIR), MR JAYSON HINDER MLA (DEPUTY CHAIR), MS JOY BURCH MLA, MR STEVE DOSZPOT MLA

**ANSWER TO QUESTION TAKEN ON NOTICE
DURING PUBLIC HEARINGS**



Asked by Ms Burch on 1 July 2016: Minister Corbell took on notice the following question(s):

Ref: Hansard Transcript 01-07-16

PAGE 1230

In relation to the drying pad at Isabella Pond:

MS BURCH: Will you be moving the drying pad that sits right next to Isabella Pond? If it is a polluted water site and now you have got Monash Village within 50 metres of it I would suggest that possibly you consider that.

Mr Corbell: I am happy to take the question on notice, Ms Burch. I am not able to answer that specifically today but certainly I can take it on notice. Unfortunately I am not able to provide you with a detailed reconciliation of each of the individual project sites in Tuggeranong today. That information is publicly available online.

MS BURCH: It is, right.

Mr Corbell: But, I am sorry, I just do not have that information there in front of me. But I am happy to detail it in a question on notice if you prefer.

MINISTER CORBELL: The answer to the Member's question is as follows:—

A wetland is proposed for construction (as part of the ACT Basin Priority Project) on the edge of Isabella Pond. The wetland will remove sediments from stormwater that enters Lake Tuggeranong via Isabella Pond.

The proposed wetland is located downstream of the existing drying pad. Moving the drying pad is not part of works proposed as part of the ACT Basin Priority Project.

Approved for circulation to the Select Committee on Estimates 2016-17

Signature:

Date:

11.7.16

By the Minister for the Environment and Climate Change, Simon Corbell