



**ACT**  
Government

Environment, Planning and  
Sustainable Development

# Legislative Assembly Copy #1

Documents for presentation to the Legislative Assembly under  
section 79 of the *Planning and Development Act 2007*

## Variation to the Territory Plan No 345

Mawson Group Centre:  
Zone changes and amendments to the  
Mawson precinct map and code

April 2019

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Australian Capital Territory

# Planning and Development (Plan Variation No 345) Approval 2019

Notifiable instrument NI2019-

made under the

Planning and Development Act 2007, s 76 (Minister's powers in relation to draft plan variations)

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## 1 Name of instrument

This instrument is the *Planning and Development (Plan Variation No 345) Approval 2019*.

## 2 Approval of draft plan variation

(1) I approve under section 76 (2) (a) of the *Planning and Development Act 2007* the draft plan variation No 345 to the Territory Plan.

(2) In this section:

*draft plan variation No 345 to the Territory Plan* means the draft plan variation in the schedule.

  
Mick Gentleman MLA  
Minister for Planning and Land Management

28/3/2019

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**Schedule**

(See section 2(2))

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**ACT**  
Government

Environment, Planning and  
Sustainable Development

*Planning and Development Act 2007*

**Variation to the  
Territory Plan  
No 345**

Mawson Group Centre:  
Zone changes and amendments to the  
Mawson precinct map and code

March 2019

Final variation prepared under s76 of the  
*Planning and Development Act 2007*

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# **1. EXPLANATORY STATEMENT**

## **1.1 Background**

Variation 345 incorporates the recommendations of the Mawson group centre master plan, which has been undertaken as part of the ACT Government initiative for encouraging the rejuvenation of selected commercial centres, and to direct development within the centre over the next 10 to 20 years.

## **1.2 Summary of the Proposal**

The variation incorporates the recommendations of the approved Mawson group centre master plan into the Territory Plan to provide guidance on the desired built form and character of the centre as it develops into the future.

V345 retains the two storey height limit within the central area to retain solar access to the public squares and proposes higher development of four and six storeys to the east of Heard Street and six storeys to the west of Mawson Place. V345 also allows for development up to eight storeys near the south eastern corner of the Athllon Drive/Mawson Drive intersection as a marker development for the centre, as recommended by the approved master plan.

V345 rezones several areas in accordance with the approved master plan, including land along Athllon Drive proposed to be rezoned from suburban core residential and road reserve to high density residential and urban open space. The rezoning will increase the area of urban open space and ensure the existing shared path connecting Mawson to Woden town centre is retained.

V345 rezones the CZ3 services zone between Mawson Place and Athllon Drive to CZ2 business zone, and rezones the public carpark south of Mawson Place from PRZ1 urban open space to CZ3 services zone in accordance with the master plan recommendations to permit additional commercial development within the centre.

V345 also identifies main pedestrian areas within the centre and areas where active frontages are required, which provide interest and activity at the ground floor level. Locations where awnings are required for all weather protection for pedestrians are also nominated.

## **1.3 The National Capital Plan**

The *Australian Capital Territory (Planning and Land Management) Act 1988* established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (NCP) and to keep the NCP under constant review and to propose amendments to it when necessary.

The NCP, which was published in the Commonwealth Gazette on 21 January 1990 is required to ensure that Canberra and the Territory are planned and developed in accordance with their national significance. The Planning and Land Management Act 1988 also required that the Territory Plan is not inconsistent with the NCP.

In accordance with section 10 of the *Australian Capital Territory (Planning and Land Management) Act 1988*, the National Capital Plan defines the planning principles and policies for Canberra and the Territory, for giving effect to the object of the NCP and sets out the general policies to be implemented throughout the Territory, including the range and nature of permitted land uses.

It also sets out the detailed conditions of planning, design and development for areas that have special significance to the National Capital known as designated areas and identifies special requirements for the development of some other areas.

## **1.4 Site Description**

The subject area is the Mawson group centre and surrounding land, including the land located along Athllon Drive. The group centre is located almost 2 km south of Woden Town Centre, and adjacent to the intersection of Athllon Drive and Mawson Drive. The centre is bounded by Athllon Drive to the west, Mawson Drive to the north, Mountevans Street to the east and recreational spaces to the south.

Several community clubs are located between Heard Street and Mountevans Street, and large areas of surface parking are provided along Heard Street and the southern part of Mawson Place. A line of buildings containing cafes and take away food shops along the ground floor are located along the western side of Mawson Place, bookended by petrol stations at either end, with the eastern side of Mawson Place a mix of food retailing, shops and back of business loading areas.

Development in the centre is a mix of one and two storeys, with retail uses, restaurants, cafes and personal services at the ground floor and offices and indoor recreation uses above. The surrounding land to the south contains tennis courts and playing fields, with multi unit residential housing to the east and suburban core residential to the north that is predominately detached single dwellings. To the west are Athllon Drive and a large strip of unleased Territory land that has Yarralumla Creek running through it.

The land along Athllon Drive included in this draft variation is grassed land separated from existing single dwelling blocks to the east by trees and a shared path and separated from Athllon Drive to the west by Yarralumla Creek.

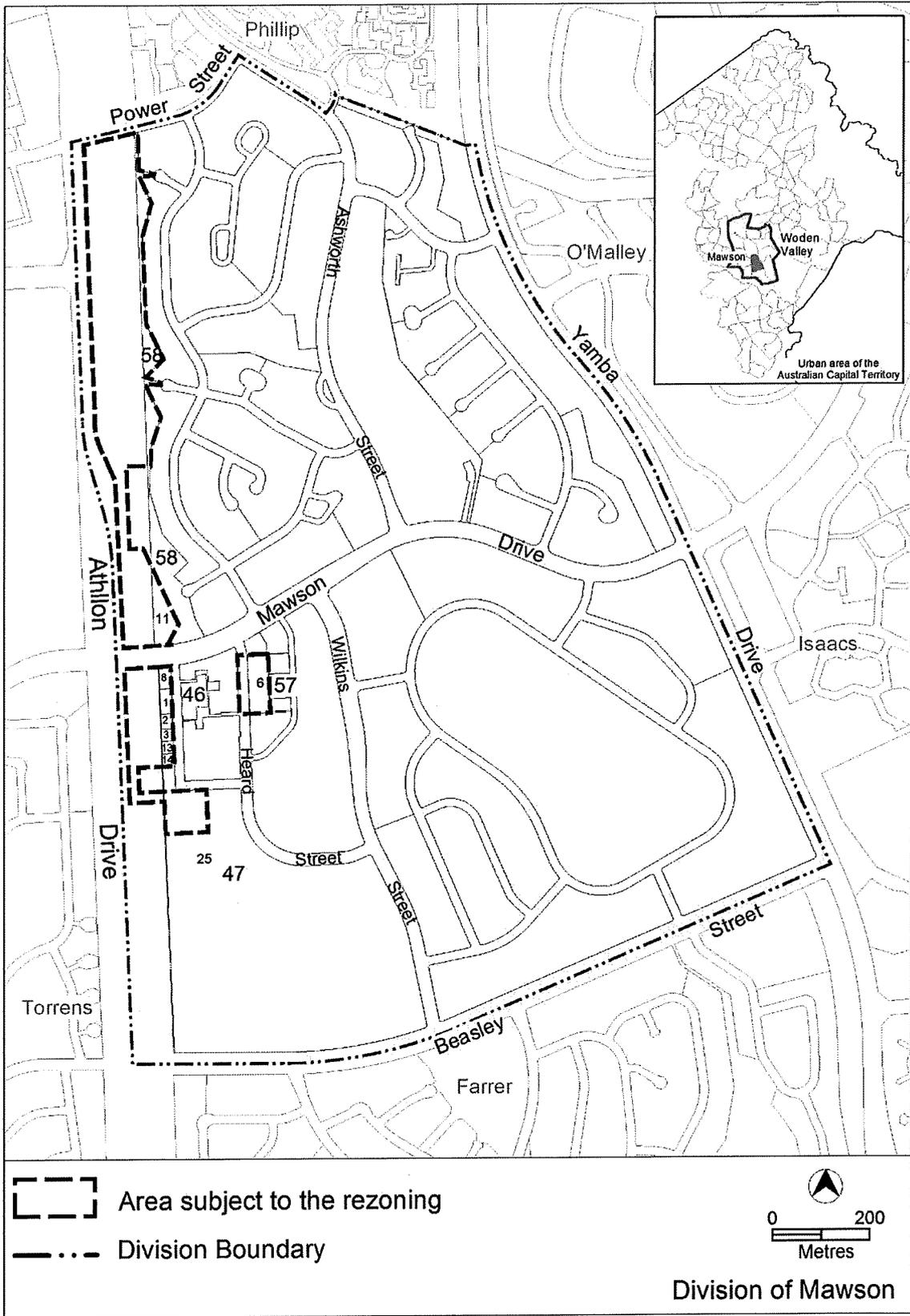


Figure 1: Location map and areas subject to rezoning

# 1.5 Current Territory Plan Provisions

The Territory Plan map for the area subject to this variation is shown in Figure 2.

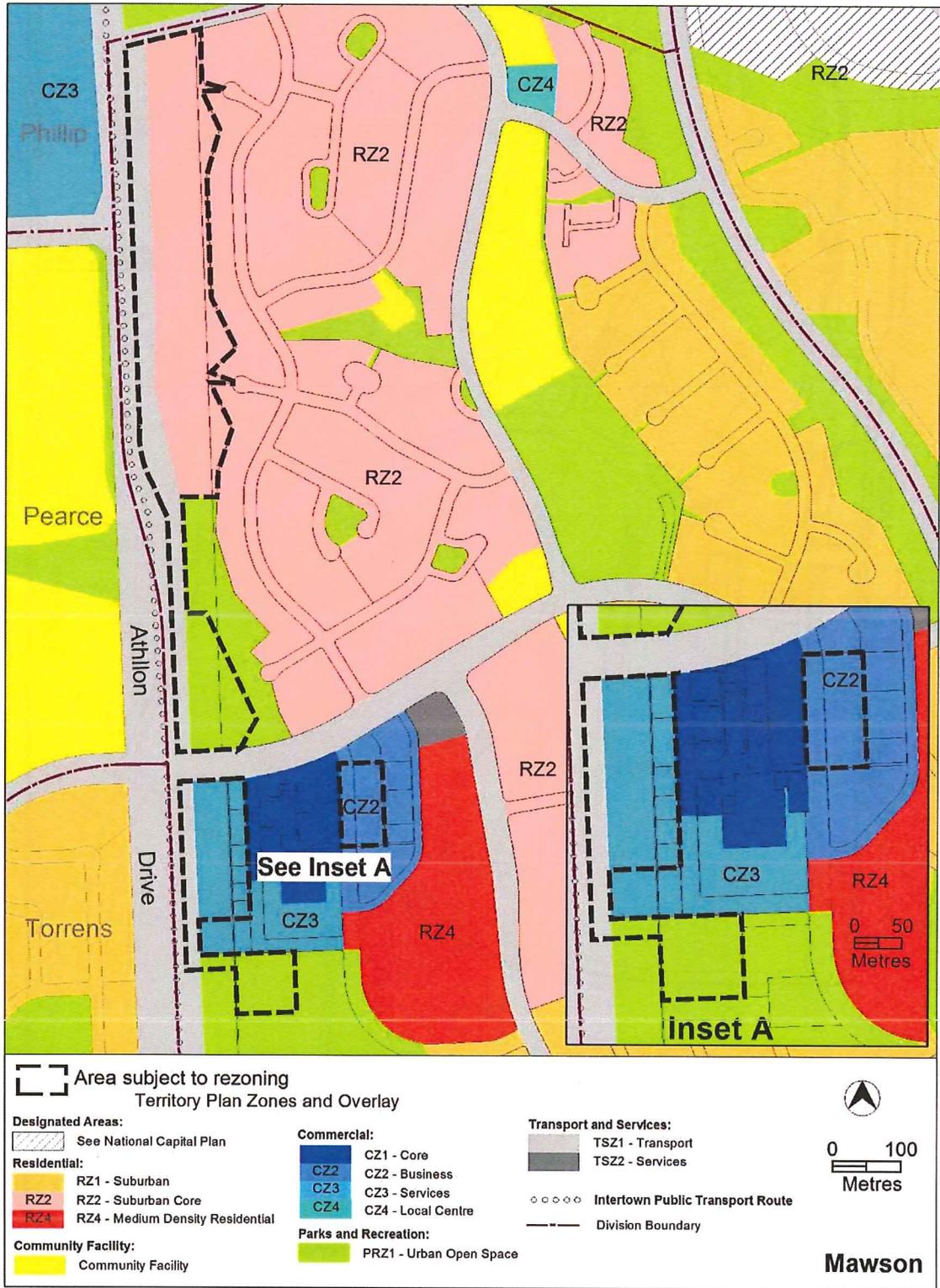


Figure 2: Territory Plan Zones Map

The central area is zoned CZ1 commercial core zone, with the CZ2 commercial business zone located to the east of Heard Street, and CZ3 commercial service trades zone to the west and south of the core zone. The Athllon Drive land is predominately zoned RZ2 suburban core residential towards Phillip, and PRZ1 urban open space adjacent to the group centre, while the transport corridor is zoned TSZ1 transport zone. The existing car park south of the centre is zoned PRZ1 urban open space.

The group centre is subject to the Commercial Zone development code and the Mawson precinct map and code, while the residential areas are subject to the Residential Zones Development code, Single Dwelling Housing development code and the Multi Unit Housing development code. The adjoining open space areas are subject to the Parks and Recreation Zone development code.

The general codes may also apply.

## 1.6 Changes to the Territory Plan

Detailed changes to the Territory Plan are noted in section 2 of this document.

## 1.7 Consultation on the Draft Variation

Draft Variation No 345 (DV345) was released for public comment between 3 March 2017 and 21 April 2017, with an extension to 2 June 2017. A consultation notice under section 63 of the *Planning and Development Act 2007* (P&D Act) was published on the ACT Legislation Register on 3 March 2017.

A total of 21 written submissions were received, which included 12 submissions from local residents, 4 submissions from local businesses, 3 submissions from community groups, 1 submission from a company with an interest in the centre, and 1 submission from a Member of the Legislative Assembly.

Main issues raised by submitters included:

- building heights, with views mixed between support for increased heights generally or in selected areas, and opposing views requesting lower building heights generally or in selected areas
- retention of the surface car parking areas and concern additional development will impact on parking
- retaining solar access to the central courtyard area and residential development
- mixed views of development along Athllon Drive with both support for increased density and opposition to increased density, particularly until the light rail route has been determined, and not at the intersection of Athllon drive and Mawson Drive
- mixed views on zoning with requests for additional rezonings to support additional commercial development, as well as requests for lower density zoning in selected areas
- comments on the condition of existing footpaths and requests to include active travel paths in the variation; and
- concerns with the impact of the light rail route on the outcomes of the variation

The above issues were considered and are detailed in a report on consultation, which is available at [www.act.gov.au/recommendedvariations](http://www.act.gov.au/recommendedvariations). No changes were made as a result of consultation.

## **1.8 Revisions to the Draft Variation Recommended to the Minister**

The following changes were made after consideration of the Legislative Assembly Standing Committee on Planning and Urban Renewal's report 6 of 2018:

- A new rule R5 and associated criterion C5 to ensure that people using the replacement public car parking, required where surface car parks are redeveloped, will be able to walk into and out of the car park directly to and from public space, rather than being directed into the development.
- A new rule R12 and associated criterion C12 (replacing the previously proposed criterion C23), requires new development to not overshadow the two main courtyards any more than an 8m high wall, to limit the extent of two storey development around the main public spaces.
- A new rule R21 and associated criterion C21 requires any redevelopment of the surface car park on block 17 section 46 to provide a new courtyard area along the southern end of the block that integrates with the existing pedestrian path. In addition, any building on the car park site will need to provide an active frontage facing the new courtyard area, and not excessively overshadow the courtyard.

## 2. VARIATION

### 2.1 Variation to the Territory Plan map

The Territory Plan map is varied as indicated in figure 3:

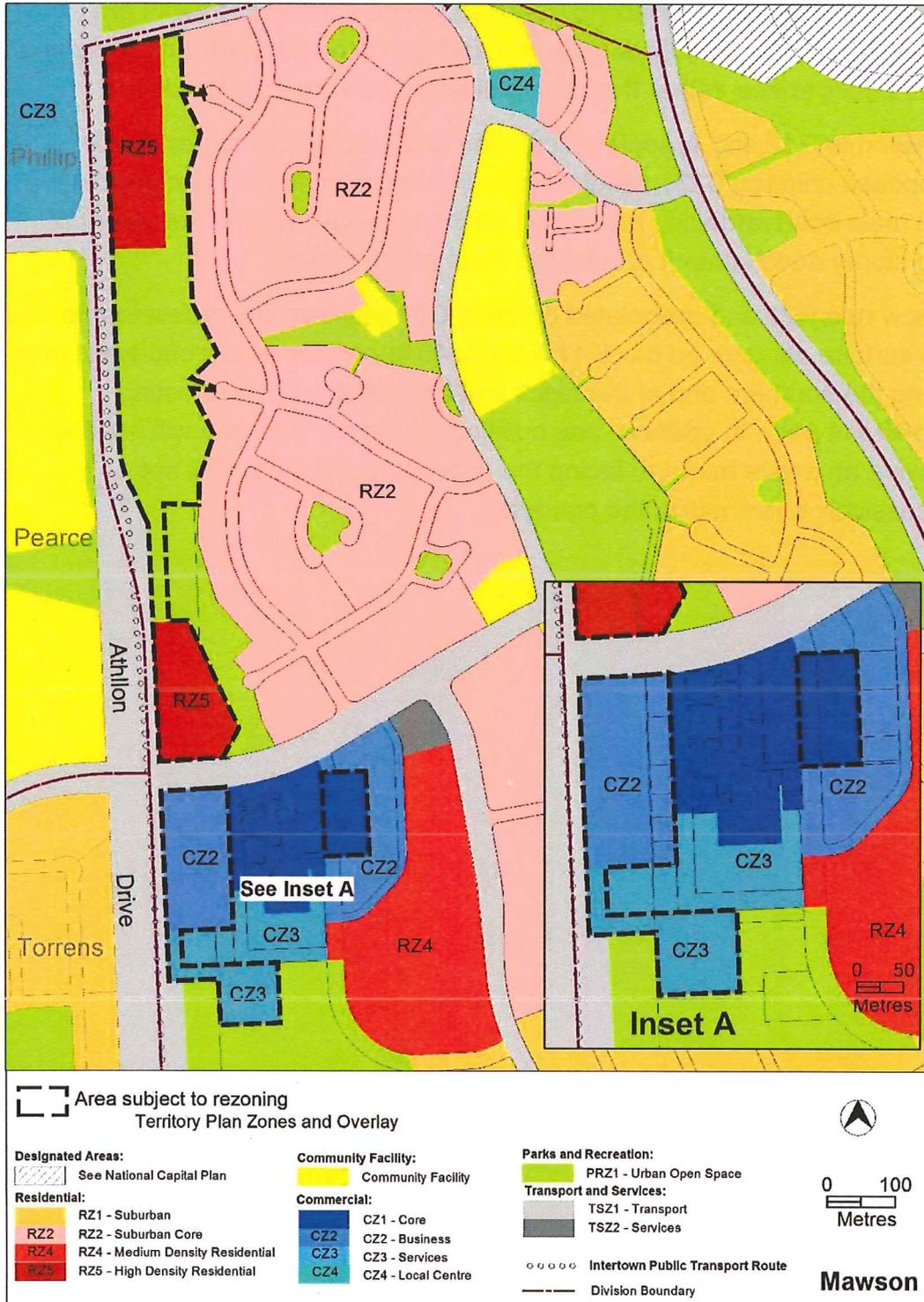


Figure 3: Areas subject to rezoning

## 2.2 Variation to the Territory Plan written document

The Territory Plan written document is varied as follows:

### Variation to the Mawson precinct map and code

<b>10. Precinct maps and codes, Mawson precinct map and code</b>
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*Substitute all of the following with the nominated attachments*

Mawson precinct map – Attachment A

Mawson precinct code, RC1 – Mawson Group Centre (Southlands) – Attachment B

*insert after RC1*

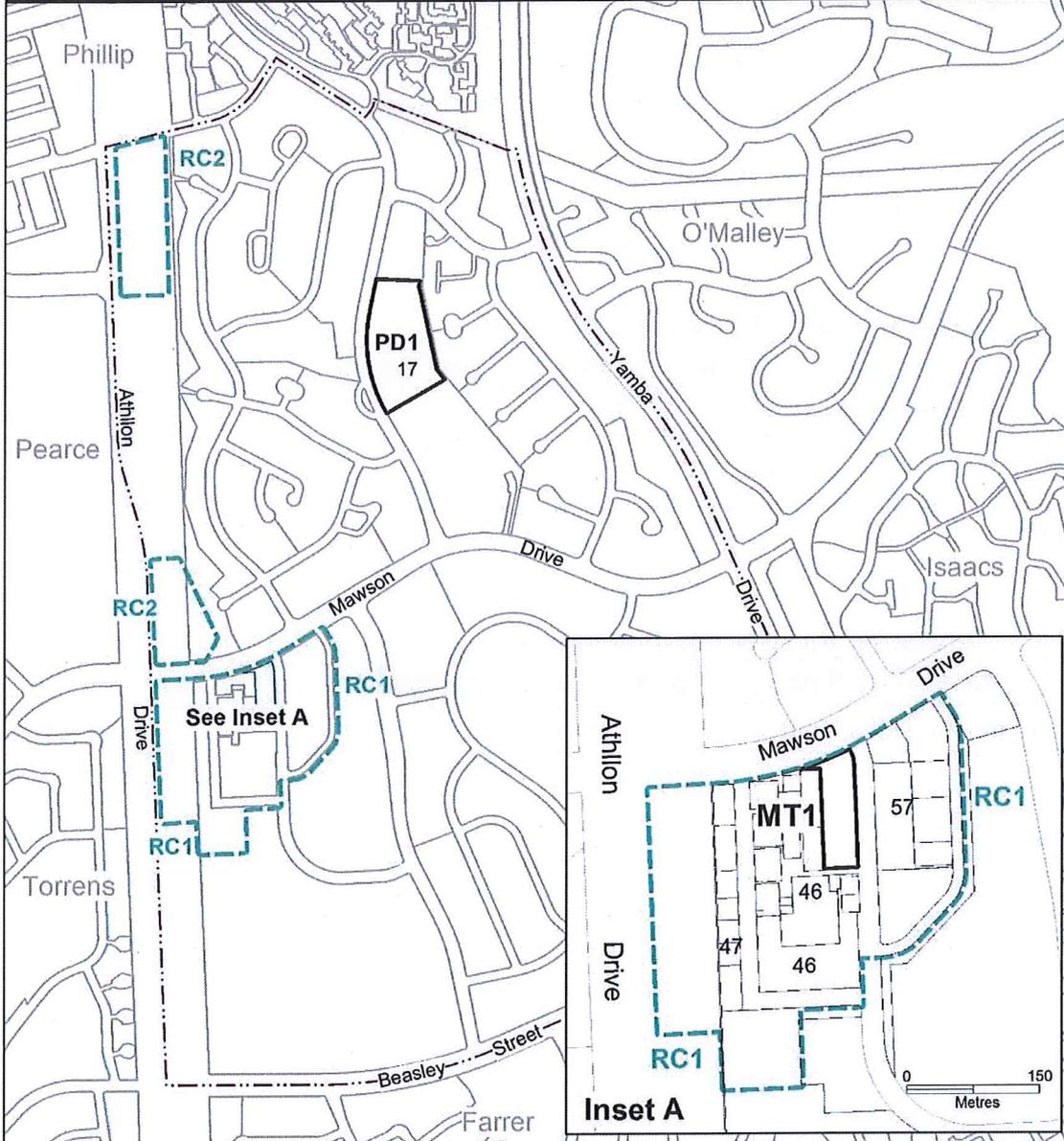
Mawson precinct code, RC2 – Athllon Drive Corridor – Attachment C

## Interpretation service

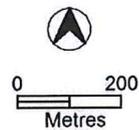
ENGLISH	If you need interpreting help, telephone:
ARABIC	: إذا احتجت لمساعدة في الترجمة الشفوية ، إتصل برقم الهاتف :
CHINESE	如果你需要传译员的帮助，请打电话：
CROATIAN	Ako trebate pomoć tumača telefonirajte:
GREEK	Αν χρειάζεστε διερμηνέα τηλεφωνήσετε στο
ITALIAN	Se avete bisogno di un interprete, telefonate al numero:
MALTESE	Jekk għandek bżonn l-għajjnuna t'interpretu, ċempel:
PERSIAN	: اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
PORTUGUESE	Se você precisar da ajuda de um intérprete, telefone:
SERBIAN	Ako vam je potrebna pomoć prevodioca telefoniрајте:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacımız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

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# Mawson Precinct Map



- PDn** Additional prohibited development applies see Table 1
- MTn** Additional merit track development applies see Table 2
- RCn** Additional rules and criteria apply see Mawson Precinct Code



# Assessment Tracks

The following tables identify the additional prohibited development and additional merit track development for blocks and parcels shown in the Mawson Precinct Map (identified as PDn or MTn). Development that is exempt from requiring development approval, other prohibited development and the minimum assessment track applicable to each development proposal is set out in the relevant zone development table.

The following tables constitute part of the relevant zone development table.

**Table 1 – Additional prohibited development**

Additional prohibited development		
Suburb precinct map label	Zone	Development
PD1	CFZ	<i>retirement village supportive housing</i>

**Table 2 – Additional merit track development**

Additional merit track development that may be approved subject to assessment		
Suburb precinct map label	Zone	Development
MT1	CZ1	<i>industrial trades municipal depot store</i>

## Additional rules and criteria

This part applies to blocks and parcels identified in the Mawson Precinct Map (RCn). It should be read in conjunction with the relevant zone development code and related codes.

### RC1 – Mawson Group Centre (Southlands)

This part applies to blocks and parcels identified in area RC1 shown on the Mawson Precinct Map. RC1 includes the Mawson Group Centre.

#### Element 1: Use

Rules	Criteria
<b>1.1 Ground floor use</b>	
<p>R1</p> <p>This rule applies to sites in CZ1 with boundaries to primary active frontages shown in figure 1.</p> <p>Only the following uses are permitted along the primary active frontage at the ground floor level:</p> <ul style="list-style-type: none"> <li>a) <i>business agency</i></li> <li>b) <i>club</i></li> <li>c) <i>community activity centre</i></li> <li>d) <i>drink establishment</i></li> <li>e) <i>financial establishment</i></li> <li>f) <i>hotel</i></li> <li>g) <i>indoor entertainment facility</i></li> <li>h) <i>indoor recreation facility</i></li> <li>i) <i>public agency</i></li> <li>j) <i>restaurant</i></li> <li>k) <i>SHOP</i></li> </ul>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R2</p> <p>There is no applicable rule.</p>	<p>C2</p> <p>This criterion applies to sites in CZ2 and CZ3 with boundaries to primary active frontage shown in figure 1.</p> <p>Buildings incorporate uses on the ground floor that generate activity in the adjoining public space.</p>

Rules	Criteria
<b>1.2 Industrial trades, municipal depot and store</b>	
<p>R3</p> <p>This rule applies to the area shaded grey in figure 1.</p> <p>One or more of the following uses are permitted only in association with a structured <i>car park</i>:</p> <ul style="list-style-type: none"> <li>a) <i>industrial trades</i></li> <li>b) <i>municipal depot</i></li> <li>c) <i>store</i>.</li> </ul>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>1.3 Development on nominated car parking areas</b>	
<p>R4</p> <p>This rule applies to the areas shaded grey shown in figure 2.</p> <p>Development complies with all of the following:</p> <ul style="list-style-type: none"> <li>a) the existing number of car parking spaces is retained on the site and made available for public use at all times</li> <li>b) provides car parking that is generated by the development on site in accordance with the <i>Parking and Vehicular Access General Code</i> in addition to the spaces required by item a).</li> </ul>	<p>C4</p> <p>Development achieves all of the following:</p> <ul style="list-style-type: none"> <li>a) any additional parking provision requirements (under the <i>Parking and Vehicular Access General Code</i>) for the development</li> <li>b) makes a substantial contribution to the long term publicly accessible parking supply at the group centre.</li> </ul>
<p>R5</p> <p>This rule applies to the areas shaded grey shown in figure 2.</p> <p>Development provides an unimpeded, permanently open pedestrian path of travel from at least one boundary adjoining a key pedestrian route, shown in figure 1, to the public car parking spaces within the development.</p>	<p>C5</p> <p>Development ensures users of the public car parking have suitable direct and unimpeded pedestrian access to and from the public realm at all times.</p>
<p>R6</p> <p>This rule applies to development on the park and ride facility located at the south eastern corner of the Athllon Drive and Mawson Drive intersection.</p> <p>Development ensures the existing number of car parking spaces is retained on the site and made available for public use at all times as a park and ride facility.</p>	<p>C6</p> <p>Any proposal to relocate the park and ride facility and/or amend the number of publicly available car parking spaces must include written endorsement from Transport Canberra and City Services.</p>

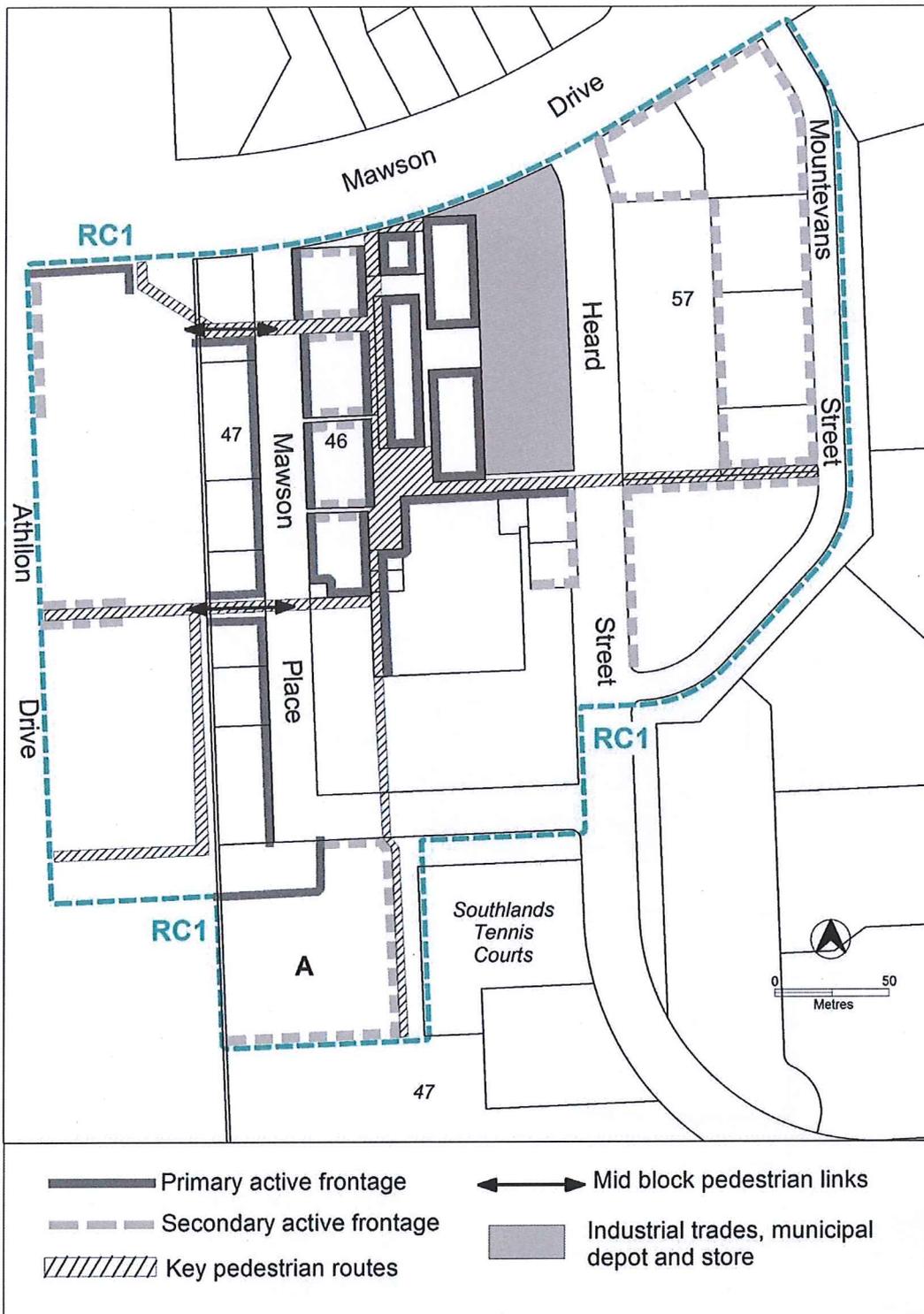


Figure 1

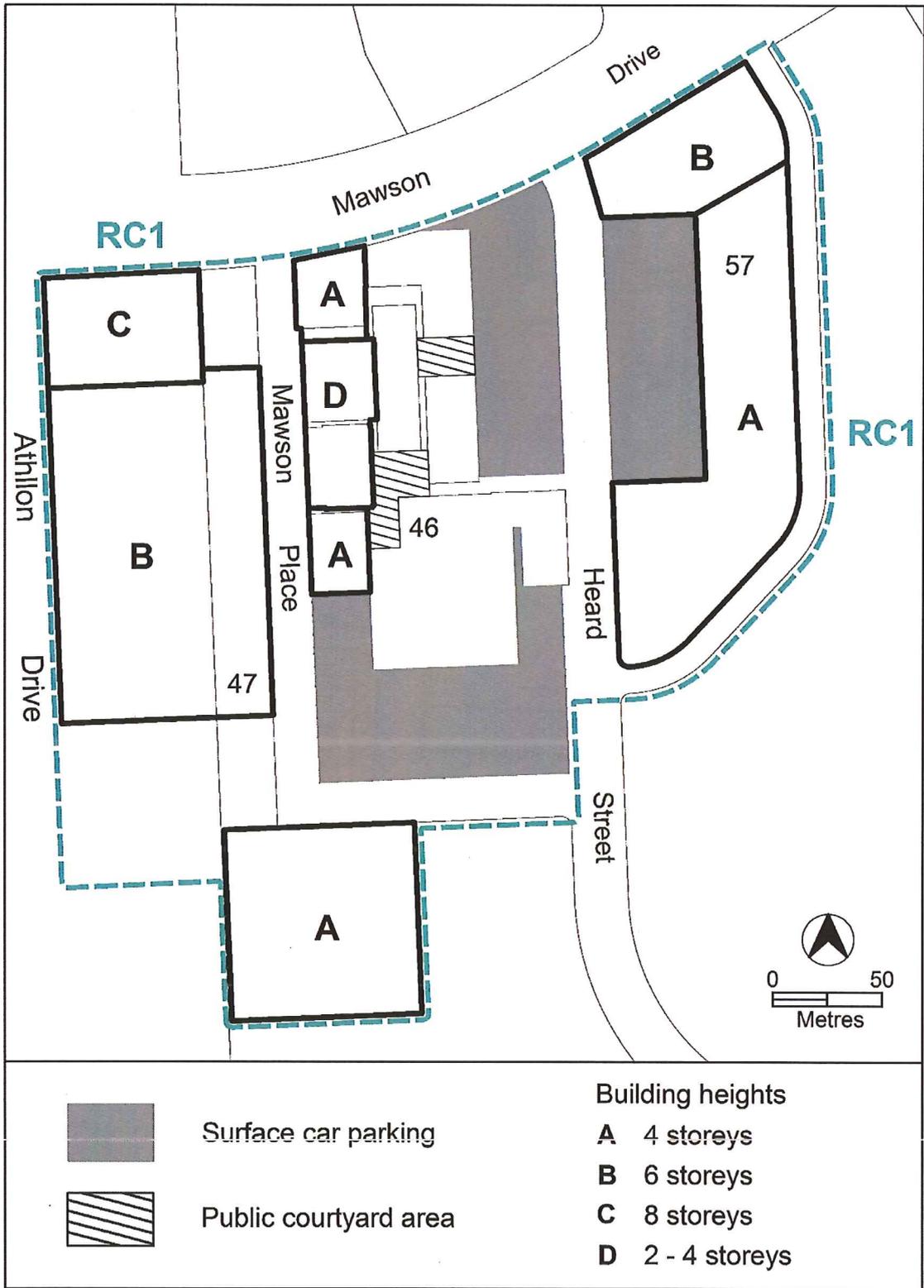


Figure 2

Rules	Criteria
<b>1.4 Residential use</b>	
<p>R7</p> <p>This rule applies to development with primary active frontage as identified in figure 1.</p> <p><i>Dwellings</i> are not permitted at the ground floor level.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

## Element 2: Buildings

Rules	Criteria
<b>2.1 Building heights</b>	
<p>R8</p> <p>The maximum <i>height of building</i> is two <i>storeys</i>, except for the following areas shown in figure 2:</p> <p>a) area A: maximum <i>height of building</i> is four <i>storeys</i></p> <p>b) area B: maximum <i>height of building</i> is six <i>storeys</i></p> <p>c) area C: maximum <i>height of building</i> is eight <i>storeys</i>.</p> <p>Plant room set back a minimum of 3m from the building facade of the floor immediately below is not included in the number of <i>storeys</i>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R9</p> <p>The maximum <i>height of building</i> for area D shown in figure 2 is two <i>storeys</i>.</p>	<p>C9</p> <p>The maximum <i>height of building</i> may be increased to up to four <i>storeys</i> where development retains reasonable solar access to the adjoining public square to the east between the hours of 12pm to 2pm during 21 June (winter solstice).</p>
<b>2.2 Built form</b>	
<p>R10</p> <p><i>Buildings</i> are built to the <i>front boundary</i> at ground level. Above ground floor level, the minimum front setbacks are:</p> <p>a) 0m up to three <i>storeys</i> above datum ground level</p> <p>b) 3m for the portion of development above three <i>storeys</i> up to eight <i>storeys</i>.</p>	<p>C10</p> <p>Building setbacks:</p> <p>a) contribute to the pedestrian orientated environment</p> <p>b) do not prejudice the future development of adjoining sites</p> <p>c) provide a reduction of the visual bulk and potential overshadowing impacts of taller buildings</p> <p>d) allow for light penetration, air circulation and privacy.</p>

Rules	Criteria
<p>R11</p> <p>Block 8 and block 3 section 47, or the blocks resulting from the <i>consolidation</i> of either <i>block</i> with at least one other adjoining <i>block</i>, provides the mid block pedestrian link shown in figure 1 as part of any redevelopment, <i>consolidation</i> or <i>subdivision</i> of the <i>block</i>.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R12</p> <p>This rule applies to development in section 46. Buildings, excluding awnings, do not overshadow the hatched courtyard areas identified in figure 2 beyond the shadow cast by a notional 8m high wall measured from the <i>datum ground level</i> at the boundary adjoining the public realm.</p>	<p>C12</p> <p>Development provides reasonable solar access to public and private areas of open space during winter months.</p>
<p>R13</p> <p>This rule applies to development in section 47 and section 57 directly adjoining the mid block pedestrian links shown in figure 1.</p> <p>The minimum side setbacks to development along the mid block pedestrian link is:</p> <ul style="list-style-type: none"> <li>a) 3 m for the first three storeys above datum ground level</li> <li>b) 5m for the portion of development above three storeys up to six storeys.</li> </ul>	<p>C13</p> <p>Building setbacks:</p> <ul style="list-style-type: none"> <li>a) provide a reduction of the visual bulk and potential overshadowing impacts of taller buildings to the mid block pedestrian links</li> <li>b) allow for light penetration, air circulation and privacy.</li> </ul>
<p>R14</p> <p>This rule applies to residential development along primary active frontages shown in figure 1. Development includes balconies and/or windows to main living areas addressing the street and public spaces.</p>	<p>C14</p> <p>Residential development provides opportunities for passive surveillance of public spaces.</p>
<p>R15</p> <p>This rule applies to CZ1 and CZ2.</p> <p>The minimum floor to ceiling height at ground level is 3.6m.</p>	<p>C15</p> <p>Floor to ceiling heights:</p> <ul style="list-style-type: none"> <li>a) contribute to natural ventilation</li> <li>b) promote penetration of daylight</li> <li>c) are adaptable for commercial use.</li> </ul>

Rules	Criteria
<p>R16</p> <p>This rule applies to development in area A in figure 1.</p> <p>Buildings, excluding basement and/or awnings are set back a minimum of 15m from the western boundary of block 17 section 47.</p>	<p>C16</p> <p>Development ensures a strong physical and visual connection from Mawson Place to the Mawson District Playing Fields.</p>
<p>R17</p> <p>There is no applicable rule.</p>	<p>C17</p> <p>Structured car parks and podium car parks comply with the following:</p> <ul style="list-style-type: none"> <li>a) provide high quality architectural finishes to facades addressing public spaces</li> <li>b) where publicly accessible parking is provided, ensures pedestrian access and egress directly to public land.</li> </ul>
<p><b>2.3 Pedestrian routes</b></p>	
<p>R18</p> <p>This rule applies to the blocks containing the mid block pedestrian links shown in figure 1.</p> <p>Redevelopment and/or subdivision:</p> <ul style="list-style-type: none"> <li>a) provides proposed mid block pedestrian links as uncovered open laneways in the locations indicated</li> <li>b) retains the existing pedestrian routes.</li> </ul>	<p>C18</p> <p>Redevelopment and/or subdivision are consistent with the pattern of existing and proposed pedestrian links at the locations shown in figure 1.</p>
<p>R19</p> <p>This rule applies to the blocks containing the mid block pedestrian links shown in figure 1.</p> <p>The mid block pedestrian links comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) minimum unobstructed width is 6m</li> <li>b) remain publicly accessible at all times</li> <li>c) for new mid block pedestrian links, signage at each end identifying the connection provided.</li> </ul>	<p>C19</p> <p>Pedestrian connections achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) sufficient width for pedestrian movement</li> <li>b) continuous public access</li> <li>c) identification of the available connection.</li> </ul>
<p>R20</p> <p>Key pedestrian routes shown in figure 1 are publicly accessible at all times, and comply with the requirements of the Crime Prevention Through Environmental Design general code.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
<p>R21</p> <p>This rule applies to the area shaded grey shown in figure 1.</p> <p>Redevelopment and/or subdivision provides an open public courtyard space that complies with all of the following:</p> <ul style="list-style-type: none"> <li>a) is publicly accessible at all times</li> <li>b) is located at the southern end of the site and integrates with the adjoining key pedestrian route</li> <li>c) has a minimum north-south dimension of 14m measured from the southern boundary of the shaded area, and</li> <li>d) extends the width of the shaded area measuring east-west.</li> </ul> <p>In addition, any building adjoining the open public courtyard:</p> <ul style="list-style-type: none"> <li>a) treats the façade facing the courtyard as a primary active frontage as described elsewhere in this code; and</li> <li>b) does not overshadow the courtyard area beyond the shadow cast by a notional 8m high wall measured from the <i>datum ground level</i> at the boundary adjoining the courtyard, excluding awnings.</li> </ul>	<p>C21</p> <p>Redevelopment and/or subdivision provide a publicly accessible courtyard to the south of the site that integrates with the existing public spaces and is fronted by windows, active uses and publicly accessible entrances.</p>
<b>2.4 Active frontages</b>	
<p>R22</p> <p>For buildings located along primary active frontage areas identified in figure 1, ground floor frontages and building design comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) buildings incorporate clear display windows and shop fronts at the ground level</li> <li>b) buildings incorporate direct pedestrian access at grade with the verge level for access and egress for persons with disabilities</li> <li>c) any small areas of walls without windows contain displays, showcases and/or public art, with a maximum of 30% blank frontage per tenancy.</li> </ul>	<p>C22</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) direct pedestrian access from main pedestrian areas</li> <li>b) avoid extensive lengths of blank walls unrelieved by doors, display windows or the like.</li> </ul>
<p>R23</p> <p>For buildings located along secondary active frontage areas identified in figure 1:</p>	<p>C23</p> <p>Development at ground level achieves all of the following:</p>

Rules	Criteria
<p>a) ground floor commercial building frontages incorporate:</p> <ul style="list-style-type: none"> <li>i) clear display windows and shop fronts at the ground floor level; and</li> <li>ii) direct pedestrian access at grade for access and egress for persons with disabilities.</li> </ul> <p>b) ground floor residential building frontages incorporate:</p> <ul style="list-style-type: none"> <li>i) a separate access point for each ground floor dwelling; and</li> <li>ii) commercial adaptable front facades.</li> </ul>	<ul style="list-style-type: none"> <li>a) is adaptable for commercial uses</li> <li>b) where building access is provided, direct pedestrian access at street level</li> <li>c) provide opportunities for views into and out of the building.</li> </ul>
<b>2.5 Awnings</b>	
<p>R24</p> <p>This rule applies to buildings fronting primary active frontage areas shown in figure 1.</p> <p>Buildings incorporate colonnades or awnings along the entire length of the building façade adjoining the front boundary, with a minimum height clearance of 3.2m, and a maximum height clearance of 4.3m.</p> <p>NOTE:- Only cantilevered awnings (without posts) may be located outside of leased block boundaries. Colonnades (with support posts or columns) must be located within leased block boundaries.</p>	<p>C24</p> <p>Continuous all weather pedestrian shelter is provided in a form compatible with existing awnings or colonnades.</p>
<b>2.1 Screening</b>	
<p>There is no applicable rule.</p>	<p>C25</p> <p>Waste collection areas are screened from public view.</p>
<b>2.2 Separation to playing fields</b>	
<p>R26</p> <p>This rule applies to development in area 'A' shown in figure 1.</p> <p>Development provides a minimum 30m separation from the district playing fields.</p>	<p>C26</p> <p>Development within 30m of the district playing fields will be referred to the agency responsible for sportsground management, and its advice considered before the determination of the application.</p>

## RC2 – Athllon Drive Corridor

This part applies to blocks and parcels identified in area RC2 shown on the Mawson Precinct Map.

### Element 3: Built form

Rules	Criteria
<b>3.1 Number of storeys</b>	
<p>R27</p> <p>This rule applies to development in area 'a' and area 'b' shown in figure 3.</p> <p>The maximum number of <i>storeys</i> is:</p> <p>a) for area 'a'- 3, except where within 25m of the front boundary addressing Athllon Drive road reserve, where the maximum number of <i>storeys</i> is 6</p> <p>b) for area 'b'- 4, except where within 35m of the front boundary adjoining Athllon Drive or Mawson Drive road reserve, where the maximum number of <i>storeys</i> is 6.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>3.2 Setback</b>	
<p>R28</p> <p>This rule applies to development in area 'b' shown in figure 3.</p> <p>The minimum front setback to Athllon Drive boundary is 10m.</p>	<p>C28</p> <p>Building frontages to Athllon Drive provide a landscaped setting.</p>
<b>3.3 Open space interface</b>	
<p>R29</p> <p>This rule applies to area 'a' in figure 3.</p> <p>Development along the open space shared path provides all of the following:</p> <p>a) addresses the open space with windows to habitable rooms, balconies and areas of open space adjoining the shared boundary</p> <p>b) openings for pedestrian access to the open space shared path.</p>	<p>C29</p> <p>Development provides passive surveillance and pedestrian access to the shared path open space area.</p>
<b>3.4 Vehicle access</b>	
<p>R30</p> <p>This rule applies to area 'a' in figure 3.</p> <p>Development incorporates the indicative road layout.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

## Element 4: Heritage

4.1 Potential archaeological deposits	
There is no applicable rule.	C31 Development applications will be referred to the ACT Heritage Council, and its advice considered before the determination of the application.

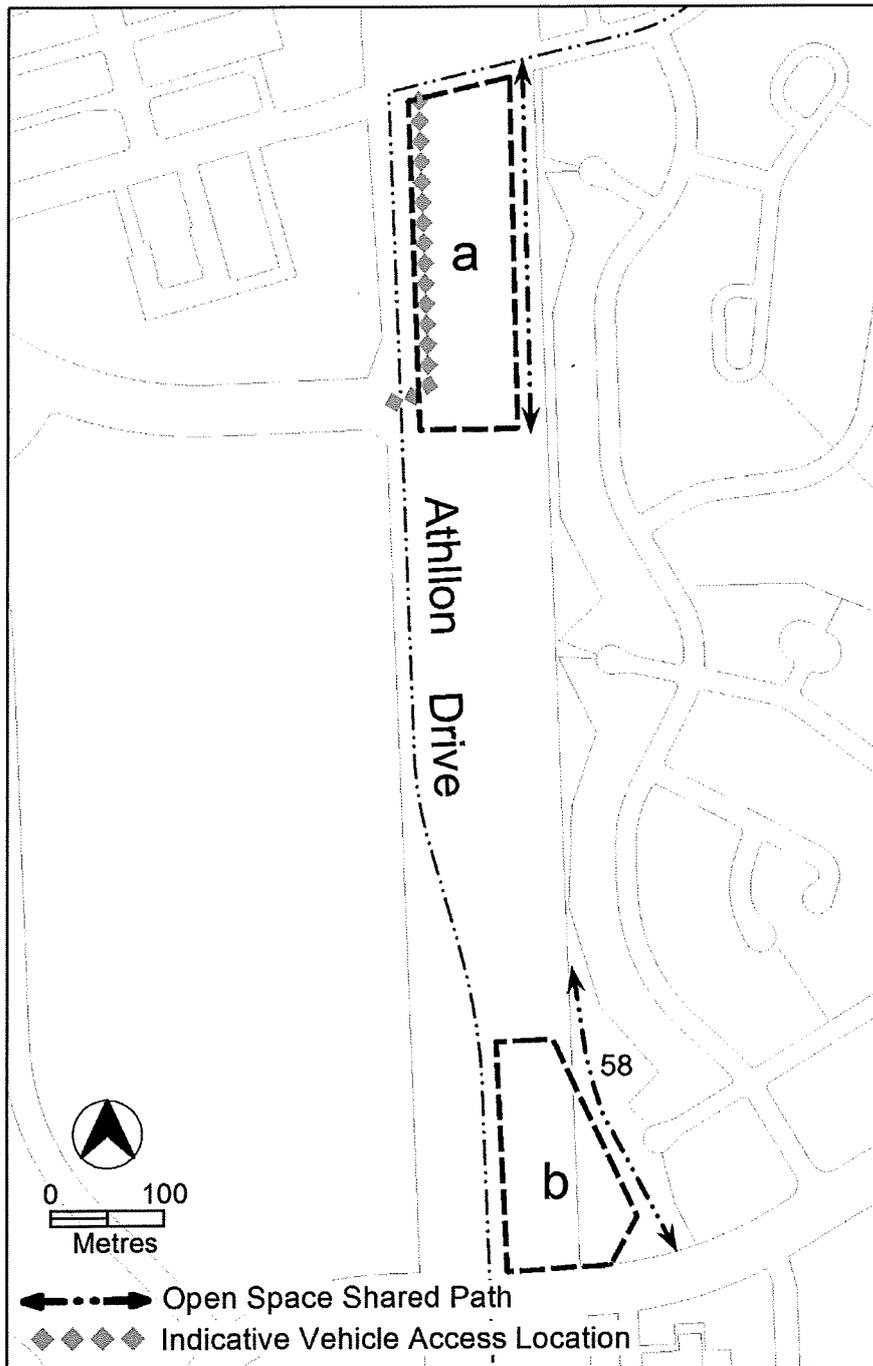


Figure 3





**ACT**  
Government  
Environment and Planning

# 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](http://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.







## 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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# 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

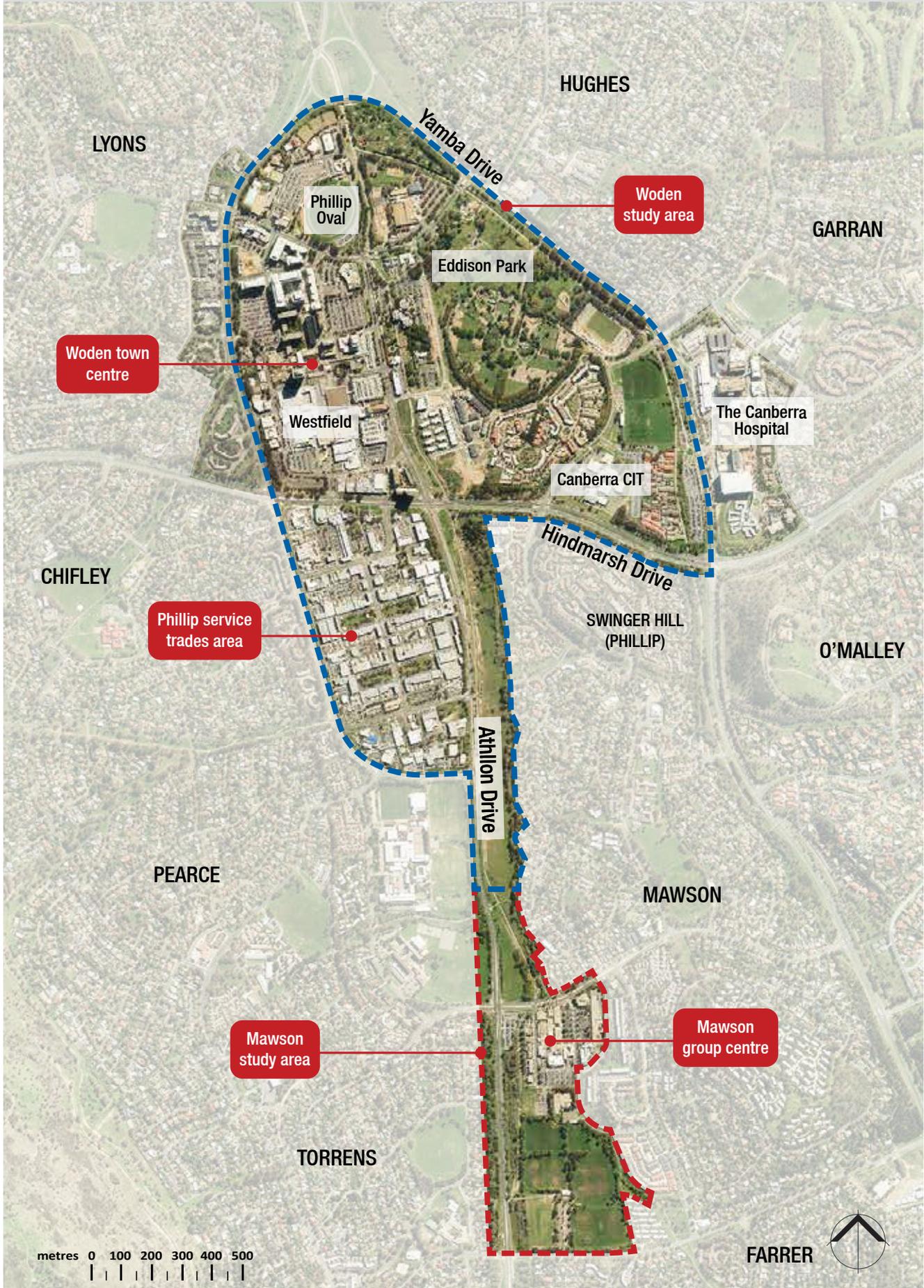




Figure 2: The Mawson Group Centre Master Plan study area

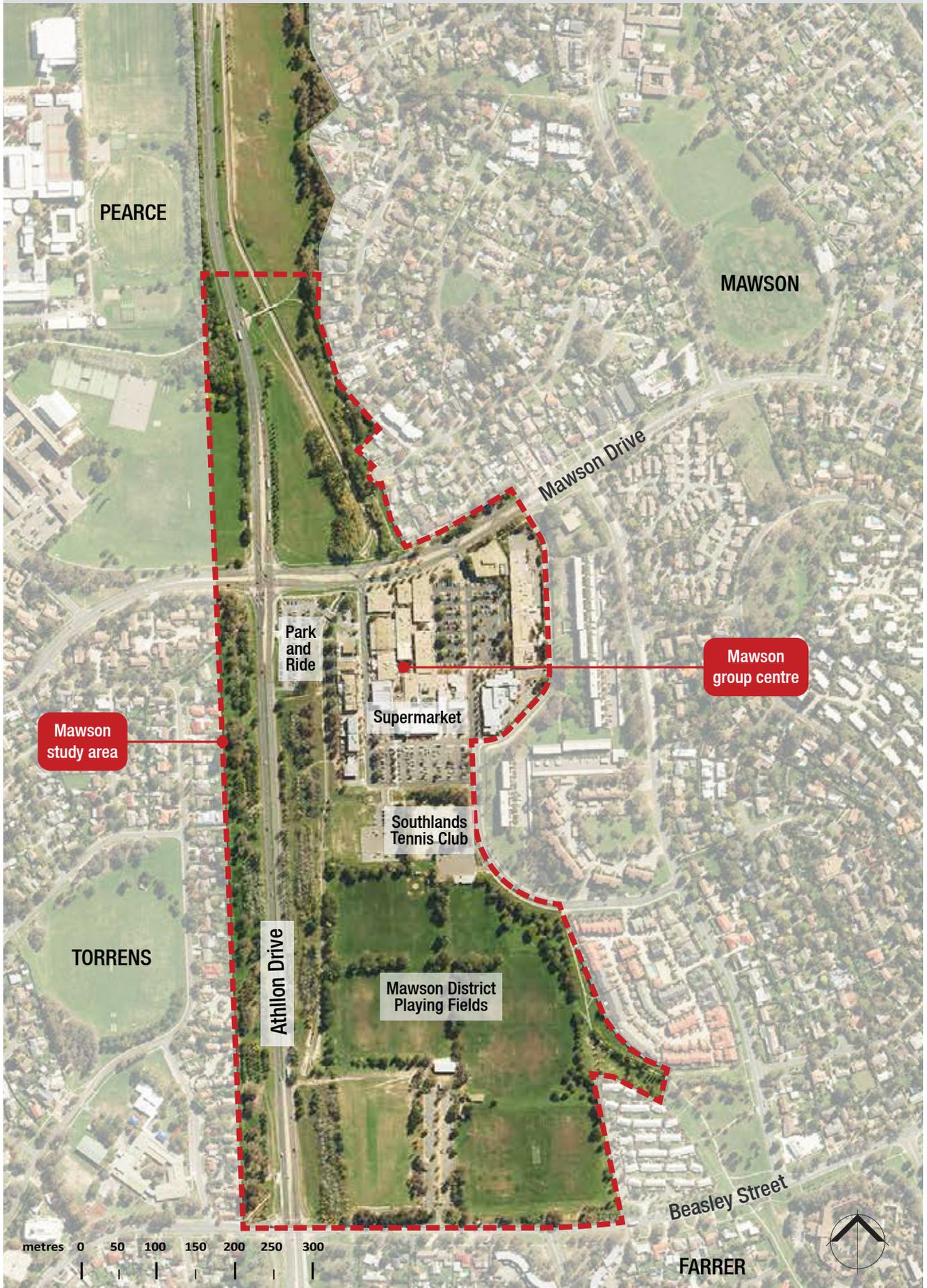
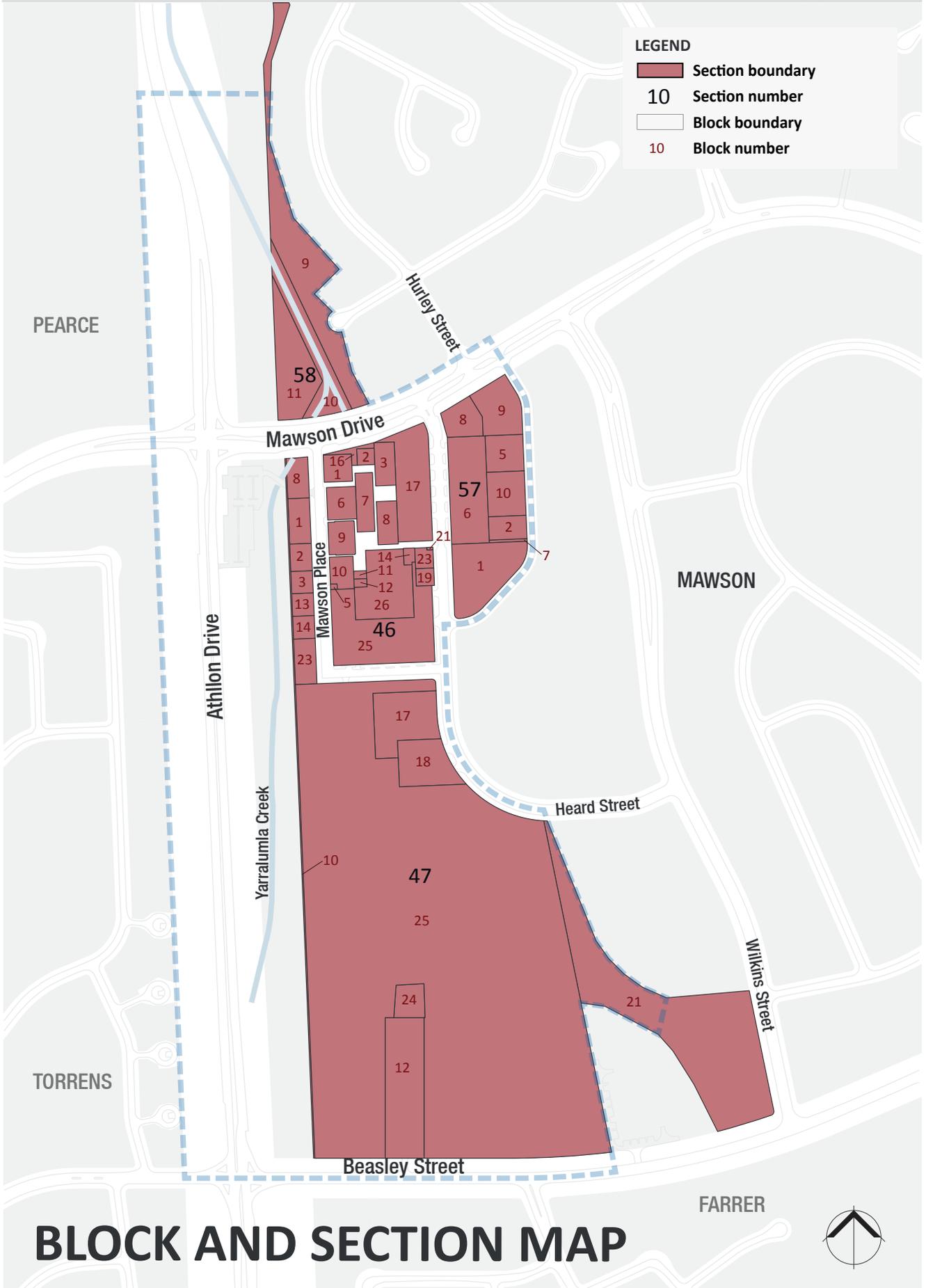




Figure 3: Block and section map





### 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](http://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.

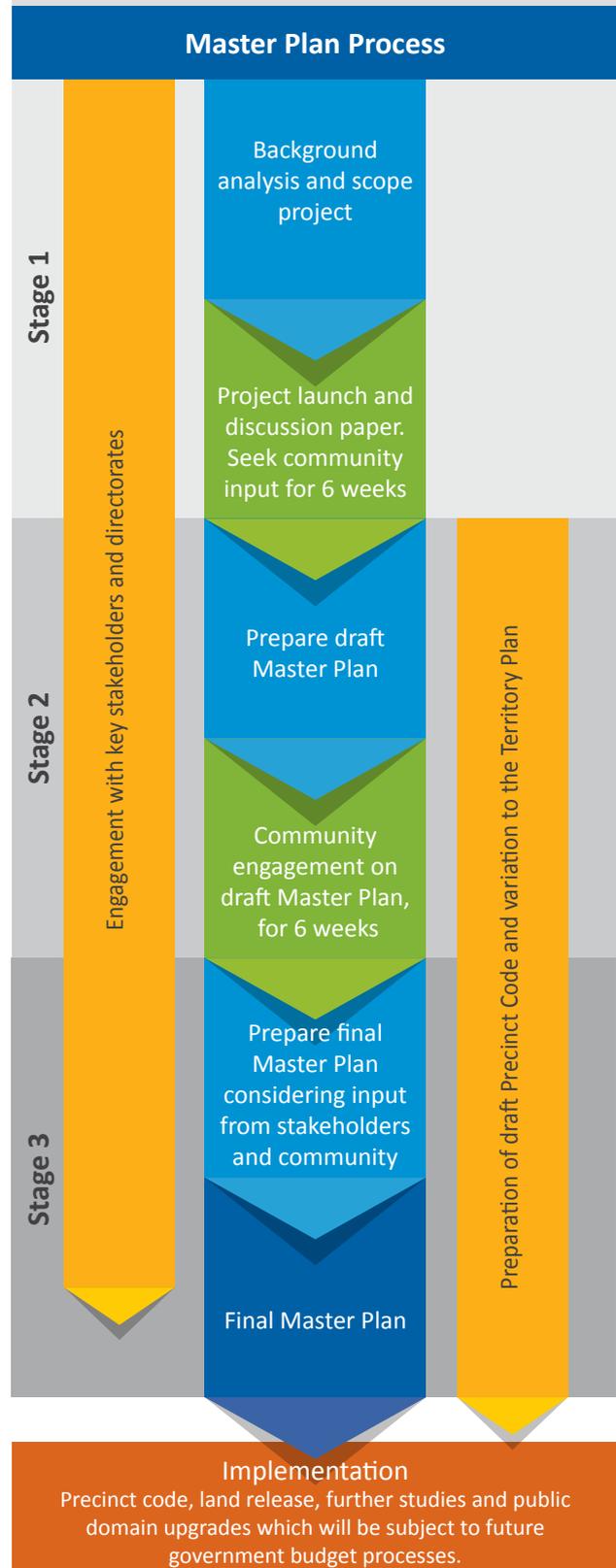
The draft master plan represented Stage 2 of the process. Feedback on the draft master plan was sought from stakeholders and the community and used to inform Stage 3, the development of this final master plan. The implementation of the master plan may include new planning controls in the form of a precinct 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](http://www.act.gov.au/wodenandmawson)

Figure 4: The master plan process









## 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.

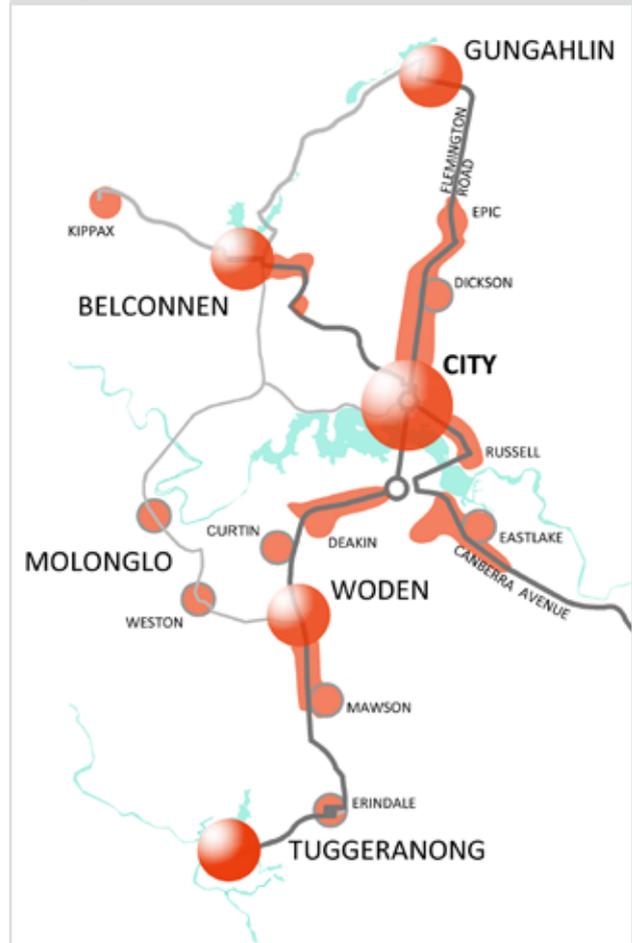
The ACT Planning Strategy's first direction is of particular relevance to this process and promotes a more compact and efficient city by focussing urban growth in town centres, around group centres and along main transit corridors, as illustrated in Figure 5.

#### 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.

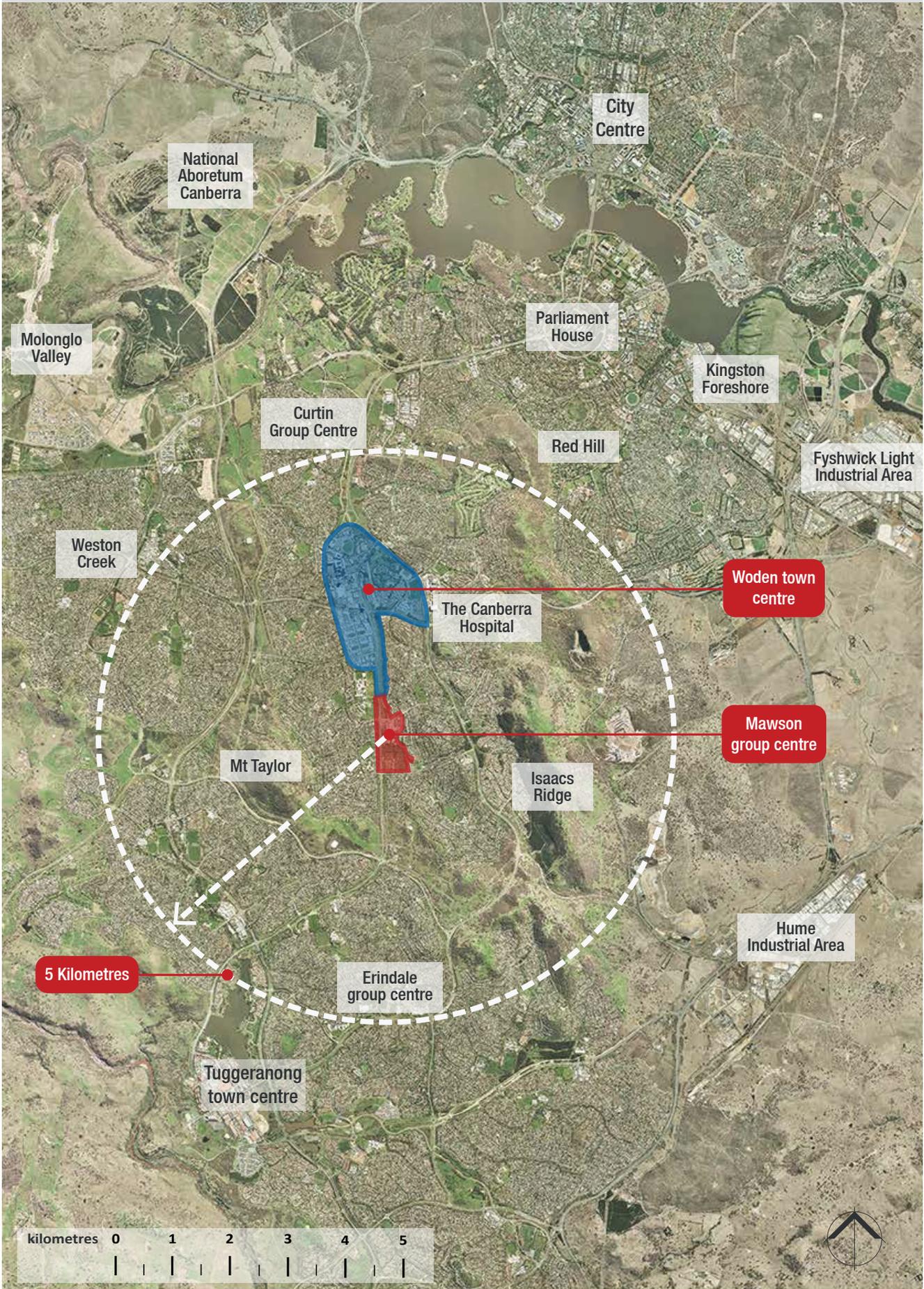
The Mawson group centre is situated in Woden Valley, in the suburb of Mawson. The centre is one of two group centres (Mawson and Curtin) in the Woden Valley District (Figure 6).

## 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





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](http://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](http://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 387,000<sup>1</sup> and projected to reach 430,400 by 2021 and 493,500 by 2031.<sup>2</sup>

Currently there are no dwellings or residents living in the master plan area.<sup>3</sup> Data for the suburb of Mawson shows the population is slowly growing<sup>4</sup> and is expected to continue to do so.<sup>5</sup>

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.<sup>6</sup>

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

**Table 1:**  
Changes in percentage of population aged over 65 years<sup>7</sup>

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.

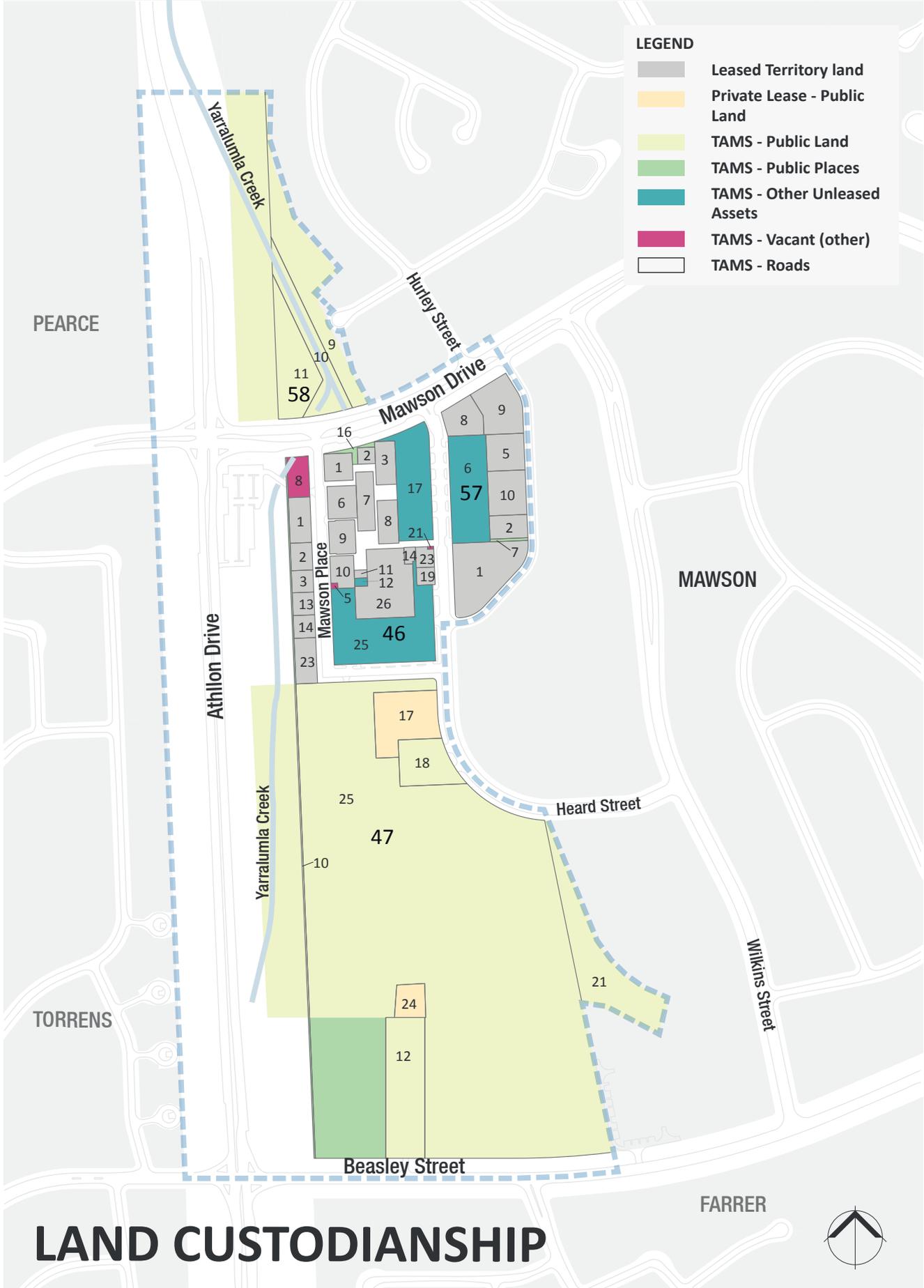
In 2011 the centre had approximately 19,500 m<sup>2</sup> of retail floor space.<sup>8</sup> There are a number of vacant tenancies in the centre core, particularly towards the northern end. The amount of retail floor space supportable at the centre in the future is dependent on a number of variables 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

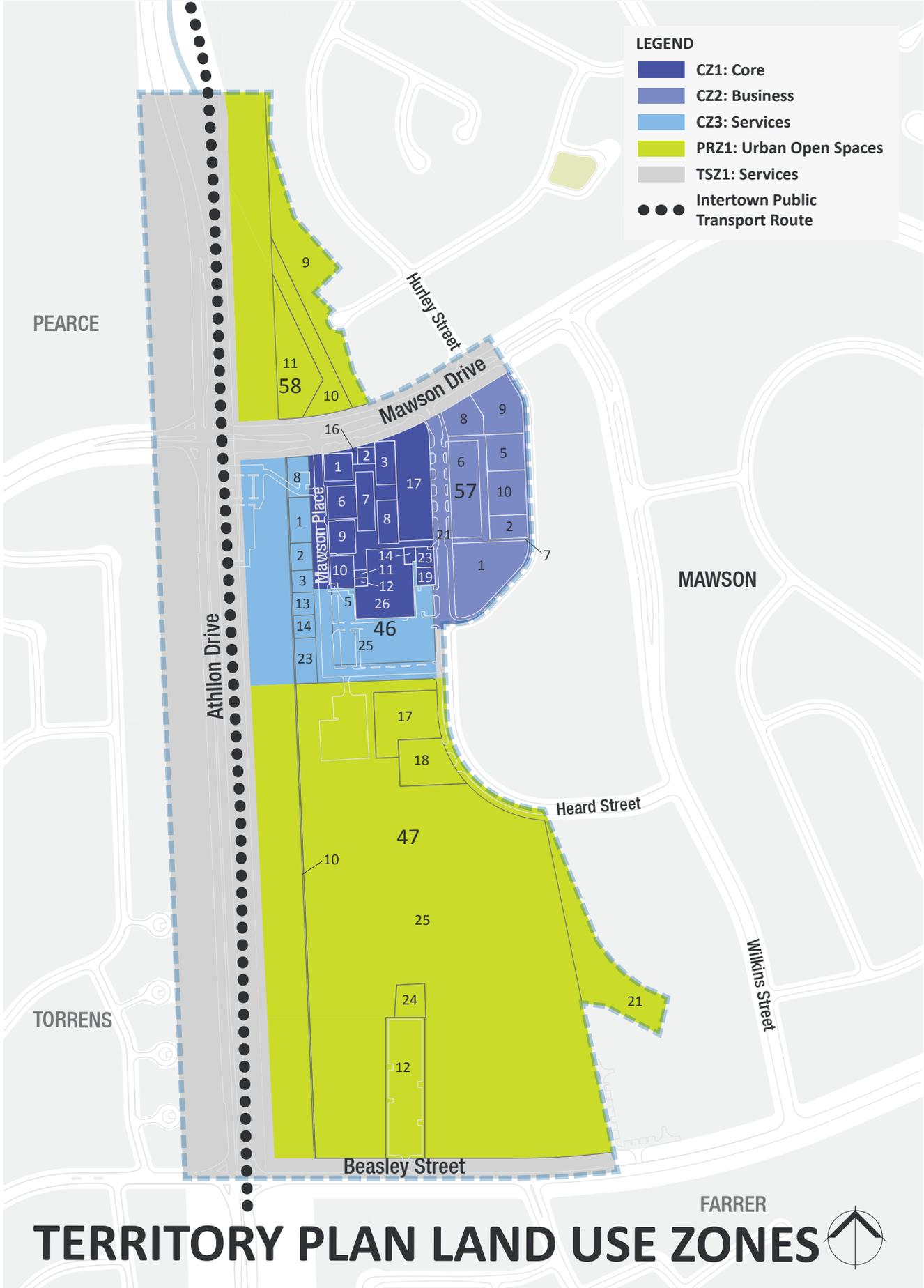




Figure 12: Community facilities





**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.

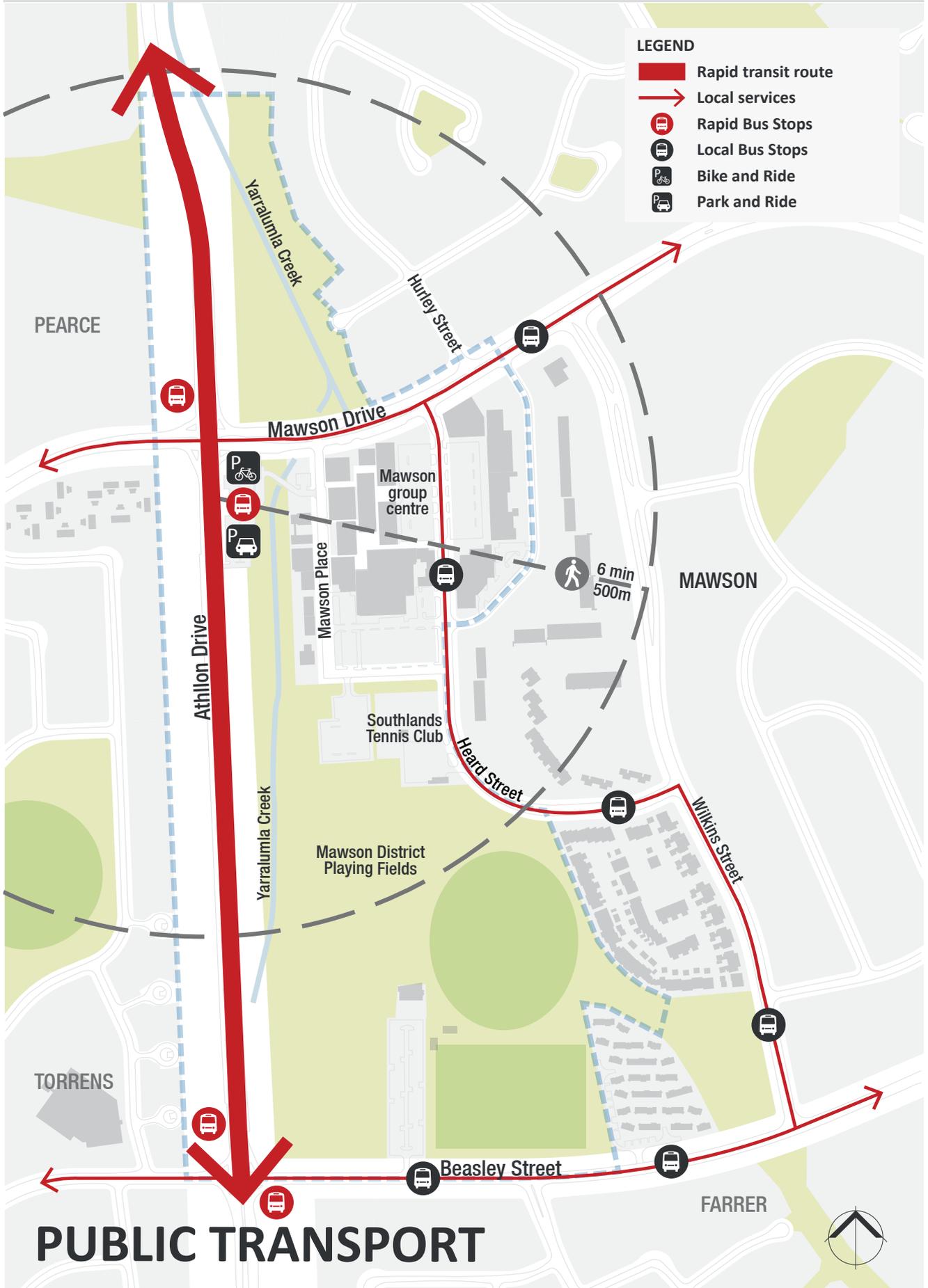
Park and Ride and Bike and Ride facilities adjoin the bus stop to the south of Mawson Drive (Figures 14 and 15), with the Park and Ride being one of Canberra’s most heavily used. However, the facilities have poor passive surveillance and are considered unsafe after dark. The facilities were upgraded 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

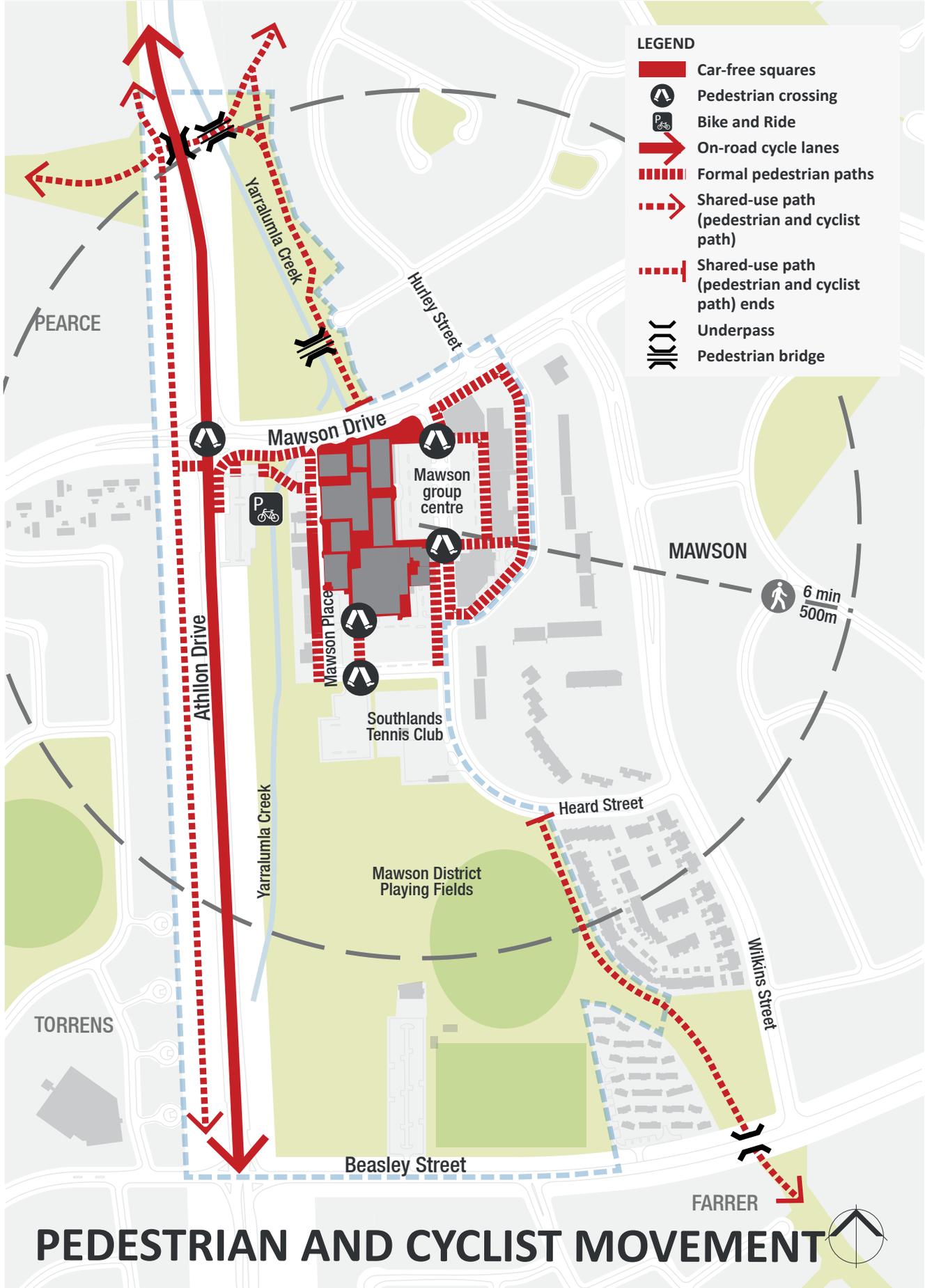
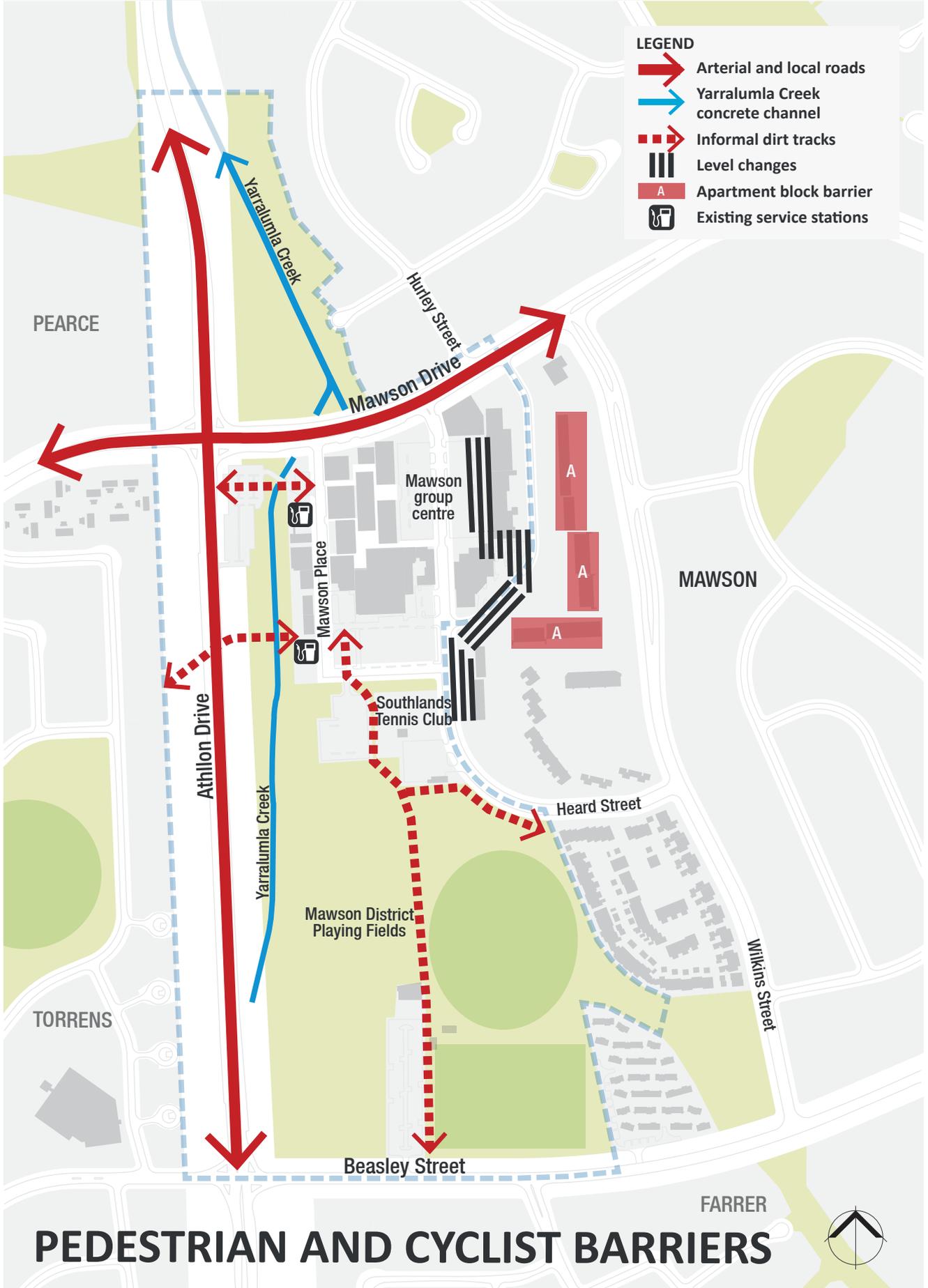




Figure 18: Pedestrian and cyclist barriers





### 3.5.3 Road network and traffic

Mawson group centre is convenient for people to drive to by private car. The 2011 Census data<sup>9</sup> 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:

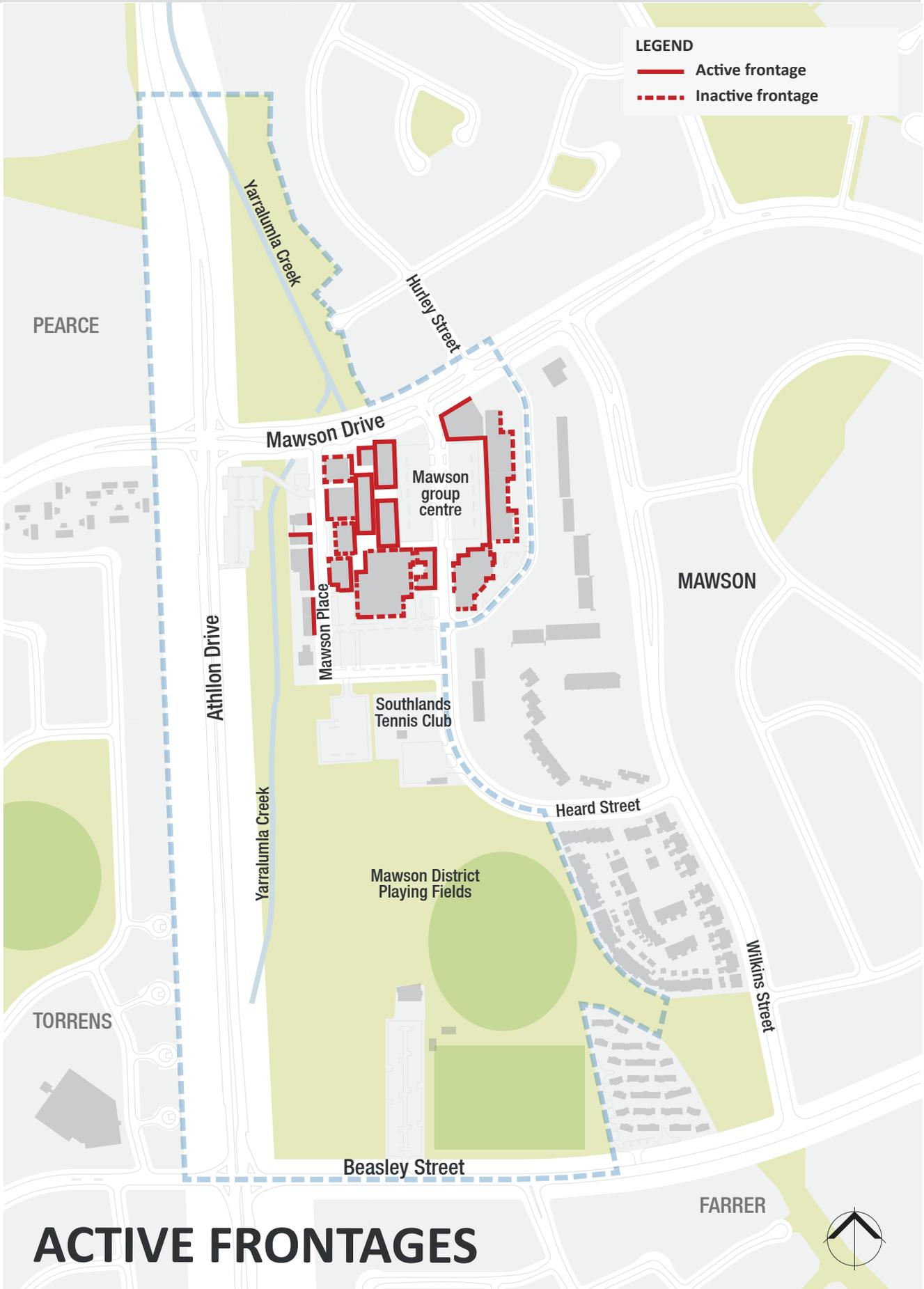
- no medium-term (3 to 6 hours) parking in the centre
- parking demand peaked with a demand of 636 spaces (68% occupancy) at 1pm on Thursday, and a demand of 532 spaces (57% occupancy) at 2pm on Saturday
- high demand for very short-term parking (less than 1 hour) on Thursday (93% occupancy)
- high demand 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%
<b>TOTAL</b>	<b>68%</b>	<b>57%</b>

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.

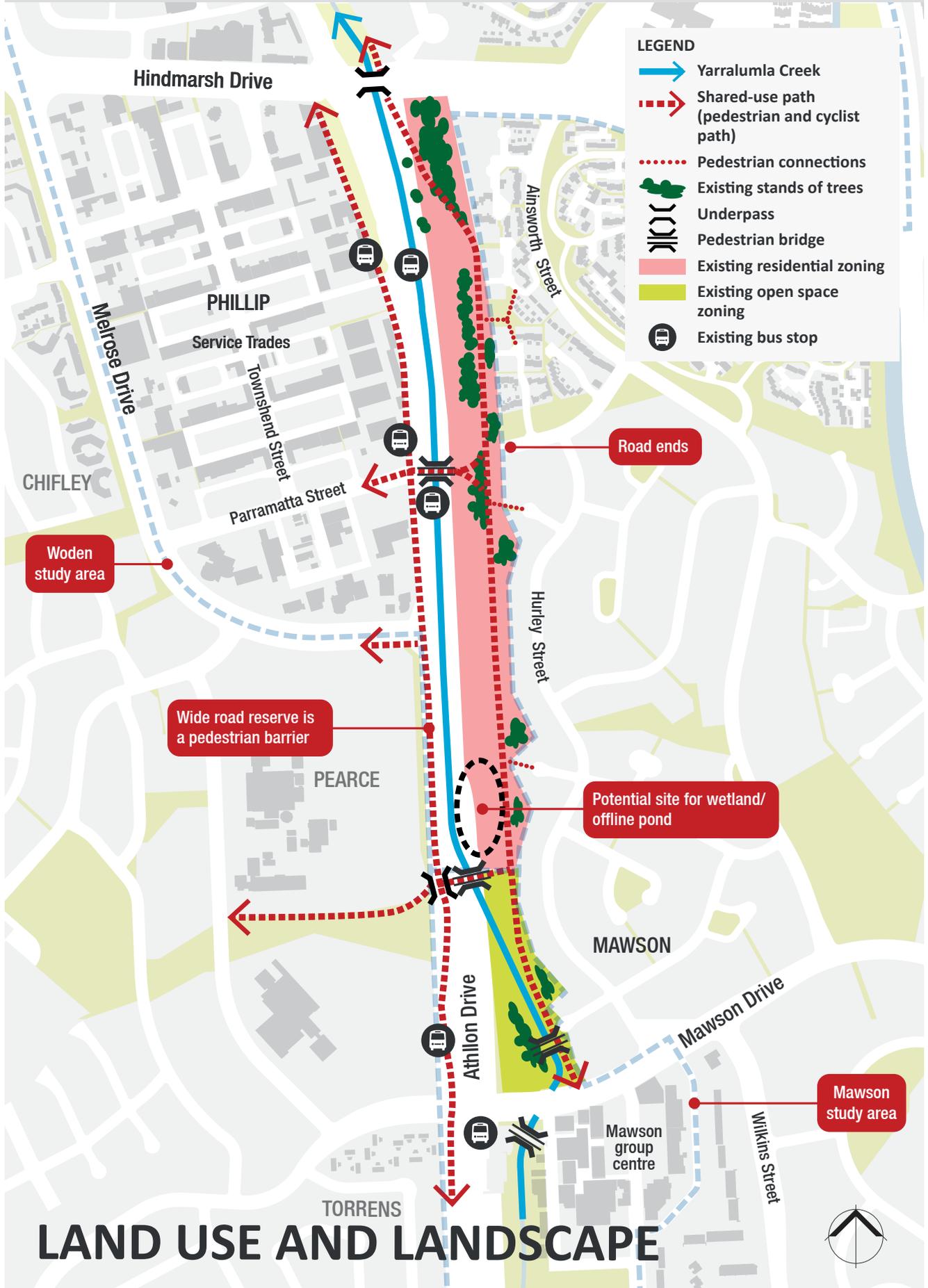
#### 3.8.1 Flooding

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).

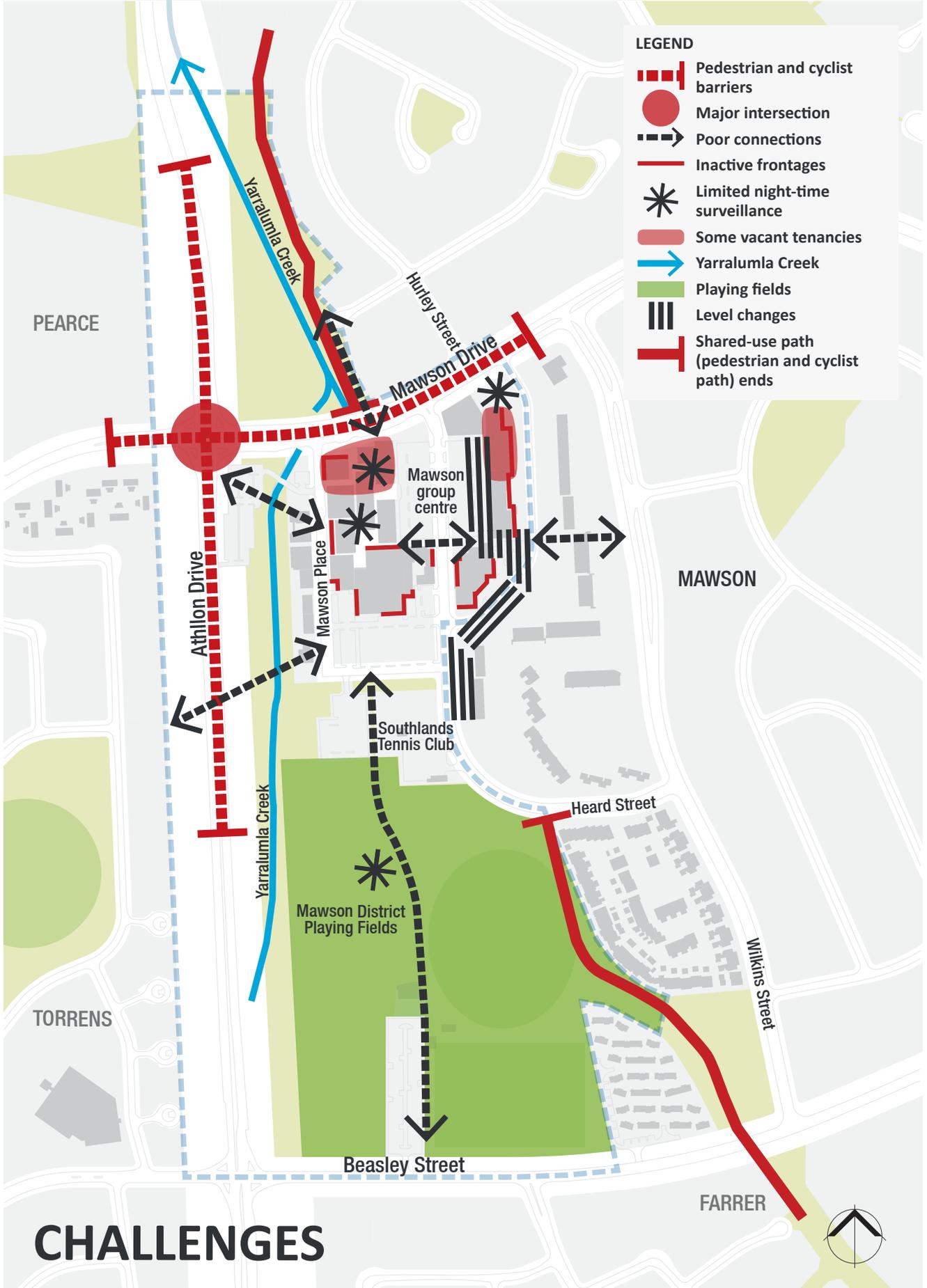
All future development and redevelopment should be supportive of establishing the centre as a public transport hub. This will involve:

- 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.

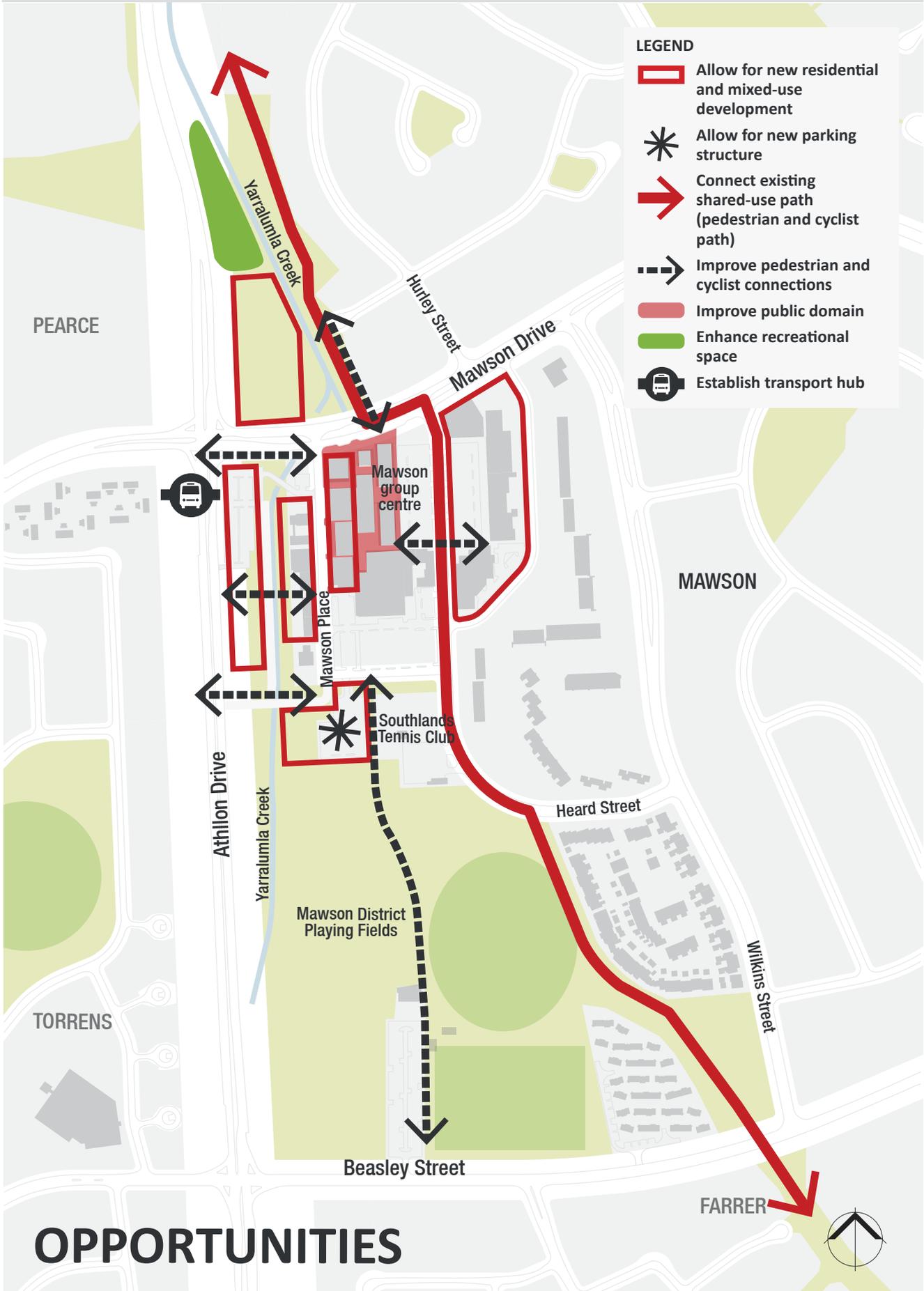
The built environment can be designed to reduce the urban heat island effect with the use of lighter building materials and permeable paving materials, and by increasing shade for summer with shading structures and trees on main pedestrian routes and in public places.

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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COSMORX



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

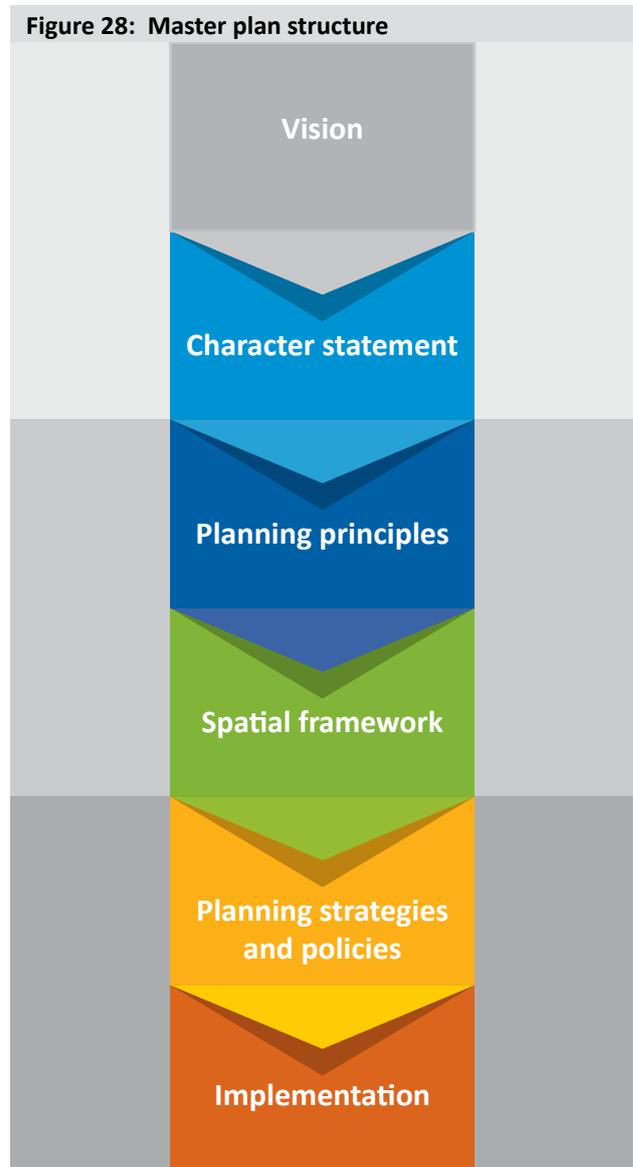
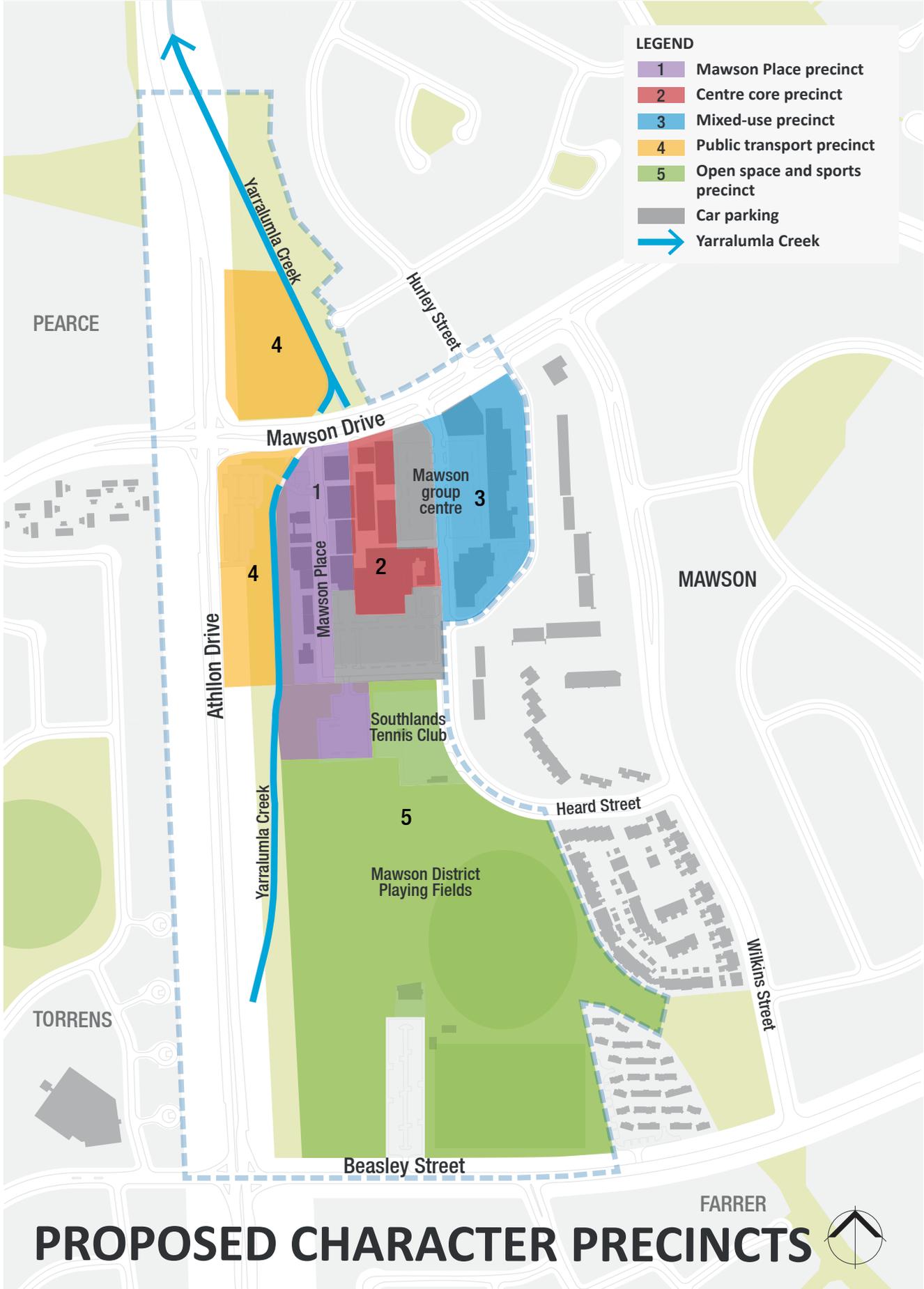




Figure 29: Proposed character precincts





### 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

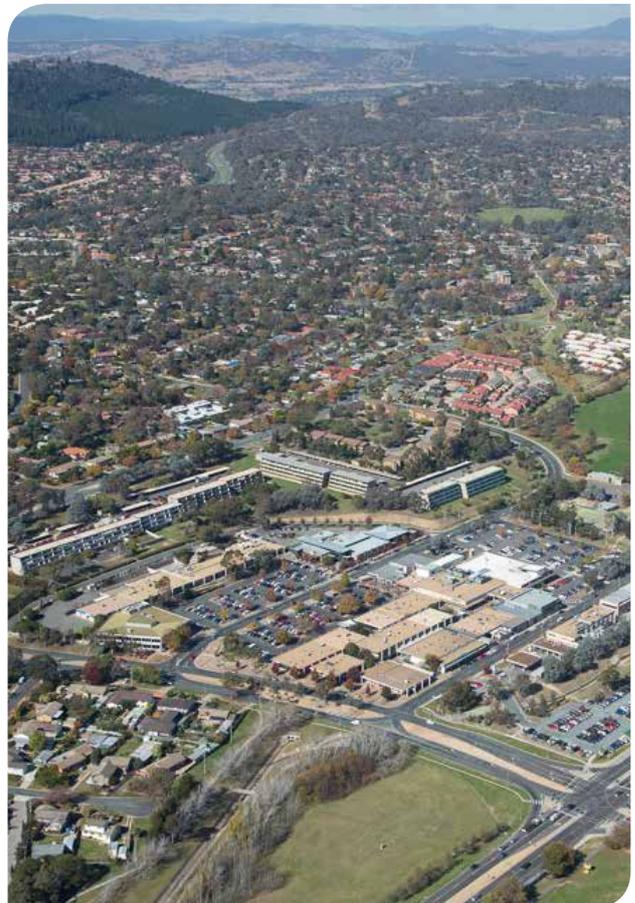
## ENVIRONMENT

**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.

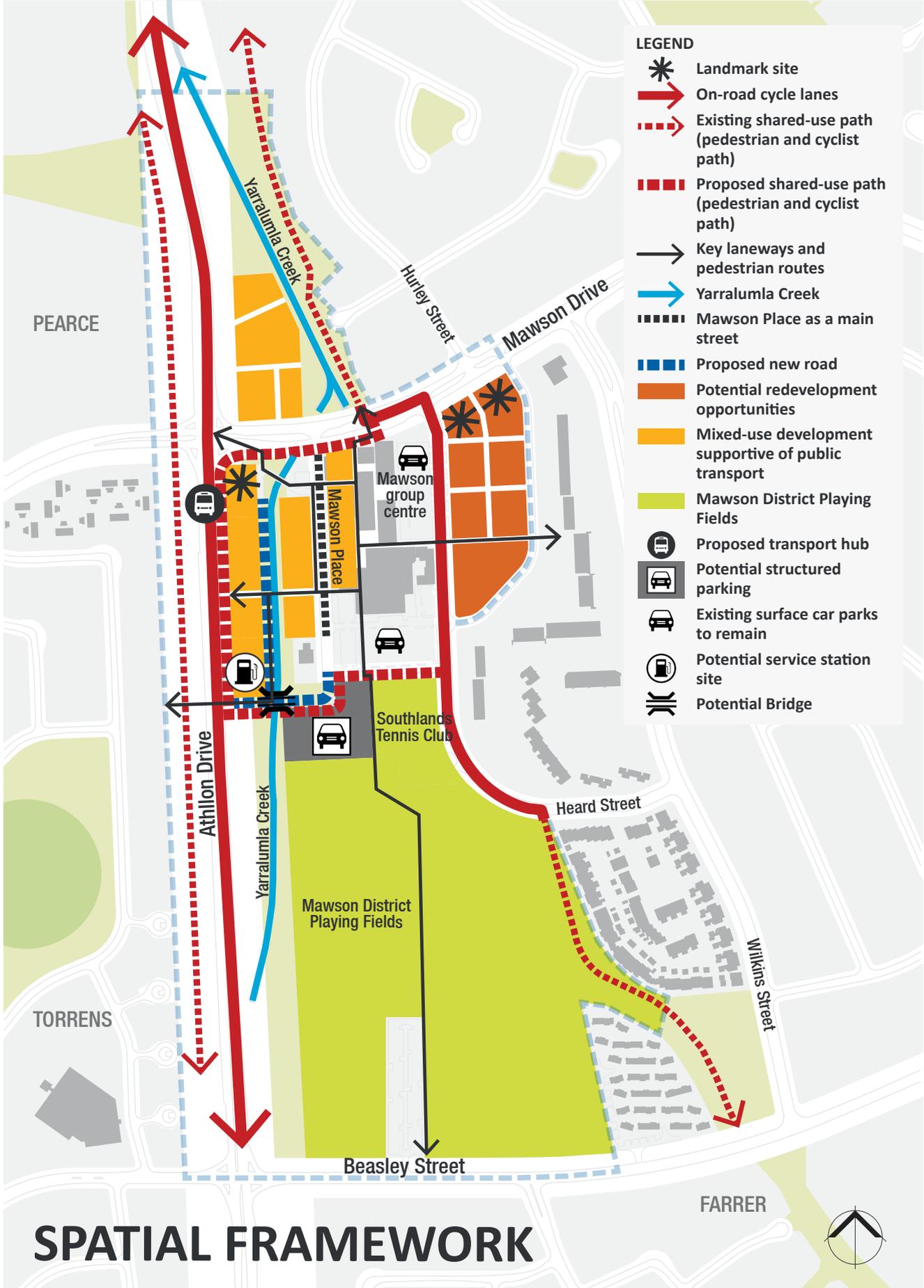
#### 5.4.6 Encourage Mawson to be a people-friendly place

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"> <li>• Encourage a high-quality public domain</li> <li>• Enhance the existing environment</li> </ul>
Encourage activity in the centre, both day and night	<ul style="list-style-type: none"> <li>• Encourage a vibrant mixed-use centre with an emphasis on introducing residential development</li> <li>• Encourage development and redevelopment at a human scale that contributes positively to the public domain and streets</li> </ul>
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"> <li>• Create a well-connected and accessible centre</li> </ul>
Ensure the centre is attractive to a diverse range of new businesses and to investment	<ul style="list-style-type: none"> <li>• Encourage a vibrant mixed-use centre with an emphasis on introducing residential development</li> <li>• Encourage a high-quality public domain</li> </ul>
Establish the centre as a public transport hub	<ul style="list-style-type: none"> <li>• Encourage a vibrant mixed-use centre with an emphasis on introducing residential development</li> <li>• Create a well-connected and accessible centre</li> <li>• Encourage development and redevelopment at a human scale that contributes positively to the public domain and streets</li> </ul>
Encourage Mawson to be a people-friendly place	<ul style="list-style-type: none"> <li>• Encourage a vibrant mixed-use centre with an emphasis on introducing residential development</li> <li>• Create a well-connected and accessible centre</li> <li>• Encourage a high-quality public domain</li> <li>• Enhance the existing environment</li> <li>• Encourage development and redevelopment at a human scale that contributes positively to the public domain and streets</li> </ul>



### 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

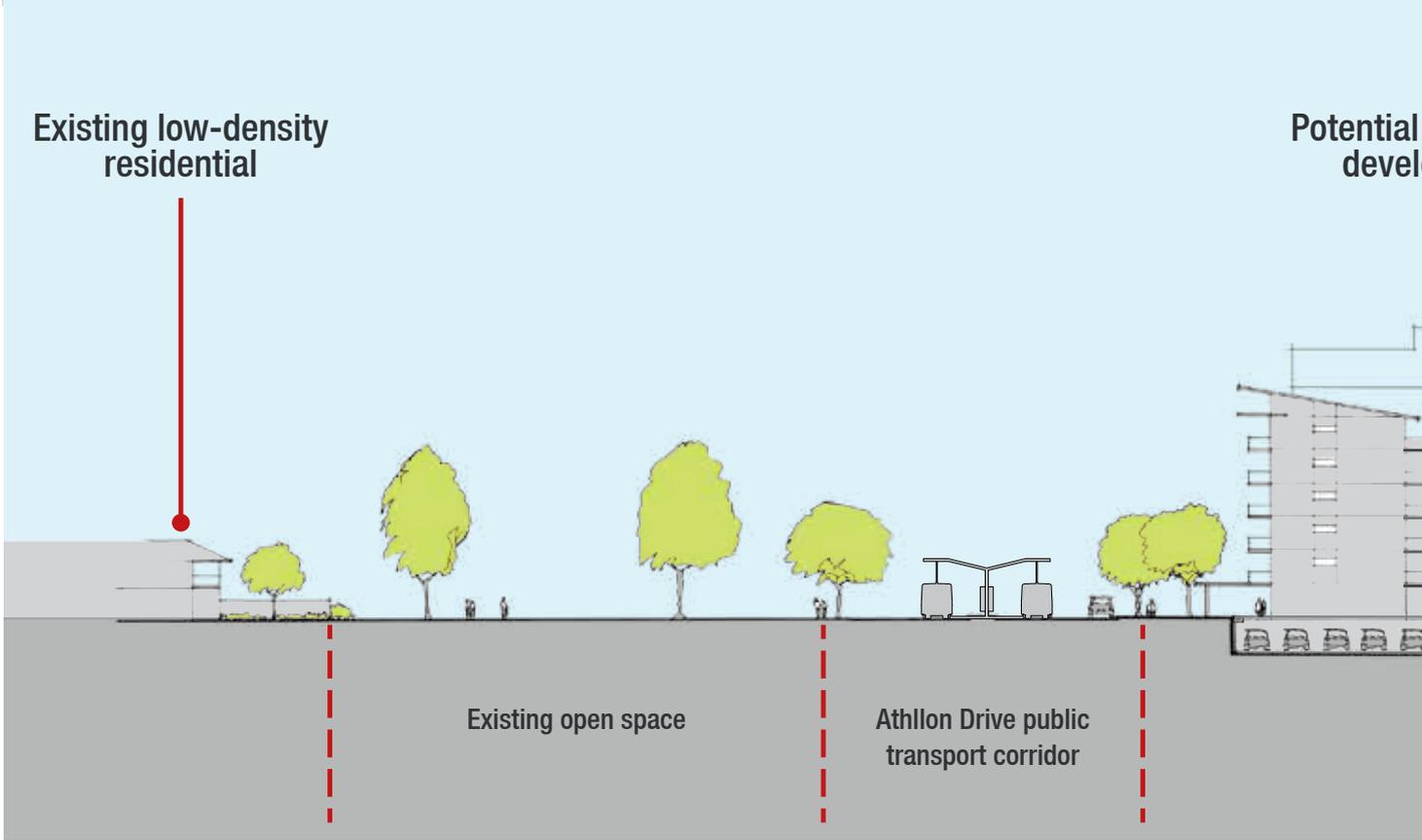
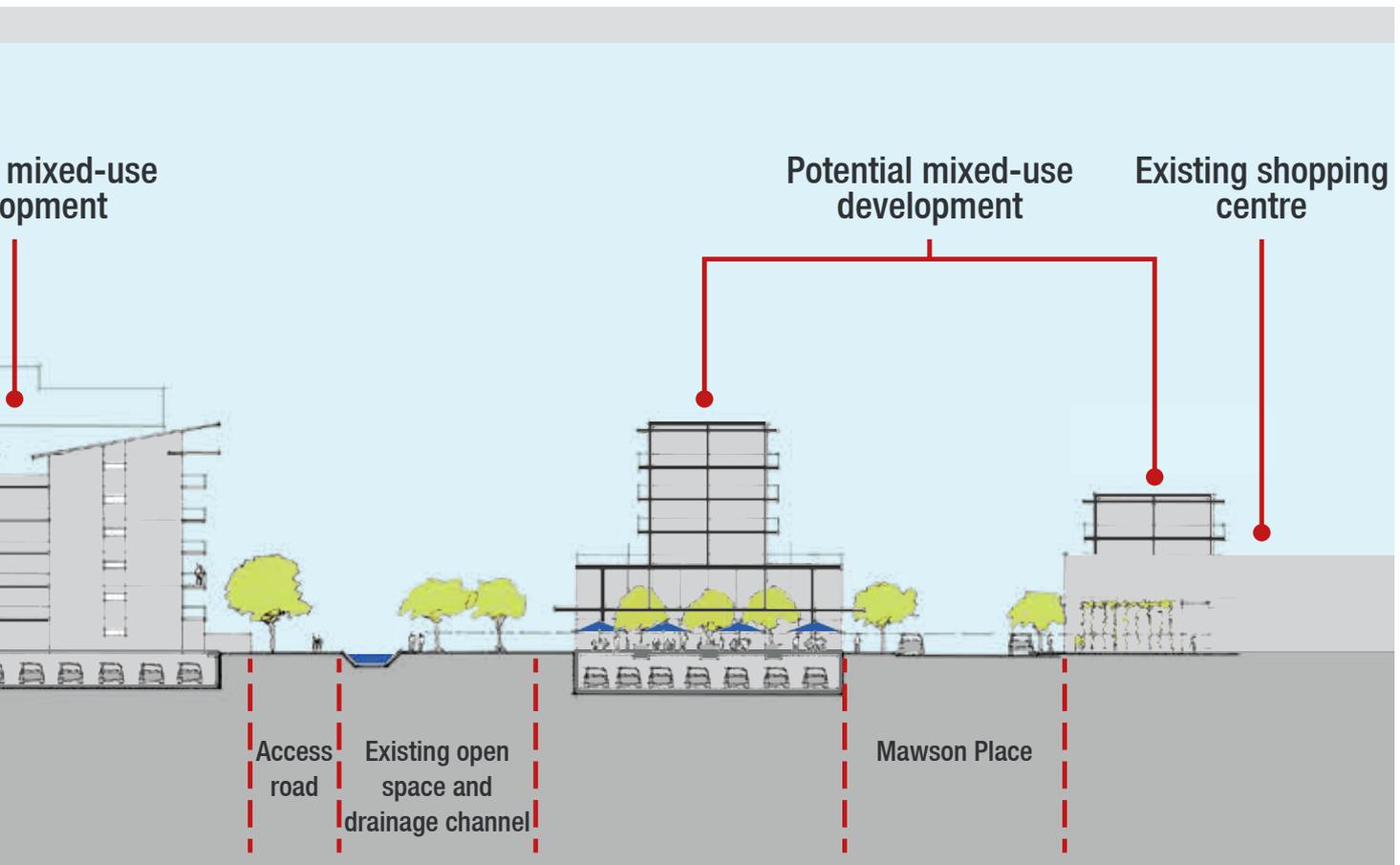


Figure 34: Artist's impression of the Mawson group centre from Athllon Drive





### 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

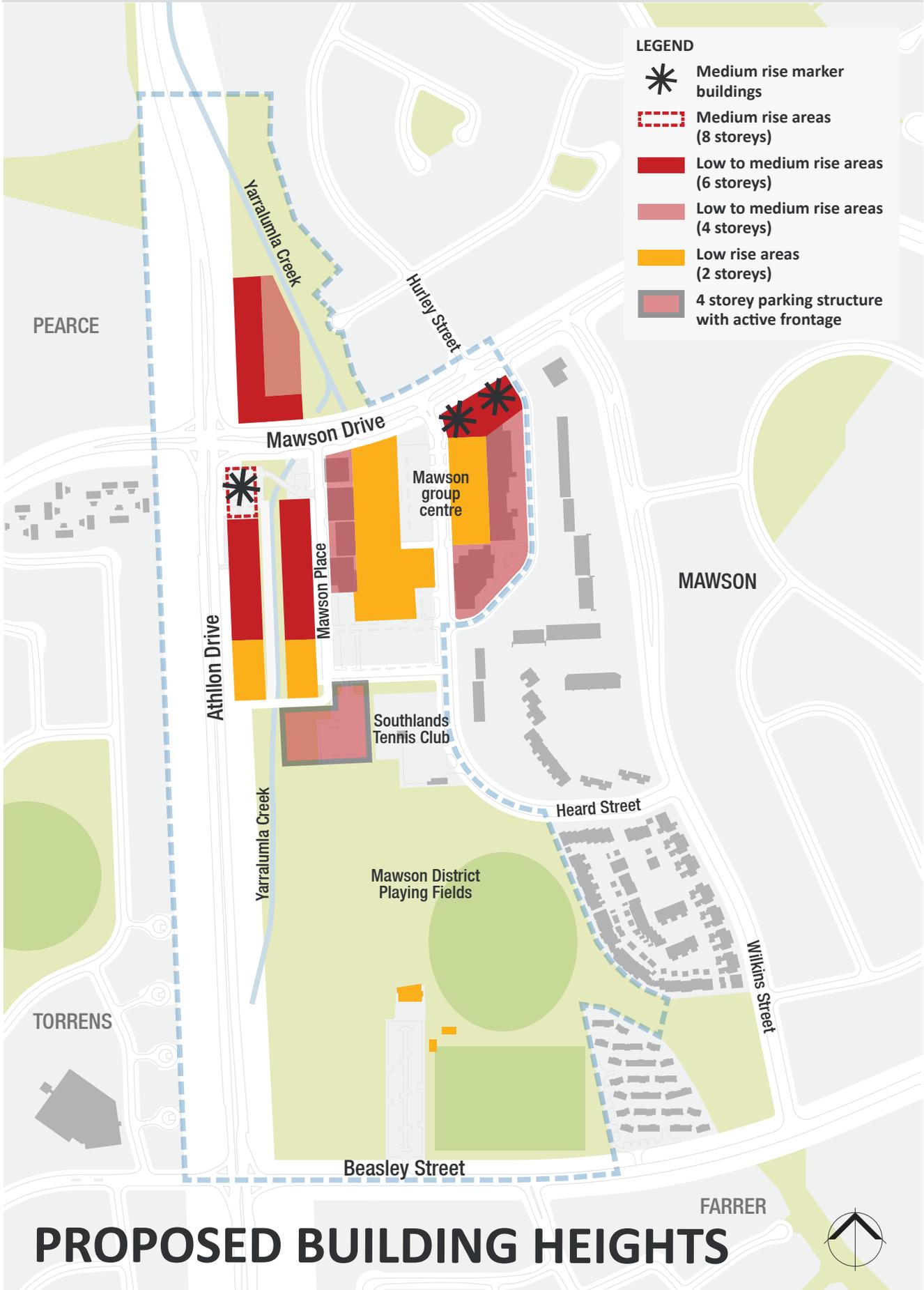
- Permit maximum building heights as shown in Figure 36.
- Require buildings to contain a maximum podium height of three storeys so the centre retains a human scale (Figure 37).
- Require individual development proposals to demonstrate how solar access to public spaces and surrounding developments will 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.

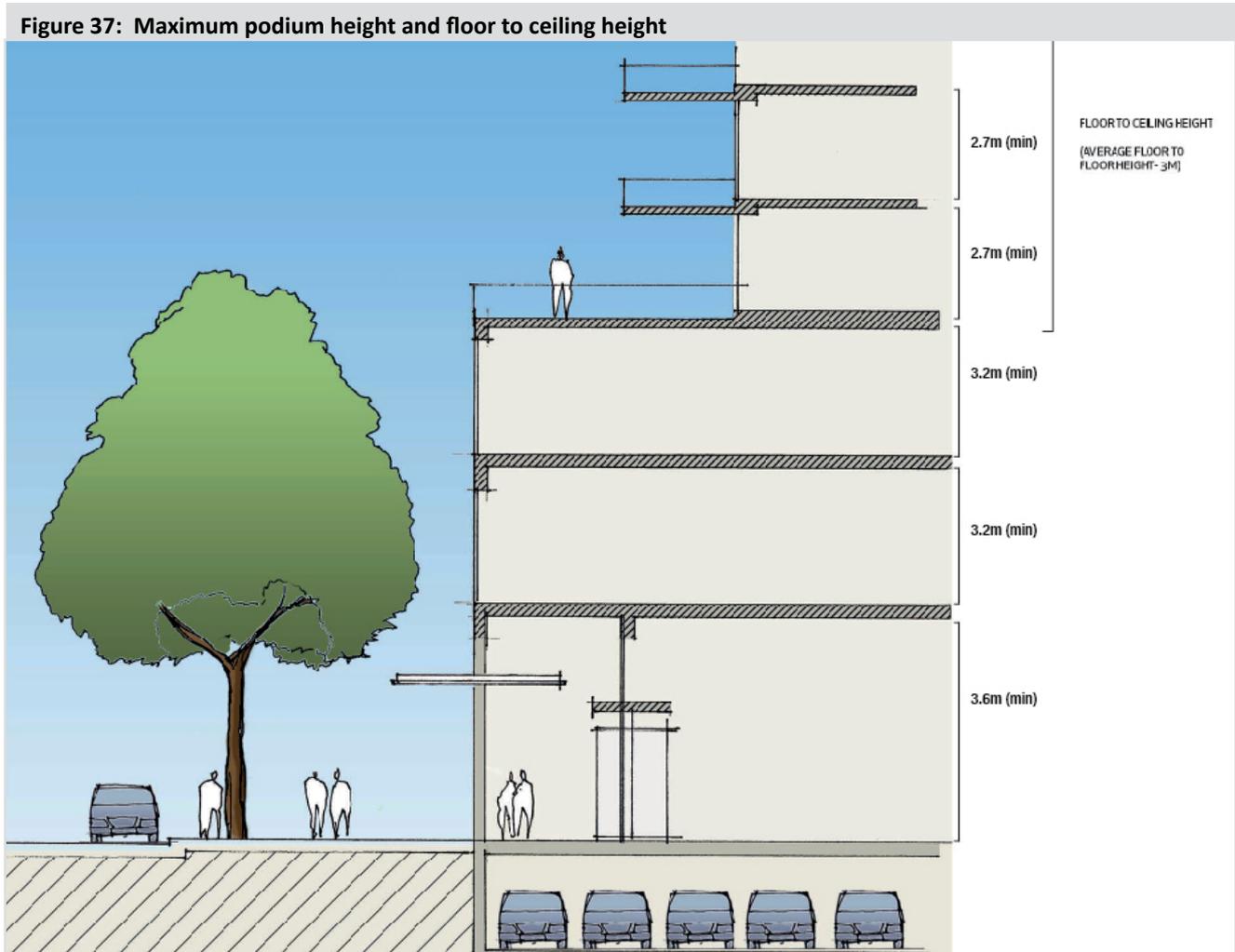




Figure 38: Proposed key pedestrian routes and active frontages

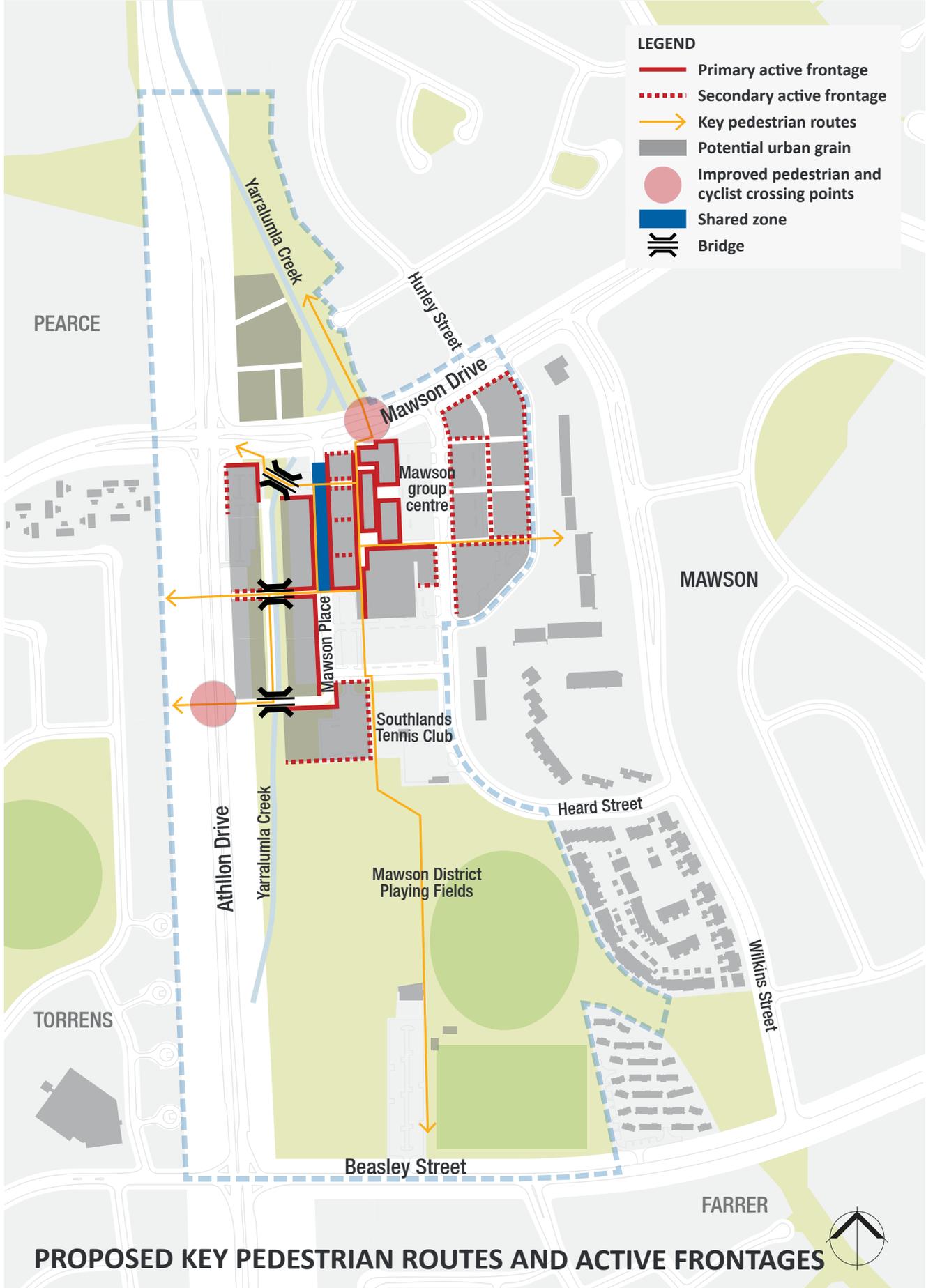
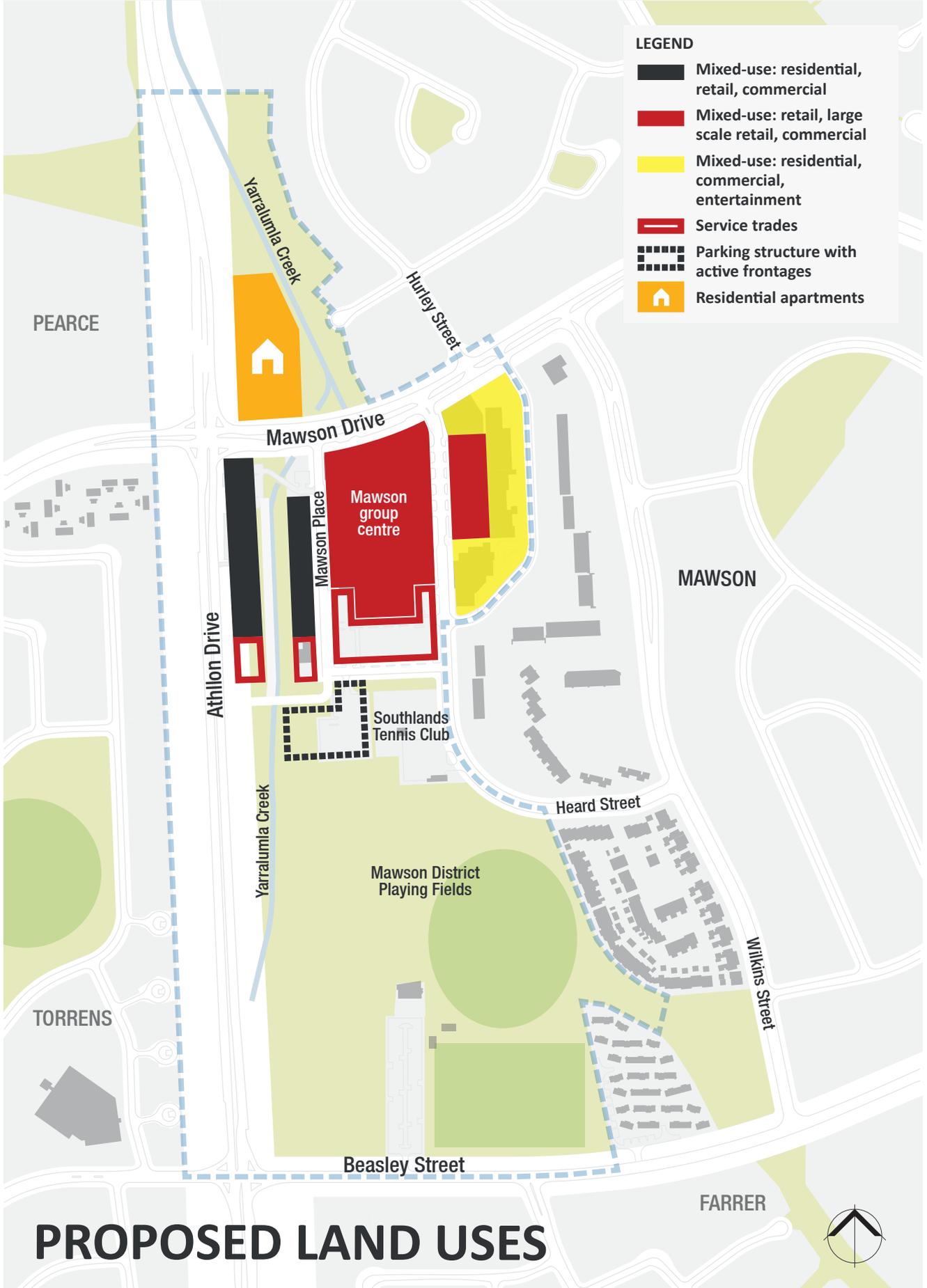


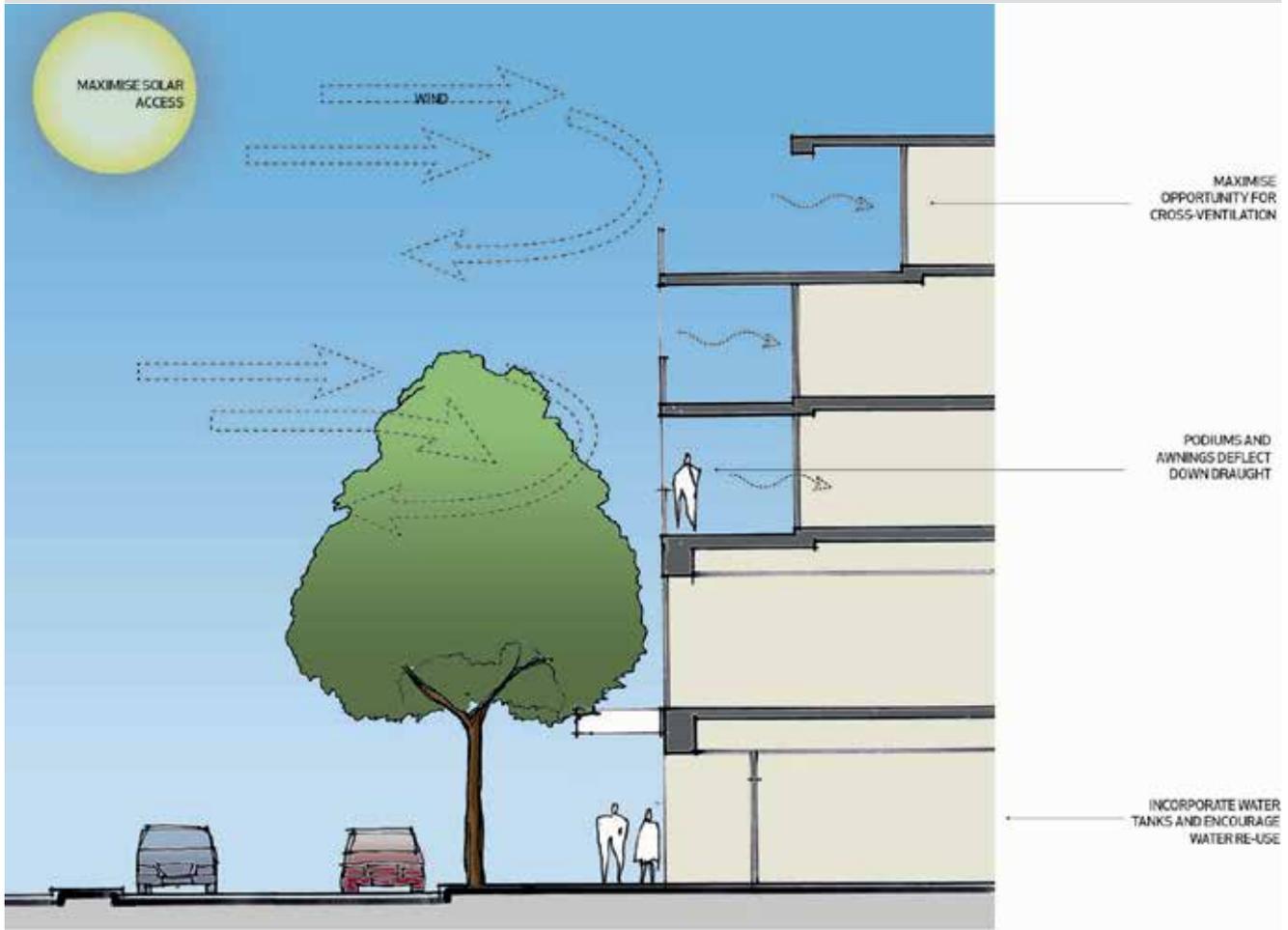


Figure 39: Proposed land uses





**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

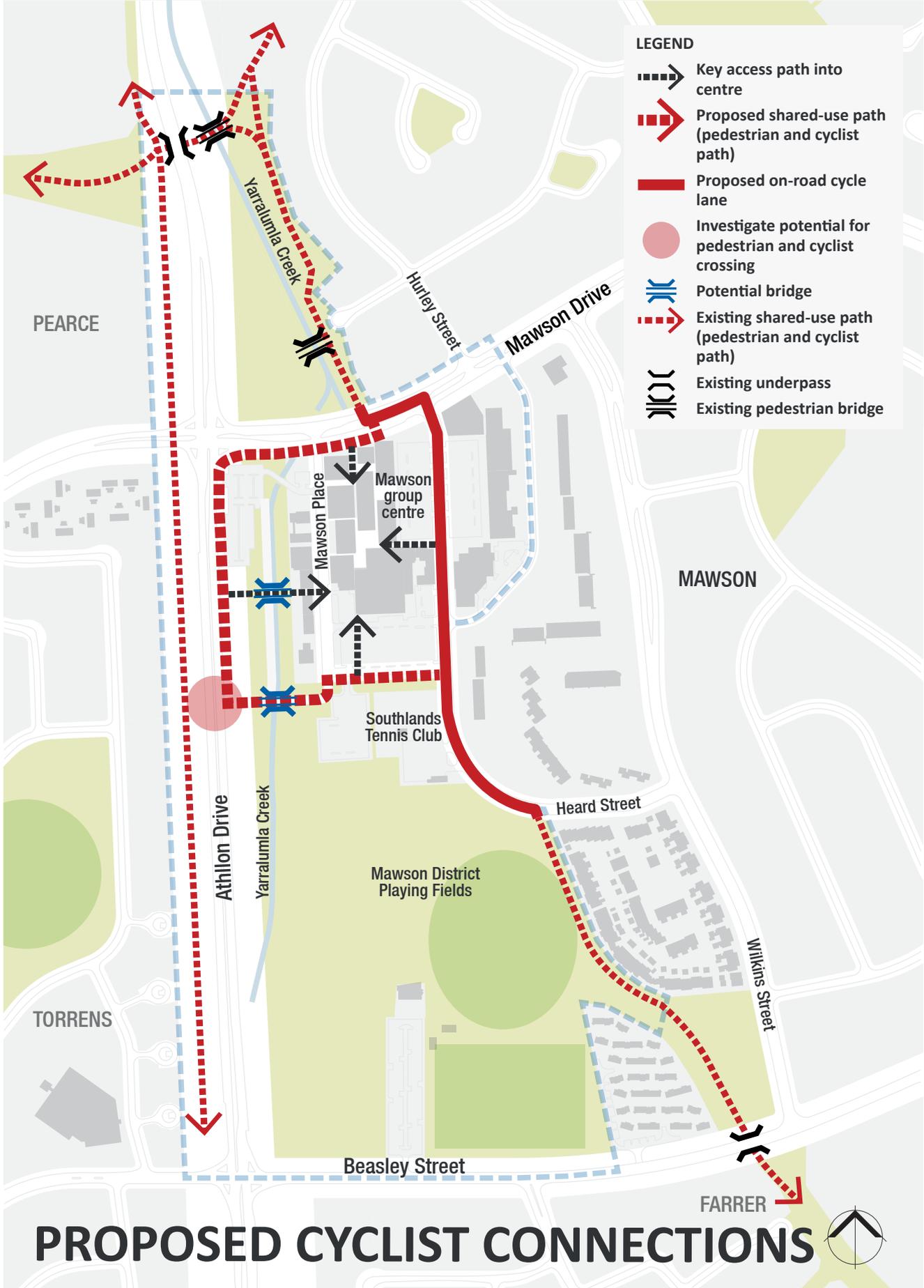




Figure 43: Proposed roads

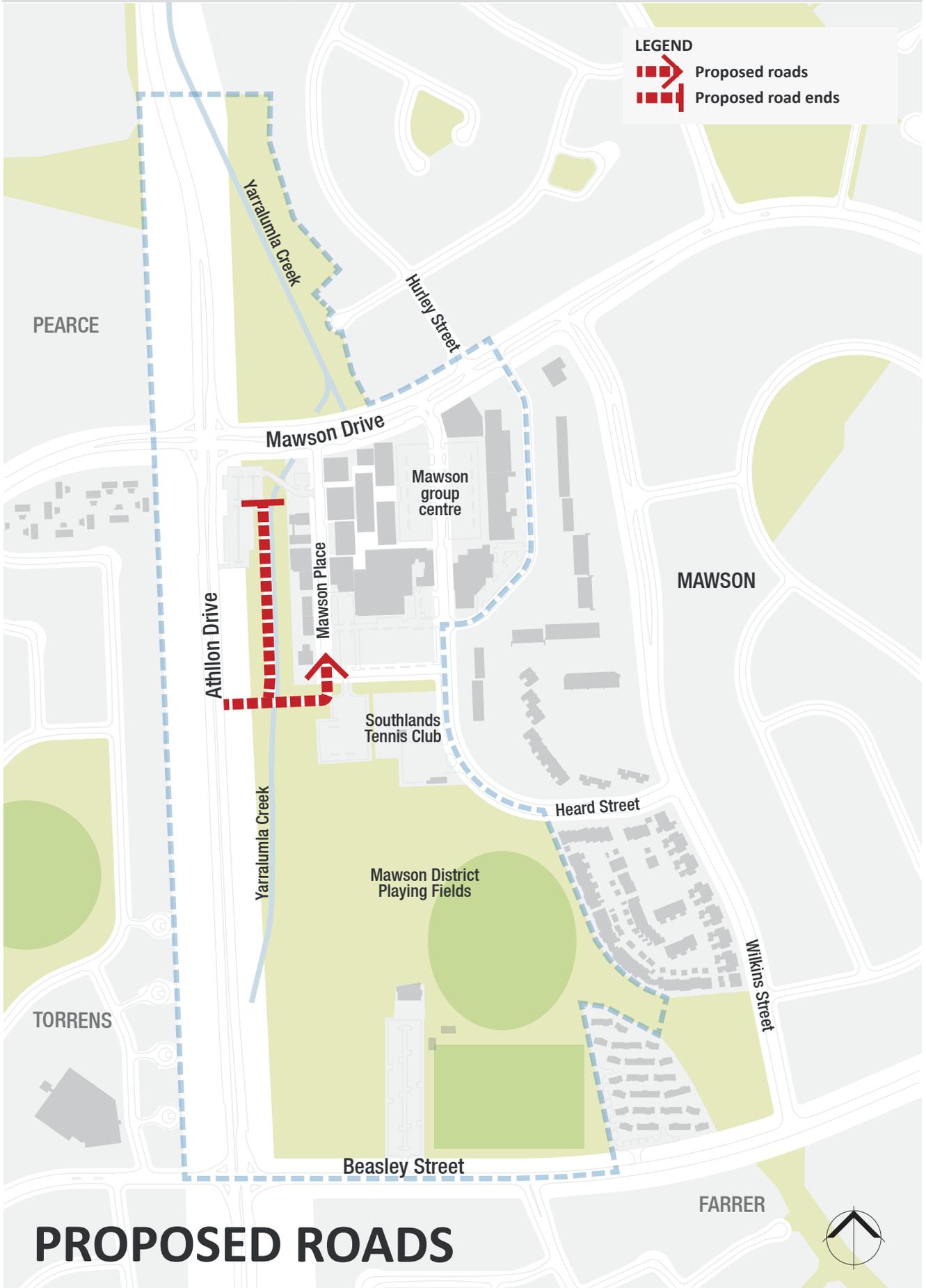




Figure 44: Artist's impression of Mawson Place as a main street, looking north



#### 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

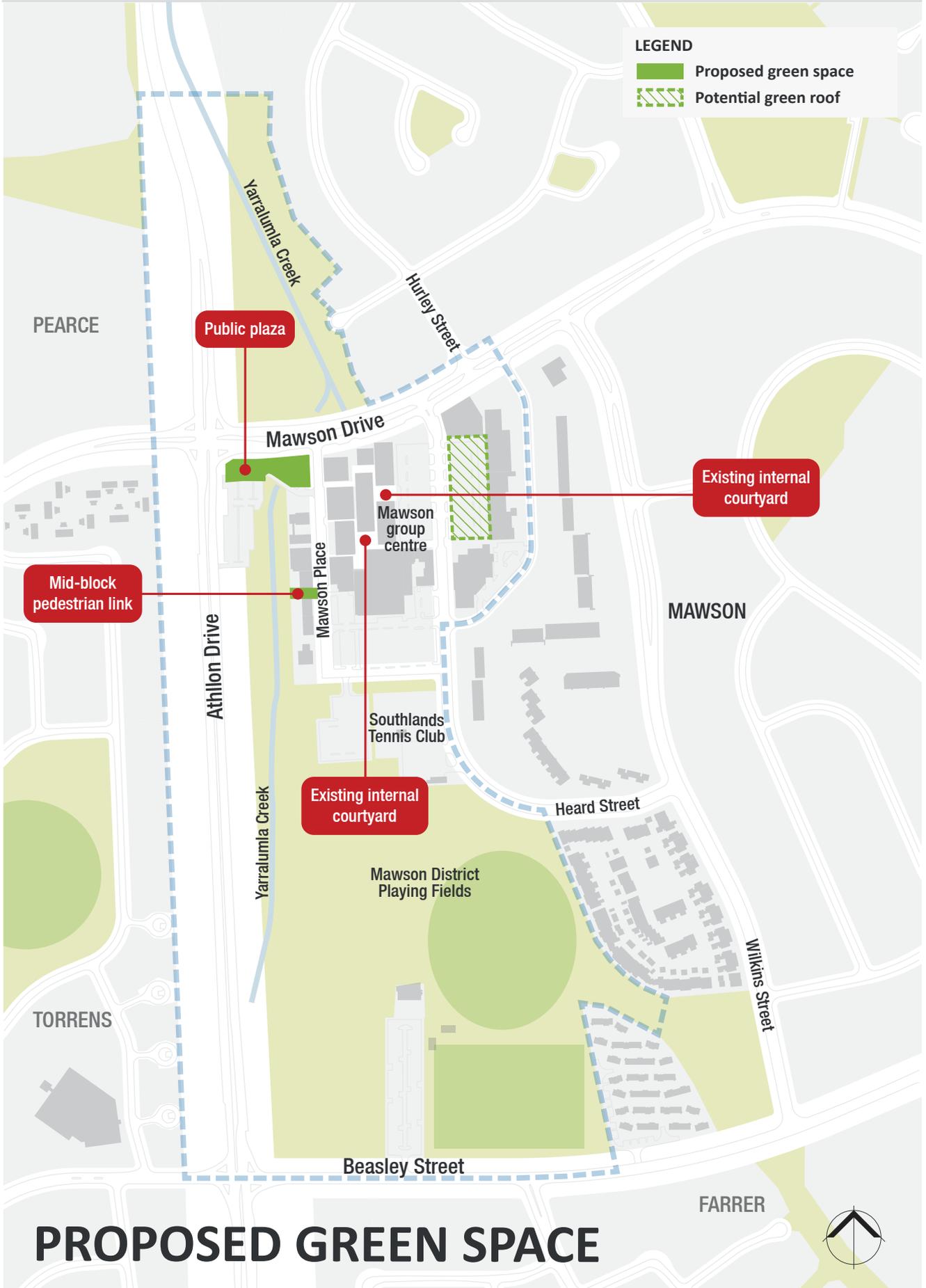
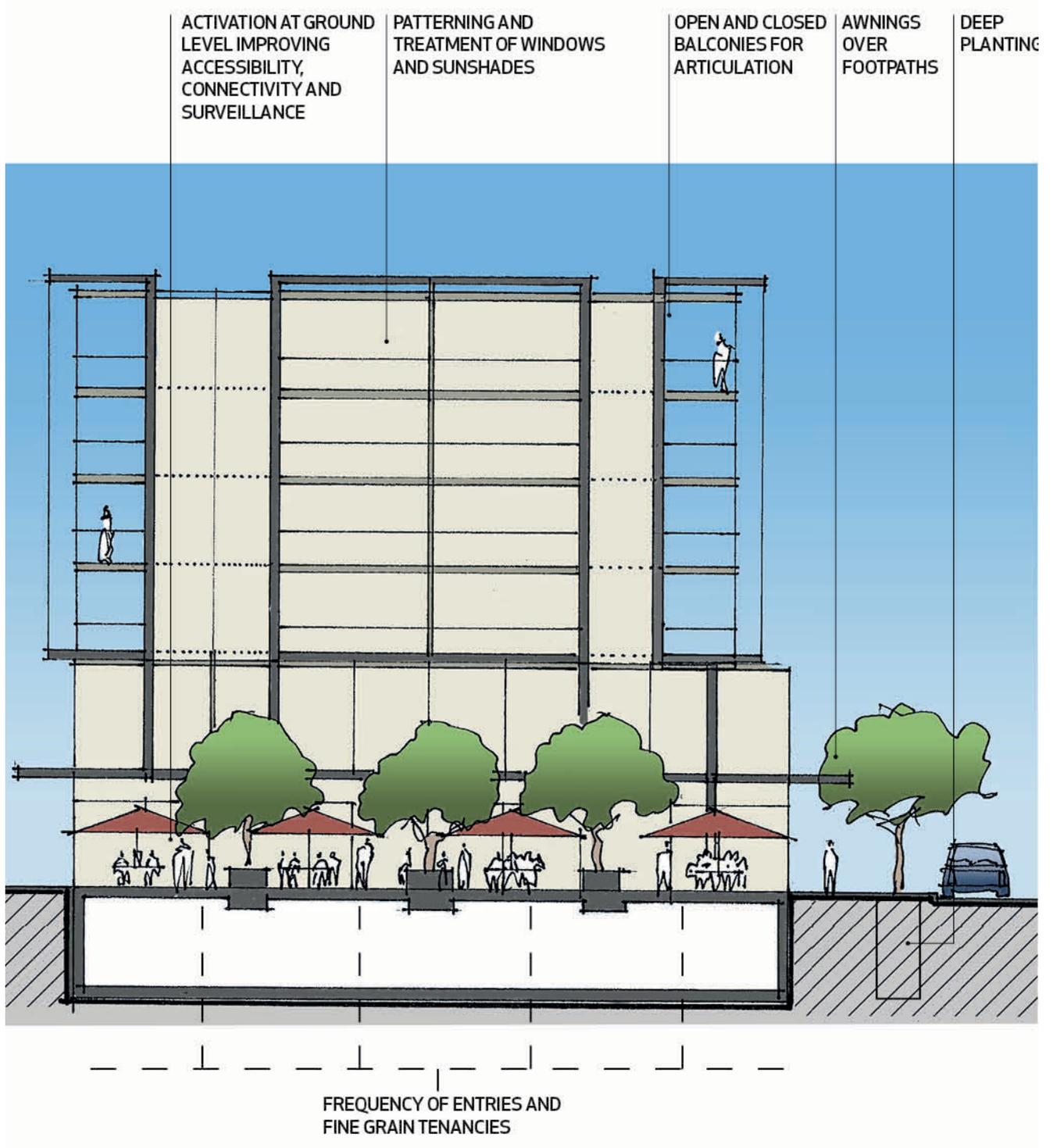




Figure 46: Cross-section indicating a mid-block pedestrian link/green link between Mawson Place and Athllon Drive





### 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)







**ACT**  
Government

Environment, Planning and  
Sustainable Development

ATTACHMENT A

*Planning and Development Act 2007*

# **REPORT ON CONSULTATION**

Draft Variation to the Territory Plan  
No 345

Mawson Group Centre:  
Zone changes and amendments to  
the Mawson precinct map and code

October 2017

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# 1. INTRODUCTION

This consultation report was prepared in accordance with s 69 of the *Planning and Development Act 2007* (the P&D Act).

The report describes the consultation undertaken on the draft variation with the public, the National Capital Authority (NCA), the Conservator of Flora and Fauna, the Environment Protection Authority (EPA), ACT Heritage Council and Land Custodians, and responds to the issues raised.

## 2. COMMENTS FROM THE PUBLIC

### 2.1 Details

Draft variation 345 Mawson group centre (DV345) was released for public comment on 3 March 2017. The closing date for comments was 21 April 2017, extended until 2 June 2017. The version of DV345 released for public comments is at **Appendix 1**.

A total of 21 written submissions were received within the consultation period including 12 submissions from local residents, 4 submissions from local businesses, 3 submissions from community groups, 1 submission from a company with an interest in the centre, and 1 submission from a Member of the Legislative Assembly.

The comments from the NCA are dealt with separately under section 3.2 of this report. Comments from the Conservator of Flora and Fauna, EPA, ACT Heritage Council and land custodians Transport Canberra and City Services (TCCS) and Active Canberra (formerly Sport and Recreation) received and assessed prior to release of the DV345 are addressed in sections 3.3 - 3.7 respectively of this report.

Copies of submissions received from the public are provided in **Appendix 2**.

## 2.2 Issues and responses

The key issues raised are summarised below, and responses provided.

### ***Building heights***

- 2.2.1 **6 submissions (submitters 1, 9, 12, 17, 20, 21) recommend increases in building heights generally or in selected locations, particularly to the south of the centre, while 6 submissions (submitters 2, 4, 8, 15, 16, 17) did not support the proposed heights, with recommendations ranging from no increase in heights, to restricting heights to 3, 4 or 6 storeys.**

The building heights have been incorporated from the recommendations of the Mawson group centre master plan to retain the character of the central area and protect solar access to the public spaces while encouraging a moderate increase in density in suitable locations close to the commercial core area. The increased density is in line with the ACT Planning Strategy which identifies the centre as an opportunity for urban intensification as it is adjacent to the Intertown Public Transport (IPT) route.

- 2.2.2 **3 submissions (16, 17, 21) don't support marker buildings as the location of the centre is well known.**

#### Response

The marker buildings were a recommendation of the Mawson master plan to provide a sense of arrival to the centre and give the centre a presence, differentiating the centre from the surrounding low density suburban character. The increased building heights also permit a moderate increase in density close to the commercial centre.

- 2.2.3 **2 submissions (17, 21) don't support the heights along Athllon Drive, suggesting that existing heights, or no more than four storeys be permitted.**

#### Response

The proposed rezoning and nominated building heights were a recommendation of the Mawson master plan to encourage a moderate increase in density along the IPT, while retaining substantial areas as urban open space.

## **Solar access**

- 2.2.4 4 submissions (5, 8, 17, 21) requested that solar access be retained for the central courtyard area, and for the eastern side of Mawson Place.**

### Response

The proposed building heights retain the existing two storey height limit north of the main public courtyard, with an allowance for four storeys to the west of the courtyard provided development retains reasonable solar access between the hours of 12pm to 2pm, when the sun is heading into the west and shadows from higher development likely to shadow the courtyard. This ensures that solar access is retained for the morning up until after lunch time for users of the centre.

- 2.2.5 2 submissions (17, 21) requested that solar access for residential be included in the code, with one submission recommending that at least 4-5 hours of solar access be required for all dwellings.**

### Response

The existing residential and commercial codes include requirements to protect solar access to residential units within blocks and on adjoining blocks, limited to a maximum of 3 hours between the hours of 9am and 3pm in the winter solstice. Requiring 4-5 hours of solar access to each dwelling is substantially more than required by existing Territory Plan codes and was not part of the master plan recommendations. Proposals for increasing the general solar access requirements or other broad sustainability measures would be best undertaken as part of a broader policy review, and lies outside the scope of this variation.

## **Site controls**

- 2.2.6 2 submissions (2, 4) noted that more housing choices for families and for the elderly are needed.**

### Response

The concern is noted. The variation increases the area available for general residential development along Athllon Drive, including residential land along Athllon Drive and commercial land adjoining the group centre in accordance with the master plan recommendations. Separate studies are being undertaken to consider housing affordability and the range of housing types across Canberra with the anticipated outcomes of assisting all demographics, including families and the elderly in obtaining affordable and appropriate housing to suit their needs.

## ***Athllon Drive***

- 2.2.7 3 submissions (1, 9, 14) supported increased density to Athllon Drive, 3 submissions (8, 10, 18) don't support development on the north east or south east corner of Athllon Drive and Mawson Drive intersection, while 2 submissions (16, 21) don't support development along Athllon Drive until the light rail is resolved, and 1 submission (18) states that increasing development along Athllon Drive will increase noise reflected to Torrens and Pearce.**

### Response

Rezoning land along Athllon Drive is a recommendation of both the Woden town centre master plan and the Mawson group centre master plan to provide a moderate increase in development density close to main employment and recreation centres and in an area well serviced by active travel and public transport infrastructure.

As the areas proposed to be rezoned are adjacent to an existing IPT route and have easy access to a main active travel route connecting Mawson to Woden and the bus interchange, the proposal is considered suitable to proceed regardless of the future light rail route.

Any future development will need to demonstrate that it will not detrimentally impact on the surrounding area as part of a development application and assessment process.

### ***Rezoning***

- 2.2.8 2 submissions queried the zoning along Athllon drive, with one submission (17) stating that the land should be zoned RZ3, while another submission (21) stated that the existing medium density zoning should be retained.**

### Response

The Athllon Drive corridor within the subject area is currently predominately zoned RZ2 suburban core residential zone with some PRZ1 urban open space and CZ3 services zone adjoining the group centre. The draft variation amends the zoning along Athllon Drive to increase the permitted heights from two storeys along Athllon Drive to three, four and six storey high density residential zone north of Mawson Drive, and six and eight storeys south of Mawson Drive where adjacent to the group centre.

The rezoning will permit the increase in development density recommended by the Mawson group centre master plan and extend the area of land zoned for open space. The rezoning also rezones a large area of suburban core residential zone to urban open space to accommodate the future recreation needs of residents of the area.

**2.2.10 2 submissions (6, 17) noted that rezoning the block containing the 7/11 petrol station to CZ2 would prohibit the use, providing uncertainty for the lessees on the future operation of the business, while one submission (6) noted that permitting residential around the service station should require controls to minimise impacts from the petrol station affecting future residents.**

Response

The concern is noted. Removing the use through rezoning the site from service trades to business zone will still enable the existing service station to operate on the site, as the use would remain permitted by the lease. The removal of the use is to encourage the redevelopment of the site in the future to other types of commercial along, potentially with residential dwellings above.

**2.2.11 2 submissions (11, 14) queried the lack of land for an additional supermarket, with 1 submission (14) requesting that more land within the centre be zoned CZ1 commercial core to permit a supermarket.**

Response

The Mawson group centre master plan identified block 6 section 57 as suitable for a new supermarket, and recommended rezoning the block from CZ2 business zone to CZ1 core commercial zone to facilitate this. The rezoning of the block has been undertaken as part of the variation in accordance with the master plan and will allow a supermarket or other commercial uses on the site.

**2.2.12 1 submission (21) stated that the southern car park between the tennis courts and Athllon Drive should be rezoned for commercial and residential uses, not service trades.**

Response

The rezoning of the surface car park from urban open space to service trades area is in accordance with the recommendations of the approved Mawson group centre master plan and will be able to accommodate uses suitable in the service trades area, including a structured car park.

**2.2.13 1 submission (20) requested that veterinary hospital be retained as a permitted use for blocks adjacent to Mount Evans Street.**

Response

Veterinary hospital is not considered to be compatible with residential development, and is not normally permitted in the CZ2 zone. The existing precinct code permitted veterinary hospital as an additional permitted use, though as the use has not been undertaken and is not compatible with the future intended uses for the area it has been removed from the precinct code.

## ***Active travel/accessibility***

**2.2.14 2 submissions (7, 17) requested that the active travel paths be included in the precinct code.**

### Response

The primary active travel paths, main pedestrian spine and key active frontages are all included in DV345 and will be achieved at the time of development or redevelopment in these locations. The broader cycling network is dealt with outside the Territory Plan because it is usually provided in the public domain and therefore not reliant on development proposals to be achieved.

**2.2.15 1 submission (1) requested that the intertown path be retained, while another submission (4) requested that the link be upgraded to improve safety.**

### Response

The active travel corridor connecting Mawson to Woden is being protected through being rezoned to urban open space. Any upgrades or changes to the path would generally be exempt from requiring development approval and would be undertaken by Transport Canberra and City Services (TCCS).

**2.2.16 1 submission (10) noted that existing pedestrian connections are unsafe, 1 submission (11) suggested that additional active travel paths and crossings across Athllon Drive would assist cyclists, and 1 submission (4) noted that footpaths needed to be upgraded for disabled and elderly access.**

### Response

Requests for upgrades to existing public infrastructure including road underpasses and crossings should be directed to TCCS.

**2.2.17 1 submission requested that references to pedestrian paths should include bicyclists.**

### Response

The precinct code figures and references in the relevant rules have retained the current naming of the paths through the centre. Unless otherwise noted within centres, the riding of bicycles within the centre would not be prohibited, however the rules and associated figures in the variation refer to predominately pedestrian paths as described in the Mawson group centre master plan.

## ***Facilities***

**2.2.18 2 submissions (2, 4) noted that amenities suitable for elderly people are required due to the ageing population.**

### Response

Government owned public amenities are managed by TCCS, and are subject to review to ensure they remain suitable for public use. New private developments providing public facilities will need to ensure they comply with relevant Australian Standards for access and mobility.

**2.2.19 1 submission (4) noted that indoor recreation and health facilities should be located near the playing fields.**

### Response

The Mawson group centre master plan recommended that the surface car park closest to the playing fields be rezoned to commercial services zone to permit a future structured car park as well as other commercial uses. Indoor recreation and health facilities would not be excluded from these sites though have not been specifically required to be developed.

**2.2.20 1 submission (15) noted that local commercial centres should be rejuvenated as well as group centres.**

### Response

Local commercial centres are being rejuvenated through a separate ongoing process managed by TCCS.

**2.2.21 2 submissions (10, 17) suggested that infrastructure should be the focus of the precinct code, and 1 submission (1) noted that additional infrastructure is needed to support development.**

### Response

The Mawson master plan identified future potential infrastructure upgrades, which are undertaken by TCCS, subject to funding, workloads and the outcomes of additional detailed studies. As the majority of the public infrastructure works are exempt from requiring development approval, there is no benefit in including infrastructure development in the Territory Plan.

## ***Car parking and vehicle access***

**2.2.22 6 submissions (9, 10, 12, 16, 17, 18) requested that some or all of the existing surface parking be retained within the centre, including the park 'n' ride car park at the Athllon Drive and Mawson Drive intersection, with 1 submission (12) requested that the surface carpark on block 6 section 57 be made mandatory to retain parking for existing adjoining businesses and 1 submission (20) supported the retention of public car parking requirements for the car park east of Heard Street.**

### Response

There are no significant changes to the existing provisions covering the surface car parks within the group centre, other than the rezoning of the surface carpark located east of Heard Street and the surface carpark south of the centre, adjoining and to the west of the tennis courts. Development of the main surface carparks will require development to replace the public parking as part of development.

The park and ride car park is zoned for commercial service trades and transport zone, and a requirement has been included in DV345 that the park and ride be retained on site. Any proposal to relocate the facility will require the endorsement of TCCS.

**2.2.23 3 submissions (2, 3, 4) noted that additional parking is needed for aged and disabled people, or to accommodate additional residential development.**

### Response

Any concerns with the levels of existing public parking should be directed to TCCS. Future development for residential or commercial uses will need to demonstrate that the parking requirements of the development are complied with, including provision of accessible parking for aged and people with disabilities.

**2.2.24 3 submissions (10, 15, 18) noted that increased development will impact existing traffic and infrastructure, including parking.**

### Response

The concern is noted. While the variation will permit additional development within the centre, any future development proposals will still be required to demonstrate that there will no significant impact to the surrounding area and that infrastructure will be able to accommodate any additional loads imposed by the development.

**2.2.25 1 submission (17) noted that the road connecting Mawson Place to Athllon Drive, the area 'b' access road and the Athllon Drive duplication should be included in the precinct code.**

### Response

While the master plan identified potential road connections, additional infrastructure studies will be required to determine the preferred future alignments. Any future development application for works on the sites will need to identify suitable entry and egress points for resident as well as service vehicles that are supported by TCCS.

## ***Light rail***

### **2.2.26 1 submission (19) queried whether changes to the potential light rail route warranted the level of development proposed in the variation**

#### Response

The master plan was developed prior to stage 2 of the light rail system being announced and identifies that the centre is located adjacent to the existing Intertown Public Transport route. Regardless of the future light rail route, the Athllon Drive corridor will remain as a central transport route connecting the Tuggeranong Valley and southern portion of Woden Valley to the rest of Canberra.

### **2.2.27 1 submission (21) noted that increasing the density along Athllon Drive would slow down light rail due to increases in the number of stops required**

#### Response

The intention of increasing density along main transport routes to reduce the travel times of public transport by maximising the population able to live within close proximity to the service. The sites along Athllon Drive where increased densities are proposed are already well serviced by existing bus stops along Athllon Drive, which would likely be replicated by light rail if it proceeds along Athllon Drive.

## ***Open space***

### **2.2.28 2 submissions (2, 5) note that more open space and green space is needed to accommodate additional residents, while 1 submission (11) noted that other group centres have playgrounds, while there is no provision in the Mawson group centre for a playground.**

#### Response

DV345 incorporates the master plan recommendations of rezoning land along Athllon Drive east of Yarralumla Creek from suburban core residential zoned land and transport zoned land to high density residential zoned land and urban open space. The vacant land along the eastern side of Athllon Drive currently consists of approximately 5.8 hectares of suburban core residential zoned land, 2.6 hectares of transport zoned land and 3.3 hectares of urban open space. The variation proposes to amend this to create approximately 4 hectares of RZ5 high density residential zoned land and 7.7 hectares of PRZ1 urban open space. The transport zoned land is being incorporated where it lies east of Yarralumla Creek as the master plan identifies that this land will not be required for transport related infrastructure.

The rezoning of the land substantially increases the land zoned for public open space close to the centre, and will permit future works for a range of public uses. It is noted that the master plan did not identify an area for a future playground within the group centre; however Mawson group centre is well serviced by the adjoining playing fields to the south which provide large areas for informal as well as formal recreation. Requests for new public facilities such as playgrounds should be directed to TCCS.

**2.2.29 1 submission (18) advised that the DV wasn't well advertised.**

Response

The draft variation was publicly notified in accordance with the requirements of the Planning and Development Act 2007 and included letters to each lessee within the subject area as well as each lessee in sections adjoining the areas being rezoned. A notice was placed on the Public Notices website as well as the 'You Say' website and the EPSDD website. In addition, two drop in sessions were held within the central courtyard area of the centre.

**2.2.30 1 submission (11) queried why the DV doesn't refer to the centre as Southlands.**

Response

The name of the centre in the Territory Plan is the Mawson group centre. The name Southlands is not part of the Territory Plan naming and was not considered necessary to identify the location of the subject area.

**General**

**2.2.31 3 submissions (2, 12, 20) are generally supportive of the DV, while 1 submission (18) states that the DV supports developers over the community, and 1 submission (10) states that the master plan and DV are poorly thought out and should be rejected.**

Response

The support is noted. The draft variation incorporates the recommendations of the approved Mawson group centre master plan, and while it may be seen as supporting developers, the provisions are designed to encourage redevelopment and rejuvenation of the centre in selected areas to encourage greater patronage of the centre and increase residential densities close to public transport.

**2.2.32 1 submission (5) recommended that the DV be referred to the Assembly to make a decision on the variation, not just the Minister for Planning.**

Response

The recommended version of the variation will be referred to the Minister for Planning for consideration. The Minister will refer the variation to the Standing Committee on Planning and Urban Renewal to hold an inquiry. If the Standing Committee choose to undertake an inquiry, they will review the variation and call for submissions before providing recommendations to the Minister. The Minister may withdraw the variation, refer the variation back to the planning authority to make changes, or approve the variation. If the variation is approved, the Minister must table the variation in the Legislative Assembly for not less than five sitting days where it is debated and a disallowance motion may be made. The motion may seek to disallow all or part of the variation and would require a majority vote to pass. Provided there is no disallowance motion the Minister then sets a date for the variation to commence, when it then forms part of the Territory Plan.

**2.2.33 One submission (13) provided outcomes of surveys with users of the centre detailing perceived levels of safety through the centre.**

Response

The survey results are noted. The Mawson group centre master plan and DV345 has sought to significantly improve safety throughout the town centre through the activation of key street frontages and improvements to main pedestrian thoroughfares and spines. These provisions in association with the Territory Plan crime prevention through environmental design general code will assist in increasing safety throughout the group centre as sites are redeveloped.

**2.2.34 One submission (16) noted that the master plan should have included the medium density residential sites located east of the centre.**

Response

The master plan considered the existing commercial areas and new areas adjoining the centre suitable for commercial and/or residential uses. The existing medium density residential areas were outside of the study area.

### **3. COMPLIANCE WITH THE PLANNING AND DEVELOPMENT ACT 2007**

#### **3.1 Release for Public Comment (section 63)**

DV345 was made available for public comment on 3 March 2017. The closing date for comments was 21 April 2017, extended until 2 June 2017. The version of DV345 released for public comments is at **Appendix 1**. A consultation notice under s 63 of the P&D Act was published in the ACT Legislation Register on 3 March 2017, and on 21 April 2017 for the extension.

#### **3.2 National Capital Authority (section 61 (b) (i))**

The NCA provided the following comments:

***“Draft Variation 345 – Mawson Group Centre***

*The subject site of DV345 is located within an Urban Area as identified in the General Policy Plan (Metropolitan Canberra) of the Plan. The site is outside Designated Areas and is not subject to Special Requirements.*

*The draft variation is not inconsistent with the Plan.”*

Response

The comments are noted.

### 3.3 Conservator of Flora and Fauna (section 61 (b) (ii))

The Conservator made the following comments:

The Conservator of Flora and Fauna made the following comments on 2 December 2015:

*"In accordance with Section 61(b) of the Planning and Development Act 2007, I advise that I have examined Draft Variation No 344 Woden Town Centre, Zone changes and amendments to the Phillip precinct map and code, and Draft Variation No 345 Mawson Group Centre, Zone changes and amendments to the Mawson precinct map and code.*

*I note that the previous Conservator, Ms Ann Lyons Wright, provided comments on these variations and I reiterate her comments as I am of the view that the retention of areas for deep rooted plantings is of paramount importance, both to provide connectivity and to ensure that the cooling effects of trees are catered for in a warming climate.*

*The need for shade in the public realm areas needs to be recognised, and the Precinct Codes should include a requirement for areas to be provided for deep rooted planting in the Centres. If this requirement is not mandated, then it may not occur.*

*Urban trees can provide a multitude of benefits apart from cooling, including leaf interception of rainfall and localised infiltration of runoff from the hard surfaces, habitat for wildlife, and aesthetic value.*

*Where it is intended in the Master Plans to have areas remain as either 'public space' or 'open space' for recreational and exercise activities, or the retention of pedestrian routes, then it is recommended that these areas are either shown in the Precinct Code for that purpose, or the areas are zoned as urban open space. This will ensure that these areas are protected into the future and not be subject to development."*

#### Response

The draft variation incorporates the recommended zoning changes from the approved master plan, including areas of open space proposed to be zoned as PRZ1 – urban open space, and areas to be retained for pedestrian activity. The draft variation includes requirements for deep root planting where noted by the master plan, though it should be noted that public works landscaping is not generally included in precinct code requirements unless it is associated with development on leased land. Public works landscaping is normally subject to TAMS requirements and budgeting.

The active travel shared path connecting Mawson to Woden is proposed to be rezoned to PRZ1 where it is currently zoned RZ2 to protect the path and adjoining trees from development. Unleased land within the group centre will remain available for deep root planting, though provision of substantial features such as large trees would be at the discretion of TAMS as other structures may be more appropriate in certain circumstances.

### **3.4 Environment Protection Authority (section 61 (b) (iii))**

The EPA made the following comments:

*“The Environment Protection Authority would support the rezoning of the Road reserve between Yarralumla Creek and Swinger Hill as well as Block 11 Section 58 and Blocks 1, 2, 3, 8, 13, 14 and 25 Section 47 Mawson subject to assessment demonstrating the land is fit for the proposed new uses from a contamination perspective. The assessment must be completed by a suitably qualified and experienced environmental consultant and be endorsed by the Environment Protection Authority prior to rezoning.”*

#### Response

The comments are noted. Any required contamination assessment will be undertaken prior to DV345 being approved.

### **3.5 ACT Heritage Council (section 61 (b) (iv))**

The ACT Heritage Council made the following comments:

*“Review of the ACT Heritage Register identifies that no registered or recorded heritage places or objects occur within the DV345 subject area.*

*However, ACT Heritage identifies that the "Town Centres Master Plan. Woden Town Centre. Mawson Town Centre. Aboriginal Cultural Heritage Assessment. Draft Report" (Navin Officer Heritage Consultants, August 2014) identifies two potential archaeological deposits (PADs) within the DV345 subject area, in open space to the east of Athllon Drive.*

*Navin Officer Heritage Consultants has recommended that a program of archaeological survey and test excavation precede any proposed development or ground works within these PAD areas. To date, the ACT Heritage Council (the Council) has not endorsed this recommendation, as further information on PAD identification has been requested, as a prior heritage assessment of the locality concluded these areas were of low archaeological potential. Following submission of the final report, the Council may identify additional heritage assessment and management requirements for these PAD areas prior to the proposed development to the east of Athllon Drive.*

*ACT Heritage has no objection to DV345 for the Mawson Group Centre on the basis that the potential heritage values of the PAD areas identified by Navin Officer Heritage Consultants (August 2014) are considered and addressed prior to future development of these areas.”*

#### Response

The comments are noted. Future development of the land along Athllon Drive will require endorsement from the ACT Heritage Council prior to any approvals being granted.

### 3.6 Land Custodian – Transport Canberra and City Services

The Land Custodian provided the following comments:

**“Re: Comment on:**

DV 344 Woden Town Centre and  
DV 345 Mawson Group Centre

**General comment:**

- *Residential buildings within shopping precincts and transport corridors must have noise attenuation to manage noise complaints resulting from buses and general maintenance and servicing of the centre. Consideration should be given to the addition of a ‘rule and/or ‘criteria’ in the relevant precinct codes making reference to addressing potential noise conflicts arising from development.*

**Mawson Master Plan**

*The Draft Variation includes a zoning change from PRZ1 to RZ5 – adjacent to east of Athllon Drive (north of Mawson Group Centre):*

- *Whilst the principle of infill development is supported, it is believed that a similar rezoning proposal was previously put forward in this area and overturned due to public concern. Any previous comments made should be revisited to check their relevance to the current proposal. The development is expected to create public controversy.*
- *Traffic flows and access to the proposed multistorey units requires consideration, as the extension to Power Street which will join up with Athllon Drive as well as the high density residential proposal will impact on roads and traffic etc. As such vehicle access to this RZ5 site is expected to be problematic for the following reasons:*
  - *No vehicle access would be permitted to / from Athllon Drive north of Mawson Drive*
  - *The proposed rezoning appears to be in / adjacent to an existing stormwater floodway which will need to be retained in the future (and possibly improved subject to the size of future infill development)*
  - *TAMS would require the existing east / west community paths between Athllon Drive and the existing suburb of Mawson are retained (there are several existing structures crossing Yarralumla Creek, these connections should be reinforced as part of any development proposal).*

- *It was noted that the open space along Athllon Drive was previously identified for water quality improvement through installation of ponds. The replacement of proposed ponds with infill development would have a detrimental effect on water quality. Consideration should be given as to how this may affect the future development opportunities of this site.*
- *Covering the public open spaces as part of future development to make Mawson shops into an arcade style centre, would change the maintenance arrangements from public to privately owned areas.”*

The land custodian provided additional comments on 8 December 2015:

- *“All habitable development needs to be above the 1 in 100 year Average Recurrence Interval flood.*
- *There is to be no direct access to major arterials such Athllon Drive. If required a full signalised intersection is to be provided.*
- *There should be no additional access roads within 250metres of an existing intersection.*
- *Cullen Tenax, a rare plant, is located in one of the areas of Variation to the territory plan. The area is along Athllon Drive directly opposite Parramatta Street. TAMS would suggest that EPD may have some more input about this site.”*

### Response

In response to the concern regarding potential noise conflicts, it is noted that the existing Multi Unit Housing development code includes provisions requiring new residential development in or adjacent to commercial centres or adjacent to busy roads to prepare a noise management plan for noise attenuation. The existing provisions are considered sufficient to address the potential noise concerns.

In regards to a previous proposal along Athllon Drive, there was a proposal to release land in the Athllon Drive corridor in 2000 for multi and single dwelling development, which did not include rezoning. The land release was referred to the Standing Committee on Planning and Urban Services in December 2000 at the request of the Assembly. The Standing Committee recommended that the proposal not proceed for a number of reasons including poor separation from existing dwellings, poor access to public transport including pedestrian and cycling access, and densification of an area already containing higher density development (*Standing Committee on Planning and Urban Services Report No. 74 July 2001 – Mawson/Athllon Drive Land Use*).

The 2000 land release proposed multi unit development adjoining the existing residential blocks in Swinger Hill, and relied on existing road infrastructure for vehicle access. At the time of the proposal the Standing Committee noted there were no bus stops nearby on Athllon Drive, and the Shea Street signalized intersection had not been constructed to permit pedestrians to cross Athllon Drive easily.

This proposal varies from the 2000 initiative in that it only proposes to rezone the predominately RZ2 zoned land to RZ5, and does not include a proposal for land release. In addition, the rezoning is supported by the ACT Planning Strategy, which encourages development in areas close to commercial centres.

Any future development would also be required to undergo a separate development approvals process including public consultation.

In regards to potential water improvement features, the Woden and Mawson master plans identify a potential location for a stormwater management site, either as an offline pond or wetland connected to Yarralumla Creek, which would be subject to future funding and design. The draft variation includes the rezoning of part of the existing area of RZ2 land to PRZ1 urban open space to facilitate any future water management works associated with Yarralumla Creek.

In regards to the rare plant *Cullen Tenax*, there are noted to be four or five specimens located south west of the Parramatta and Athllon Drive intersection, which EPSDD ecologists have requested not be mown as part of TAMS maintenance of the area, to allow the plants to seed. The seed is intended to be harvested for distribution to nearby nature reserves.

It is intended for the identified plants to be retained to permit seed collection for the time being, with further consideration of whether to retain or relocate the plants to be undertaken as part of future development of the site.

### **3.7 Land Custodian – Active Canberra – Chief Minister, Treasury and Economic Development**

The land custodian provided the following comments:

*“Rezoning Block 25 Section 47 (DV Part 3.1 Figure 3)*

*The proposed portion of Mawson Block 25 Section 47 to be rezoned forms part of the Mawson District Playing fields - Sport & Recreation Services is currently the land custodian. SRS supports the proposed rezoning to CZ3 on the understanding that the future use for the site will incorporate car parking (as indicated in the Mawson Group Centre master plan).*

*Construction on the rezoned site would need to consider necessary buffers from the adjacent playing field as per the Design Standards for Urban Infrastructure. In this instance with the rezoned block located behind the goal posts of the adjacent oval, the setback required would be 30 metres to the lease boundary.”*

#### Response

It is noted that the 30m separation noted in the Design Standards is to residential lease boundaries. In addition, the area to be rezoned contains an existing unenclosed surface carpark that at the closest point is approximately 23m from the nearest goal posts on the district playing fields.

It is understood that the required separation is to minimise potential impacts from sports equipment, such as soccer balls, on residences or their occupants. As the likely development on the site will be a commercial building with multi storey car parking, a provision has been included in the proposed code to require development to mitigate potential impacts from the normal use of the playing fields with endorsement required from Active Canberra.

### **3.8 Notice of Submission to the Minister (section 70)**

In accordance with s 70 of the P&D Act, a public availability notice will be placed in the ACT Legislation Register stating that DV345 has been submitted to the Minister and that the documents are available for public inspection.

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## 4. APPENDICES

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**APPENDIX 1**  
**Draft variation 345 public release version**

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**APPENDIX 2**  
**Copies of public comments received on draft variation 345**

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# Planning and Development (Draft Variation No 345) Consultation Notice 2017

## Notifiable instrument NI2017—107

made under the

Planning and Development Act 2007, s 63 (Public consultation—notification) and s 64 (Public consultation—notice of interim effect etc)

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### 1 Name of instrument

This instrument is the *Planning and Development (Draft Variation No 345) Consultation Notice 2017*.

### 2 Draft variation to the Territory Plan

The planning and land authority (the **Authority**) has prepared a draft plan variation No 345 – Mawson group centre (the **Draft Variation**) to vary the Territory Plan. The Draft Variation contains changes to zones within the Division of Mawson and amendments to the Mawson precinct map and code.

### 3 Documents available for public inspection

- (1) The Authority gives notice that the following documents are available for public inspection and purchase:
  - (a) the Draft Variation; and
  - (b) the background papers relating to the Draft Variation.
- (2) Copies of the documents mentioned in section 3(1) are available for inspection and purchase at Access Canberra, Environment, Planning and Sustainable Development Directorate (EPSDD) Shopfront, Ground Floor South, Dame Pattie Menzies House, 16 Challis Street, Dickson, Monday to Friday (except public holidays) between 8:30am and 4:30pm for the period commencing on the day this notice commences and ending on 21 April 2017 (the **Consultation Period**).
- (3) Copies of the documents mentioned in section 3(1) are also available for inspection during the Consultation Period online at [http://www.planning.act.gov.au/tools\\_resources/legislation\\_plans\\_registers/plan\\_s/territory\\_plan/draft\\_variations\\_to\\_the\\_territory\\_plan](http://www.planning.act.gov.au/tools_resources/legislation_plans_registers/plan_s/territory_plan/draft_variations_to_the_territory_plan)

### Invitation to give written comments

- (1) The Authority invites written comments about the Draft Variation during the Consultation Period. Comments should include reference to the Draft Variation and be addressed to the Territory Plan Section of the Environment, Planning

and Sustainable Development Directorate. Please also provide your name and contact details to assist in the assessment of the comments provided and to enable the Authority to contact you in relation to your comments, if required.

- (2) Written comments should be provided to the Authority by:
  - (a) email to [terrplan@act.gov.au](mailto:terrplan@act.gov.au); or
  - (b) mail to Territory Plan Section, EPSDD, GPO Box 158, Canberra, ACT 2601; or
  - (c) hand delivery to Access Canberra, EPSDD Shopfront, Ground Floor South, Dame Pattie Menzies House, 16 Challis Street, Dickson.

## 5 Public inspection of written comments

- (1) Copies of written comments about the Draft Variation given in response to the invitation in section 4, or otherwise, or received from the National Capital Authority will be available (unless exempted) for public inspection for a period of at least 15 working days starting 10 working days after the day the consultation period ends at Access Canberra, EPSDD Shopfront, Ground Floor South, Dame Pattie Menzies House, 16 Challis Street, Dickson, Monday to Friday (except public holidays) between 8:30am and 4:30pm and may be published on the EPSDD website at [www.planning.act.gov.au](http://www.planning.act.gov.au).
- (2) You may apply under section 411 of the *Planning and Development Act 2007* (the **Act**) for part of your consultation comments to be excluded from being made available to the public. A request for exclusion under this section must be in writing, clearly identifying what you are seeking to exclude and how the request satisfies the exclusion criteria. Please note that your name and contact details and other personal information will not be made public unless you request otherwise.

## 6 Effect of the draft plan variation

- (1) Section 65 of the *Planning and Development Act 2007* applies to the draft variation. This means that the provisions of Draft Variation No 345 have interim effect, and apply to development applications lodged on or after 3 March 2017.
- (2) During the period of interim effect the ACT Government must not do or approve anything that would be inconsistent with the Territory Plan as if it were amended by the draft variation. Where there is an inconsistency between provisions in the current Territory Plan and provisions in the draft variation, then the draft variation takes precedence for the extent of the inconsistency.

- (3) Interim effect will end on the day the earliest of the following happens:
- i. the day the public availability notice under section 70 for the draft variation being recommended to the Minister is notified in accordance with the Legislation Act
  - ii. the day the draft variation, or the corresponding variation, is withdrawn under section 68 (1)(b) or section 76 (3)(b)(v)
  - iii. 1 year after the date of the consultation notice.

## **7 Obtaining further information**

Further information about the Draft Variation can be obtained through email correspondence with the Territory Plan Section, EPSDD, at [Terrplan@act.gov.au](mailto:Terrplan@act.gov.au), a reference to the Draft Variation should be included in any email.

## **8 Meaning of *draft plan variation No 345 – Mawson group centre***

In this instrument:

***Draft plan variation No 345 – Mawson group centre*** means the draft plan variation in the schedule.

*Note 1:* Your personal information will be managed in accordance with the *Information Privacy Act 2014* and the *EPSDD Information Privacy Policy* which are available through the EPSDD website.

Brett Phillips  
Delegate of the planning and land authority  
01 March 2017



**ACT**  
Government

Environment, Planning and  
Sustainable Development

**Schedule 1**

*Planning and Development Act 2007*

**Draft**  
**Variation to the**  
**Territory Plan**  
**No 345**

**Mawson Group Centre:**  
**Zone changes and amendments to the**  
**Mawson precinct map and code**

**March 2017**

Draft variation for public consultation prepared  
under s60 of the *Planning and Development Act 2007*

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# 1. INTRODUCTION

## 1.1 Summary of the Proposal

The draft variation incorporates the recommendations of the recently approved Mawson group centre master plan into the Territory Plan to provide guidance on the desired built form and character of the centre as it develops into the future.

The centre is currently limited to two storeys. DV345 retains the two storey height limit within the central area to retain solar access to the public squares and proposes higher development of four and six storeys to the east of Heard Street and six storeys to the west of Mawson Place. DV345 also proposes an allowance for development up to eight storeys near the south eastern corner of the Athllon Drive/Mawson Drive intersection as a marker development for the centre, as recommended by the approved master plan.

DV345 rezones several areas in accordance with the approved master plan, including land along Athllon Drive proposed to be rezoned from suburban core residential and road reserve to high density residential and urban open space. The rezoning will increase the area of urban open space and ensure the existing shared path connecting Mawson to Woden town centre is retained.

DV345 rezones the CZ3 services zone between Mawson Place and Athllon Drive to CZ2 business zone, and rezones the public carpark south of Mawson Place from PRZ1 urban open space to CZ3 services zone.

DV345 also identifies main pedestrian areas within the centre and areas where active frontages are required, which provide interest and activity at the ground floor level. Locations where awnings are required for all weather protection for pedestrians are also nominated.

## 1.2 Outline of the process

The Commonwealth's *Australian Capital Territory (Planning and Land Management) Act 1988* allows for the Legislative Assembly to make laws to establish a Territory Planning Authority and for that Authority to prepare and administer a Territory Plan. The *Planning and Development Act 2007* (the Act) establishes the planning and land authority as the Authority which prepares and administers the Territory Plan, including continually reviewing and proposing amendments as necessary. The functions of the planning and land authority are administered by the Environment, Planning and Sustainable Development Directorate (EPSDD).

The Territory Plan is comprised of a written statement and a map. The written statement contains a number of parts, namely governance; strategic directions; zones (including objectives and development tables and zone or centre development codes); precinct codes; general codes; overlays; definitions; structure plans, concept plans and development codes for future urban areas.

The Territory Plan Map graphically represents the applicable land use zones (under the categories of residential, commercial, industrial, community facility, urban parks and recreation, transport and services and non urban), precincts and overlays. The zone, precinct and overlay requirements are detailed in the volumes of the Territory Plan.

Draft variations to the Territory Plan are prepared in accordance with the Act. Following the release of the draft variation under section 63 of the Act, submissions from the public are invited. At the conclusion of the consultation period the EPSDD submits a report on consultation and a recommended final variation to the Minister responsible for planning for approval.

The Minister has the discretion to determine if referral to the Legislative Assembly standing committee responsible for planning is warranted prior to approval, depending on the nature and significance of the proposal. If the draft variation is referred to the committee by the Minister or otherwise, the Minister must consider the findings of the committee before deciding whether to approve the draft variation. If the Minister approves the variation, the variation and associated documents will be tabled in the Legislative Assembly. Unless disallowed by the Legislative Assembly within five sitting days, the variation commences on a day nominated by the Minister.

## 1.3 This document

This document contains the background information in relation to the proposed variation. It comprises the following parts

Part 1 This Introduction

Part 2 An Explanatory Statement, which gives reasons for the proposed variation and describes its effect

Part 3 The Draft Variation, which details the precise changes to the Territory Plan that are proposed

## 1.4 Public Consultation

Written comments about the draft variation are invited from the public by **21 April 2017**.

Comments should include reference to the draft variation and be addressed to the Territory Plan Section. Please also provide your name and contact details to assist in the assessment of the comments provided, and to enable EPSDD to contact you in relation to your comments, if required. Your personal information will be managed in accordance with the *Information Privacy Act 2014* and the EPSDD Information Privacy Policy, which is available for viewing on EPSDD's website.

Comments can be:

- emailed to [terrplan@act.gov.au](mailto:terrplan@act.gov.au)
- mailed to Territory Plan Section, GPO Box 158, Canberra, ACT 2601
- delivered to the EPSDD Access Canberra Customer Service Centre at 16 Challis Street, Dickson
- made on the 'Have Your Say' website: <https://www.yoursay.act.gov.au>

Copies of written comments will be made available for public inspection for no less than 15 working days starting 10 working days after the closing date for comment. The comments will be available at the EPSDD Access Canberra customer service centre in Dickson and may be published on EPSDD's website. Comments made available will not include personal contact details unless you request otherwise.

A request may be made for parts of a submission to be excluded under section 411 or 412 of the *Planning and Development Act 2007*. A request for exclusion under these sections must be in writing, clearly identifying what parts of your submission you are seeking to exclude and how the request satisfies the exclusion criteria.

### *Further Information*

The draft variation and background documents are available online at **[www.act.gov.au/draftvariations](http://www.act.gov.au/draftvariations)** until the closing date for written comments.

Printed copies of the draft variation (this document) and background documents are available for inspection and purchase at the EPSDD Access Canberra Customer Service Centre, 16 Challis Street, Dickson, Monday to Friday (except public holidays) between 8:30am and 4:30pm. Please call 6207 1923 to arrange a copy for purchase.

## **2. EXPLANATORY STATEMENT**

### **2.1 Background**

Draft Variation 345 incorporates the recommendations of the Mawson group centre master plan, which has been undertaken as part of the ACT Government initiative for encouraging the rejuvenation of selected commercial centres, and to direct development within the centre over the next 10 to 20 years.

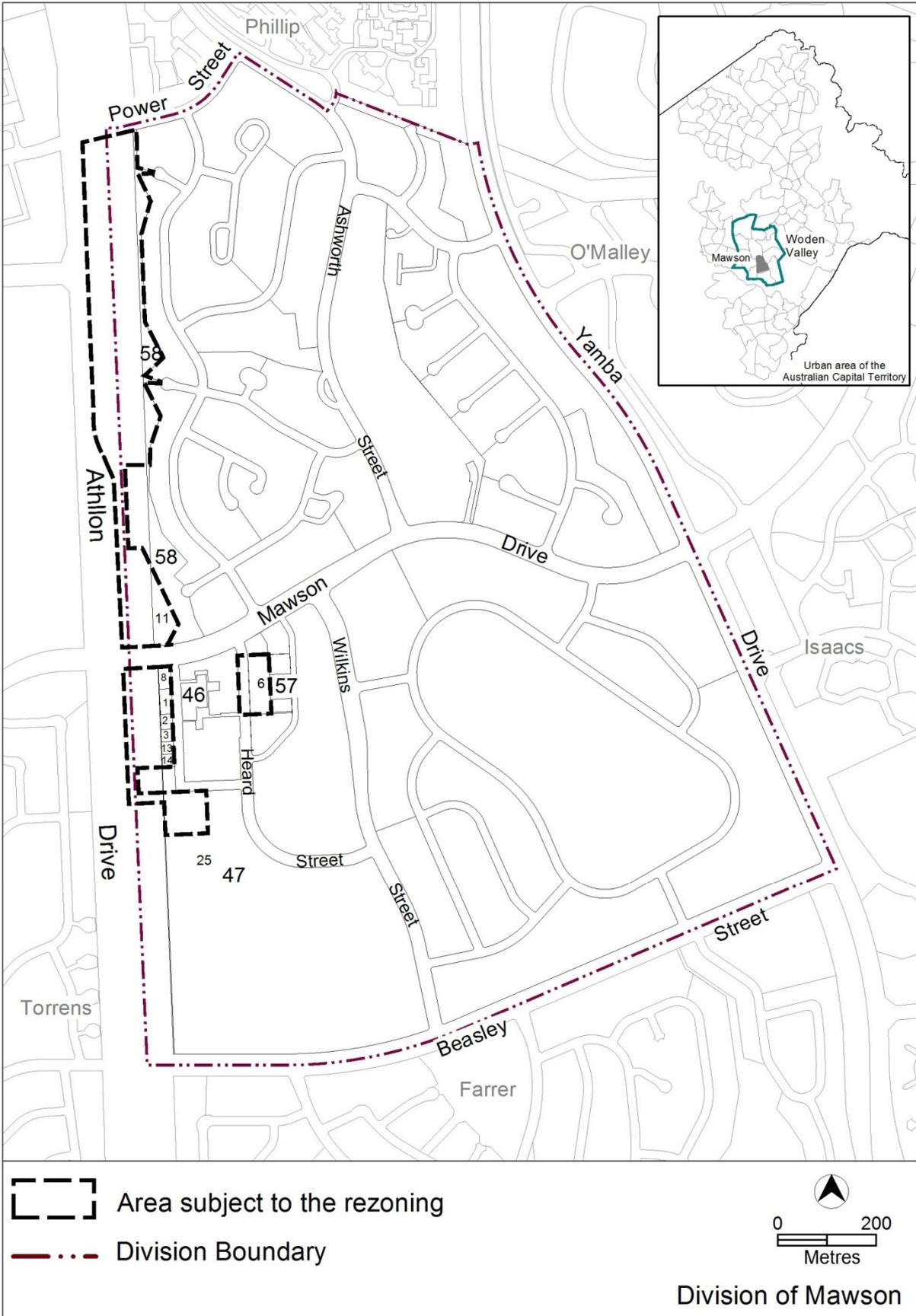
### **2.2 Site Description**

The subject area is the Mawson group centre and surrounding land, including the land located along Athllon Drive. The group centre is located almost 2 km south of Woden Town Centre, and adjacent to the intersection of Athllon Drive and Mawson Drive. The centre is bounded by Athllon Drive to the west, Mawson Drive to the north, Mountevans Street to the east and recreational spaces to the south.

Several community clubs are located between Heard Street and Mountevans Street, and large areas of surface parking are provided along Heard Street and the southern part of Mawson Place. A line of buildings containing cafes and take away food shops along the ground floor are located along the western side of Mawson Place, bookended by petrol stations at either end, with the eastern side of Mawson Place a mix of food retailing, shops and back of business loading areas.

Development in the centre is a mix of one and two storeys, with retail uses, restaurants, cafes and personal services at the ground floor and offices and indoor recreation uses above. The surrounding land to the south contains tennis courts and playing fields, with multi unit residential housing to the east and suburban core residential to the north that is predominately detached single dwellings. To the west are Athllon Drive and a large strip of unleased Territory land that has Yarralumla Creek running through it.

The land along Athllon Drive included in this draft variation is grassed land separated from existing single dwelling blocks to the east by trees and a shared path and separated from Athllon Drive to the west by Yarralumla Creek.



**Figure 1: Location map and areas subject to rezoning**

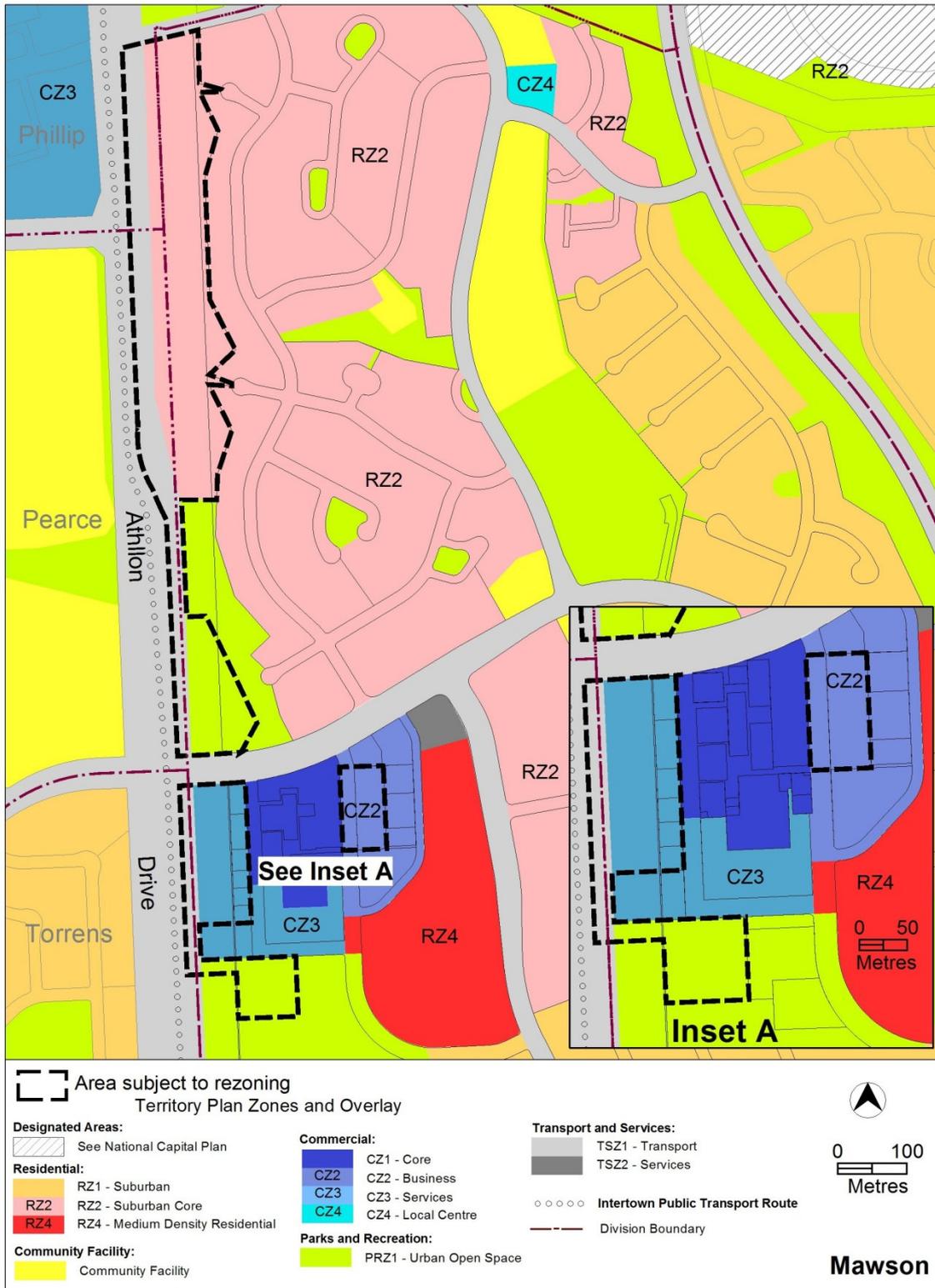
## 2.3 Current Territory Plan Provisions

The Territory Plan map zones for the area subject to this variation are shown in **Figure 2**.

The central area is zoned CZ1 commercial core zone, with the CZ2 commercial business zone located to the east of Heard Street, and CZ3 commercial service trades zone to the west and south of the core zone. The Athllon Drive land is predominately zoned RZ2 suburban core residential towards Phillip, and PRZ1 urban open space adjacent to the group centre, while the transport corridor is zoned TSZ1 transport zone. The existing car park south of the centre is zoned PRZ1 urban open space.

The group centre is subject to the Commercial Zone development code and the Mawson precinct map and code, while the residential areas are subject to the Residential Zones Development code, Single Dwelling Housing development code and the Multi Unit Housing development code. The adjoining open space areas are subject to the Parks and Recreation Zone development code.

The general codes may also apply.



**Figure 2 Territory Plan Zones Map**

## **2.4 Proposed Changes**

### **2.4.1 Proposed Changes to the Territory Plan Map**

The proposed changes to the Territory Plan map are indicated in Figure 3 at Part 3 of this document and are detailed as follows:

- rezone the RZ2 suburban core residential zone and portion of the TSZ1 transport services zone along Athllon Drive to RZ5 high density residential where adjacent to Phillip service trades area, with the remainder rezoned to PRZ1 urban open space;
- rezone an area of PRZ1 urban open space and TSZ1 transport zone at the corner of Athllon Drive and Mawson Drive to RZ5 high density residential zone;
- rezone the majority of the CZ3 commercial service trades zone between Athllon Drive and Mawson Place, along with a section of the TSZ1 transport zoned land to CZ2 commercial business zone;
- rezone the portion of PRZ1 urban open space south of the centre currently occupied by a surface carpark to CZ3 service trades zone; and
- rezone the surface car park east of Heard Street from CZ2 commercial business zone to CZ1 commercial core zone.

In addition, the division boundaries of Phillip, Pearce, Torrens and Mawson will need to be realigned to accommodate the residential zone located along Athllon Drive, and the extension of the commercial business zone within the Mawson division boundaries. The process to amend the division boundaries will be undertaken separately to this draft variation.

The draft variation map indicates the proposed zone boundaries as accurately as possible but may be subject to adjustments following detailed surveys.

### **2.4.2 Proposed Changes to Territory Plan**

It is proposed to amend the Mawson precinct map and code by:

- removing the restriction that limits shop in CZ2 commercial business zone to art, craft and sculpture dealer and personal services;
- removing the existing additional permitted uses of funeral parlour, light industry, service station and veterinary hospital from the CZ2 commercial business zone;
- nominating building heights for selected areas within the centre of 2, 4, 6 and 8 storeys;

- introducing built form provisions such as upper level setbacks, requirements for awnings and active frontages to provide pedestrian friendly areas within the centre;
- nominating pedestrian routes and laneways where development will be required to provide publicly accessible pedestrian access; and
- ensuring development retains solar access to public spaces and residential development.

## **2.5 Reasons for the Proposed Draft Variation**

The reasons for the draft variation are to vary the Territory Plan in accordance with the recommendations of the Mawson group centre master plan to:

- ensure building heights within the centre are of an appropriate scale and relate to the existing centre layout without detrimentally impacting on surrounding land uses, improve the built form interface with the public realm, and to provide a measure of certainty for developers and the community as to the intended built form;
- encouraging residential development into parts of the centre to improve activity outside of business hours and take advantage of existing and future public transport along Athllon Drive;
- encourage development which promotes pedestrian activity in selected areas by providing shopfronts, glazing and entrances to the street; and to ensure these areas provide all weather protection for pedestrians through the provision of awnings; and
- provide opportunities for additional development in selected areas close to public transport and main commercial centres, including development along the intertown public transport route.

## **2.6 Planning Context**

### **2.6.1 National Capital Plan**

The *Australian Capital Territory (Planning and Land Management) Act 1988* established the National Capital Authority (NCA) with two of its functions being to prepare and administer a National Capital Plan (NCP) and to keep the NCP under constant review and to propose amendments to it when necessary.

The NCP, which was published in the Commonwealth Gazette on 21 January 1990 is required to ensure that Canberra and the Territory are planned and developed in accordance with their national significance. The *Australian Capital Territory (Planning and Land Management) Act 1988* also required that the Territory Plan is not inconsistent with the NCP.

## **2.6.2 Territory Plan**

### Statement of Strategic Directions

The proposal is consistent with the Territory Plan's statement of strategic directions in terms of environmental, economic and social sustainability and spatial planning and urban design principles.

#### **1.9** *Urban expansion will be contained in order to minimise impacts on valuable natural and rural areas.*

The proposal is consistent with this principle as it encourages higher density development within an existing urban area, which assists in containing the spread of the urban area to accommodate Canberra's growing population.

#### **1.10** *Integrated land use and transport planning will seek to maximise accessibility and transport efficiency, reduce energy consumption, support the preferred pattern of development, promote safety, safeguard environmental quality, and minimise greenhouse gas emissions.*

DV345 is consistent with this principle as it encourages higher density development close to an intertown public transport route and the pedestrian/cycle network, and includes provisions for passive surveillance of public areas.

#### **2.1** *Canberra will continue to develop as a series of discrete urban areas within a landscape setting of hills, ridges and other open spaces. Each town will offer a diversity of housing types; the broadest possible range of employment opportunities; and convenient, linked access to retail centres, community facilities and open space.*

DV345 is consistent with this principle as it generally contains development within the existing urban area zoning, and provides additional urban open space zoned land for use by the community. The amendments to the Territory Plan will encourage additional dwelling types and encourage additional commercial development thereby improving employment opportunities within the centre.

DV345 also includes provisions to improve pedestrian connections through the centre and out to the wider public transport and shared path network connecting the centre to other areas.

**2.3** *Commercial and retail activity will be concentrated in centres and other planned nodes of intensive activity that are well served by public transport to ensure an efficient pattern of development. Primary emphasis will be placed on strengthening and enhancing existing and new centres and nodes, including improved urban design and encouragement of more mixed-use development.*

DV345 is consistent with this principle as it contains commercial development within the existing centre, adjoining the intertown public transport route. The draft variation aims to strengthen the viability of the centre through improved urban design and providing opportunities for additional mixed use development within the centre.

**2.5** *A wide range of housing types will be permitted in identified residential areas close to commercial centres and some major transport routes to increase choice; maximise opportunities for affordable housing; and secure some intensification of development consistent with maintaining residential amenity. Outside of these areas, planning policies will protect the typically low density, garden city character of Canberra's suburban areas.*

DV345 is consistent with this principle as it provides opportunities for additional higher density residential development along the intertown public transport route, close to a commercial town centre and adjacent to a group centre. The proposal also limits building heights within the centre to protect the existing residential amenity in surrounding areas.

**2.6** *Higher density development will be encouraged within and near major centres, and in other suitable locations that are well served by public transport.*

DV345 is consistent with this principle through the encouragement of higher density development within the group centre which has direct and easy access to the nearby Woden town centre through the intertown public transport route.

**2.7** *Development will be planned to encourage use of public transport, walking and cycling, including commuter cycling. Routes will be reserved for an enhanced intertown public transport system. Requirements for vehicle parking will be related to commercial needs and transport policy objectives.*

DV345 is consistent with this principle as it encourages higher density development close to an existing intertown public transport route, and main pedestrian/cycling paths providing easy commuter and resident access to alternate forms of transport.

## 2.7 Interim Effect

Section 65 of the *Planning and Development Act 2007* applies to the draft variation. This means that the provisions of Draft Variation No 345 have interim effect, and apply to development applications lodged on or after **21 April 2017**.

During the period of interim effect the ACT Government must not do or approve anything that would be inconsistent with the Territory Plan as if it were amended by the draft variation. Where there is an inconsistency between provisions in the current Territory Plan and provisions in the draft variation, then the draft variation takes precedence for the extent of the inconsistency.

Interim effect will end on the day the earliest of the following happens:

- iv. the day the public availability notice under section 70 for the draft variation being recommended to the Minister is notified in accordance with the Legislation Act
- v. the day the draft variation, or the corresponding variation, is withdrawn under section 68 (1)(b) or section 76 (3)(b)(v)
- vi. 1 year after the date of the consultation notice.

## 2.8 Consultation with Government Agencies

The EPSDD is required to, in preparing a draft variation under section 61(b) consult with each of the following in relation to the proposed draft variation:

- the national capital authority
- the conservator of flora and fauna
- the environment protection authority
- the heritage council
- if the draft variation would, if made, be likely to affect unleased land or leased public land – each custodian for the land likely to be affected

*Please note:*

*An early version of DV345, based on the draft Mawson group centre master plan, was referred to ACT Government agencies in September 2014 for comment. The revised draft variation, amended to incorporate the recommendations of the final Mawson group centre master plan, was released for comment in November 2015. The original comments have been retained, except where replaced by more recent comments.*

## **National Capital Authority**

The National Capital Authority provided the following comments on 9 October 2014:

### ***“Draft Variation 345 – Mawson Group Centre***

*The subject site of DV345 is located within an Urban Area as identified in the General Policy Plan (Metropolitan Canberra) of the Plan. The site is outside Designated Areas and is not subject to Special Requirements.*

*The draft variation is not inconsistent with the Plan.”*

## **Response**

The comments are noted.

## **Conservator of Flora and Fauna**

The Conservator of Flora and Fauna made the following comments on 2 December 2015:

*“In accordance with Section 61(b) of the Planning and Development Act 2007, I advise that I have examined Draft Variation No 344 Woden Town Centre, Zone changes and amendments to the Phillip precinct map and code, and Draft Variation No 345 Mawson Group Centre, Zone changes and amendments to the Mawson precinct map and code.*

*I note that the previous Conservator, Ms Ann Lyons Wright, provided comments on these variations and I reiterate her comments as I am of the view that the retention of areas for deep rooted plantings is of paramount importance, both to provide connectivity and to ensure that the cooling effects of trees are catered for in a warming climate.*

*The need for shade in the public realm areas needs to be recognised, and the Precinct Codes should include a requirement for areas to be provided for deep rooted planting in the Centres. If this requirement is not mandated, then it may not occur.*

*Urban trees can provide a multitude of benefits apart from cooling, including leaf interception of rainfall and localised infiltration of runoff from the hard surfaces, habitat for wildlife, and aesthetic value.*

*Where it is intended in the Master Plans to have areas remain as either 'public space' or 'open space' for recreational and exercise activities, or the retention of pedestrian routes, then it is recommended that these areas are either shown in the Precinct Code for that purpose, or the areas are zoned as urban open space. This will ensure that these areas are protected into the future and not be subject to development.”*

## Response

The draft variation incorporates the recommended zoning changes from the approved master plan, including areas of open space proposed to be zoned as PRZ1 – urban open space, and areas to be retained for pedestrian activity. The draft variation includes requirements for deep root planting where noted by the master plan, though it should be noted that public works landscaping is not generally included in precinct code requirements unless it is associated with development on leased land. Public works landscaping is normally subject to TAMS requirements and budgeting.

The active travel shared path connecting Mawson to Woden is proposed to be rezoned to PRZ1 where it is currently zoned RZ2 to protect the path and adjoining trees from development. Unleased land within the group centre will remain available for deep root planting, though provision of substantial features such as large trees would be at the discretion of TAMS as other structures may be more appropriate in certain circumstances.

## **Environment Protection Authority**

The Environment Protection Authority provided the following comments on 31 May 2016:

*“The Environment Protection Authority would support the rezoning of the Road reserve between Yarralumla Creek and Swinger Hill as well as Block 11 Section 58 and Blocks 1, 2, 3, 8, 13, 14 and 25 Section 47 Mawson subject to assessment demonstrating the land is fit for the proposed new uses from a contamination perspective. The assessment must be completed by a suitably qualified and experienced environmental consultant and be endorsed by the Environment Protection Authority prior to rezoning.”*

## Response

The comments are noted. Any required contamination assessment will be undertaken prior to DV345 being referred to the Minister for consideration.

## **Heritage Council**

The Heritage Council provided the following comments on 8 December 2015:

*“Review of the ACT Heritage Register identifies that no registered or recorded heritage places or objects occur within the DV345 subject area.*

*However, ACT Heritage identifies that the "Town Centres Master Plan. Woden Town Centre. Mawson Town Centre. Aboriginal Cultural Heritage Assessment. Draft Report" (Navin Officer Heritage Consultants, August 2014) identifies two potential archaeological deposits (PADs) within the DV345 subject area, in open space to the east of Athllon Drive.*

*Navin Officer Heritage Consultants has recommended that a program of archaeological survey and test excavation precede any proposed development or ground works within these PAD areas. To date, the ACT Heritage Council (the Council) has not endorsed this recommendation, as further information on PAD identification has been requested, as a prior heritage assessment of the locality concluded these areas were of low archaeological potential. Following submission of the final report, the Council may identify additional heritage assessment and management requirements for these PAD areas prior to the proposed development to the east of Athllon Drive.*

*ACT Heritage has no objection to DV345 for the Mawson Group Centre on the basis that the potential heritage values of the PAD areas identified by Navin Officer Heritage Consultants (August 2014) are considered and addressed prior to future development of these areas.”*

### Response

The comments are noted. Future development of the land along Athllon Drive will require endorsement from the ACT Heritage Council prior to any approvals being granted.

### **Land Custodian – Territory and Municipal Services**

The land custodian provided the following comments on 13 October 2014:

#### **“Re: Comment on:**

**DV 344 Woden Town Centre and  
DV 345 Mawson Group Centre**

#### **General comment:**

- *Residential buildings within shopping precincts and transport corridors must have noise attenuation to manage noise complaints resulting from buses and general maintenance and servicing of the centre. Consideration should be given to the addition of a ‘rule and/or ‘criteria’ in the relevant precinct codes making reference to addressing potential noise conflicts arising from development.*

#### **Mawson Master Plan**

*The Draft Variation includes a zoning change from PRZ1 to RZ5 – adjacent to east of Athllon Drive (north of Mawson Group Centre):*

- *Whilst the principle of infill development is supported, it is believed that a similar rezoning proposal was previously put forward in this area and overturned due to public concern. Any previous comments made should be revisited to check their relevance to the current proposal. The development is expected to create public controversy.*

- *Traffic flows and access to the proposed multistorey units requires consideration, as the extension to Power Street which will join up with Athllon Drive as well as the high density residential proposal will impact on roads and traffic etc. As such vehicle access to this RZ5 site is expected to be problematic for the following reasons:*
  - *No vehicle access would be permitted to / from Athllon Drive north of Mawson Drive*
  - *The proposed rezoning appears to be in / adjacent to an existing stormwater floodway which will need to be retained in the future (and possibly improved subject to the size of future infill development)*
  - *TAMS would require the existing east / west community paths between Athllon Drive and the existing suburb of Mawson are retained (there are several existing structures crossing Yarralumla Creek, these connections should be reinforced as part of any development proposal).*
- *It was noted that the open space along Athllon Drive was previously identified for water quality improvement through installation of ponds. The replacement of proposed ponds with infill development would have a detrimental effect on water quality. Consideration should be given as to how this may affect the future development opportunities of this site.*
- *Covering the public open spaces as part of future development to make Mawson shops into an arcade style centre, would change the maintenance arrangements from public to privately owned areas.”*

The land custodian provided additional comments on 8 December 2015:

- *“All habitable development needs to be above the 1 in 100 year Average Recurrence Interval flood.*
- *There is to be no direct access to major arterials such Athllon Drive. If required a full signalised intersection is to be provided.*
- *There should be no additional access roads within 250metres of an existing intersection.*
- *Cullen Tenax, a rare plant, is located in one of the areas of Variation to the territory plan. The area is along Athllon Drive directly opposite Parramatta Street. TAMS would suggest that EPD may have some more input about this site.”*

## Response

In response to the concern regarding potential noise conflicts, it is noted that the existing Multi Unit Housing development code includes provisions requiring new residential development in or adjacent to commercial centres or adjacent to busy roads to prepare a noise management plan for noise attenuation. The existing provisions are considered sufficient to address the potential noise concerns.

In regards to a previous proposal along Athllon Drive, there was a proposal to release land in the Athllon Drive corridor in 2000 for multi and single dwelling development, which did not include rezoning. The land release was referred to the Standing Committee on Planning and Urban Services in December 2000 at the request of the Assembly. The Standing Committee recommended that the proposal not proceed for a number of reasons including poor separation from existing dwellings, poor access to public transport including pedestrian and cycling access, and densification of an area already containing higher density development (*Standing Committee on Planning and Urban Services Report No. 74 July 2001 – Mawson/Athllon Drive Land Use*).

The 2000 land release proposed multi unit development adjoining the existing residential blocks in Swinger Hill, and relied on existing road infrastructure for vehicle access. At the time of the proposal the Standing Committee noted there were no bus stops nearby on Athllon Drive, and the Shea Street signalized intersection had not been constructed to permit pedestrians to cross Athllon Drive easily.

This proposal varies from the 2000 initiative in that it only proposes to rezone the predominately RZ2 zoned land to RZ5, and does not include a proposal for land release. In addition, the rezoning is supported by the ACT Planning Strategy, which encourages development in areas close to commercial centres. Any future development would also be required to undergo a separate development approvals process including public consultation.

In regards to potential water improvement features, the Woden and Mawson master plans identify a potential location for a stormwater management site, either as an offline pond or wetland connected to Yarralumla Creek, which would be subject to future funding and design. The draft variation includes the rezoning of part of the existing area of RZ2 land to PRZ1 urban open space to facilitate any future water management works associated with Yarralumla Creek.

In regards to the rare plant *Cullen Tenax*, there are noted to be four or five specimens located south west of the Parramatta and Athllon Drive intersection, which EPSDD ecologists have requested not be mown as part of TAMS maintenance of the area, to allow the plants to seed. The seed is intended to be harvested for distribution to nearby nature reserves.

It is intended for the identified plants to be retained to permit seed collection for the time being, with further consideration of whether to retain or relocate the plants to be undertaken as part of future development of the site.

### **Land Custodian – Sport and Recreation Services – Chief Minister, Treasury and Economic Development**

The land custodian provided the following comments on 10 December 2015:

*“Rezoning Block 25 Section 47 (DV Part 3.1 Figure 3)*

*The proposed portion of Mawson Block 25 Section 47 to be rezoned forms part of the Mawson District Playing fields - Sport & Recreation Services is currently the land custodian. SRS supports the proposed rezoning to CZ3 on the understanding that the future use for the site will incorporate car parking (as indicated in the Mawson Group Centre master plan).*

*Construction on the rezoned site would need to consider necessary buffers from the adjacent playing field as per the Design Standards for Urban Infrastructure. In this instance with the rezoned block located behind the goal posts of the adjacent oval, the setback required would be 30 metres to the lease boundary.”*

#### Response

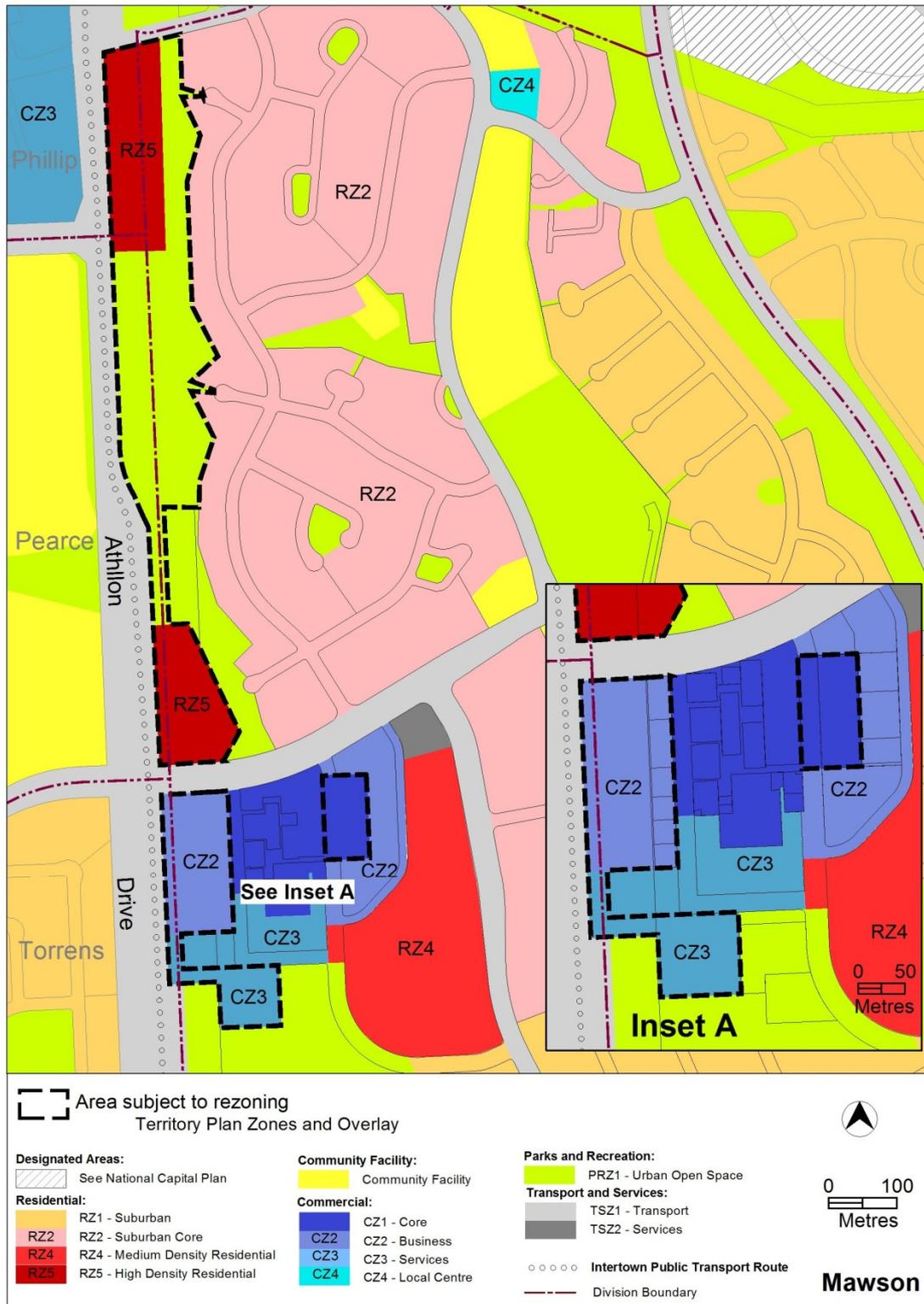
It is noted that the 30m separation noted in the Design Standards is to residential lease boundaries. In addition, the area to be rezoned contains an existing unenclosed surface carpark that at the closest point is approximately 23m from the nearest goal posts on the district playing fields.

It is understood that the required separation is to minimise potential impacts from sports equipment, such as soccer balls, on residences or their occupants. As the likely development on the site will be a commercial building with multi storey car parking, a provision has been included in the proposed code to require development to mitigate potential impacts from the normal use of the playing fields with endorsement required from Sports and Recreation Services.

### 3. DRAFT VARIATION

#### 3.1 Variation to the Territory Plan map

The Territory Plan map is varied as indicated in figure 3



**Figure 3: Areas subject to rezoning**

Draft Variation No 345 – for public consultation

March 2017

### 3.2 Variation to the Territory Plan written document

The Territory Plan written document is varied as follows:

#### Variation to the Mawson precinct map and code

<b>10. Precinct maps and codes, Mawson precinct map and code</b>
--

*Substitute all of the following with the nominated attachments*

Mawson precinct map – Attachment A

Mawson precinct code, RC1 – Mawson Group Centre (Southlands) – Attachment B

*insert after RC1*

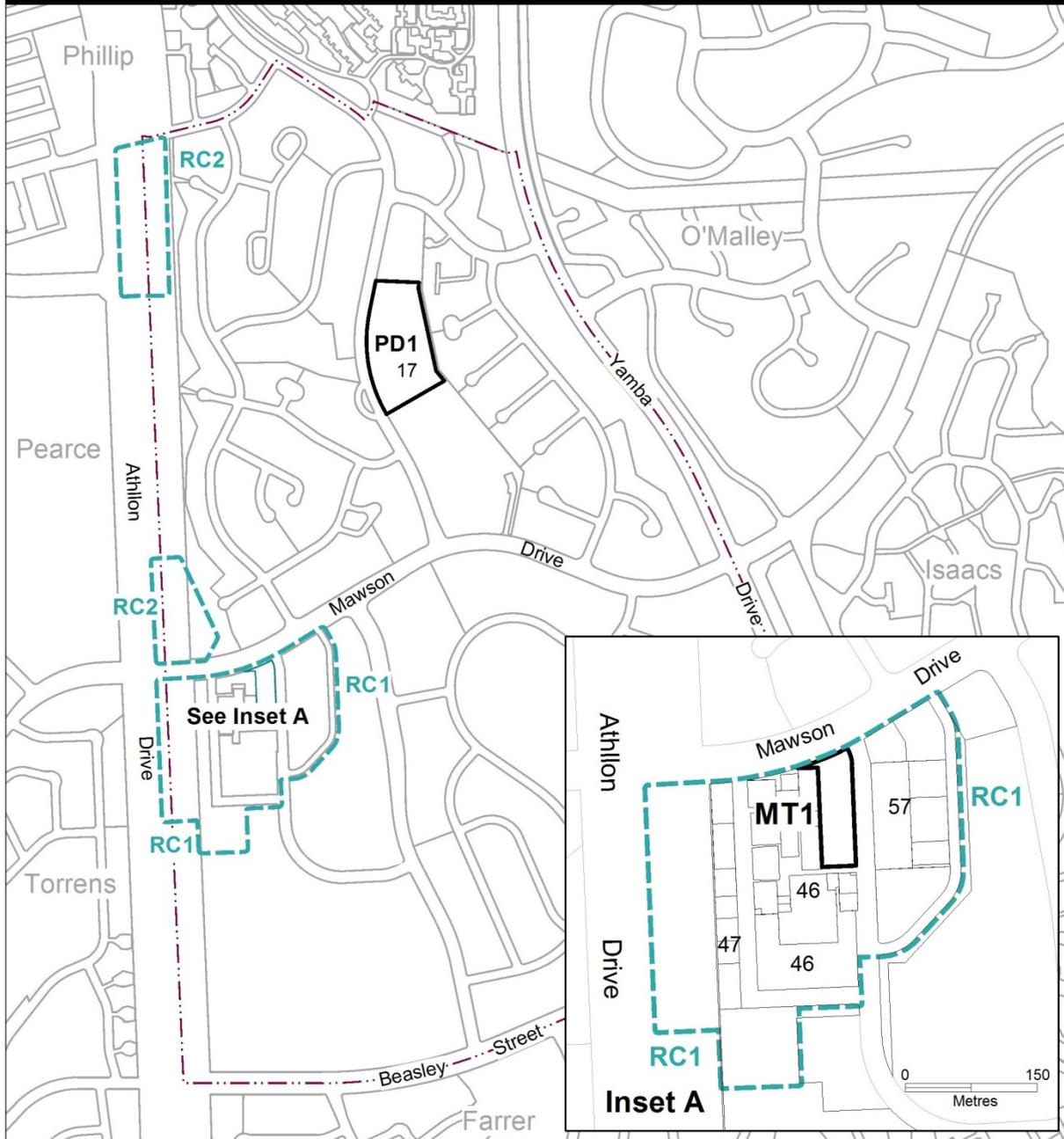
Mawson precinct code, RC2 – Athllon Drive Corridor – Attachment C

## Interpretation service

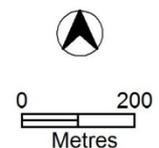
ENGLISH	If you need interpreting help, telephone:
ARABIC	: إذا احتجت لمساعدة في الترجمة الشفوية ، إتصل برقم الهاتف :
CHINESE	如果你需要传译员的帮助，请打电话：
CROATIAN	Ako trebate pomoć tumača telefonirajte:
GREEK	Αν χρειάζεστε διερμηνέα τηλεφωνήστε στο
ITALIAN	Se avete bisogno di un interprete, telefonate al numero:
MALTESE	Jekk għandek bżonn l-għajjnuna t'interpretu, ċempel:
PERSIAN	: اگر به ترجمه شفاهی احتیاج دارید به این شماره تلفن کنید:
PORTUGUESE	Se você precisar da ajuda de um intérprete, telefone:
SERBIAN	Ако вам је потребна помоћ преводиоца телефонирајте:
SPANISH	Si necesita la asistencia de un intérprete, llame al:
TURKISH	Tercümana ihtiyacınız varsa lütfen telefon ediniz:
VIETNAMESE	Nếu bạn cần một người thông-ngôn hãy gọi điện-thoại:

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# Mawson Precinct Map



- PD<sub>n</sub>** Additional prohibited development applies see Table 1
- MT<sub>n</sub>** Additional merit track development applies see Table 2
- RC<sub>n</sub>** Additional rules and criteria apply see Mawson Precinct Code



# Assessment Tracks

The following tables identify the additional prohibited development and additional merit track development for blocks and parcels shown in the Mawson Precinct Map (identified as PDn or MTn). Development that is exempt from requiring development approval, other prohibited development and the minimum assessment track applicable to each development proposal is set out in the relevant zone development table.

The following tables constitute part of the relevant zone development table.

**Table 1 – Additional prohibited development**

Additional prohibited development		
Suburb precinct map label	Zone	Development
PD1	CFZ	<i>retirement village</i> <i>supportive housing</i>

**Table 2 – Additional merit track development**

Additional merit track development that may be approved subject to assessment		
Suburb precinct map label	Zone	Development
MT1	CZ1	<i>industrial trades</i> <i>municipal depot</i> <i>store</i>

## Additional rules and criteria

This part applies to blocks and parcels identified in the Mawson Precinct Map (RCn). It should be read in conjunction with the relevant zone development code and related codes.

### RC1 – Mawson Group Centre (Southlands)

This part applies to blocks and parcels identified in area RC1 shown on the Mawson Precinct Map. RC1 includes the Mawson Group Centre.

#### Element 1: Use

Rules	Criteria
<b>1.1 Ground floor use</b>	
<p>R1</p> <p>This rule applies to sites in CZ1 with boundaries to primary active frontages shown in figure 1.</p> <p>Only the following uses are permitted along the primary active frontage at the ground floor level:</p> <ul style="list-style-type: none"> <li>a) <i>business agency</i></li> <li>b) <i>club</i></li> <li>c) <i>community activity centre</i></li> <li>d) <i>drink establishment</i></li> <li>e) <i>financial establishment</i></li> <li>f) <i>hotel</i></li> <li>g) <i>indoor entertainment facility</i></li> <li>h) <i>indoor recreation facility</i></li> <li>i) <i>public agency</i></li> <li>j) <i>restaurant</i></li> <li>k) <i>SHOP</i></li> </ul>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R2</p> <p>There is no applicable rule.</p>	<p>C2</p> <p>This criterion applies to sites in CZ2 and CZ3 with boundaries to primary active frontage shown in figure 1.</p> <p>Buildings incorporate uses on the ground floor that generate activity in the adjoining public space.</p>

Rules	Criteria
<b>1.2 Industrial trades, municipal depot and store</b>	
<p>R3</p> <p>This rule applies to the area shaded grey in figure 1.</p> <p>One or more of the following uses are permitted only in association with a structured <i>car park</i>:</p> <ul style="list-style-type: none"> <li>a) <i>industrial trades</i></li> <li>b) <i>municipal depot</i></li> <li>c) <i>store</i>.</li> </ul>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>1.3 Development on nominated car parking areas</b>	
<p>R4</p> <p>This rule applies to the areas shaded grey shown on figure 2.</p> <p>Development complies with all of the following:</p> <ul style="list-style-type: none"> <li>a) the existing number of car parking spaces is retained on the site and made available for public use at all times</li> <li>b) provides car parking that is generated by the development on site in accordance with the <i>Parking and Vehicular Access General Code</i> in addition to the spaces required by item a).</li> </ul>	<p>C4</p> <p>Development achieves all of the following:</p> <ul style="list-style-type: none"> <li>a) any additional parking provision requirements (under the <i>Parking and Vehicular Access General Code</i>) for the development</li> <li>b) makes a substantial contribution to the long term publicly accessible parking supply at the group centre.</li> </ul>
<p>R5</p> <p>This rule applies to development on the park and ride facility located at the south eastern corner of the Athllon Drive and Mawson Drive intersection.</p> <p>Development ensures the existing number of car parking spaces is retained on the site and made available for public use at all times as a park and ride facility.</p>	<p>C5</p> <p>Any proposal to relocate the park and ride facility and/or amend the number of publicly available car parking spaces must include written endorsement from Territory and Municipal Services.</p>
<b>1.4 Residential use</b>	
<p>R6</p> <p>This rule applies to development with primary active frontage as identified in figure 1.</p> <p><i>Dwellings</i> are not permitted at the ground floor level.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

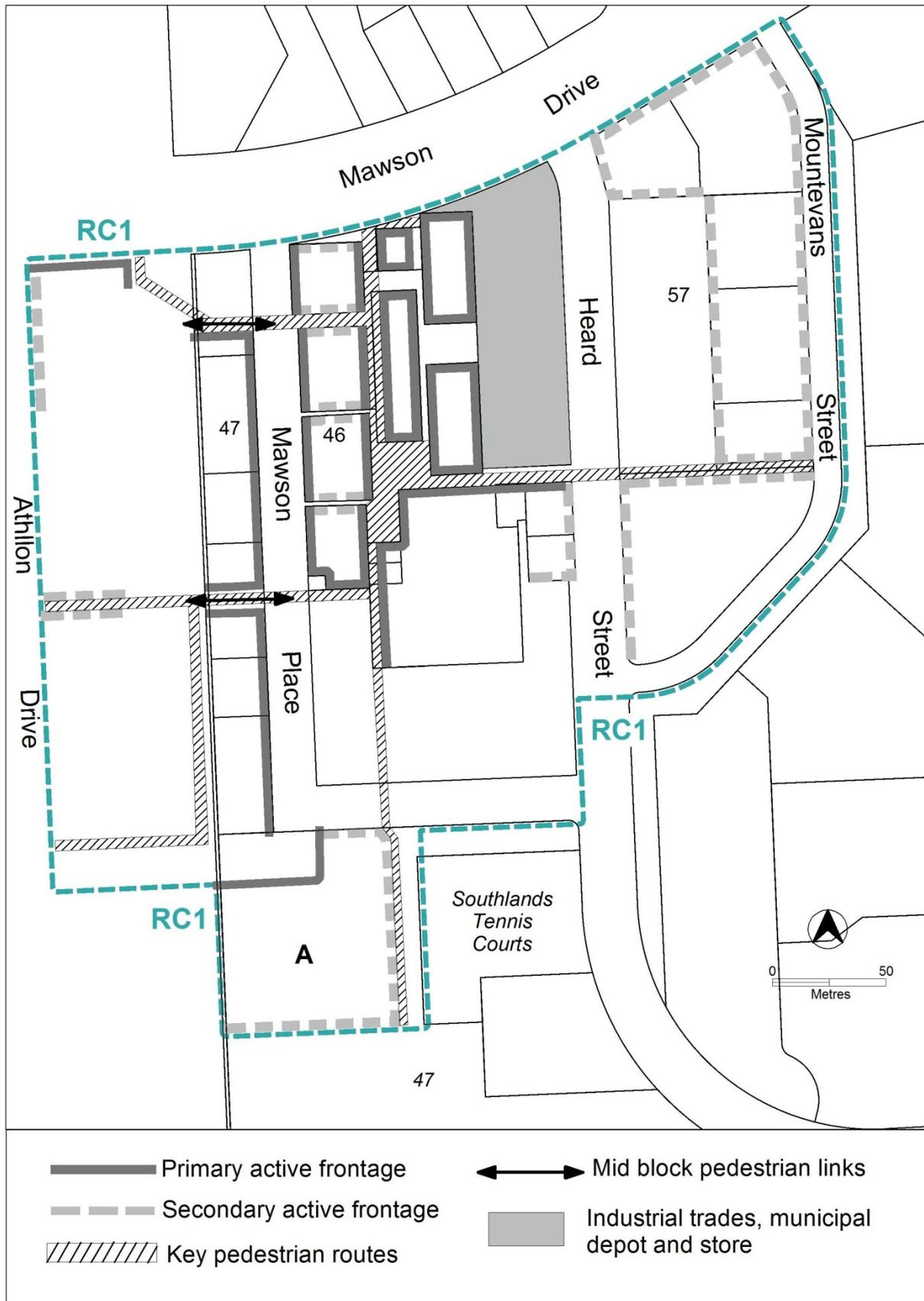


Figure 1

## Element 2: Buildings

Rules	Criteria
<b>2.1 Building heights</b>	
<p>R7</p> <p>The maximum <i>height of building</i> is two storeys, except for the following areas shown in figure 2:</p> <ul style="list-style-type: none"> <li>a) area A: maximum <i>height of building</i> is four storeys</li> <li>b) area B: maximum <i>height of building</i> is six storeys</li> <li>c) area C: maximum <i>height of building</i> is eight storeys.</li> </ul> <p>Plant room set back a minimum of 3m from the building facade of the floor immediately below is not included in the number of storeys.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<p>R8</p> <p>The maximum <i>height of building</i> for area D shown in figure 2 is two storeys.</p>	<p>C8</p> <p>The maximum <i>height of building</i> may be increased to up to four storeys where development retains reasonable solar access to the adjoining public square to the east between the hours of 12pm to 2pm during 21 June (winter solstice).</p>
<b>2.2 Built form</b>	
<p>R9</p> <p>Buildings are built to the front boundary at ground level. Above ground floor level, the minimum front setbacks are:</p> <ul style="list-style-type: none"> <li>a) 0m up to three storeys above datum ground level</li> <li>b) 3m for the portion of development above three storeys up to eight storeys.</li> </ul>	<p>C9</p> <p>Building setbacks:</p> <ul style="list-style-type: none"> <li>a) contribute to the pedestrian orientated environment</li> <li>b) do not prejudice the future development of adjoining sites</li> <li>c) provide a reduction of the visual bulk and potential overshadowing impacts of taller buildings</li> <li>d) allow for light penetration, air circulation and privacy.</li> </ul>
<p>R10</p> <p>Block 8 and block 3 section 47, or the blocks resulting from the consolidation of either block with at least one other adjoining block, provides the mid block pedestrian link shown in figure 1 as part of any redevelopment, consolidation or subdivision of the block.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

Rules	Criteria
<p>R11</p> <p>This rule applies to development in section 47 and section 57 directly adjoining the mid block pedestrian links shown in figure 1.</p> <p>The minimum side setbacks to development along the mid block pedestrian link is:</p> <ul style="list-style-type: none"> <li>a) 3 m for the first three storeys above datum ground level</li> <li>b) 5m for the portion of development above three storeys up to six storeys.</li> </ul>	<p>C11</p> <p>Building setbacks:</p> <ul style="list-style-type: none"> <li>a) provide a reduction of the visual bulk and potential overshadowing impacts of taller buildings to the mid block pedestrian links</li> <li>b) allow for light penetration, air circulation and privacy</li> </ul>
<p>R12</p> <p>This rule applies to residential development along primary active frontages shown in figure 1. Development includes balconies and/or windows to main living areas addressing the street and public spaces.</p>	<p>C12</p> <p>Residential development provides opportunities for passive surveillance of public spaces.</p>
<p>R13</p> <p>This rule applies to CZ1 and CZ2.</p> <p>The minimum floor to ceiling height at ground level is 3.6m.</p>	<p>C13</p> <p>Floor to ceiling heights:</p> <ul style="list-style-type: none"> <li>a) contribute to natural ventilation</li> <li>b) promote penetration of daylight</li> <li>c) are adaptable for commercial use.</li> </ul>
<p>R14</p> <p>This rule applies to development in area A in figure 1.</p> <p>Buildings, excluding basement and/or awnings are set back a minimum of 15m from the western boundary of block 17 section 47.</p>	<p>C14</p> <p>Development ensures a strong physical and visual connection from Mawson Place to the Mawson District Playing Fields.</p>
<p>R15</p> <p>There is no applicable rule.</p>	<p>C15</p> <p>Structured carparks and podium car parks comply with the following:</p> <ul style="list-style-type: none"> <li>a) provide high quality architectural finishes to facades addressing public spaces</li> <li>b) where publicly accessible parking is provided, ensures pedestrian access and egress directly to public land.</li> </ul>

Rules	Criteria
<b>2.3 Pedestrian routes</b>	
<p>R16</p> <p>This rule applies to the blocks containing the mid block pedestrian links shown in figure 1.</p> <p>Redevelopment and/or subdivision:</p> <ul style="list-style-type: none"> <li>a) provides proposed mid block pedestrian links as uncovered open laneways in the locations indicated</li> <li>b) retains the existing pedestrian routes.</li> </ul>	<p>C16</p> <p>Redevelopment and/or subdivision are consistent with the pattern of existing and proposed pedestrian links at the locations shown in figure 1.</p>
<p>R17</p> <p>This rule applies to the blocks containing the mid block pedestrian links shown in figure 1.</p> <p>The mid block pedestrian links comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) minimum unobstructed width is 6m</li> <li>b) remain publicly accessible at all times</li> <li>c) for new mid block pedestrian links, signage at each end identifying the connection provided.</li> </ul>	<p>C17</p> <p>Pedestrian connections achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) sufficient width for pedestrian movement</li> <li>b) continuous public access</li> <li>c) identification of the available connection.</li> </ul>
<p>R18</p> <p>Key pedestrian routes shown in figure 1 are publicly accessible at all times, and comply with the requirements of the Crime Prevention Through Environmental Design general code.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

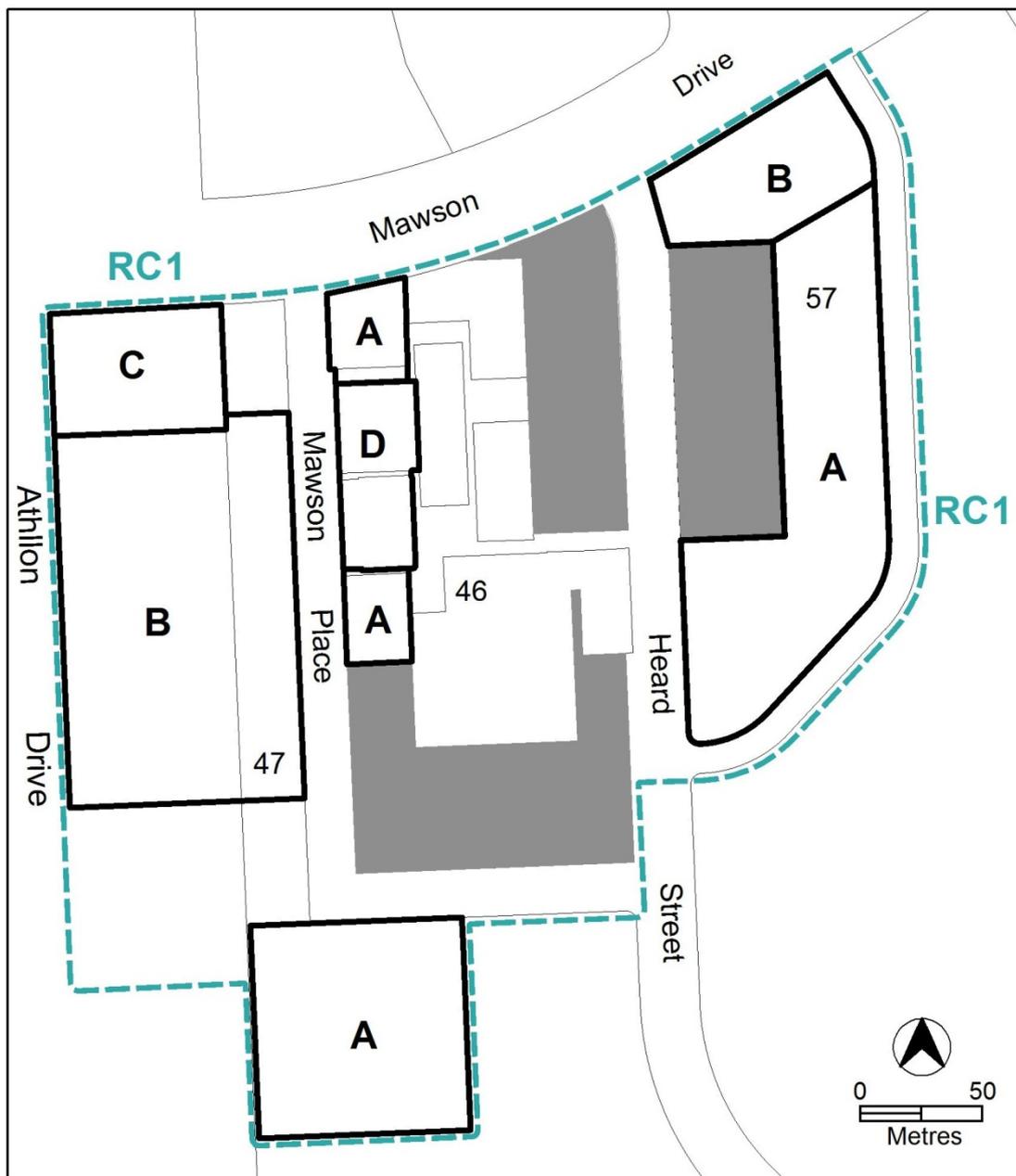


Figure 2

Rules	Criteria
<b>2.4 Active frontages</b>	
<p>R19</p> <p>For buildings located along primary active frontage areas identified in figure 1, ground floor frontages and building design comply with all of the following:</p> <ul style="list-style-type: none"> <li>a) buildings incorporate clear display windows and shop fronts at the ground level</li> <li>b) buildings incorporate direct pedestrian</li> </ul>	<p>C19</p> <p>Buildings achieve all of the following:</p> <ul style="list-style-type: none"> <li>a) direct pedestrian access from main pedestrian areas</li> <li>b) avoid extensive lengths of blank walls unrelieved by doors, display windows or the like.</li> </ul>

Rules	Criteria
<p>access at grade with the verge level for access and egress for persons with disabilities</p> <p>c) any small areas of walls without windows contain displays, showcases and/or public art, with a maximum of 30% blank frontage per tenancy</p>	
<p>R20</p> <p>For buildings located along secondary active frontage areas identified in figure 1:</p> <p>a) ground floor commercial building frontages incorporate:</p> <ul style="list-style-type: none"> <li>i) clear display windows and shop fronts at the ground floor level; and</li> <li>ii) direct pedestrian access at grade for access and egress for persons with disabilities</li> </ul> <p>b) ground floor residential building frontages incorporate:</p> <ul style="list-style-type: none"> <li>i) a separate access point for each ground floor dwelling; and</li> <li>ii) commercial adaptable front facades</li> </ul>	<p>C20</p> <p>Development at ground level achieves all of the following:</p> <ul style="list-style-type: none"> <li>a) is adaptable for commercial uses</li> <li>b) where building access is provided, direct pedestrian access at street level</li> <li>c) provide opportunities for views into and out of the building</li> </ul>
<b>2.5 Awnings</b>	
<p>R21</p> <p>This rule applies to buildings fronting primary active frontage areas shown in figure 1.</p> <p>Buildings incorporate colonnades or awnings along the entire length of the front boundary, with a minimum height clearance of 3.2m, and a maximum height clearance of 4.3m.</p> <p>NOTE:- Only cantilevered awnings (without posts) may be located outside of leased block boundaries. Colonnades (with support posts or columns) must be located within leased block boundaries.</p>	<p>C21</p> <p>Continuous all weather pedestrian shelter is provided in a form compatible with existing awnings or colonnades.</p>
<b>2.1 Screening</b>	
<p>There is no applicable rule.</p>	<p>C22</p> <p>Waste collection areas are screened from public view.</p>
<b>2.2 Solar access</b>	
<p>There is no applicable rule.</p>	<p>C23</p> <p>Development provides reasonable solar access to public and private areas of open space during winter months.</p>

Rules	Criteria
<b>2.3 Separation to playing fields</b>	
<p>R24</p> <p>This rule applies to development in area 'A' shown in figure 1.</p> <p>Development provides a minimum 30m separation from the district playing fields.</p>	<p>C24</p> <p>Development within 30m of the district playing fields will be referred to the agency responsible for sportsground management, and its advice considered before the determination of the application.</p>

## RC2 – Athllon Drive Corridor

This part applies to blocks and parcels identified in area RC2 shown on the Mawson Precinct Map.

### Element 3: Built form

Rules	Criteria
<b>3.1 Number of storeys</b>	
<p>R25</p> <p>This rule applies to development in area 'a' and area 'b' shown in figure 3.</p> <p>The maximum number of <i>storeys</i> is:</p> <p>a) for area 'a'- 3, except where within 25m of the front boundary addressing Athllon Drive road reserve, where the maximum number of <i>storeys</i> is 6</p> <p>b) for area 'b'- 4, except where within 35m of the front boundary adjoining Athllon Drive or Mawson Drive road reserve, where the maximum number of <i>storeys</i> is 6.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>
<b>3.2 Setback</b>	
<p>R26</p> <p>This rule applies to development in area 'b' shown in figure 3.</p> <p>The minimum front setback to Athllon Drive boundary is 10m.</p>	<p>C26</p> <p>Building frontages to Athllon Drive provide a landscaped setting.</p>
<b>3.3 Open space interface</b>	
<p>R27</p> <p>This rule applies to area 'a' in figure 3.</p> <p>Development along the open space shared path provides all of the following:</p> <p>a) addresses the open space with windows to habitable rooms, balconies and areas of open space adjoining the shared boundary</p> <p>b) openings for pedestrian access to the open space shared path.</p>	<p>C27</p> <p>Development provides passive surveillance and pedestrian access to the shared path open space area.</p>
<b>3.4 Vehicle access</b>	
<p>R28</p> <p>This rule applies to area 'a' in figure 3.</p> <p>Development incorporates the indicative road layout.</p>	<p>This is a mandatory requirement. There is no applicable criterion.</p>

## Element 4: Heritage

4.1 Potential archaeological deposits	
There is no applicable rule.	C29 Development applications will be referred to the ACT Heritage Council, and its advice considered before the determination of the application.

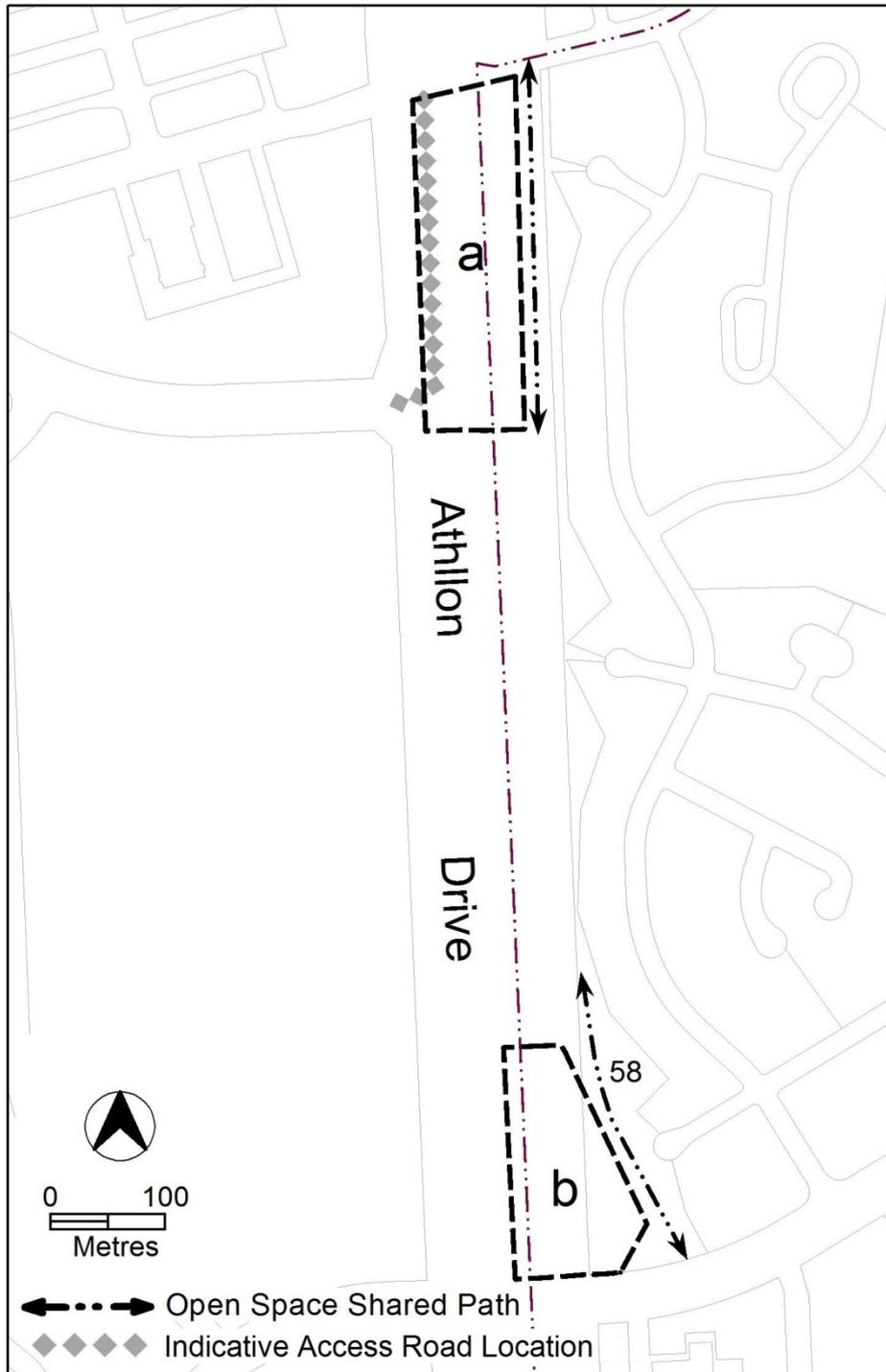


Figure 3

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** Mawson / Woden Proposed Master Plan  
**Date:** Friday, 3 March 2017 11:53:01 AM

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Hi

I've had a look at your proposed plans and provide the following feedback:

1. The increase allocation of high-density residential needs to be accompanied by an appropriate spend on supporting infrastructure. You will be syphoning a shed load of cash out of those developments and it should be used to support improved services such as roads, parklands, and other public facilities (e.g. the Woden Pool is a national disgrace. The Basketball centre is an ongoing eyesore)
2. It seems odd that you support high density residential near to the Mawson development but not on top of the commercial centre. You only have to look at places in other capital cities to realise that modern living is actively seeking out mixed purpose developments. Young Australians seek out new urban centres where everything is within easy walking distance. Suggest you have a look at something like Mascot developments in Sydney - obviously a larger scale but you see what the future could be like, especially over such a large area that could be subject to such a development.
3. Car flow and carparking is the most awesome element of the Mawson shops. I love the convenience it offers! The multiple points of entry and egress with parking all around make it a great place to shop.
4. Woden needs to be further uncapped. Seriously. As the geographical centre of Canberra its about time a serious discussion is had abut making it the "City Centre" and do away with Civic. To lead this, you should uncap all buildings heights and allow any developer the chance to build big. This improves a cities efficiency, productivity and environmental outcomes.
5. Please keep the bike paths that connect Mawson to Barton/Civic and the Lake. They are such a great resource.
6. I hate that you have built the light rail. It is the most eye-watering waste of public money I have ever witnessed. But now that you have made that step, you need to create a city that will use it. By implementing point no 4 and supercharging investment and density along the future corridor, it will eventually make some sense - not enough sense to justify it, but perhaps enough to only feel its the usual Govt. waste of money rather than the present 'monumental' waste of public money. Plus the \$\$\$ you get from developments will help shoulder the stupid arse amount you will be taking from my rates and land tax bills to pay for the thing.
7. The change from medium into high density on Callum Street and Hindmarsh is poor form. Sorry - but the development that have already gone in behind it were done in the knowledge their views of the mountains and sunsets wouldn't be obstructed or living under a sun shadow. See point 4. You really should have just let them all go huge from the beginning. That way everyone knew what was

coming when they agreed to build and buy.

Cheers



From: [REDACTED]  
To: [Terrplan](#)  
Subject: Woden and Mawson Redevelopment  
Date: Thursday, 6 April 2017 10:30:04 AM

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Hello

I largely agree with the plans proposed. However, I would like to see:

- Building heights in the Mawson Centre restricted to 6 storeys.
- More open space and green space for residents of the new housing blocks and existing residents of Mawson.
- All redevelopment should incorporate lots of tall trees and greenery.
- Amenities that fully take into account the increasing age of the population and that currently a lot of people with disability shop at Woden Plaza and presumably will move to shopping at Mawson Centre if it expands.
- Plenty of car parking spaces. Currently the Mawson Plan does not provide enough car parking spaces which elderly and disabled people need close to shops. Perhaps a multi-storey parking building is needed.
- More parking spaces at the Woden Library. Currently parking there is woeful.

Many thanks

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** Comment - Draft Var. Plan No. 345  
**Date:** Thursday, 6 April 2017 12:13:10 PM

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Manager  
Territory Plan Section

Good Morning

I would like to provide comment on the Draft Variation Plan 345 – Mawson Group Centre.

As a disabled person, I already have great difficulty finding a park near to either the café sections or the supermarket. There are, in my opinion, given the aging population in the ACT, a need for far more disabled parks and in as convenient a spot as possible. Currently it is almost impossible to get a park in the disabled park spots that are provided and they never seem to be policed for appropriate use.

High Rise parking is useless to me, as I can only walk 15-20 metres.

Please ensure that Mawson Shops remains with at least the current parking facilities close to the shops and restaurants.

Regards

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** mawson woden variations  
**Date:** Monday, 10 April 2017 11:29:34 AM

---

Hello

I would like to offer the following comments and/or suggestions:

- Public housing – I very much support the need for more public housing but I do not believe that cramming people into high rise/high density housing is appropriate. As there are so many young families needing accommodation we need a far better mix of solutions. Homes with three and four bedrooms, a small gated yard and garages far more appropriate to cater for families.
- I do **not** support six storey blocks as this will just re-create the problems of the past as per Burnie Court.
- We also need to support a greater arrangement of elderly housing solutions.
- I would also stress that as more housing is being pushed into Mawson the street configuration is unworkable. Merely stopping people from parking in front of their homes is short sighted. Multi-housing blocks need to cater for multiple car parks and visitor car parks.
- Paths around the Mawson are need to be upgraded to allow for safer walking for elderly/disabled residents in the area.
- The shopping centre toilets were given a very poor, cheap and nasty upgrade. They are a disgrace, particularly catering for the elderly /infirm who need to get in and out of there with walkers and wheelchairs.
- I would also support a well-lit commuter path between Mawson and Woden. The current bike paths are lovely for weekend rides, however walking home from work in the evenings in winter is dangerous. A wide multi-purpose path that runs directly from Woden to Mawson alongside the stormwater would be a much better solution. It would also give greater encouragement to the commuting concept from Mawson.
- As there is open space near the soccer grounds instead of just housing complexes it would be good to have a health fitness centre allocated space, including an indoor swimming pool. This would encourage greater patronage to the area particularly given the loss of the Deakin pool years ago.

Regards

[REDACTED]

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**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Cc:** [REDACTED]  
**Subject:** Comment on Woden and Mawson plans  
**Date:** Monday, 10 April 2017 9:30:56 PM

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Dear Sir/Madam,

I strongly agree with the WVCC's comments on the above, particularly the need to

- . Have clearly adequate open space. Once it is 'gone', there is no bringing it back;
- . Preventing overshadowing. We live in a cool climate, hence sun light is a necessity for sustainable buildings;
- . Referring the plans to the Assembly. My preference is for the Assembly to be required to approve the plans, rather than just allowing the Minister to approve them.

Regards

[REDACTED]  
Red Hill

[REDACTED]

10 April 2017

██████████  
Delegate of the ACT Planning and Land Authority  
Territory Plan Comments  
GPO Box 158  
Canberra ACT 2601

Dear ██████████

## SUBMISSION TO DRAFT VARIATION TO THE TERRITORY PLAN 345

Thank you for the opportunity to comment on Draft Variation 345 Mawson Group Centre to the Territory Plan (Draft Variation). 7-Eleven operate a Service Station and Convenience Store located at 104 Mawson Place, Mawson and leases this land from the ACT Government. This submission has been prepared for the current site operators 7-Eleven, by Milestone (AUST) Pty Limited (Milestone).

The draft Variation proposes to amend the planning controls within the Mawson Group Centre. The key objective of the Draft Variation is to provide new housing and retail/commercial jobs through increasing maximum permitted building height and floor space in key locations within the centre. Currently, the land where the 7-Eleven site is located is zoned CZ3 commercial services trades zone within the Mawson Group Centre. The proposed changes highlighted within the draft Variation include the intention to:

*"...rezone the majority of the CZ3 commercial service trades zone between Athllon Drive and Mawson Place, along with a section of the TSZ1 transport zoned land to CZ2 commercial business zone."*

The proposed rezoning of CZ3 commercial service trades zone to CZ2 commercial business zone will remove some existing permitted uses, including the 'service station' use which the existing 7-Eleven Store operates under. 7-Eleven opposes the proposed amendment which will change the permissibility of the service station use within the CZ3 commercial service trades zones under the Territory Plan.



Figure 1: Location of existing 7-Eleven Store, 104 Mawson Place, Mawson  
Source: ACTmap

### 1. Economic Viability of the 7-Eleven Store

The existing service station use of the land is a long standing land use. Mobil Oil Australia was granted a 50 year term lease for the site on 8 December 1972. 7-Eleven entered into a 99 year term lease with the ACT Government (Lease No. s238(2)(a)(ii)) after acquiring the site from Mobile Oil Australia in 2011. The long standing service station use has provided accessibility and convenience of shopping for residents within the ACT and satisfies the needs of residents who seek conveniently located service stations close to where they live, work and undertake day to day activities.

The proposed changes to the Draft Variation will provide uncertainty for the 7-Eleven site and the local community who utilise the service station and convenience store. 7-Eleven intend to continue the lease agreement entered into with the ACT Government and continue the long standing use of the site as a service station which provides convenience and wider benefits for residents within the ACT into the future.

### 2. Potential Land Use Conflicts

We note that the proposal includes the intention of the ACT Government to intensify the site in order to encourage residential, mixed use and commercial development. The intensification of the Mawson Town Centre will increase the potential for adverse acoustic impacts resulting from the operation of the 7-Eleven Store for possible future residential receivers located around the site. An increase in both commercial and residential development is being proposed adjacent to the existing 7-Eleven site. Potential acoustic impacts to future residents should be appropriately considered within applicable planning controls for the Mawson Group Centre.

We recommend that future planning controls appropriately consider the existing 24 hour, 7 day 7-Eleven Service Station operation as well as other external noise levels and provide appropriate acoustic attenuation measures to any possible future residential development. Where necessary, conditions of consent should be imposed to require acoustic specification of building facade elements to provide acceptable internal noise levels for new dwellings.

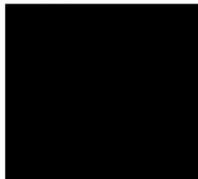
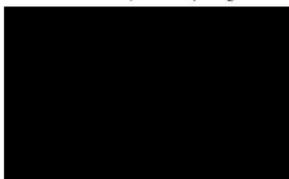
### 3. Summary

The Draft Variation is an important change to the ACT planning framework which will impact on the operation of the 7-Eleven site located at 104 Mawson Place, Mawson. The Draft Variation seeks to modify existing commercial zones within the Mawson Group Centre to encourage future residential, mixed use and commercial development. The proposed amendments will change the existing CZ3 commercial service trades zone to a CZ2 commercial business zone, removing a number of existing permitted uses, including the 'service station' use which the existing 7-Eleven Store operates under.

The Draft Variation will remove the permitted 'service station' use for the existing 7-Eleven Store and this creates a situation of uncertainty for the 7-Eleven Store. To this end, 7-Eleven request that the ACT Government reconsider the proposed zoning amendment to include the 'service station' use as a permitted use. Furthermore, 7-Eleven request that future planning controls in the Mawson Group Centre include the requirement for future residential development to undertake appropriate acoustic attenuation measures to avoid potential conflicts between the existing service station and future residential land uses.

Thank you for the opportunity to comment on the Draft Variation to the Territory Plan 345 Mawson Group Centre. We request that 7-Eleven are kept informed of the progress of the Draft Variation to the Territory Plan and are advised of opportunities to make submissions for any future public exhibition periods. Please do not hesitate to contact the undersigned should you require clarification of this matter.

Yours sincerely  
**Milestone (AUST) Pty Limited**



**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** Woden and Mawson\_Territory Plan variations\_Pedal Power submission  
**Date:** Thursday, 13 April 2017 11:09:52 AM

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## **Pedal Power ACT Inc response to the draft variations to the Territory Plan to implement the recommendations of the Woden and Mawson Master Plans**

### SUMMARY

Pedal Power ACT Inc (Pedal Power) is disappointed that the Woden draft variation DV344 fails to protect the walking and cycling routes identified in the master plan. Pedal Power calls for revisions to reflect the stated aim of the Woden Variation, i.e. to encourage walking and cycling including commuter cycling. The draft variation for Mawson is better in that it protects key pedestrian routes but fails to mention that these are also cycling routes. They should be re-defined as shared paths as per the master plan. Also, the Mawson variations fail to protect the route for the missing link recommended in the master plan to close the gap in the north-south trunk route.

### SUBMISSION

The Woden and Mawson master plans contain constructive proposals to improve walking and cycling. They identify significant changes to switch from the original car-centric plan of the 1960's to a more people-friendly environment thereby encouraging use of public transport, walking and cycling. This is in line with the Government's active travel policy. Encouraging walking and cycling is referred to in the preamble to variations DV344 and DV345.

While there are good walking and cycling routes up to the boundaries of these centres, the connections into and within the centres are lacking. The master plans identify major routes (shared-use paths, separated cycle ways, on-road cycle lanes) to rectify this failing and make walking and cycling to the major destinations convenient and safe. The failure to provide for this last 10% of trips (into and within town centres) is discouraging walking and cycling.

The cycling community (represented by Pedal Power's 7,300 members) calls for changes to the Variations to rectify this failing.

In relation to Woden, the Variation fails to meet the Territory Plan's Strategic Direction 2.7 cited on p13 of DV344, namely, "development will be planned to encourage .... walking and cycling including commuter cycling". The Variation primarily relates to building heights and setbacks. While this approach is designed to encourage private development, it does nothing to protect the public domain for walking and cycling.

Only in one instance does DV344 set out a "shared active travel path" to be reserved, i.e. the rezoned land to the south of Hindmarsh Dr. This is an important reservation. However, if it can be done for this tiny part of the Woden Town Centre, it should be possible to do it for the other parts of Mawson and Woden centres. This is relevant also for the area subject to rezoning on the NE corner of Hindmarsh and Callum where no reservation has been made for walking/cycling paths.

In the case of Mawson's DV345, Fig 1 refers to protecting key pedestrian routes but no reference is made to cycling. This should be amended to define the routes as shared paths for walking and cycling. Also, while DV345 protects the trunk route north of Mawson Dr (open space shared path), it does nothing to reserve the proposed route around the eastern

side of the centre to fix the missing link in the north-south trunk route.

Section 2.5 of DV345, Reasons for the Proposed Draft Variation, should include reference to encouraging walking and cycling, including commuter cycling, and protecting shared path routes.

Pedal Power requests that the variations be amended to embrace the active travel recommendations of the master plan in a comprehensive way.

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** DV345 Mawson Group Centre  
**Date:** Thursday, 20 April 2017 3:53:46 PM

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To the Territory Plan Section – Ref Mawson development DV345,

I wish to convey my deepest concern regarding the present plan for development at Mawson.

I am a resident of Torrens having moved here from Sydney 4 year ago. I came to Canberra wanting to get away from the apartment development which has crippled the main roads in Sydney. I love living here as it is so green and environmentally friendly.

I am most upset by the proposal to build apartments on the green strip of land on the right hand side of Athllon Drive heading south from Swinger Hill approaching Mawson and continuing along beside Mawson Centre. I strongly believe this land should be left clear, with just cycle tracks/pathways built on each side of Athllon Driv, keeping them set back from the roadway. This provides a healthy place to exercise without breathing in motor vehicle pollution.

Canberra is just over 100 years old and so much has happened here in 100 years. Moving forward the growth will be more rapid as the capital grows. There needs to be green open space left between areas for the future so as this city can stay a beautiful, well planned and laid out city. Having wide connecting roads like Athllon Drive is what keeps Canberra a safe place. It is a wide road with grass centre strip separating oncoming traffic and there are no pathways close to its sides. This eliminates head on crashes, cars leaving the road and hitting pedestrians or cyclists. It makes for a pleasant, relaxing journey either by car, bus, cycle or walk. Let's keep it this way so it is also a fresh and enjoyable place to live a healthy, active lifestyle.

At the intersection of Beazley Street and Athllon Drive there is an 8 storey apartment block proposed. This would **completely destroy** the beauty of this area which currently is very green and pleasing to the eye. You can sit at the bus stops at this intersection and gaze out over the green grassland and colourful trees. This is already a very busy intersection especially with large numbers of school children crossing it of a day. I believe it would be far more appropriate to keep this corner area clear, possibly using the area allocated for the 8 storey block landmark as a memorial park of Mawson, maybe including a fountain or monument showing a part of Australian history and keeping the intersection beautiful for drivers to admire and enjoy whilst sitting at traffic lights.

Mawson and its surrounds is a wonderful family area, especially as there as so many schools here. These schools are already becoming overcrowded. The children attending these schools spend a lot of time learning about environment protection. They learn to care for the land and use it wisely. They spend time learning how to grow organic food and love being outdoors doing this. They need a home with some ground to put these skills to use, something they cannot have when living in apartments.

In regards to the shopping centre development this area definitely needs to be improved. There isn't need increase the size, there are already many empty shops. The area definitely needs a newer, fresher, clean look to attract people to it. There needs to be more daylight let into the area- it is presently very dismal, and it needs an attractive greener area created where people can sit outdoors and enjoy the surroundings. It needs to be a community area where can people

meet when out shopping. Apartment living in this area would completely destroy the village as it **does stop the sun** reaching through and would also block out the beautiful, surrounding hill views which bring peace and contentment to the area. We do not want to sit and look at or be hemmed in by buildings!! **Let's keep Canberra a unique city.**

I have this month made a trip to Sydney on its north shore. This was once a beautiful environment which has been destroyed by overdevelopment, especially overtaken with apartment living along main road corridors and so many of these apartments sit empty. When friends from Sydney visit me here they all comment on how much they love this city as it doesn't have high rise. Let's keep it this way,.

PLEASE DON'T DESTROY MAWSON AND IT BEAUTIFUL NATURAL SURROUNDING VIEWS. If you go ahead with the planned development this will happen. We want to be the Bush Capital.

Yours Sincerely,

[REDACTED]

[REDACTED]

Resident of Torrens who uses Mawson centre daily.

|

20 April 2017

The Environment Planning & Sustainable Development Directorate

[Terrplan@act.gov.au](mailto:Terrplan@act.gov.au)

Dear Sir/Madam

I am writing as a lessee of Block 11 & 26 Section 46 Mawson and refer to your request for comments from the Environment Planning & Sustainable Development Directorate (EPSD) on the draft Territory Plan Variation (DVP345) for the Mawson Group Centre.

My company has owned Block 11 & 26 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.

My company supports the need for good planning outcomes in any part of Canberra and welcomes the opportunity to comment on the DVP, and you will note that my company has been an active participant in earlier community consultations on the master plan for the Centre.

We have supported the planning studies undertaken by EPSD over the recent time and welcome the release of (DVP345). Whilst we support (DVP345) in principal as overtime it will, facilitate a greater population density in the group centre, providing a larger catchment to boost existing retail enterprises and services, we offer the following specific comments for your further consideration prior to finalising the variation.

1. We strongly support the need to retain conveniently located public parking within the Centre to provide shopper amenity and to reinforce business viability by maintaining a "point of difference" shopping experience for customers, consistent with the approved Centre master plan.
2. We are puzzled by the proposed distribution of new building heights proposed in the plan. Whilst supporting higher building levels generally, there does not appear to consistent approach to heights across Section 57 currently the "Clubs precinct". In our view, it would be appropriate for a 4-6 storey building form to apply across all of section 57 and should be supported in an amendment to the draft DVP. This will encourage and assist with the introduction of residential uses into the centre and facilitate scope for consolidated urban development to encourage good urban development outcomes.
3. Buildings of six to eight storeys on several corner sites were proposed in the approved Mawson Plan and should be reflected in the approved variation.

4. Additionally it would appear that Blocks 11, 12 & 26 are shown as having only a 2 storey height limit. At present our sites occupy a relatively large area south of the main pedestrian walkways and open spaces in Mawson Centre as noted on Figure 1 in the DVP. In our view, a higher building form across Blocks 11, 12 & 26 would be appropriate and should be supported in an amendment to the draft DVP for several reasons:

- Higher built form in this location will NOT overshadow proposed residential development public walkways or pen spaces in the Centre.
- A taller building will provide an “urban marker” in the centre of the Centre.
- Higher development would also facilitate scope for consolidated urban development to encourage good urban development outcomes.

Accordingly – we recommend that the building height plan (figure 2 in DVP) for Block 11,12 & 26 Section 46 Mawson be amended to reflect an A zoning on the revised Plan. This zoning application would be appropriate, and would facilitate mixed use development with one or two floors of commercial use (retail at ground level) and residential apartments and or accommodation for older people above.

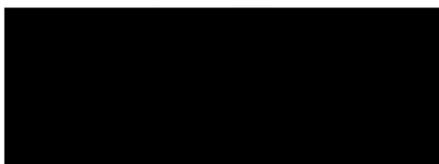
More broadly, the expansion of the Group Centre boundary toward Athllon drive will provide scope for an increase in resident population which is supported by ACT Government policy of urban renewal and sustainability, better use of public transport, activated street frontages and increased housing choice.

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.

However, careful consideration should now be given to the timing of any future land release and uses consistent with the Master Plan & DVP345 to ensure its strategic, represents the best possible urban design outcomes, is sustainable and provides the critical mass required to underpin the centres viability. Priority should be given to the Athllon drive corridor.

We look forward to your consideration of our submission and would also welcome the opportunity to continue our direct liaison with EPSP 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.

Yours sincerely,



Argos Pty Limited

ABN 85 568 399 589  
PO Box 967, Gungahlin ACT 2913  
Phone 02 6173 7900

[REDACTED]  
Torrens ACT

To: Territory Plan comments

Environment and Planning Directorate  
[REDACTED]

## **Mawson Group Centre**

### **Comments on Draft Variation 345 and associated precinct plan**

#### **A flawed planning process**

The planning process (in this case from Master Plan to draft variation and precinct codes) is seriously flawed when applied to a long-standing group centre such as Mawson. The centre has considerable public support as an area for shopping, recreation, dining, meeting with friends, and as a convenient park and drive location. The proposed changes threaten this functionality and amenity for little or no gain.

The Master Plan was itself a series of concepts for the Group Centre. Proceeding to precinct codes so quickly, when detailed coordination and analysis has not yet taken place, is premature. The precinct codes are confused and confusing, and ill-suited to the task of exemplifying and envisaging the future of Mawson.

***Issue: Through DV 345, the government appears to have rushed to accommodate development, to the detriment of the retention and enhancement of public assets (such as open space, public parking, convenient transport and the general amenity of the centre). Public realm improvements (such as cycleways, improved pedestrian access, and improvements to Mawson Place) receive no priority and indeed may never be funded. The objective of planning should be to improve the public realm, with development framed to support this, rather than subordinating all other objectives to development.***

**Mawson is primarily a group centre, with car-bus connectivity and two bus stops, not a 'transport hub'**

The Master Plan subordinates Mawson's existing functionality to a densification plan that is poorly thought through. Athllon Drive is already a congested road at peak-times. Adding additional population from Hindmarsh Drive through to the existing park and ride will exacerbate these problems.

Furthermore, the new development areas are unfavourably located (between Athllon Drive and the

drain). Because the functionality of Athllon Drive itself cannot be compromised, all these developments will require difficult and expensive new roadworks to provide access.

The bus stops on Athllon Drive adjacent to the group centre are already heavily used, (by south-Woden residents, park and riders and Melrose and Marist students). Adding additional population through development on the corner site, and on the park and ride site, will seriously overload these facilities.

Moving the park and ride away from its current location, where it has proved to be a successful and popular facility is a retrograde step. Neither government nor developers are likely to provide equivalent, readily accessible and convenient car parking elsewhere.

***Recommendation: that rezonings and precinct plans providing for development to the east of Athllon Drive opposite Phillip, and to the south of Mawson Drive, not be proceeded with, until transport and budgetary issues are fully discussed, analysed and coordinated both with the community (particularly nearby residents and the two colleges) and with TCCS. Retention of the existing park and ride facility on its current site is essential.***

#### **Public open space**

The proposed rezoning (from RZ2 to public open space opposite Marist College) to accommodate the water pond is welcomed. Unfortunately, the rezoning of existing public open space on the northern corner of Athllon and Mawson Drives removes a pleasing and attractive vista, which should be retained, and enhanced as a public park.

***Recommendation: that the existing zoning (open space) to the north of the intersection of Athllon and Mawson Drives) be retained. The vista to Black Mountain is a significant public asset which should be enhanced and preserved.***

#### **Parking within the group centre**

Convenient parking is important to the community, and a vital part of the operation of the Group Centre. The Variation and associated Precinct Codes provide for elimination of virtually all the current ground-level carparks in and around the Group Centre (potentially including the park and ride), with replacement places to be provided within new developments (ie above, below or within a commercial building).

***Existing ground-level carparks should be specifically identified in the Precinct Plan and retained as such, in keeping with the Group Centre ethos.***

#### **Pedestrian access to the Group Centre**

The Master Plan acknowledged problems with pedestrian access to the group centre. Unfortunately, the locations of the new walkways envisaged in the Master Plan (between Athllon Drive and Mawson Place) were determined by the requirements of the proposed commercial/residential buildings on Athllon

Drive. The walkway covered in the precinct code runs between two six-storey commercial/office blocks. It is hard to see how this could be classed as a satisfactory (or safe) public walkway.

***Recommendation: Infrastructure planning for the Group Centre should prioritise attractive, safe and accessible pedestrian access to and through the Centre. An important step in this direction would be to complete the Mawson Place Athllon Drive connection, which will reduce traffic turning right into Mawson Place from Mawson Drive.***

**More imagination, discussion and coordination needed!**

The Master Plan proposed development where it was not appropriate, and ignored sites around the group centre where, (particularly with an extension of Mawson Place to link with Athllon Drive) additional residential development should be considered.

The proposals in the DV and precinct plan alienate existing open space and public car parks because these are areas that can potentially be built on, rather than taking a holistic view of the group centre's current and future needs. There has clearly been insufficient thought given to the interaction between development and the capacity of Athllon Drive.

***As a policy and planning analyst, long-term resident of Torrens (and regular user of the group centre) I urge EPD and the ACT Assembly, through its Planning and Urban Renewal Committee, to reject DV 345 in its current form, and to require an improved precinct-planning process for Mawson.***

Yours sincerely

21 April 2017

## Comments on Draft Variation to the Territory Plan No 345.

We would like to address three issues arising from the Draft Variation to the Territory Plan No 345 (DV 345) .

### 1. The name of Southlands Centre /Mawson Group Centre

Why does DV 345 refer to the Mawson Group Centre instead of Southlands Centre, Mawson?

### 2. Childrens Playground

Other comparable group centres (e.g. Jamison) have children's playgrounds. Mawson Group Centre does not have one and there is no provision for one in DV 345.

There is space for one between Block 23 and the proposed parking station on the edge of Block 47. Placing cafes facing adjacent to this playground would be appropriate.

### 3. A Second Supermarket

DV 345 does not include provision for a second supermarket in the Mawson group Centre. Given the estimated population growth by 2030 in the Southern Woden area , would make another supermarket viable and add competition to the Woolworths supermarket. We need an alternative to the duopoly held by Coles and Woolworths in the Woden Valley.

### 4. Pedestrian/cycle access

Most of us are cyclists who ride regularly to the Mawson Group Centre from Pearce and also to Phillip. As such we avoid using cycle lanes on roads because of the speed of other motorists and cyclists.

Currently the cycle path along Athllon Drive is only beside the northbound lane. There is an underpass that follows a bike path between Melrose High and Marist College. A new branch of the cycle path to follow through the underpass and towards the Mawson Group Centre would be a great asset and reduce the need for so many pedestrians and cyclists, such as high school children, to cross Athllon at the Mawson Drive intersection.

The Master Plan, page 66 Mawson Group Centre Master Plan depicts:

- a. a crossing on Mawson Drive. A set of pedestrian yellow warning lights would be a great asset here. A couple of years ago a pedestrian was killed crossing Mawson Drive at this point.
- b. a crossing on Athllon Drive. This is a major arterial road and as such should not have further sets of lights on it. We suggest that a pedestrian/cycle bridge be built over the road, or another underpass. Children from the schools could be encouraged also to use this access rather than crossing at the lights.
- c. a cycle path as a lane on Heard Street - joining from north to south of the Mawson Group Centre. Although access is required to join up with the path east of Mawson Group Centre, a path continuing beside Athllon Drive would be much better, as this would enable riders to circuit the shopping precinct rather than riding through it.



# Canberra District Rugby League Football Club Ltd

164 Monaro St / PO Box 735  
Queanbeyan NSW 2620  
Phone: (02) 6297 2511 Fax: (02) 6297 1527

ACN: 008 568 634  
ABN: 56 008 568 634

20 April 2017

Dear Sir/Madam

**In reference to: DV345 – Mawson Group Centre**

I am responding as CEO of the Canberra District Rugby League Football Club (CDRLFC) to an invitation from the Territory Plan Section, Environment Planning & Sustainable Development Directorate (EPSD) to comment on the draft Territory Plan Variation (DV345) for the Mawson Group Centre.

CDRLFC is the crown lessee of Block 1, Section 57 Mawson. The Raiders Group operates The Mawson Club (the Club) on this site.

CDRLFC is also the crown lessee of Block 2 Section 57 Mawson which is used by the Masonic Club as a meeting place.

Block 1 and Block 2 are both contiguous to Block 6 Section 57.

My organisation supports the need for good planning outcomes in any part of Canberra and welcomes the opportunity to comment on the DV345.

We generally support the proposed Territory Plan variations that will, over time, facilitate a greater population density in the group centre.

However, we are very concerned about two specific aspects of the Plan:

- The potential loss of surface parking Block 6 Section 57 Mawson that currently supports local entertainment venues as well as the wider retail centre; and
- Restrictions on future redevelopment opportunities on the Club site.

The Club has been operating in the Mawson group centre for over 28 years and employs about 50 staff in full and casual capacities. The Club operates 19 hours per day and generates business (and jobs) for a wide range of local service providers who supply food, beverages, cleaning, maintenance, advertising and other services.

In our opinion, the Club is a significant activity node within Mawson and provides an important role as a place of entertainment, relaxation and social interaction. We draw patronage from the local business and residential communities as well as from other parts of Woden and from Tuggeranong.

Being financially viable is essential for maintenance of the high quality services currently provided by the Club. Closure of the Club or a substantial downgrading of its activities would have a significant detrimental impact of the quality and diversity of (the already limited) offerings at the Mawson Centre, and reduce amenity for the local population.

Physical access to the Club is key to its survival. Whilst there are good immediate pedestrian linkages to the Mawson shops, and to a lesser extent the adjacent residential areas, access to surface car parking adjacent to the Club is critical for its on-going survival.

The Club has provision for 53 on-site parking for members and visitors, which is the fullest extent possible given the size of our property.

Notwithstanding the Club's on-site parking, both sites rely heavily on adjacent surface parking on Block 6 to support our business activity. In fact the site used by the Masonic Club has no on-site parking.

There are currently 130 car parking bays (including 6 for disabled persons) on Block 6. The average occupation percentage is extremely high, and includes use by patrons of the adjoining clubs as well as other businesses in Section 57 and also Section 46.

When the current Club was built in 2002/2003 the government of the day made provision for adjacent public parking (Block 6) for joint use day and night by the surrounding land use activities including a number of Clubs. ACTPLA used the grade parking available on Block 6 when calculating the Club's required car parking numbers. We have relied on that DA for the Club's parking requirements.

The Club is a suburban venue, not a city centre establishment. We compete with other Clubs in the ACT as well as other entertainment venues. As with other economic activities such as supermarkets and clubs in other suburban venues, we rely on safe, accessible surface parking in immediate proximity to our establishment for survival.

Given our Club's strong evening patronage, we are also concerned that even if a basement car park is built (and made publically available) underneath Block 6, patrons' safety will be significantly diminished in this less-open area where we can't even control measures like video surveillance.

DV345 also effectively rezones Block 6 for higher development. Whilst there is a clause in DV345 that recognises the need for replacement parking as well as generated parking demand, we particularly do NOT support Condition C4 that effectively allows a developer of the site to relocate replacement parking to another (undisclosed) part of the group centre. This therefore would significantly reduce the general availability and safety of car parking for public use in this precinct (Section 57 generally) and particularly for Club patrons.

***Accordingly, we recommend that the Plan should be amended to include as a MANDATORY RULE the retention of surface parking on Block 6, and to delete C4.***

***We also recommend that R4 be strengthened to require surface parking be retained on this site.***

DV345 makes reference to building heights for the Mawson Centre. We note from the Plan that there are some parts of the Mawson Centre that have been allocated building heights of up to 6 & 8 storeys. These higher building zones seem to be on the northern side of the Centre, thus

creating a situation for overshadowing of the existing retail area if developed to their full potential. Whilst acknowledging the benefits of greater density adjacent to the Mawson Centre, we note that our site (CZ2) has a height restriction of 4 storeys.

In our view, a building height provision of 6-8 storeys on Block 1 would facilitate a more efficient and viable future redevelopment of the site without any adverse planning consequences on adjacent land uses including housing to the east and south of our site.

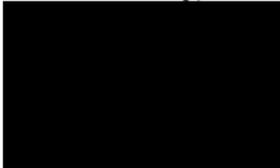
The additional development rights, should they be implemented could lead to additional residential apartments, aged care housing and/or commercial accommodation (hotel/serviced apartments) in the Centre. It would also balance the provision of private sector development opportunities with those that seem to be focussed on government land holdings.

From an urban design perspective, a taller building at the southern end of the Centre would also lend balance to other high rise sites shown in the Plan.

***Accordingly we recommend that the building height plan (figure 2 in DV345) for Block 1 Section 57 be amended to show up to 8 stories on the revised Plan for this site.***

We look forward to consideration of our submission and would welcome the opportunity to meet with you to discuss the issues raised herein.

Yours sincerely,

A large black rectangular redaction box covering the signature of the Group CEO.

Group CEO

A black rectangular redaction box covering the contact information of the Group CEO.

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Cc:** [REDACTED]  
**Subject:** Comments for Territory Plan draft variations 344 - Woden and 345 - Mawson  
**Date:** Friday, 21 April 2017 3:39:42 PM  
**Attachments:** [image001.jpg](#)

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Hi,

The Women's Centre for Health Matters has collected data about the Woden and Mawson town centres from 18 users of our Safety Map: <http://www.wchm.org.au/safetymapping/#/map.html>

Of these responses, 3 people reported feeling "Safe" and 10 people reported feeling "Unsafe". 5 people did not indicate how safe they feel in the areas they marked on the map.

17 of the responses were from people who identified as female, and 1 from a user who identified as male.

10 users of the Safety Map were in the 18-34 years age group. 3 were aged 35-54, and 3 were aged 55-64.

No users identified as having a disability. 14 users identified as not having a disability.

The comments on why they feel safe or unsafe in these areas are consistent with data collected for other parts of Canberra: lighting, visibility, and who else is in the area.

Our previous work with women on perceptions of safety in which women talk about feeling unsafe around young people, drunk men, or homeless men has shown that these feelings are fundamentally about visibility. Women feel safer when they see a range of other people using an area who would see or be able to see and help them if there was a problem. In other areas of Canberra where lighting and visibility are better, and more people are around at night, we don't see the same reports.

For example, we have reports of feeling unsafe around the Woden Skate Park, Woden Youth Centre, and Woden Bus Interchange for these reasons. But we don't have reports of feeling unsafe around the Belconnen, Civic, or Tuggeranong Skate Parks, or in the Belconnen or Tuggeranong Bus Interchanges. In fact, we have had comments of feeling safe in the Belconnen Bus Interchange because it is well lit, has good pedestrian access, and there are often lots of people using the area.

A selection of the comments is below:

"Have had many bad experiences in this carpark, including a physical attack." – This is about the Heard Street carparks near the Austrian Australian Club and Mawson Club, and on the other side of the road near the shops and cafes.

"Because there are a few dodgy people who hang around here."

"The level of intoxicated individuals at the interchange, number of assaults etc." - These users were reporting on feeling unsafe in the area around Woden Bus Interchange.

"Loads of action employees on the platform when I went to pick up a teenager from the last bus. Thanks Action. This place was terrifying when I was my daughter's age." – This is also about the Woden Bus Interchange, but was from a user who reported feeling safe in the area.

"I often catch the bus here in the evenings. It feels poorly lit and although many cars go past here, after the evening rush of commuters finishing work, there are few people about. Often

people walk past publicly drinking and several times I have seen be abusive to others. The bus stop is positioned so that it is difficult to see the numbers of the buses coming unless you stand, placing yourself publicly in the walkway. I think a board saying when the next bus was coming would be helpful, along with changed seating and lighting to allow for a sense of security and visibility of coming busses.” – This is about the area at the corner of Furzer Street and Launceston Street in Phillip.

“At night it is not well lit and deserted.” – This is on the footpath area on Callam Street near the Yarralumla Creek.

“At night there is no one around.” – This is in the carpark on Keltie Street between Phillip Health Centre and Woolworths at Woden.

“It's dark and isolated. I use this path and the Hindmarsh Drive underpass to walk home from the Woden bus stop/shops, both day and night.” – This is on the footpath between Strathgordon Apartments and Tasman Terraces, near Hindmarsh Drive.

“The path along Melrose Drive between Launceston St and Corinna St is evenly paved, well lit and open to surveillance from passing traffic and local residents.” – This is on the footpath on Melrose Drive near Bellerive apartment complex, from a user who reports feeling safe in the area.

We would be happy to answer any questions or meet with you to talk about what else we can do to provide useful input to the planning process.

  
**Deputy CEO**  
**Women's Centre for Health Matters**  
 | f: 02 6286 4742  
PO Box 385 Mawson ACT 2607  
[www.wchm.org.au](http://www.wchm.org.au)





**ALDI Stores**

(A Limited Partnership)

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**PRESTONS REGION**

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NSW 1817

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21 April 2017

[REDACTED]  
Delegate of the ACT Planning and Land Authority  
Territory Plan Comments  
GPO Box 158  
Canberra ACT 2601

Dear [REDACTED]

## **SUBMISSION TO DRAFT VARIATION TO THE TERRITORY PLAN 345**

Thank you for the opportunity to comment on Draft Variation 345 Mawson Group Centre to the Territory Plan (Draft Variation). ALDI Stores (ALDI) are exploring opportunities to establish a supermarket within the Mawson Group Centre in the future.

The Draft Variation proposes to amend the planning controls within the Mawson Group Centre. The key objective of the Draft Variation is to provide higher density housing and increase retail and commercial employment opportunities through rezoning and increasing maximum permitted building height and floor space in key locations within the centre.

### **1. Commercial Land Availability**

ALDI is a grocery retailer offering high quality groceries at everyday low prices. The company is able to offer lower prices because of its efficient and globally tested business model that is in several ways quite distinct from the major supermarket chains (MSCs). ALDI's key points of difference include: substantially smaller store footprint (around 1,500m<sup>2</sup>); substantially lower number of product lines (less than 1,500); shorter opening hours; fewer truck deliveries (typically 3-5 per day) and a company-owned truck vehicle fleet that is owned and operated by ALDI enabling a much greater level of control over delivery numbers and times. The operational characteristics of an ALDI Store mean that it is compatible with a range of adjacent and neighbouring land uses, including residential and commercial development.

ALDI have encountered difficulty in securing an appropriate site in Mawson due to the restrictive controls limiting Gross Floor Areas for shops in Commercial Zones. The existing controls relating to shops within commercial centres only permits ALDI development within the CZ1 Commercial Core Zone and CZ5 Mixed Use Zone. We request that further land in the Mawson Group Centre is zoned CZ1 Commercial Core to allow an increased opportunity for ALDI to secure a suitable site within the Mawson Group Centre.

### **2. Residential Density**

The Draft Variation proposes rezoning R22 suburban core residential zone to R25 high density residential. The increase in density of the residential population within proximity to the Mawson Group Centre will improve the viability of an ALDI Store and surrounding commercial uses that complement ALDI Stores. The increase in residential density is supported by ALDI.

Thank you for the opportunity to express support for the Draft Variation to the Territory Plan 345 Mawson Group Centre. We request that ALDI are kept informed of the progress of the Draft Variation to the Territory Plan and are advised of opportunities to make submissions for any future public exhibition periods. Please do not hesitate to contact the undersigned should you require clarification of this matter.

Yours sincerely

*kw*  
**ALDI Stores**



Property Director

To Whom It May Concern

Having already made a lengthy submission objecting to various elements of the DV344, I will be brief here in my submission concerning DV345:

- again, we see an attack on the “bush capital” character of Canberra with buildings higher than 3 storeys allowed, including a “marker building” of 8 storeys which would stick out like a sore thumb in the surrounding the landscape; I object to such plans and request all building heights be limited to a maximum of 3 storeys in the Mawson Group Centre – as I understand things, my request would amount to at least scaling back the rezoning along Athllon Drive from RZ5 (high density residential) to RZ4 (medium density residential);
- apologies if I missed relevant parts of the DV345, but it seems that the ACT government planners are not aware that already parking is continually at a premium at Southlands, yet the DV345 appears to reduce the number of available car parking spaces – don’t, especially if you want to encourage more businesses to establish themselves there. Also, many people frequent Southlands because it is easier access (e.g. older Canberrans can find the town centres difficult to visit whereas the small to medium shopping precincts are manageable for them, because they are smaller and because they are closer to home and parking is easier). Most visitors to Southlands go there in a private vehicle because they are either doing their weekly shop (which is too large to lug home by walking or on the bus), or driving their children to a team sport training session during the week or a weekend competition, etc.

Thank you in advance for changing the DV345 to factor in these important aspects for the lived experience of people in the local area.

I live in the Phillip precinct but I do a lot of my shopping at Southlands, which has smaller businesses there that I dearly value, like a quality independent butcher and quality independent baker. You don’t find these in the town centres because the rents are too prohibitive. Also, many people are attracted to shops on a small to medium scale because they are friendly for a wider range of ages. It is good to see that the ACT government thinks the economic thriving of Southlands is worth encouraging, but let us not forget that Canberrans cherish the “bush capital” character of their city, and so framing development within that key value is the way forward. Part of the attractiveness of Canberra has been its smaller suburban local shops, so let us keep these alive as well (or resurrect them if need be, which could include better public transport connections with group and town centres). For example, I visit the Farrer shops for the hairdresser, an organic food restaurant, and an Australia Post agency.

**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** comments on Territory Plan draft variations 345 - Mawson.  
**Date:** Friday, 21 April 2017 11:20:44 PM

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To the planning team,

I have completed the survey last week and noting you are also taking written submissions, I wish to comment on the proposal to relocate the present parking into the developments as they get built, plus a few more observations/requests.

1) It is my view that the present at ground carpark between the small square with Commonwealth Bank on one side and Heard Street on the other be retained at all costs.

And the carpark on eastern side of Heard St be developed into a development including multi storey carpark with access ramp up on northern and down on southern side to give direct access to the clubs at the rear that presently require climbing many steps .

2) The proposal to provide Marker Building(s) proposed at the corner of Mawson Drive with Athlon Drive is totally unnecessary and out of character of the current corridor which is more akin to a bush capital.

Four to six storeys is maximum building height appropriate to a group centre. So to provide street scapes of human scale

Like the building heights 3-4 storeys at the corner of Launceston Street with Melrose Drive in Woden Town Centre more appropriate for entrance /road frontage to this Group Centre

3) The proposal to develop the Eastern side of Athllon drive is premature. The future light rail corridor Woden, to Mawson to Tuggeranong requires examination setting aside first for the future.

4) the master plan 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. –

Regards,

[REDACTED]  
[REDACTED]

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

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

1. 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 be 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 (Coleman 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.

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



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.

2. 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.

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

	
<p>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.</p>	<p>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.</p>

3. 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

4. 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.

5. 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.

	
<p>Bus stop required at NE corner Mason Drive To provide more convenient transfer /short walk to the ACTION buses Blue Rapid service along Athllon Drive. Essential for a transport hub.</p>	<p>Present ACTION Bus Stops in Heard Street are are too far (300m walk) to Bus Stop 2610 on Athllon Drive</p>

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

6. 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



7. 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.



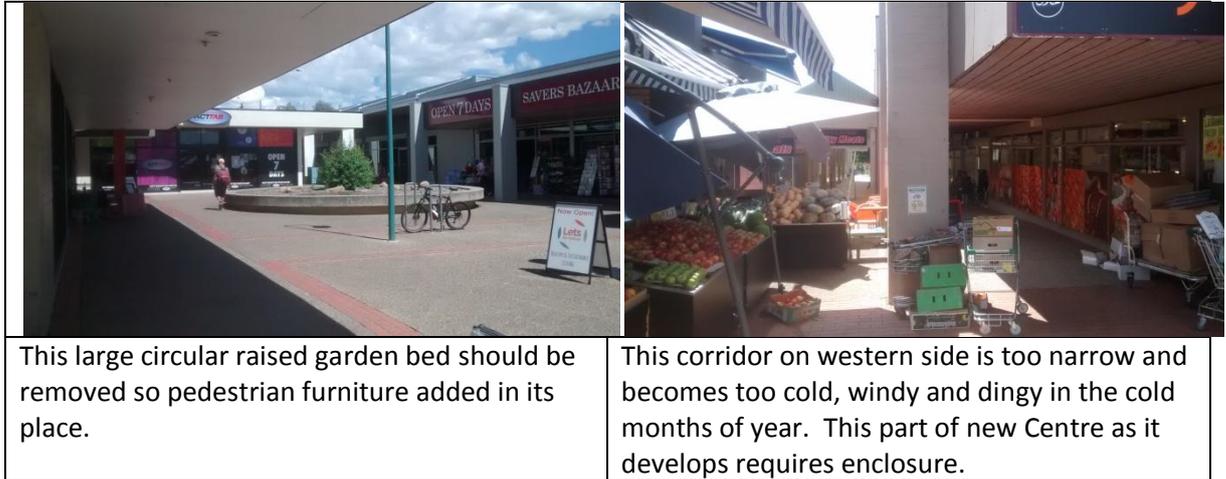
## My views / comments on the Mawson Group Centre Draft Master Plan (January 2015)

8. 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

9. Do you have any other suggestions regarding Mawson Group Centre Master Plan?

Yes, See hand written response. Also: -



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.

Prepared by [REDACTED]

10-Mar-2015



## **Submission**

### **Draft Territory Plan Variation 345**

#### **Mawson Group Centre**

**(April 2017)**

PO Box 280 Woden ACT 2606; e-mail: [info@wvcc.org.au](mailto:info@wvcc.org.au)

[www.wvcc.org.au](http://www.wvcc.org.au)

Facebook: [/WodenValleyCommunityCouncil](https://www.facebook.com/WodenValleyCommunityCouncil)

Twitter: [WVCC\\_Inc](https://twitter.com/WVCC_Inc)

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.

## **Summary**

The WVCC supports some residential development around the Mawson Group Centre (Centre), with building heights that preserve the human scale and solar access to public areas. To this end we recommend taller buildings are planned for the south of the Centre, instead of the north, to preserve solar access in the public areas, particularly the central square.

The Mawson Group Centre is a busy shopping centre and development of the surface carparks is considered premature. With the number of sites becoming available for development across the Woden Valley, the WVCC believes development of the surface carparks should be a longer term proposition and, if required, be included in a future variation to the Territory Plan. This includes retention of the park n ride as a surface carpark.

The WVCC does not support the concept of 'marker buildings' as we know where we are.

We recommend that the cycle network in the Mawson Group Centre Master Plan (Master Plan) be incorporated into the draft Variation to provide cycle access in and around the Centre.

The WVCC also recommends that duplication of Athllon Drive (through Phillip) be included in the draft Variation to reduce traffic congestion and that buildings proposed in this corridor have adequate access across Yarralumla Creek and setbacks necessary to retain views to Black Mountain.

## **Background to this submission**

The WVCC appreciates the community consultation that preceded the Mawson Master Plan. The overall intent of the Master Plan, to sustain and improve the convenience, attractiveness and liveliness of the Group Centre, was well-supported. In particular, connecting Mawson Place with Athllon Drive to create an effective and attractive through-street was well received by the community.

In Canberra's climate, access to sun is important to achieve these goals. It is disappointing, however, that developments overshadow public meeting areas.

The community clearly wants improvements to the urban amenity and public realm of the Centre, plus a moderate degree of development. Most people are in favour of low-rise mixed-use development in the Centre.

The Plan is constructed around Mawson as a major public transport 'hub', with intensification of development in and around the Centre and along Athllon Drive. Public realm improvements are not prioritised. Transport should be considered in conjunction with land use.

## **WVCC Recommendations**

### **Building Heights**

The WVCC supports some densification and certainty for developers and the community as to the intended built form. We do not support the proposed building height hierarchy in the draft Variation because of scale and the impact of shading on the community's meeting areas. Our recommendations align to the following principles:

- taller buildings should be located to the south of the precinct and the shorter buildings to the north to reduce the impact of overshadowing.
- current building heights on the perimeter of the square should be retained to ensure maximum sun in the square.

We suggest building heights that preserve the existing sun on Mawson Place and the central square and higher heights on the southern sites. (see **Attachment A**)

The proposed building heights include:

- retention of current building heights around the square to maintain sunshine, the draft variation allows 4 storeys that will remove afternoon sun in Spring and Autumn.
- retention of the surface park n ride to allow afternoon sun in the Mawson Place precinct. We reject the concept of a 'marker buildings' on this site.
- retention of the current building heights on Melrose Place to reduce overshadowing of cafes and restaurants.
- 4 storeys along Athllon Drive, Heard St and on Mountevans St.

To offset the proposed lower heights in the north of the precinct, consideration could be given to 4 storey buildings in the south of the precinct, from Athllon Drive to the existing playing fields car park, with retention of the car park.

We reject the concept that 'marker buildings' are required to contribute to creating a sense of arrival, and making the presence of the Centre obvious from surrounding main roads. The residents of Mawson and Woden know where the shops are and do not require marker buildings to orient themselves. One off visitors can use GPS or a map.

***WVCC recommends that the buildings heights be reassessed to improve the scale and solar access in the community areas.***

## Solar Access

The draft Variation states that it retains the two storey height limit within the central area to retain solar access to the public squares. It also proposes to amend the Mawson precinct map and code by ensuring development retains solar access to public spaces and residential development.

C23 provides for reasonable solar access to public and private areas of open space during winter months. It is unclear how effective maintenance of solar access will be managed as it has subjective criteria, which is open to interpretation, and needs strengthening.

C8 states that the maximum height of buildings may be increased to up to four storeys where development retains reasonable solar access to the adjoining public square, to the east, between the hours of 12pm to 2pm during 21 June (winter solstice). This criteria will not meet the intent to retain solar access to the public square.

Four storeys on the north west perimeter of the square will overshadow the square during the afternoons, which is not considered reasonable by the WVCC.

In addition, the following shadow diagram, provided in the Master Plan, clearly shows that the public spaces of the square and Mawson Place will be overshadowed. It is not only the winter solstice that is problematic, but more importantly the spring and autumn seasons when people want to enjoy the outdoors.

Shadow diagram - Winter solstice – 3pm



Developments in the wrong place will impact the vibrancy of Mawson for decades to come, particularly on Mawson Place and the square which are meeting places.

## **Mawson Place Precinct**

The Master Plan provides for Mawson Place to become a main street with the associated development providing 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 Western side of Mawson Place will be shaded from the proposed 6 storey buildings and, although popular in the mornings for a coffee, it does not thrive in the evenings as it is shaded and uninviting. Buildings heights should be retained at the current heights to provide sun on the eastern side of Mawson Place.

## **Road hierarchy**

The Master Plan provides for the connection of the Mawson Place Precinct to Athllon Drive via a new road at the southern end of Mawson Place. The road hierarchy, including this new road should be included in the draft Variation.

## **Parking**

Convenient parking is important to the community, and a vital part of the operation of the Centre. The draft Variation provides for elimination of virtually all the current ground-level carparks in and around the Group Centre (including the park and ride), with replacement car parks to be provided within new developments (eg above, below or within a commercial building).

The use of the carparks by the community is high and any loss of spaces will have a significant impact on convenient access to the shops and services in the Centre.

The WVCC considers that it is unnecessary to develop the carparks in this draft Variation as the development opportunities proposed in both the Woden and Mawson draft Variations are adequate for development in the foreseeable future. When further development is required in the longer term, redevelopment of these carparks could be considered.

Additional public carparks should be included in all future developments to ensure an adequate supply should the surface carparks be developed in the future and transitional arrangements are required.

With an increasing population, planning should provide for an increase in the number of carparks, particularly the park n ride.

***WVCC recommends that existing ground-level carparks should be specifically identified in the draft Variation and retained as such, in keeping with the Group Centre ethos. The existing park and ride site should be retained for this purpose.***

### **711 service station on Mawson Place**

It is not clear that the draft Variation provides for a new service station on Athllon Drive as proposed in the Master Plan. There is demand for two service stations so, in the interests of competition, two service stations should be retained. The 711 service station is heavily used, and important to the community. Rezoning to CZ2 (as proposed) will mean that, should the site change hands, operation of the service station will no longer be permitted. The zoning of this site should be retained as CZ3 until a viable option for a second service station is available.

### **Cycle and pedestrian access to the Group Centre**

The Master Plan acknowledges 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.

We note that pedestrian routes are shown in Figure 1 of the draft Variation and recommend that cycle paths are also shown.

The proposed cycle connections in Figure 42 of the Master Plan should be incorporated in the draft Variation to provide confidence to the community and developers as to where the alignments for future investment in cycle paths will be.

### **Athllon Drive Corridor**

The WVCC supports some densification and residential development on the east side of Athllon Drive. We would like to ensure that these developments create a liveable environment and recommend that the zoning is reduced to RZ3 with building heights reduced to 4 storeys.

The alignment of the open space shared path in Figure 3 of the draft Variation should be extended for the whole alignment and road access to the area 'b' included.

Additional residents along this alignment will create further congestion and the duplication of Athllon Drive, as the main north south transport alignment, should be included in the draft Variation. Completion of the duplication of Athllon Drive in Phillip should be undertaken prior to development of the area.

The draft Variation should include a rule that development along the significant vista to Black Mountain and the Telstra Tower should ensure that views are not obstructed and setbacks provide for these views to be available to residents and the public.

The draft Variation should include rules that include retention of solar access in the developments and connectivity from Mawson to Athllon Drive through the developments and across Yarralumla Creek.

## **Public Realm and Open Space**

The importance of the public realm and its role in creating a sense of place should be recognised in the draft Variation. The streetscape aesthetic should be enhanced to create a local identity and the village character encouraged to facilitate active day and night at the street level. The public realm must comprise of attractive and functional spaces designed to foster vibrant social, cultural and economic activity.

The central area should retain some open green space while there is still an opportunity to do so. The south end of the section 17 car park should be considered for an open green space with playgrounds and amenity for the community to gather.

## **Planning for the Future**

Woden's population will increase with the proposed developments in the Woden Town Centre and Mawson, and ongoing densification in the suburbs, including Mr Fluffy blocks.

Neither the Woden nor Mawson draft Variations provide for the required public assets, including a community centre, CIT, multipurpose sports hall and publicly funded swimming pool. Without these assets the residents of Woden will continue to require cars to access basic facilities in other districts.

Land use should be considered in conjunction with transport planning.

## **Conclusion**

Mawson was planned as a place for the local community to meet, shop and access services in the southern part of Woden Valley, and should continue to serve this purpose. Group Centres have a clear place in the planning hierarchy of Canberra. They were intended to be convenient places for day-to-day shopping, and having a meal in a café or restaurant.

The amenity should be inviting and provide a place where all members of the community want to be.

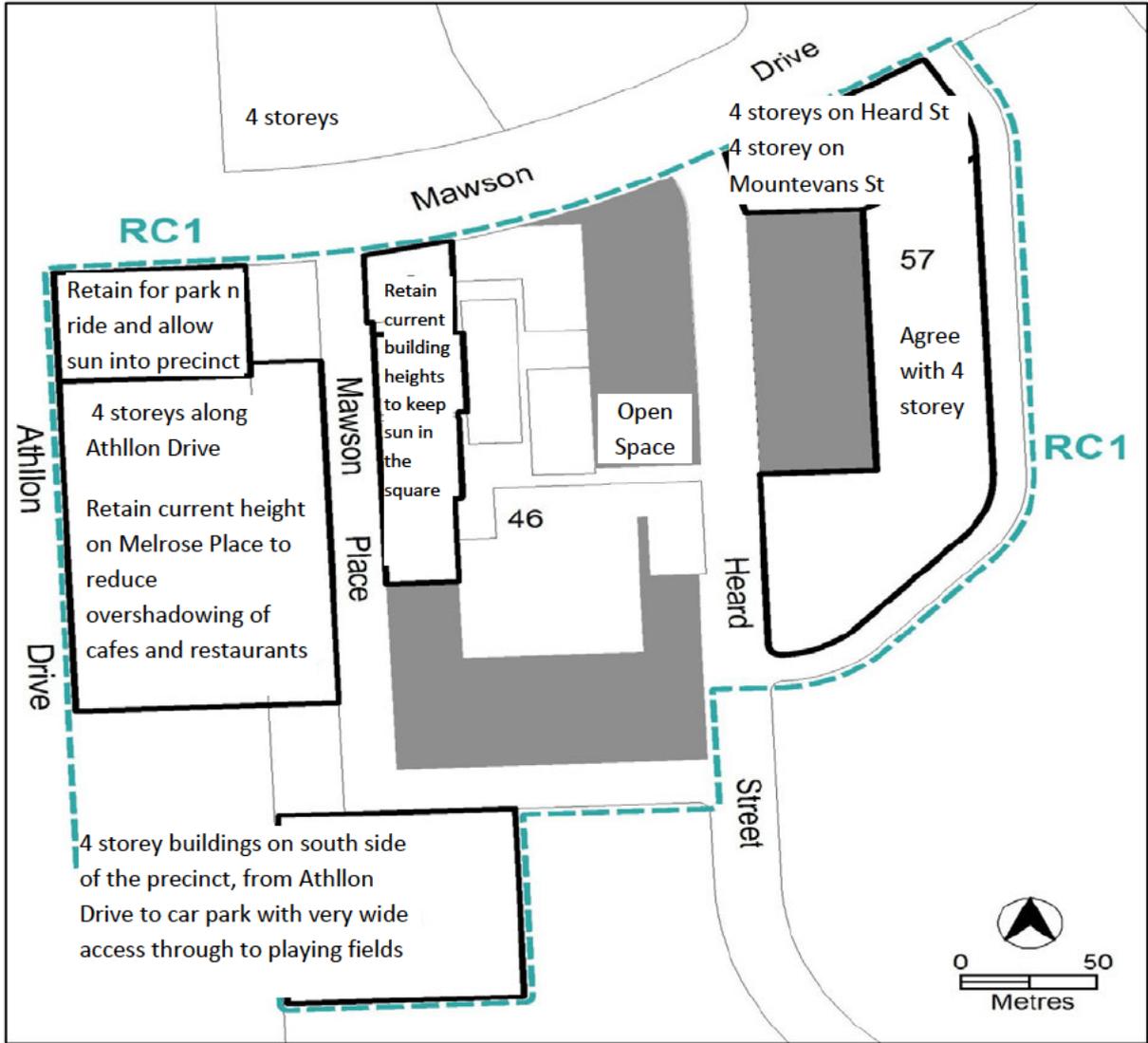
WVCC looks forward to further discussion of these important issues.

  
President

Woden Valley Community Council

21 April 2017

WVCC Proposed building heights



**From:** [REDACTED]  
**To:** [Terrplan](#)  
**Subject:** Re: Response to Draft Variation Plan No 345 [SEC=UNCLASSIFIED]  
**Date:** Thursday, 27 April 2017 9:08:24 PM

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On 26 Apr 2017, at 8:03 am, Terrplan [REDACTED] wrote:

<Draft Variation No 345.pages>

Thankyou for letting me know you were unable to open my attachment for response to Draft Variation Plan No 345 .Ive included my response in an email and not as attachment, as follows ,

The proposed Draft variation to Territory Plan N0 345 serves only to benefit developers with little regard given to the communities of Mawson, Torrens and Pearce or the individuals whom have invested their lives in this area, whom this draft will have a great negative impact .

The variation was not widely communicated with the surrounding community and thus little or no consultation will have taken place . A copy of the draft variation should have been supplied to each household with ample amount of time to respond. The proposed variation is intact fait accompli .

The Draft variation to the Territory Plan N0 345 will result in:

1. Loss of large areas of Green Spaces - the proposed multi-storey Residential building RZ5 on the corner of Mawson Drive and Athllon Drive will completely change the outlook and access to the green space . It will create shadowed and non visual areas to the surround making it unsafe and open to crime and vandalism . Access to the building will also create further congestion to the adjacent roadways and create further noise both during construction and beyond .
2. Noise Conflict - the proposed rezoning for business and high rise residential ares CZ2 and RZ5 will create an unacceptable increase in direct and reflected noise to the large residential areas of Torrens and Pearce . The increase in noise cannot be address sufficiently just by future building codes . Torrens has already seen a substantial increase in noise to the Athllon Drive corridor with park and ride Parkes developed in the areas now proposed for rezoning and further development . The residents of these communities and suburbs purchased properties with the existing zoning in place ,which contained small local business district and large green spaces . Substantial amounts of greenery in the form of large trees have not been replaced or maintained in recent years along Athllon drive contributing to current increases in noise.
3. Loss of parking and road congestion . The loss of parking areas CZ2 and CZ3 would increase both parking congestion and have a negative impact on business in the area , negating the benefits for increased business development and increasing foot traffic as proposed
4. There is very little access to the site RZ5 ,the current road network would not support increased activity from high density residential development, even if the development contained residential parking .Access would only be via Mawson or Athllon Drive already busy roads and intersection , creating an unacceptable hazard .
5. The Proposed Plan Variations aim to create further business opportunity the Mawson area . There is no information supplied to support this plan . There is currently many shop fronts unoccupied in the Mawson precinct . Little or no effort has been made to address security or maintain dwellings already in existence . The current single level precinct has much to offer as a compact suburban centre with a financial injection without big costly changes to Territory Plans .

Thanking you

[REDACTED]  
[REDACTED],  
TORRENS,ACT 2607  
[REDACTED]

Tuesday, 13 June 2017

The Relevant Officer  
Territory Plan Section  
EPSDD

*by email only to [terrplan@act.gov.au](mailto:terrplan@act.gov.au)*

Dear Sir/Madam

**ACT GREENS ADDITIONAL SUBMISSION ON DV344 (WODEN TOWN CENTRE)  
AND SUBMISSION ON DV345 (MAWSON GROUP CENTRE)**

Thank you for the opportunity to make a submission on draft Territory Plan Variation DV344 (Woden Town Centre) and draft Territory Plan Variation DV345 (Mawson Group Centre).

Note that this is an additional submission to my earlier submission to DV344, as well as a submission on DV345. This submission is also in my capacity as a local member, not as Chair of the Planning and Urban Renewal Standing Committee.

Since the release of these draft Variations, the Government has commenced its initial consultation on Light Rail Stage 2. The Light Rail consultation raises two issues that need to be integrated with the Variations:

- The potential Canberra Hospital light rail extension impacts on Phillip and Mawson as it could re-route the Woden to Tuggeranong stage of the Light Rail network from Athllon Drive to Yamba Drive. This change would reduce the 'transit oriented development' benefits of the proposed changes in Phillip and Mawson.
- The Woden Town Centre interchange stop appears to be relocated south along Callum Street from the current bus interchange, which would have significant implications for the Master Plan's recommendations.

To work properly, land use and transport need to be highly integrated. EPSDD need to work closely with TCCS to ensure that this coordination happens before the Variations proceed further. Resulting changes to the Variations could include:

- DV344: Considering Community Facility Zone for the current interchange site if it is no longer required for public transport

**AUSTRALIAN CAPITAL TERRITORY LEGISLATIVE ASSEMBLY**

London Circuit, Canberra ACT 2601, Australia GPO Box 1020, Canberra ACT 2601, Australia  
Phone ██████████ Email ██████████



- DV345: Considering whether the proposed level of development is warranted if Mawson is no longer going to be on the light rail network.

Yours sincerely



ACT Greens Member for Murrumbidgee

ACT Greens Spokesperson for Planning, Transport, City Services, Housing, Arts, Animal Welfare, Community Services, Women, Seniors and Social Inclusion

5 May 2017

Territory Plan Comments  
Environmental Planning and Sustainable Development Directorate  
GPO Box 158  
Canberra ACT 2601

By E-mail: [terrplan@act.gov.au](mailto:terrplan@act.gov.au)

Dear Sir/Madam,

**Commentary on Draft Territory Plan Variation No. 345 and Mawson Town Centre Master Plan 2015**

Thank you for the opportunity to provide commentary in relation to Draft Territory Plan Variation No. 345 (DV345). Canberra Town Planning is acting on behalf of the Serbian Culture Club Canberra in response to this matter, under authority which can be provided upon request. We have been acting for the Lessee on recent planning matters including a development proposal (DA201630173) that was partly progressed with consideration to the Master Plan and expected Plan Variations proposed for the Group Centre.

The Serbian Culture Club 'St Sava' has been following the finalisation and endorsement of the Mawson Town Centre Master Plan and associated Draft Territory Plan Variation with interest; particularly in relation to matters relating to their Club's land holdings located at Blocks 5 and 9 Section 57 Mawson.

The sites are located on Mountevans Street, off Mawson Drive and Heard Street in Mawson at the edge of the Mawson Group Centre. The sites are within the CZ2 Business Zone under the Territory Plan. Approval to remove the concessional status of the Crown leases for both sites was granted in March 2017 (DA201630173).

Canberra Town Planning assisted with this matter, and in the public notification period for that proposal we commissioned an architect to prepare a concept plan that detailed the development opportunity at the sites as per the endorsed Master Plan. We used this concept to consider the proposed Plan Variation DV345 provisions (as attached to this submission) and interrogated whether the policy framework exhibited in the Draft Variation would support a reasonable and viable, high quality outcome on the Club's landholdings as it relates to the rest of the Group Centre.

We understand that the Planning and Land Authority (the Authority) has prepared DV345 with the intent of implementing the vision and strategic planning recommendations of the endorsed Mawson Master Plan 2015. We note that the Draft Variation is on public exhibition to 2 June 2017.

### **Proposed Changes to the Territory Plan Written Text/Codes- Mawson Precinct Code**

DV345 includes a number of provisions relation to the Blocks 5 and 9 Section 57 land holdings. We note that the adjoining Block 6 Section 57 is proposed to be rezoned to 'CZ1 – Core', however this site includes a requirement to replace any publicly available parking that future development may displace. We support this initiative, as it will provide opportunities to closely integrate the CZ2 zoned lands to the west with the Group Centre Core without impacting on parking opportunities available at the centre of the commercial centre. The Club believes this is critically important to ensure ongoing viability and vibrancy within the locality.

The proposed loss of Veterinary Hospital from the MT2 precinct overlay appears nonsensical and regrettable given that its implementation could be very low impact in the context of the Club site: we request that this use be retained for the site.

Other planning control matters that will be specifically defined and controlled at the Club landholdings now include:

- Secondary active frontage designations along Mawson Drive, Mountevans Street and the Block 6 Section 57 (western carpark);
- Residential dwellings proposed at ground level along secondary frontage areas are adaptable in nature and enjoy separate access points and/or direct access to street level is provided;
- Limitation in building height to four and six storeys at the Club Sites (as indicated in the included figure for respective areas within Club Leases);
- Progressive setback provisions that seek increased setbacks and/or innovative design solutions to retain objectives as set out by Precinct Code criteria;

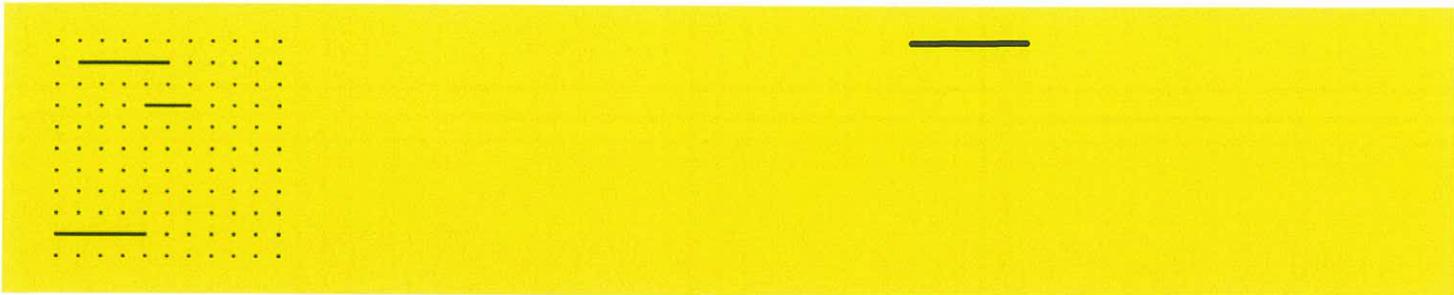
We are generally supportive of these controls, as these will generally provide for the development outcomes that were canvassed in the Master Plan with the exception of a few matters which we seek to highlight below.

### **Mawson Master Plan considerations not included in DV345**

As mentioned above the Club has progressed a proposal to remove the concessional status of its landholdings (now approved) and prepared a notional design scheme that was used in Public Consultation (see attached) that relied on the endorsed Master Plan provisions. Although the planning control context included in DV345 is generally consistent with the Master Plan, we note that the Master Plan highlighted a number of challenges around the site, some which are addressed in the proposed Variation and some that seem to be overlooked.

We believe the challenges around inactive frontages and level changes can be readily addressed in the context of the proposed variation. We do however question whether the challenges of vacancy and limited night-time surveillance is best addressed by the proposed controls advertised in the Variation.

The Master Plan spatial framework opportunities for the Club sites (Master Plan Figure 31), indicate an opportunity for mixed use and residential development on the sites including a substantial, prominent and



high quality redevelopment outcome with landmark development qualities. The precinct code controls proposed in the Variation appear not to address this opportunity, and coupled with the notional loss of land-use opportunities with the removal of the MT2 overlay in the Draft Variation, we believe that the reduction in opportunity is significant at the Club sites.

We further question why the sub-precinct height area “B” follows an arbitrary boundary where there is a strong cadastre boundary (Block 9 Section 57) that appears to align well with the redevelopment pattern suggested in the Figure 31 spatial framework. A better consideration would be to allow the heights to be appropriately placed and/or potentially graduated along the boundary of Block’s 9 and 5 Section 57 and integrate the future redevelopment of this prominent corner with the Group Centre. This is especially important where the Block 9 redevelopment opportunity may include a landmark offering. Removing this opportunity may well yield an inferior outcome and opportunity for redevelopment of this landholding.

To illustrate this, we include (attached) the concept development that was prepared for DA201630173 public consultation – the artist impression showing the relative development potential that the endorsed Master Plan would yield at the site in a mixed use residential/commercial offering that retain the Club use. The impact of the proposed Variation would diminish the concept scheme, as indicated by the red hatch/highlight shown on the attached drawings. This represents a substantial and inferior development outcome at the site.

### **Summary**

We urge the authority to consider the full implementation of the development opportunities that were presented in the Master Plan to allow the Club sites to be redeveloped as a truly landmark proposition with an appropriately positioned height response over the two blocks. We believe this could easily be achieved by introducing a criteria that provides a response where both sites are considered for integrated redevelopment; with Block 9 proposed to be redeveloped in a truly landmark capacity. The prominence of this site warrants such a strong and high quality response.

We look forward to progressing our development proposals in the context of the Master Plan and proposed Variation frameworks and the contribution this would have on the rejuvenation of the Group Centre.

We are however available at any time to progress any discussion on the matters raised as needed and would be happy to answer any questions that you may have. Please do not hesitate to contact me in this regard as may be required.



—

**Attachment 1:** Mawson Club Sites Master Plan Development Opportunity (with Draft Variation Impact)



EDDIE GONZALEZ  
JUNE '16.



JUAN GONZALEZ

## Response to Woden and Mawson Draft Variations No 344 and 345

**1. There are currently no maximum building height controls in the Woden Town Centre. The draft variation proposes to set the building heights within the centre to between 6, 12, 16 and 24 storeys, with opportunities for an additional four storeys for development that retains the building hierarchy (where taller buildings are in the central area) and is located close to public transport.**

**Do you agree with this proposal?**

- Yes
- No
- If no, please give your reasons

The proposed building heights in the Woden Master Plan and Draft Variation do not reflect the human scale principles that were originally envisioned.

Building heights for development addressing Melrose Drive (area 'c') should be 'medium rise' (4 to 6 storeys), reflecting the medium density character opposite in suburban Lyons.

Development in area 'b' should be of 6 to 8 storeys, forming the 'high-rise transitional area' to the central core (area 'a') comprising a maximum of 12 to 16 storey buildings.

If the government is serious about achieving a sustainable built environment, this should be demonstrated by additional criteria incorporating a higher standard of solar access for residential buildings. That is:

- solar orientation should be optimised such that all apartments in a residential development must have 4 to 5 hours of solar access to living areas, between 9am and 3pm at the winter solstice. i.e. residences facing south or directly east/west should not be permitted.
- No development should adversely impact solar access to an adjacent residential building or public space.

I DO NOT support the proposed criteria that would allow the maximum height of one building tower element per block to be increased by an additional four storeys. A rational case HAS NOT been made for the 'marker building' concept. While there may be some architectural merit for marker buildings in significant locations, for example at the end of Anzac Parade, scattering them randomly around Woden and Mawson makes no sense at all (not to mention they usually turn out to be rather unattractive buildings!). If anything, allowing so-called 'marker' buildings that are close to or equal in height to Lovett tower, will dilute its significance denominating the town centre.

**2. The plan proposes to allow high density housing on several blocks directly to the north-east of the Hindmarsh Drive and Callum Street intersection. These blocks currently allow medium density housing.**

**Do you agree with this proposal?**

- Yes
- No
- If no, please give your reasons

High density development in this location (area 'a') is completely out of scale to the predominantly 3 storey buildings in Woden Green and the adjacent developments (area 'b') that are under construction.

**3. The plan proposes to change the zoning of the north-western corner of the land east of Callum Street (currently medium density residential) to commercial office zoning, which will allow mixed-use development that allows both commercial and residential uses.**

**Do you agree with this proposal?**

- Yes
- No
- If no, please give your reasons.

**4. The plan proposes supporting rezoning parts of the Woden Town Park from urban open space zone to community facility zone to allow the development of community facilities closer to the town centre.**

**Do you agree with this proposal?**

- Yes
- No
- If no, please give your reasons

With additional residential and commercial development in the town centre, public open 'green' space will be at a premium. Some of the many surface car parks could be used for community facilities.

**5. The plan proposes rezoning the area containing the shared path adjacent to Swinger Hill from suburban residential to urban open space?**

**Do you agree with this proposal?**

- Yes
- No
- If no, please give your reasons

**6. The plan proposes rezoning part of the Athllon Drive corridor from suburban core residential and transport services to high density residential to allow more high-density housing so people can take advantage of employment opportunities in the centre and the Athllon Drive rapid transit corridor.**

**Do you agree with this proposal?**

- Yes
- No
- If no, please give your reasons.

Higher density residential is better placed in close proximity to the availability of services (retail shops etc) such as in the core of town centres and group centres. The Athllon Drive corridor is better suited to medium density residential, as currently zoned.

Further, to achieve a rapid-transit system, widely spaced stops are required. Significant higher density residential development *along* the transit corridor would drive demand for additional, more closely spaced stops. This would result in not-so-rapid-transit. If additional stops were not provided it would require longer walking/cycling distances from homes to the stop and/or catching local transport to get to the rapid-transit stop, somewhat defeating the purpose of living in proximity to the rapid-transit corridor.

Alignment options for the future extension of the light rail to Mawson are constrained by Yarralumla Creek and the narrowness of the Athllon Drive median strip between Hindmarsh Drive and Mawson Drive. For this reason any consideration to the rezoning of the Athllon Drive transport corridor should be deferred until the light rail extension has been constructed (or at least until after detailed alignment planning has been completed).

**7. Residences are already allowed in the Phillip service trades area, but the variation proposes to increase building heights but prohibit residences from the outer area along Melrose Drive and Athllon Drive to protect the commercial uses.**

**Do you agree with these proposals?**

- Yes
- No
- If no, please give your reasons.

Residential development is incompatible with many of the service trades currently operating in Phillip such as auto repair workshops. In retail or commercial areas that may be compatible with residences, redevelopment should only be permitted where it does not adversely impact on the availability of parking. The proposed criteria should be amended to ensure that there is no overshadowing of the existing green open space (Colbee Court and Dundas Court).

**8. The draft variation proposes a number of changes to the Phillip precinct map and code to help promote commercial and retail development in the centre and the Phillip service trades area. Please see the proposed changes.**

**Do you agree with these proposals?**

- Yes
- No
- If no, please give your reasons.

It is not clear what changes are being proposed?

**9. It is proposed to rezone the north-eastern corner of Athllon Drive and Mawson Drive to allow medium density housing (up to 6 storeys). This would increase the number of residents in the area who would use the centre and public transport.**

**Do you agree with this proposal?**

- Yes
- No
- If no, please give your reasons.

Alignment options for the future extension of the light rail to Mawson are constrained by Yarralumla Creek and the narrowness of the Athllon Drive median strip between Hindmarsh Drive and Mawson Drive. For this reason any consideration to the rezoning of the Athllon Drive transport corridor should be deferred until the light rail extension has been constructed (or at least until after detailed alignment planning has been completed).

**10. It is proposed to zone the area between Athllon Drive and Mawson Place to commercial business zone, which will encourage commercial development, potentially with residences above, in the centre and along this important transport corridor of Athllon Drive. This would allow a taller building up to eight storeys near the intersection that would signal the entrance to the centre.**

**Do you agree with this proposal?**

- Yes
- No
- If no, please give your reason

Somehow, despite the absence of a eight storey building, I have managed to find the entrance the centre for all these years. A marker building is not required.

Alignment options for the future extension of the light rail to Tuggeranong are constrained by Yarralumla Creek and the narrowness of the Athllon Drive median strip between Mawson Drive and Beasley Street. For this reason any consideration to the rezoning of the area between Athllon Drive and Mawson Place should be deferred until the light rail extension has been constructed (or at least until after detailed alignment planning has been completed and the location of park and ride facilities has been determined).

**11. It is proposed to rezone area south of the centre currently occupied by a surface carpark between the tennis courts and Athllon Drive to service trades zone and the surface car park east of Heard Street from commercial business zone to commercial core zone. This will increase opportunities for development as the demand arises.**

**Do you agree with this proposal?**

- Yes
- No
- If no, please give your reasons.

It is not clear why an additional service trade zone is required. The area south of the centre currently occupied by a surface carpark between the tennis courts and Athllon Drive, would seem to be an ideal location for commercial development (or perhaps mixed use / residential development subject to the constraints presented by the existing service station).

**12. To help promote commercial and retail development in the centre, it is proposed to amend the Mawson precinct map and code by:**

- **removing the restriction that limits shops in CZ2 commercial business zone to art, craft and sculpture dealer and personal services**
- **removing the existing additional permitted uses of funeral parlour, light industry, service station and veterinary hospital from the CZ2 commercial business zone**
- **nominating building heights for selected areas within the centre of 2, 4, 6 and 8 storeys**
- **introducing built form provisions such as upper level setbacks, requirements for awnings and active frontages to provide pedestrian friendly areas within the centre**
- **nominating pedestrian routes and laneways where development will be required to provide publicly accessible pedestrian access**
- **ensuring development retains solar access to public spaces and residential development.**

**Do you agree with these proposals?**

- Yes
- No
- If no, please say which parts you disagree with and why.

I am concerned that an increase in permissible building heights will impact on solar access to public spaces, and therefore adversely affect the amenity, within the centre.

  
2 June 2017



**ACT**  
Government

**2019**

**THE LEGISLATIVE ASSEMBLY FOR THE  
AUSTRALIAN CAPITAL TERRITORY**

**GOVERNMENT RESPONSE TO THE STANDING COMMITTEE ON  
PLANNING AND URBAN RENEWAL REPORT NO. 6:  
Draft Variation to the Territory Plan No 345 Mawson Group Centre:  
Zone Changes and Amendments to the Mawson Precinct Map and  
Code**

**Presented by  
Mick Gentleman MLA  
Minister for  
Planning and Land Management**

## Introduction

The Government thanks the Standing Committee on Planning and Urban Renewal for providing the recommendations contained in Report No. 6 resulting from the inquiry into Draft Territory Plan Variation No. 345 Mawson Group Centre (DV345).

Report No. 6 (the Report) acknowledges and confirms the recommendations of the approved Mawson Group Centre master plan, which formed the basis for the preparation of DV345. The Report re-iterates the findings of the master plan; that the group centre is highly valued and well utilised by the community, but also that the master plan recommendations incorporated into the draft variation for moderate increases in density within and adjoining the centre will improve the vitality and encourage rejuvenation within the centre.

The development of the Mawson group centre commenced in 1971, meaning that many of the buildings are almost 50 years old and are approaching an age where redevelopment may be economically viable. The master plan acknowledges that the low building heights and the sunny public courtyards within the centre provide much of the character of the centre, providing focal points for community activity and important break out spaces for users of the centre to relax and to navigate the centre. The master plan and draft variation recognise the importance of these spaces through restricting building heights within the central area generally to two storeys, with higher development only permitted away from the central area.

Given the limited area available for development within the centre, it would normally be ideal to increase permitted building heights within the centre to make redevelopment of ageing buildings more financially viable and permit a greater range of uses for users of the centre. The building height control measures in DV345 from the master plan recommendations balance development and public amenity within the centre, acknowledging that development around the perimeter will likely commence due to greater incentives and fewer constraints on development.

## Recommendations

No.	Recommendations
Recommendation 1	The Committee recommends that subject to the following recommendations Mawson Draft Variation 345 be approved.
Recommendation 2	The Committee recommends that the ACT Government finalises the development of territory plan draft variations, as soon as possible, following completion of the relevant master plan.
Recommendation 3	The Committee recommends that the ACT Government finalise the development of master plans in a more timely fashion.
Recommendation 4	The Committee acknowledges the need for revitalisation of the Mawson precinct as well as the maintenance of solar access to the main courtyard square and recommends the Government implement R8 and C8 as proposed in the Mawson Draft Variation.
Recommendation 5	The Committee recommends overshadowing provisions are included in the Mawson Draft Variation that will apply to any future development of Block 3, Section 46; Block 7, Section 46; Block 8, Section 46; Block 10, Section 46; Block 17, Section 46 and Block 26, Section, 46.
Recommendation 6	The Committee recommends that overshadowing provisions are included in the Mawson Draft Variation to ensure protection for morning and mid-afternoon sun for the main (between Block 7 and Block 26, Section 46) and northern (between Block 3, Section 46 and Block 8, Section 46) courtyard squares.
Recommendation 7	The Committee recommends the current of quantum of car parking spaces be retained as part of any future redevelopment of each existing surface car park site.
Recommendation 8	The Committee recommends that R4 and C4 are strengthened to ensure that the design of any future basement or multi-level parking on the surface car parks promotes shopping in the whole centre, not just in the development itself.
Recommendation 9	The Committee recommends the ACT Government continue to pursue a second supermarket on Block 6, Section 57.
Recommendation 10	The Committee recommends that the Government meet with the owner of the 7-Eleven to clarify the ACT Government's intentions in relation to the issues raised in the owner's submission.
Recommendation 11	The Committee recommends that the Mawson Draft Variation is modified to include a requirement for the creation of a new courtyard at the southern end of Block 17, Section 46, along with appropriate provisions for solar access for this future open space.
Recommendation 12	The Committee recommends that the ACT Government include the proposed trunk walking and cycling network in the proposed Mawson Draft variation.

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## **ACT Government Response to the Standing Committee on Planning and Urban Renewal Report No. 6 - Draft Variation to the Territory Plan No 345 Mawson Group Centre: Zone Changes and Amendments to the Mawson Precinct Map and Code.**

The following summarises the Government response to:

- 1. The Committee recommends that subject to the following recommendations Mawson Draft variation 345 be approved.**

**Government Response: NOTED**

- 2. The Committee recommends that the ACT Government finalise the development of territory plan draft variations, as soon as possible, following completion of the relevant master plan.**

**Government Response: NOTED**

### **Rationale:**

There is only one commercial centre master plan remaining to be finalised, being the Kippax group centre master plan. The Curtin master plan was recently approved in November 2018, with the associated Territory Plan variation anticipated to be released for public consultation in early 2019. It is anticipated that Kippax master plan will be finalised in the near future, with the associated Territory Plan variation to be released for public consultation shortly afterwards.

- 3. The Committee recommends that the ACT Government finalises the development of master plans in a more timely fashion.**

**Government Response: NOTED**

### **Rationale:**

The Curtin master plan was recently approved in November 2018, with the associated Territory Plan variation anticipated to be released for public consultation in early 2019. It is anticipated that Kippax master plan will be released in early 2019, with the associated Territory Plan variation released shortly afterwards.

- 4. The Committee acknowledges the need for revitalisation of the Mawson precinct as well as the maintenance of solar access to the main courtyard square and recommends the Government implement R8 and C8 as proposed in the Mawson Draft Variation.**

**Government Response: NOTED**

- 5. The Committee recommends overshadowing provisions are included in the Mawson Draft Variation that will apply to any future development of Block 3, Section 46; Block 7, Section 46; Block 8, Section 46; Block 10, Section 46; Block 17, Section 46 and Block 26, Section, 46.**

**Government Response: AGREED**

**Rationale:**

The master plan considered solar access through the central area and restricted building heights to two storeys. Additional 'solar fence' provisions will be included to limit the extent that future development can overshadow surrounding areas. This will ensure development does not substantially overshadow the main public courtyards, and provide a reasonable compromise between lessees' ability to redevelop ageing sites against the retention of solar access for the users of the public spaces.

- 6. The Committee recommends that overshadowing provisions are included in the Mawson Draft Variation to ensure protection for morning and mid-afternoon sun for the main (between Block 7 and Block 26, Section 46) and northern (between Block 3, Section 46 and Block 8, Section 46) courtyard squares.**

**Government Response: AGREED**

**Rationale:**

As above

- 7. The Committee recommends the current quantum of car parking spaces be retained as part of any future redevelopment of each existing surface car park site.**

**Government Response: AGREED IN PART**

**Rationale:**

The existing parking replacement rule contained in the Mawson precinct code already requires identified public surface car parking sites to replace the existing level of public car parking as part of any development. The rule includes an associated criterion which provides a measure of flexibility for replacement parking, with the rule and criteria both being carried across into the proposed precinct code. It is considered necessary to include a measure of flexibility to ensure that minor departures from the car parking replacement can be accommodated, where a proponent can demonstrate that a reduction in parking numbers will not adversely affect the operation of the centre.

As the majority of surface car parking sites are not proposed to be released in the near future, this flexibility also accommodates future anticipated and unanticipated changes to transport in Canberra, such as the introduction of an alternate public or private transport method that results in reduced private vehicle use or parking demand.

Any future development of the sites will need to demonstrate that there is sufficient parking to meet the anticipated demand in the centre.

- 8. The Committee recommends that R4 and C4 are strengthened to ensure that the design of any future basement or multi-level parking on the surface car parks promotes shopping in the whole centre, not just in the development itself.**

**Government Response: AGREED**

**Rationale:**

It is agreed that additional provisions be included in the draft variation to ensure members of the public utilising any public car parking within the centre be able to exit the car park directly to public space, rather than being restricted to the development containing the car park.

In a review of the provisions contained within DV345, it has been determined that a new provision would provide more certainty and clarity in defining the desired outcomes. As such, a new rule has been included in DV345 requiring publicly accessible car parking to provide direct pedestrian access to public space adjoining the development.

- 9. The Committee recommends the ACT Government continue to pursue a second supermarket on Block 6, Section 57.**

**Government Response: NOTED**

**Rationale:**

The provisions in DV345 will allow for development of a second supermarket on Block 6 Section 57.

- 10. The Committee recommends that the Government meet with the owner of the 7-Eleven to clarify the ACT Government's intentions in relation to the issues raised in the owner's submission.**

**Government Response: AGREED**

**Rationale:**

Delegates from Environment, Planning and Sustainable Development Directorate will meet with representatives from 7-Eleven to discuss the issues raised in their submission.

- 11. The Committee recommends that the Mawson Draft Variation is modified to include a requirement for the creation of a new courtyard at the southern end of Block 17, Section 46, along with appropriate provisions for solar access for this future open space.**

**Government Response: AGREED**

**Rationale:**

While a new public courtyard directly south of the main surface car park west of Heard Street was not considered in the preparation of the master plan, providing a new area of public space along the main east/west pedestrian spine through the centre will be of benefit to the users of the centre.

The proposed precinct code will be amended to introduce a new rule that will apply to any redevelopment of the surface car park, being block 17 section 46. The rule will require development to incorporate a permanently open and publicly accessible open courtyard space integrated with the existing adjoining areas of public space. The rule will also contain requirements for any new building frontage facing the courtyard to provide an active frontage to the courtyard, and for development to be limited in height to retain reasonable levels of solar access to the public realm.

**12. The Committee recommends the ACT Government include the proposed trunk walking and cycling network in the proposed Mawson Draft variation.****Government Response: NOTED****Rationale:**

Transport Canberra and City Services, who manage the active travel network, provide comment on DAs likely to impact active travel routes and are best placed to manage works on or affecting public land.

The precinct code is not the appropriate document to identify active travel networks as constructing the networks is classified as public works and as this is undertaken by or on behalf of the Territory it is normally exempt from requiring development approval, meaning assessment against the Territory Plan is not undertaken. In addition, detailed design of active travel networks can result in changes to locations, alignments or routes, which if it were part of the Territory Plan would require a new variation or technical amendment for each change.

Active travel networks are currently included in the ACT Government mapping tool, ACTMAPi, for ease of reference for the community and developers. The transport mapping is based on network information provided by Transport Canberra and City Services, and is updated on a regular basis to ensure the latest changes to active travel routes and facilities are shown. This ensures that any alterations are implemented simply and quickly, providing up to date information for the community.