Table 3

- Incorporate existing trees – build around them rather than planting new ones

- Pin Oak trees
- Formal, English-style design
- Green spaces not surrounded by housing
- Green belt around development

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4. ESTABLISHING VISIONS & VALUES
4.2 Workshop 1: Community Questions

Q&A Session

The community asked a number of questions during the formal Q&A portion of the Workshop, and during design sessions. The facilitation team documented all questions that required further technical investigation and/or specialist input. These questions and formal answers are documented over the following pages.

Question	Response
Will there be separate DAs for each block?	All Multi-unit residential dwellings, require DA approval. In relation to single residential dwelling leases, DA exemptions apply on 'single dwelling' construction if comply with all relevant rules in the Single Dwelling Housing Development Code. If the proposed single residential construction relies on criteria within the Single Dwelling Housing Development Code, a DA approval is required.
Why are developers given the option to increase dwelling yield? Shouldn't the number of dwellings be limited/set at this stage?	Everyone in the Territory has the right to apply to vary their lease as long as the variation is consistent with the requirements of the Territory Plan. The proposed EDP will stipulate a dwelling range per block, (where it is not a single dwelling block) which will be written into the Crown lease. However, owners of a particular lease may apply for a lease variation to amend the dwelling range. The lease variation and the associated application for development would require demonstrating the proposed development is appropriate. Such evidence would include, for example, Traffic Reports indicating road capacity and available car parking; advice from ICON Water that services such as sewer could meet increased density; etc.
Can developers apply for a height variation?	Not higher than stipulated. The height limits are set within the Territory Plan, with specific height limits included in the Red Hill Precinct Code. While the zoning is RZ5, which allows multi-storey, the Precinct Code sets height limits over the site (2, 3 and 4-storeys) and only allows 4-storeys in certain portions of the site, i.e area C in the Precinct Code. For example, a 4-storey development would not be allowed on a site that has been determined as having a 3-storey maximum under the Precinct Code. Any increase in building height would require a full variation to the Territory Plan. Although a developer can request an increase in height, only the planning authority or the Minister for Planning have the power to commence the process of varying the Territory Plan.
Can building heights be discussed as part of this consultation process?	Height may be discussed. The design of the preferred estate plan must meet the planning regulations and be consistent with the RZ5 zone objectives.

Workshop 1 Question

Separate DAs for each block

Shouldn't dwelling #'s be limited at this stage?
(Why are developers given option increase?)

Can developers apply for height variation?

Can heights be discussed as part of this consultation process?

Does consultation include discussio of different types of built form? → Charac Areas

Workshop 1 Questions

Is the precinct going to be to one developer as a big bl

Examples of similar prec plans in ACT / zoning po

Campbell Five zoning – R24?

Possible to open Mona Hindmarsh?

What are set back requirements?

Will M.V. Code apply under the TPV?

→ "traditional" terra
→ Sports equipment for all ages.
Allowing for downsizing – local
nzie flats" – surveillance /
views
ss + privacy – esp aroun
an property value.

Question	Response
Can the heights be reduced through a Technical Amendment to implement parts of an approved DA?	As long as the proposed ongoing provision is (a) consistent with the Territory Plan (b) relates to a mandatory rule or merit criteria and (c) does not permit development that is not currently permitted, then height limits can be included via Technical Amendment. In this context, "consistent with the Territory Plan" would require consistency with relevant objectives (including zone objective) and all relevant codes. Whether any proposal is consistent in this sense is a matter for planning assessment.
Does this consultation process include discussion of different types built form types and character areas?	Yes. This consultation process will cover built form and desired characteristics as this would assist in determining the best block layout. The planning consultant has also been requested to develop Design Guidelines, which the LDA may encompass with the sales documentation for blocks.
Is the Precinct going to be sold to one developer as a big block?	A decision on the sales strategy for the site is yet to be made. However, the intention would be to work on this subdivision (EDP process), to assess the best layout of the blocks. Once approved the EDP would then inform a decision on how best to sell the blocks.
Are there examples of precinct plans/zoning patterns similar to Red Hill in the ACT? E.g. Campbell 5	There are examples of urban renewal of precincts within Canberra. Campbell Section 5 was a large stand alone precinct with developments permissible up to 6-storeys with surrounding 1-2-storey residential buildings. Campbell Section 5 is, however, designated land (i.e. managed by the Commonwealth's National Capital Authority). The soon-to-be developed Downer site on the corner of Melba Street and Bradfield Street is an example of RZ5 with specific controls contained in the precinct code. Kingston Foreshore, is CZ5.
Will it be possible to open Monaro Crescent to Hindmarsh Drive?	This aspiration is outside the boundary of the EDP. We are limited to the boundary of the site.
What are the setback requirements?	The set back requirements are variable depending upon the type of blocks we create. At ground level front setbacks from the boundary of the block (not the road) will be anything between 3 and 6 metres. Please note the road verge is in addition to the setbacks required under the Territory Plan (some are 6 metres wide), meaning that some of the blocks may have setbacks of up to 12 metres from the road.
Will the Multi Unit Code apply under the TPV?	Yes. The Multi Unit Code will apply to any future multi-unit development that is proposed on the blocks. However, if the Precinct Code has provisions relating to the same issue (e.g. height) then the rules and/or Criteria in the Precinct Code takes precedence.

Question	Response
Can you confirm that all of the public housing will be relocated from the Precinct? And not replaced?	All current public housing tenants will be relocated as part of the public housing renewal program. Engagement has commenced with tenants and all tenants are expected to have moved home by mid-2017. The Public Housing Renewal Taskforce is building and purchasing replacement public housing across Canberra. All tenants will be supported to relocate and will meet with a tenant relocation officer to talk about their needs and preferences. For more information visit: www.act.gov.au/housingrenewal.
What is the maximum population/ yield under the TPV?	The Territory Plan does not contain a provision regarding the maximum dwelling yield on the site. As a broad estimate, the maximum yield (using a realistic assumption of mixed dwellings types) is approximately 450 dwellings. However it is not possible to determine if that dwelling yield is possible until an EDP has been developed, as the pattern of subdivision is a key factor. That pattern then needs to be tested against service, traffic and other requirements in the relevant Territory Plan Codes. This is iterative process will inform the dwelling numbers on the site.
Why did desired character statements get taken out of technical amendments?	As per the Technical Amendment: The RC1 area of the Red Hill Precinct Map and Code currently contains two desired character statements, as follows: • Building facades should be of high quality finish, detailing and visually articulated to avoid a 'continuous wall' of development and excessive bulk and scale and provide visual interest and differentiation. • Development should frame and address Lady Nelson Place Park (Section 40, Red Hill) and the landscape areas through visually interesting facades and providing passive surveillance. Variation to the Territory Plan 334 – Red Hill (V334) introduced the above desired character to the Red Hill Precinct Map and Code. Prior to public consultation, V334 had ten desired character statements. After public consultation had concluded, the number of desired character statements was reduced from ten to two. The main reasons for the reduction were as follows: • The intent of some desired character statements were moved to relevant rules/criteria within the code. • Some desired character statements are already covered by the rules/criteria of the Red Hill Precinct Map and Code or the Multi Unit Housing Development Code • Some were amalgamated to create the two current desired character statements To clarify the intent of the desired character, the original ten desired character statements will be placed back in the Red Hill Precinct Map and Code with a few minor amendments (for instance to allow for statements which have been amalgamated). These desired character statements are noted in the Technical Amendment.

5. DESIGN OPTIONS TESTING

5.1 Summary & Recommendations

How has community feedback be incorporated in to the final concept design?

While Workshop 1 focused on broader themes and concepts, in Workshop 2 participants were asked to be more specific with their feedback. They were asked what design features they liked most about each option, and what elements should be changed or improved.

The responses have been collated and summarised below.

Option	Strengths	Changes/Improvements
Shared Amenity	• Amount of greenspace • Views through greenspaces • Break-up/diversity of block types • Pedestrian permeability through site	• Number of dwellings • Setbacks along Discovery Street
Savannah Model	• Permeability through site/pedestrian through-links	• Traffic management in laneways • Reduce amount of hardscapes/more greenery
Hillside Village	• Sensitive to topography • View-sharing	• Lack of diversity in built form • Too structured/regimented • Reduce amount of hardscapes/more greenery
General comments	• 'Village Centre'/'Town Square' concept	• Traffic management along Lady Nelson Place - shared street or car-free • Traffic management/impact on Monaro Crescent/La Perouse intersection • Open up view from shops to park

What is the preferred option moving forward?

It is recommended that the concept design moving forward should be a hybrid of Shared Amenity and Hillside Village, retaining the key strengths of each.

5. TESTING DESIGN OPTIONS
5.2 Workshop 2

Workshop overview

Workshop 2 was held on 6 July 2016 at Red Hill Primary School. It was a 2.5 hour session, running from 6.30pm - 9.00pm.

The objectives of the workshop were to:
- Present three potential design concepts to participants based on the guiding principles established in Workshop 1
- Identify common strengths and improvements to inform the preparation of a final concept design for the EDP
- Identify participants' preferred option
- Build on the vision and values established in Workshop 1
- Obtain feedback on the reporting for Workshop 1

There was a 20 minute discussion for each option that asked participants the strengths and improvements for each design, as well as choose the design they most prefer. In addition, there was a Q&A session that addressed questions from Workshop 1 and allowed participants to ask new questions.

Attendees

27 participants attended Workshop 2. There was representation from local community groups and schools. 16 participants had attended the previous workshop.

Name	Organisation
Alex Rodgers	Red Hill Action Group
Bernd Heubeck	Resident
Diane Bray	Resident
Gary Kent	Inner South Canberra Community Council
Gini Hole	Resident
Greta Neilsen	Resident
Jeanette Rodgers	Red Hill Action Group
Lachlan Lewis	Resident
Libby Porter	Red Hill Action Group
Linda Trigg	Resident
Louise Owens	Red Hill Primary School
Lucy Marshall	Resident
Mark Smethurst	Resident
Melissa Bennett	Red Hill Residents Group
Michael Banyard	Resident
Michael Shiel	Pedal Power
Michell West	Resident
Monique Smethurst	Resident
Paul Grutt	Resident
Phoebe Fang Wang	Resident
Stuart Rodgers	Red Hill Action Group
Yaa Owusu	Resident
David Templemon	Red Hill Residents Group
Ric Smith	Resident
Adrian Norris	Resident
Dany Kozak	Resident
Paul Boric	Resident

Design Options

The three design options presented were:

- Shared Amenity
- Savannah Model
- Hillside Village

Option 1: Shared Amenity

Option 2: Savannah Model

Option 3: Hillside Village

5. TESTING DESIGN OPTIONS
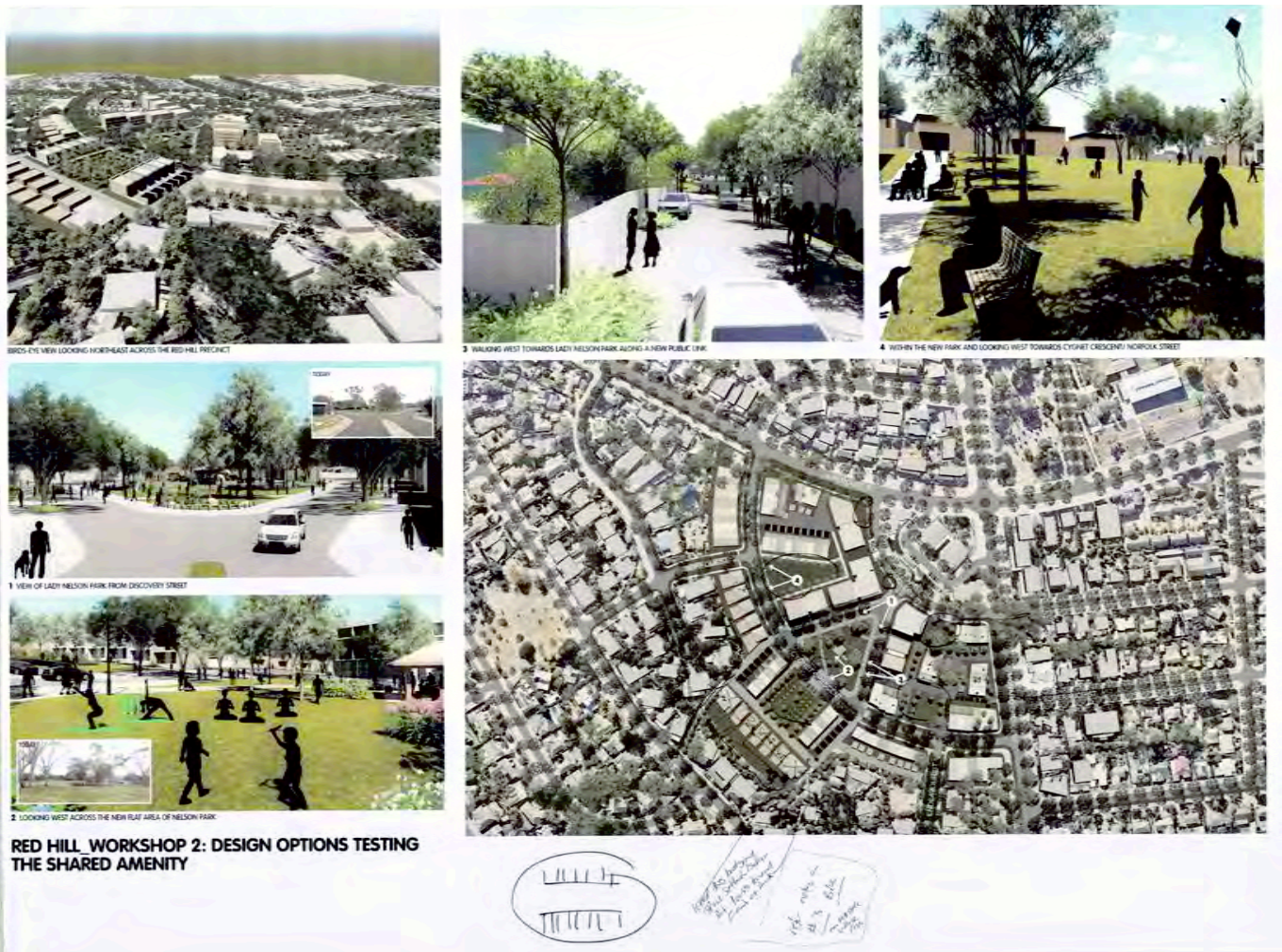## 5.2 Workshop 2: Shared Amenity

Table 1

Key Strengths:
- Park that is open to public

Key Improvements:
- Testing south-west area (top of hill) for views/aspect
- Widen laneways
- Traffic access in and out

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING
THE SHARED AMENITY

OPTION 1: SHARED AMENITY 280 dw.

What are the strengths of this design?

no of dwellings ok
minus 2 (top sides of section 31)
better location of green
spaces
broken up nicely

What could be improved in this design?

section 31 setbacks
esp. on the top sides
- only 2 storeys on the high
ridge of section 31
- section 31 garages ?
- Lane treatment ?
- La Perouse-Cygnet pedestrian
breakthrough

#1 thing we like

less 4 storeys more green space

#1 improvement

lights and laneways
above Cygnet Cres

Table 2

Key Strengths:
- Rear setbacks at Beagle Street
- Access to parks

Key Improvements:
- Setbacks at Discovery Street - open up to allow view to park from shops
- Visitor parking
- 2-storey maximum on housing backing onto Beagle Street housing

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING
THE SHARED AMENITY

OPTION 1: SHARED AMENITY

What are the strengths of this design?

Views into parks

Setback at rear - ~~2 storey~~

What could be improved in this design?

Setbacks along Discovery St to prevent an enclosed area above shops.

Near Beagle St. max 2 storeys set back from lane ways

Visitor Parking

#1 thing we like

Access to Parks & throughfares.

#1 improvement

Setback along Discovery St to open up view to park from shops.

Table 3

Key Strengths:
- Amount of greenery
- Height gradation

Key Improvements:
- Monaro Cres/Esperence St intersection

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING
THE SHARED AMENITY

OPTION 1: SHARED AMENITY

What are the strengths of this design?

The parkland
the vistas onto the
parkland. Small blocks
Amount of greenery
Buildings broken up →
mix of built form → subdivision
possibilities   Water features
We like 280 max.

What could be improved in this design?

Take a storey off
the 4 storey
dwellings ~~Small blocks~~
No big, 3 storey dwellings with
little/no setback on top
section

#1 thing we like

Green spaces
+ height gradation from
the precinct edges

#1 improvement

Monaro/Esperance
intersection needs
improvement - dang eroas.
Exit marked ~~☒~~ should be

ERRED design option? a laneway
not a roadway

Table 4

Key Strengths:
- Greenery

Key Improvements:
- Reduce number of dwellings

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING THE SHARED AMENITY

OPTION 1: SHARED AMENITY FAMILY

What are the strengths of this design?

+ diverse.

more permanant popn - community building.
broken up blocks
separation to bulk/built form
single dwellings
view retention.
sympathetic to current built form
seems more "broken up" - more greenspaces etc.

What could be improved in this design?

Discorage car use around park.
→ front loading parking
on multi unit around park
takes away from community
space - rear loading preference.
        └ option 2 also.

safety for movement/kids. traffic control.

#1 thing we like

Green space

#1 improvement

dwellings.

5. TESTING DESIGN OPTIONS
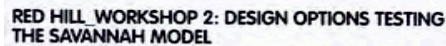## 5.2 Workshop 2: Savannah Model

Table 1

Key Strengths:
- Open roadways through to shops

Key Improvements:
- Add more greenery - less than in Option 1

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING
THE SAVANNAH MODEL

OPTION 2: SAVANNAH MODEL 260 dwellings

What are the strengths of this design?

What could be improved in this design?

- section 31 2 storeys only
  top side buildings too
  close to boundaries
- setbacks

#1 thing we like

trough streets

#1 improvement
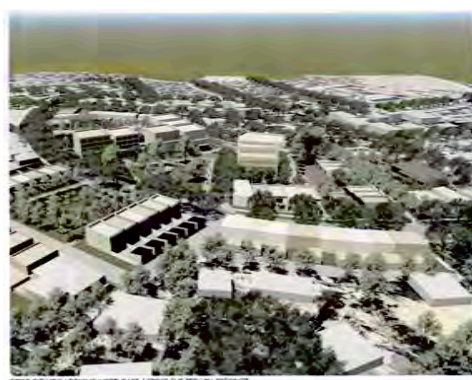
greater option 1 has better
larger green spaces

Table 2

Key Strengths:
- Continuation of streets through the development
- Village space

Key Improvements:
- Redirect traffic from Esperance Street

OPTION 2: SAVANNAH MODEL

What are the strengths of this design?

Laneways
– Continuing Norfolk + Endeavour
  through the development.

Rear Access for vehicles
– no bank of garages
    along La Perouse &
      Monaro.

Town space / Village Square

Blocks (4 storey) broken up by Park on S.W side

What could be improved in this design?

Near Beagle St max, 2 Storeys
& set back from the paths on each side

Setbacks along Discovery St.
  to prevent enclosed area
      above shops.

Visitor Parking.

#1 thing we like

– Continuation of Norfolk + Endeavour
  through development
– & Village Square Effect.

#1 improvement

Traffic redirection measures
from Endeavour St.

Table 3

Key Strengths:
- Permeability
- Greenery

Key Improvements:
- Design internal greenspaces to feel more publicly accessible

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING THE SAVANNAH MODEL

OPTION 2: SAVANNAH MODEL

What are the strengths of this design?

We like 260 max.
Permeability of streets. -
throughways with
greenery

Small blocks

What could be improved in this design?

As a passer-by, green
spaces on the outside
are better (to live
there, maybe this would
be seen differently) -
public spaces that feel
private not good.

#1 thing we like

Fewer dwellings.
No 3 stories at the top of
section 3/

#1 improvement

Some uncertainty about
traffic management.
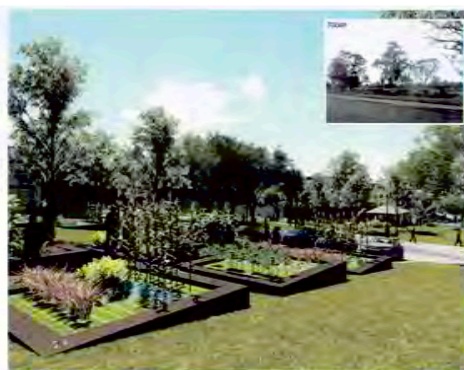Plan 1 seems clearer.

Table 4

Key Strengths:
- Improved outcome for dwellings along site boundary

Key Improvements:
- Reduce number of laneways - safety issues

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING
THE SAVANNAH MODEL

What are the strengths of this design?

What could be improved in this design?

#1 thing we like

#1 improvement

OPTION 2: SAVANNAH MODEL FACTORY

→ through linkages

→ lower dwelling yield.

→ La Perouse residents will be happier (fronting 3 storey product).

traffic control.

→ tries to cater more for traffic in internal spaces - risk of rat running. but ambivalant towards them being streets - more. pedestrian oriented.

→ more built up area. / less green - more hardspace.

→ "university-ish" - campus like.

→ tends safety of laneways - lighting

→ park edge - footpath. - sacrifices greenspace?

→ lots of car intersections/access points. (re

La Perouse/boundary

5. TESTING DESIGN OPTIONS
5.2 Workshop 2: Hillside Village

Table 1

Key Strengths:
- Built form steps down hill
- More roads give better accessibility for pedestrians

Key Improvements:
- Open up smaller parks - feel 'gated'

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING
THE HILLSIDE VILLAGE

OPTION 3: HILLSIDE VILLAGE 250 dw.

What are the strengths of this design?

- stepping down hill
- like no multi-story at front near shop
- like extra roads to be used as walking space
- like N/S aspect of houses & E/W road access

What could be improved in this design?

- park spaces aren't open for community very "gated"

- incorporate extension of Norfolk/ Endeavor to shops.

#1 thing we like

#1 improvement

2 storeys only on top of section 31

Table 2

Key Strengths:
- Sensitive to topography

Key Improvements:
- Incorporate La Perouse into town/village square

1 LADY NELSON PARK AS A PLACE FOR PEOPLE OF ALL AGES

4 DIVERSE HOUSING REPLACES THE GARAGE DOORS THAT PREVIOUSLY FRONTED LADY NELSON PARK

5 VIEW FROM THE BALCONY LOOKING NORTHEAST ACROSS THE PARK

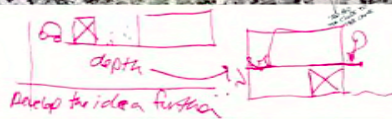2 THE VIEW WALKING FROM NORFOLK STREET DOWN THE HILL TO THE SHOPS

3 BIRDS-EYE VIEW LOOKING SOUTHWEST TOWARDS RED HILL AND THE RIDGE

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING
THE HILLSIDE VILLAGE

OPTION 3: HILLSIDE VILLAGE / HYBRID.

What are the strengths of this design?

Concept of following topography is sound, but the elevation is flat along La Perouse and rising along Monaro C Less of an enclosed one along slopes.

N side.

What could be improved in this design?

- Town Square amenity on La Perouse Side
- Tiered housing on Monaro Cres side.
- More green space
- Near Beagle St. Max 2 Storeys Set back from
- Visitor Parking. laneways

#1 thing we like

Adapting to topography and orientation

#1 improvement

Different treatment along La Perouse, incorporating Town Square / Village Square.

Table 3

Key Strengths:
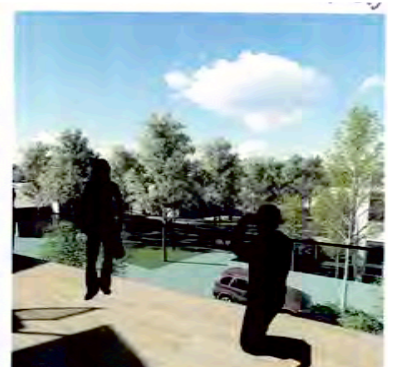- Stepping down of built form

Key Improvements:
- Reduce amount of hard surface
- Increase greenery (street trees, greenspace, etc)
- Reduce number of access laneways

1 LADY NELSON PARK AS A PLACE FOR PEOPLE OF ALL AGES

4 DIVERSE HOUSING REPLACES THE GARAGE DOORS THAT PREVIOUSLY FRONTED LADY NELSON PARK

5 VIEW FROM THE BALCONY LOOKING NORTH-EAST ACROSS THE PARK

2 THE VIEW WALKING FROM NORFOLK STREET DOWN THE HILL TO THE SHOPS

3 BIRDS-EYE VIEW LOOKING SOUTHWEST TOWARDS RED HILL AND THE RIDGE

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING
THE HILLSIDE VILLAGE

OPTION 3: HILLSIDE VILLAGE

What are the strengths of this design?

Level areas in the park.
Stepping down.
Max 250!
Small blocks.
→

What could be improved in this design?

Doesn't seem to be enough greenery
Too much road.
The 4 storey dwellings go too far up the hill.

#1 thing we like

Respect for the topography — stepping down

#1 improvement

Terraces off Monaro could have half the amount of road frontage — extend blocks to front & back so one row have rear access & the others front access only.

Table 4

Key Strengths:
- Sensitive to topography

Key Improvements:
- Reduce amount of hard surfaces
- Break up long blocks of dwellings

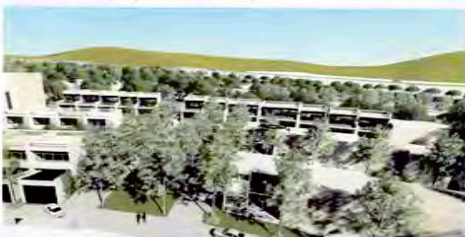1 LADY NELSON PARK AS A PLACE FOR PEOPLE OF ALL AGES

4 DIVERSE HOUSING REPLACES THE GARAGE DOORS THAT PREVIOUSLY FRONTED LADY NELSON PARK

5 VIEW FROM THE BALCONY LOOKING NORTHEAST ACROSS THE PARK

2 THE VIEW WALKING FROM NORFOLK STREET DOWN THE HILL TO THE SHOPS

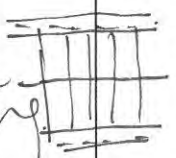3 BIRDS-EYE VIEW LOOKING SOUTHWEST TOWARDS RED HILL AND THE RIDGE

RED HILL_WORKSHOP 2: DESIGN OPTIONS TESTING
THE HILLSIDE VILLAGE

What are the strengths of this design?

What could be improved in this design?

#1 thing we like

#1 improvement

OPTION 3: HILLSIDE VILLAGE

REGIMENT (?)

most villages have intimacy

→ more thoughtfull than original design
→ stepping down.
→ lowest dwelling yield.
→ shared views concept.

→ in winter it will be too concrete - (trees losing leaves).

→ smaller product may attract transient popn - harder to form community too much like Kingston Foreshore

→ reduce block lengths.
→ more "regimented" design / structured
→ Red Hill is not a Euro pedestrian village - its Garden Suburb.
→ lack of diversity.
→ reduce access points
→ too much road - one road for single dwelling
→ "ADFA-ish"
→ form over function - too architect. poor useability.
passive surveillance.
→ could be safety issues - framing/ blocking - places to hide.
(reduces safety)

jubilant / them being / more pedestrian oriented.

Attempt to work with topography + shared views.

multiple access points   vs   lack of through links (long blocks)

Concrete - long unbroken.

5. TESTING DESIGN OPTIONS
5.2 Workshop 2: Community Question

Q&A Session

As in Workshop 1, the community asked a number of questions during the Q&A session of the Workshop, and during the feedback sessions. Some questions were following on from the questions received in Workshop 1. The facilitation team documented all questions that required further technical investigation and/ or specialist input. These questions and formal answers are documented over the following pages.

Question	Response
Are there statistics on DA outcomes for variations to consolidate or subdivide lots? i.e. how many are approved?	EPD do not collect this type of information as part of the DA process. It should be noted, however, that DAs are substantially expensive to prepare and lodge, so most people/proponents would not apply unless they are confident they would have a reasonable likelihood of obtaining approval. Therefore, notionally, this would indicate a high approval rate.
Are lease variations required to be publicly notified?	Yes, lease variations are Development Applications under the Planning and Development Act. They are notified similarly to other Development Applications (7.3.4).
Is the Precinct Code Plan in the TPV now the law, and can it be changed?	Yes. The Precinct Code is part of the Territory Plan. The Territory Plan may be varied in accordance with the provisions of the Planning and Development Act either by technical amendment or full variation. Importantly, changes to the Territory Plan may only be instigated by the Planning Minister or the planning and land authority.
What is the avenue for residents 'adversely affected' by the TPV?	Technical Amendment to the Territory Plan TA2016-08 Red Hill was open for public consultation until 12 July 2016. Residents were invited to make submissions on this amendment. The Planning and Development Act does not provide the opportunity to appeal a technical amendment or a variation to the Territory Plan.
Does the 4-storey height limit include plant and equipment?	No. A plant room set back 3 metres from the building façade of the floor immediately below is not included in the number of storeys.
What are the parking requirements for the proposed subdivision?	The parking will reflect the requirements of the Parking and Vehicular Access General Code from the Territory Plan. The Transport Canberra and City Services Directorate would assess the traffic implication from this subdivision as part of the assessment of this Estate Development Plan. However, from a technical perspective, it would be the subsequent development on the blocks that would generate parking requirements.
Will there be additional bus stops or increased bus frequency to cater to population increase?	This is a matter for Action. As part of the Estate Development Plan approval process, the new Transport Canberra and City Services Directorate would provide advice about this subdivision taking into consideration the impacts on public transport requirements.
How are Indigenous issues being included into the consultation process?	We will be contacting four Representative Aboriginal Organisations to request their input into the park design to understand the space and stories in the local area so that they may be incorporated into the public park.

Question	Response
Can Lady Nelson Place technically become a car-free road (i.e. pedestrianize it) or must it remain a roadway?	It may be possible for Lady Nelson Place to become car-free, but this would be subject to satisfactory traffic modelling and overall planning objectives. At this point in time a number of options have been discussed including car-free, full road, one way road or shared access road.
Is advice being sought from police regarding safety and security in proposed design, especially in laneways?	The Estate Development Plan will be accompanied by a statement against the requirements of the Crime Prevention through Environmental Design Code forming part of the Territory Plan. This statement will be assessed by the planning and land authority, and if deemed necessary could be referred to external entities for further advice.
How will increased volumes of traffic be dealt with in the wider network, i.e. pressure on feeder streets such has Dalrymple Street, Mugga Way, La Perouse Street	The Estate Development Plan will include an assessment of the traffic related impacts. If the capacity of the adjoining street network is found to be below the expected level of service, then Transport Canberra and City Services Directorate may propose remedial works.

5. TESTING DESIGN OPTIONS
5.3 Drop-In Session

Drop-In Session Overview

A drop-in session was held on 7 July 2016 at Manuka Shops. Feedback was gathered between 12.00pm and 1.30pm.

The objectives of the workshop were to:
- Present the three potential design concepts to the broader community based on the guiding principles established in Workshop 1
- Provide community members with information in the design options
- Obtain feedback on the three design options

Feedback was generally reflective of discussions at Workshop 2 and is summarised below.

Option	Strengths	Changes/Improvements
Shared Amenity	• Green views • Softscaped green • Playground in park for children • Townhouse	• 2-storeys with metre limitation • Widen opening at steps to park • Playground area for toddlers with tricycles
Savannah Model	• Pedestrian access to shops and bike lanes • Endeavour Street opening up • Concept of park views from existing homes • Smaller spaces - better used	• Designing for privacy can cause security issues - instances of new developments where privacy has increased crime • Fortitude and La Perouse • Clear traffic management plan for boundary roads and bike lanes • More greenery and some hardscapes • Rustic/wood/metal • Less formal • Be cautious of long runs of housing • Opening access roads on Endeavour and Norfolk needs thought • Pedestrianise extension of Norfolk St
Hillside Village	• Mix of low and high density housing • Green spaces • Connected paths • Stepping down of terraces • Shared views • Pedestrian access through site	• Widen space between buildings at Discovery/Lady Nelson intersection • Adequate lighting needed in laneways to ensure people feel safe • Facing garages together to create a Melbourne-like laneway • Prefer 3-storey to be limited but like the height in the centre • Prefer sales process as multiple blocks to one developer for design consistency • Diversity of building types and form • Esperance Street is a ran run - traffic study needed

Other issues raised

- Traffic is a major concern, particularly on La Perouse Street and Monaro Crescent. There was an impression that residents would like to be kept informed of traffic modelling and traffic assessments.
- The connection between the development site boundary and access to the Red Hill shops. It was mentioned it was a shame that access to the shops was not included in this scope of work, and that the access from Discovery Street to the shops for pedestrians needs to be reviewed/ looked at.
- Concerns were raised about the RZ5 commercial permissible uses and whether they would compete with CZ4 local centre. It was advised that commercial uses allowed under RZ5 are designed to complement, not compete with, allowed uses in the CZ4 local centre.

5. TESTING DESIGN OPTIONS
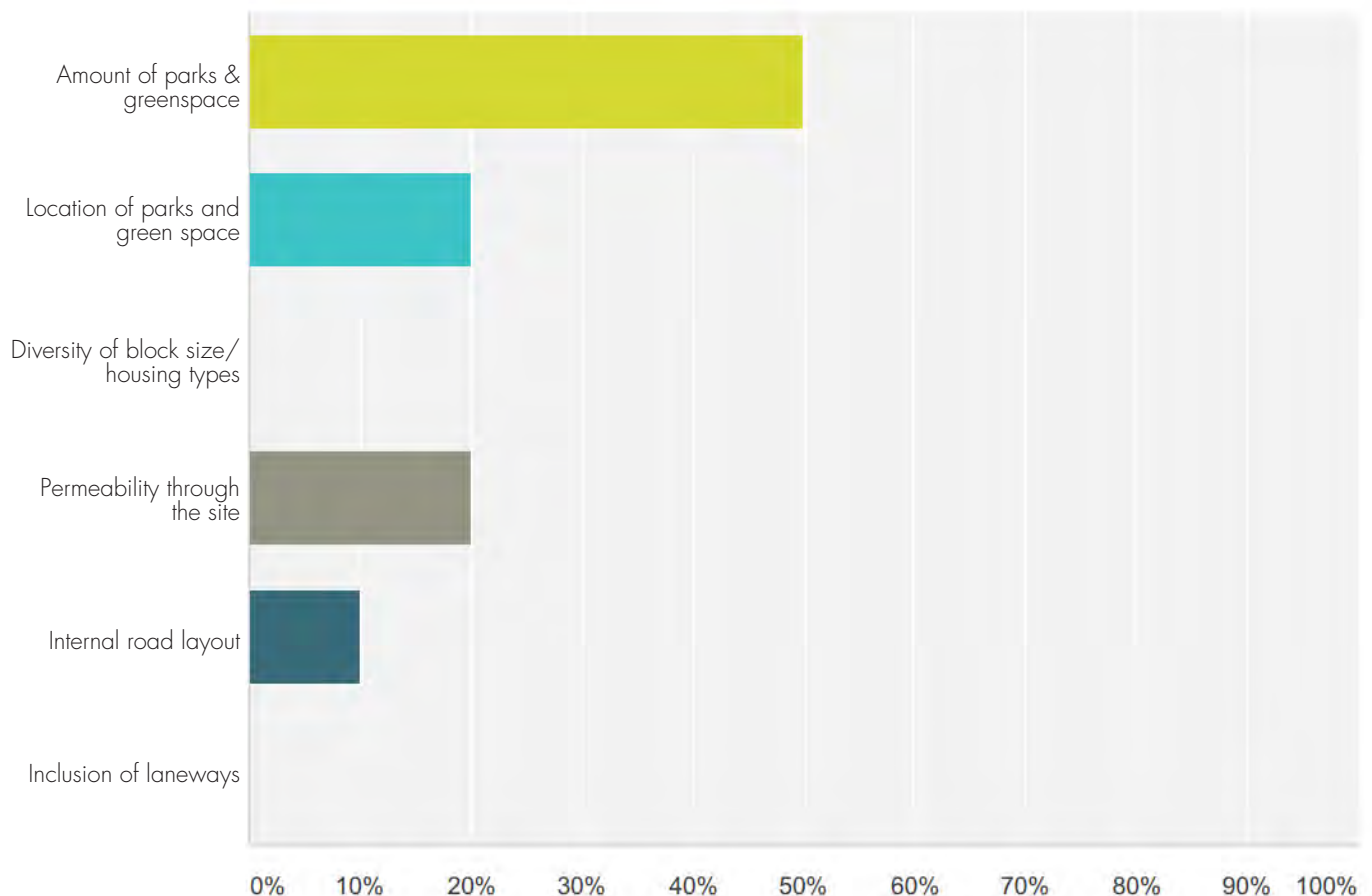## 5.4 Online Survey

Online Survey Overview

An online survey was made available between 11 July and 20 July 2016. There were 11 responses received.

The objectives of the workshop were to:
- Present the three potential design concepts to the broader community based on the guiding principles established in Workshop 1
- Obtain feedback on the three design options

The survey consisted of seven questions that asked respondents what they liked and did not like about the three design options. Responses was generally reflective of discussions at Workshop 2.
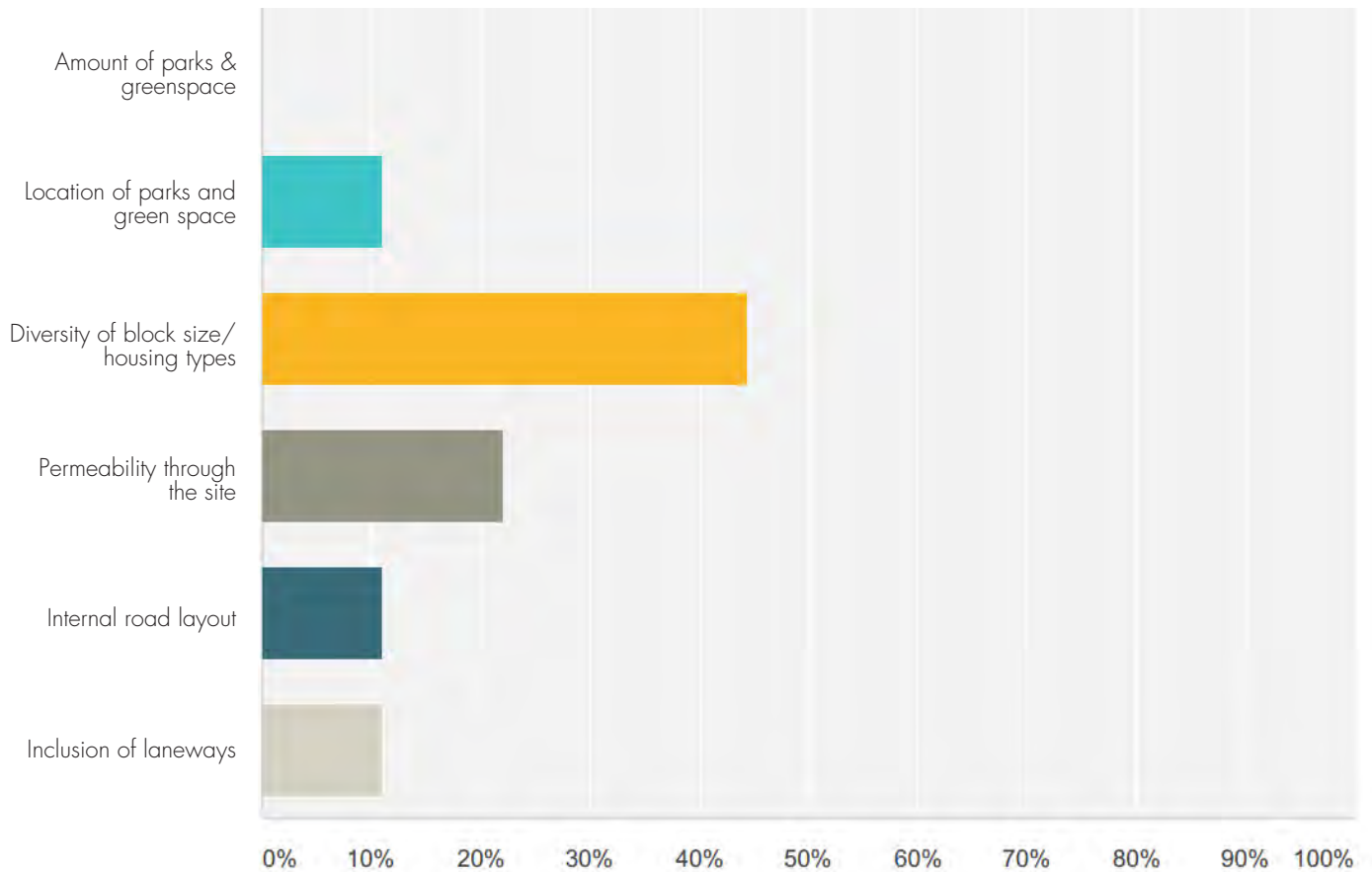
Question 1:   What do you like most about the Shared Amenity option?

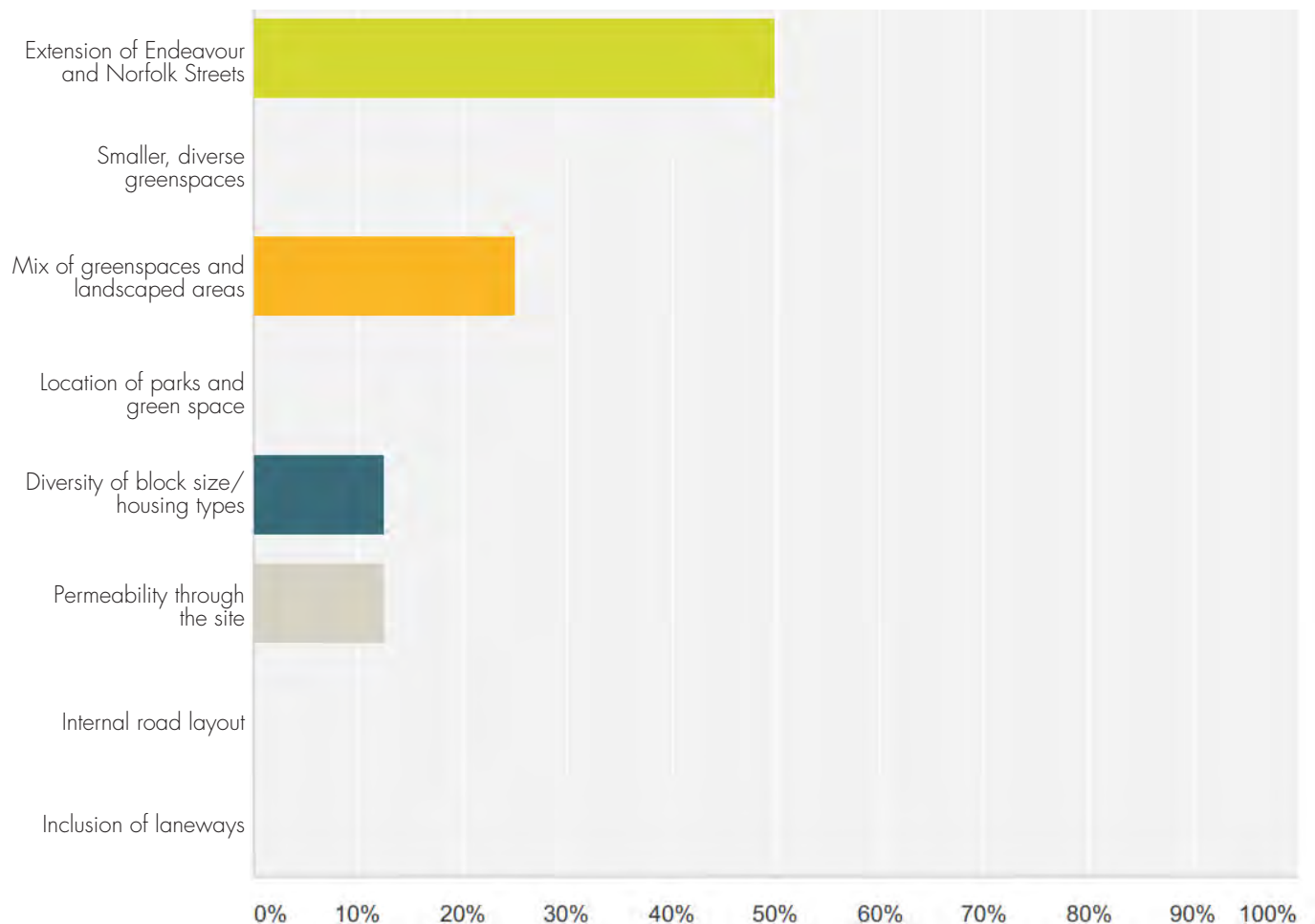| Answer Choices	Percentage	Responses
Amount of parks and green space	50.00%	5
Location of parks and green space	20.00%	2
Diversity of block size/housing types	0.00%	0
Permeability through the site	20.00%	2
Internal road layout	10.00%	1
Inclusion of laneways	0.00%	0

Skipped: 1

Question 2:

What is one thing that could be improved about the Shared Amenity option?

Answer Choices	Percentage	Responses
Amount of parks and green space	0.00%	0
Location of parks and green space	11.11%	1
Diversity of block size/housing types	44.44%	4
Permeability through the site	22.22%	2
Internal road layout	11.11%	1
Inclusion of laneways	11.11%	1

Skipped: 2

Question 3:   What do you like most about the Savannah option?

Answer Choices	Percentage	Responses
Extension of Endeavour and Norfolk Streets	50.00%	4
Smaller, diverse green spaces	0.00%	0
Mix of green space and landscaped areas	25.00%	2
Location of parks and green space	0.00%	0
Diversity of block size/housing types	12.50%	1
Permeability through the site	12.50%	1
Internal road layout	0.00%	0
Inclusion of laneways	0.00%	0

Skipped: 3

Question 4:

What is one thing that could be improved about the Savannah option?

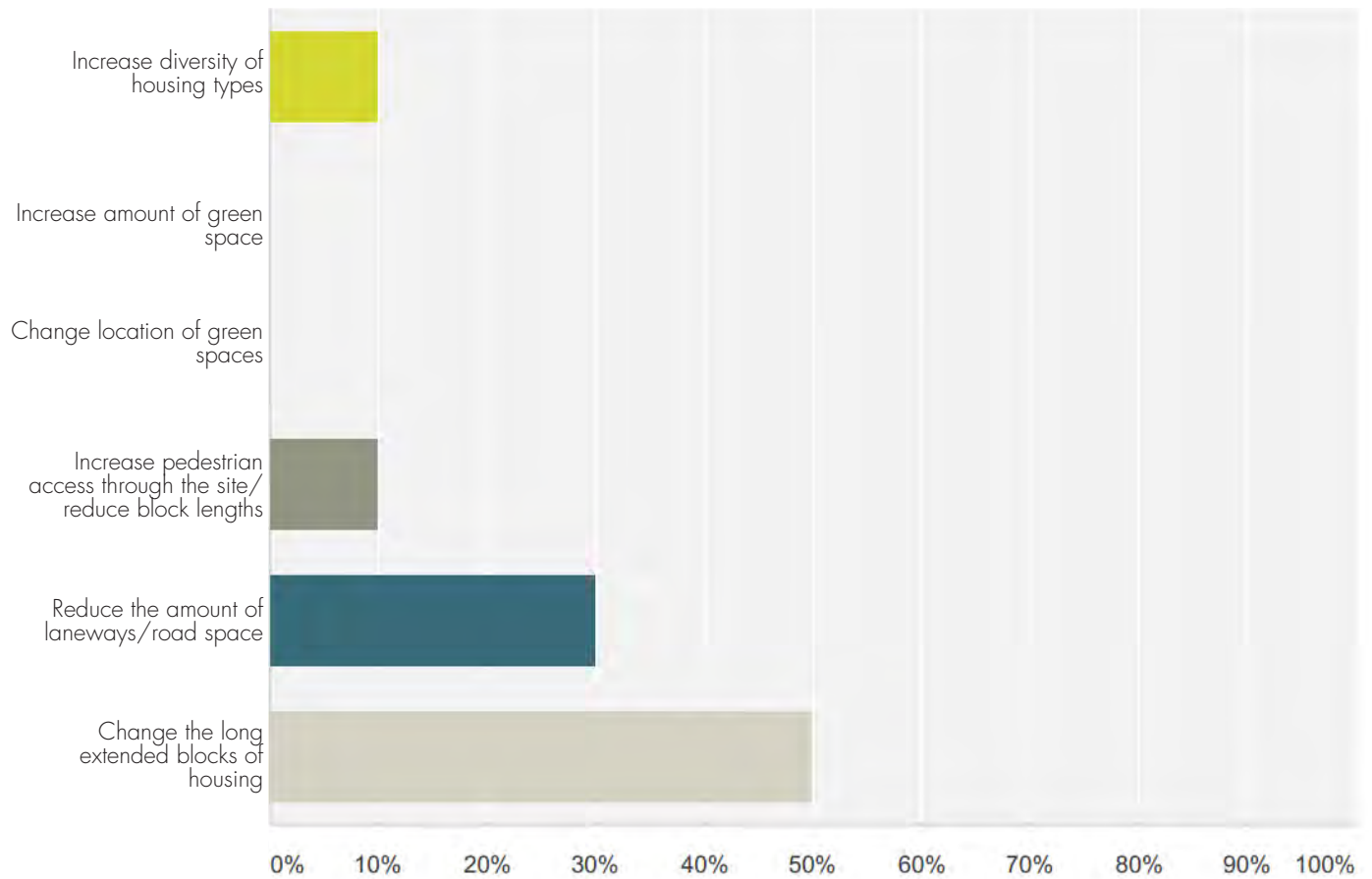| Answer Choices	Percentage	Responses
Extension of Endeavour and Norfolk Streets	0.00%	0
Increase amount of green space	37.50%	3
Change location of green spaces	0.00%	0
Change mix of green space and landscaped areas	37.50%	3
Internal road layout	12.50%	1
Inclusion of laneways	12.50%	1

Skipped: 3

Question 5: What do you like most about the Hillside Village option?

Answer Choices	Percentage	Responses
Amount of green space	0.00%	0
Location of green spaces	0.00%	0
Design is sensitive to topography of site	90.00%	9
Stepping down of terrace housing	0.00%	0
Diversity of housing choices	0.00%	0
Permeability through the site	0.00%	0
Equity of viewsharing	10.00%	1

Skipped: 1

Question 6:

What is one thing that could be improved about the Hillside Village option?

Answer Choices	Percentage	Responses
Increase diversity of housing types	10.00%	1
Increase amount of green space	0.00%	0
Change location of green spaces	0.00%	0
Increase pedestrian access through the site/reduce block lengths	10.00%	1
Reduce the amount of laneways/road space	30.00%	3
Change the long extended blocks of housing	50.00%	5

Skipped: 1

Question 7

Any other feedback or comments?

"Over all of the offerings, there is still a very large amount of dwellings in the multiunit blocks. These will dominate the site if they are built to the height allowed. Also the closed feedback questions have meant that I can't give the feedback I would like."

"Address the problem of increased traffic in surrounding streets arising from construction activity and later increased number of residents (and hence motor vehicles). I don't understand why you are asking respondents to reveal their gender. Does one gender in particular hold more value to you?"

"The Savannah Model is preferred as it provides a few more single dwelling blocks that are slightly larger. The brown buildings (multi-unit) should be limited to 3 storey mansion apartments and 11.5m hieght, and the light tan areas restricted to 2 storeys and 8.5 metres height."

"Very concerned about access to the development and feel that the development would be better suited to the Hughes end of the golf course where there would be walking access to shops and amenities. The current access is not suitable for this type of development."

"Prefer 'shared amenity' overall because of green space, but number of dwellings is too high for the site. Measures that encourage Active Travel - laneways should not be designed to enter onto LaPerouse or Monaro - this just adds more danger to cyclists on these routes. All roads within the site should be designed to encourage slow moving traffic and give priority to pedestrians/cyclists. Measures such as Bunda Street in Civic are an example of what could be done on the site."

"The rules on heights should be looked at so to ensure specific height limits in metres apply to each of the 2,3, and 4 storey developments. The buildings that exist now give many and varied options and I believe this diversity is a good model."

"There has been a lot of work around the lower and more dense part of the site but in all plans put forward the housing backing on to Beagle street doesn't change and there is little consideration to having 2 storey maximum to allow light and sunshine into our backyards."

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