



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

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.





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

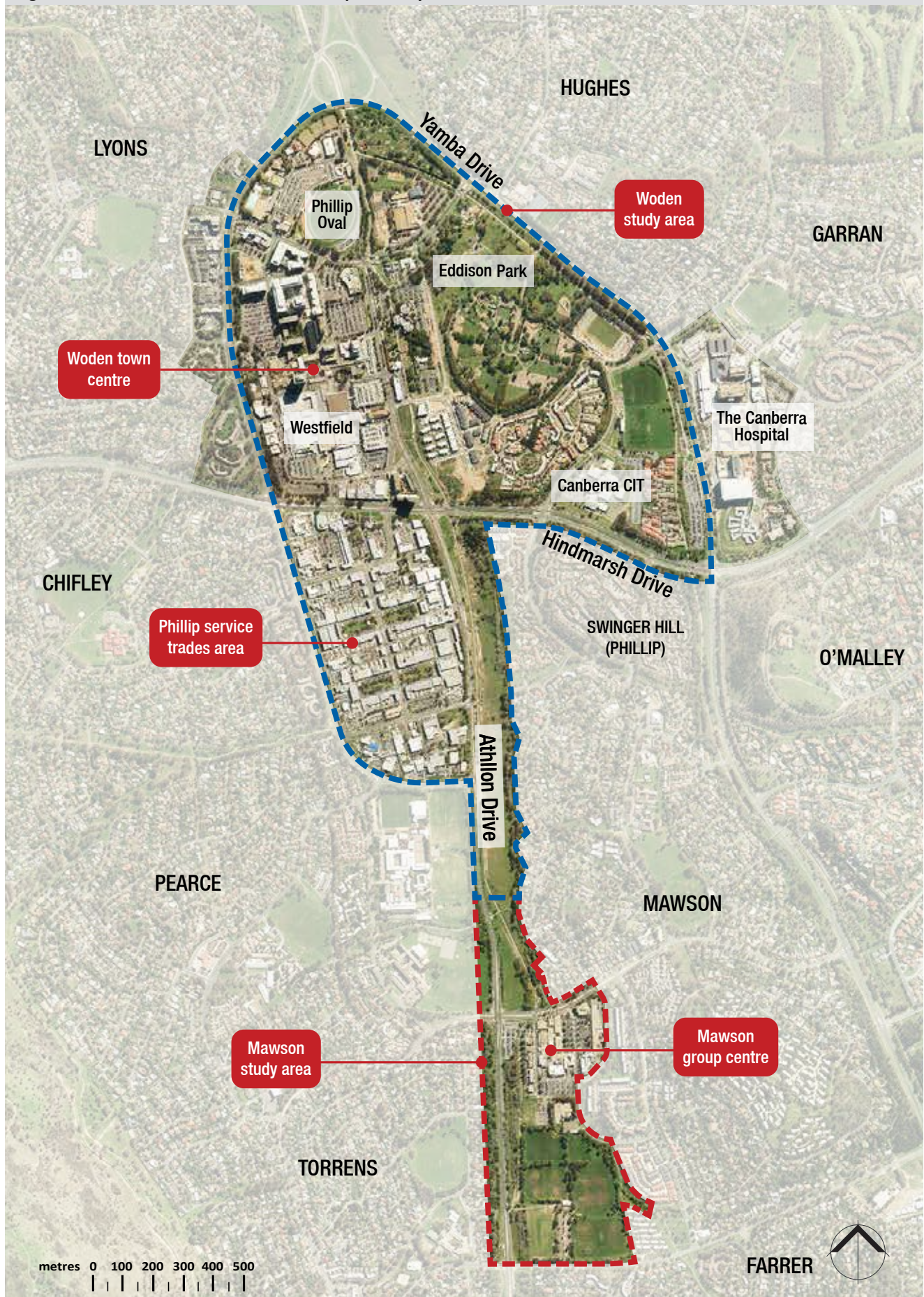
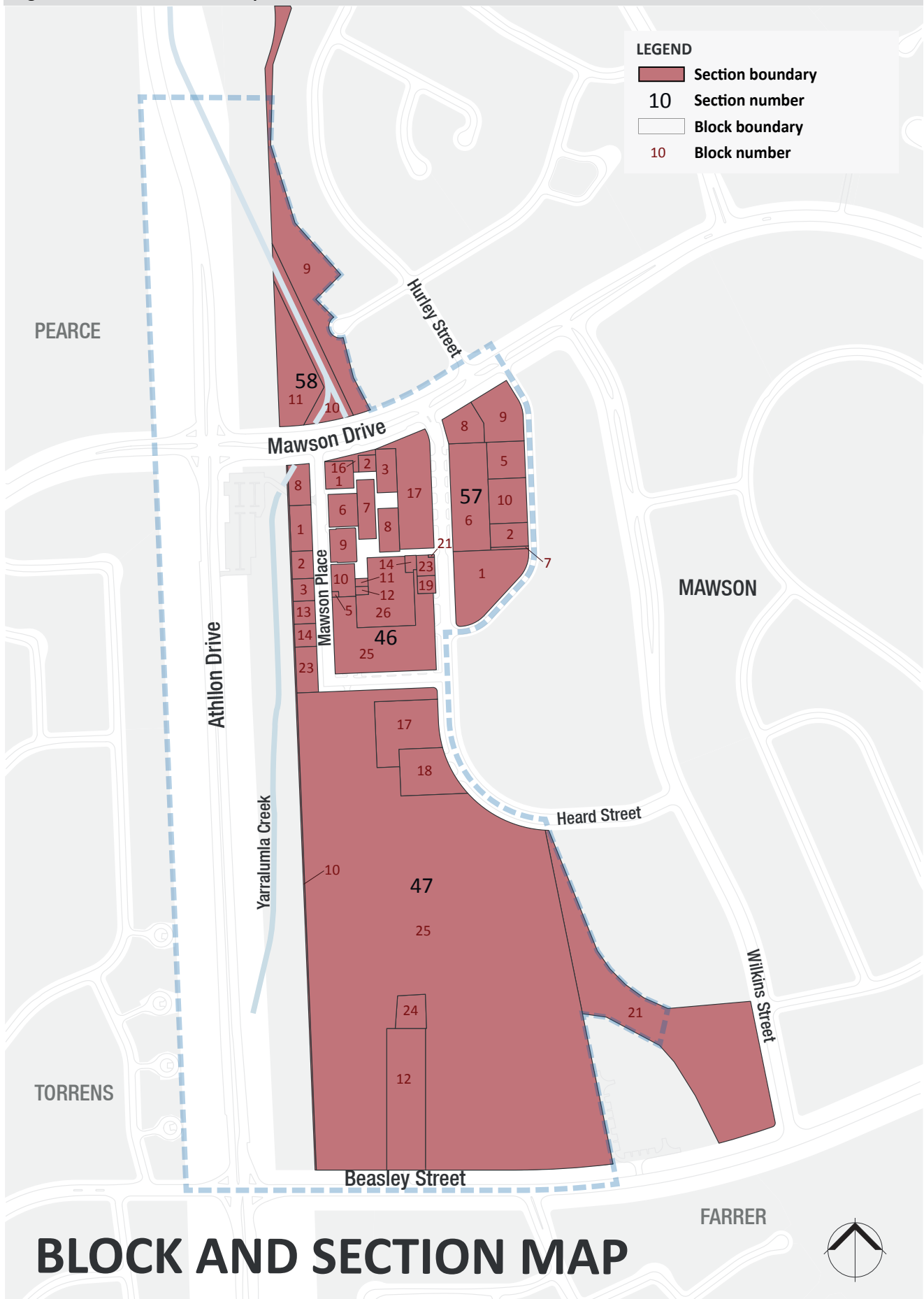


Figure 2: The Mawson Group Centre Master Plan study area





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.





1.4 Master plan process

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

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

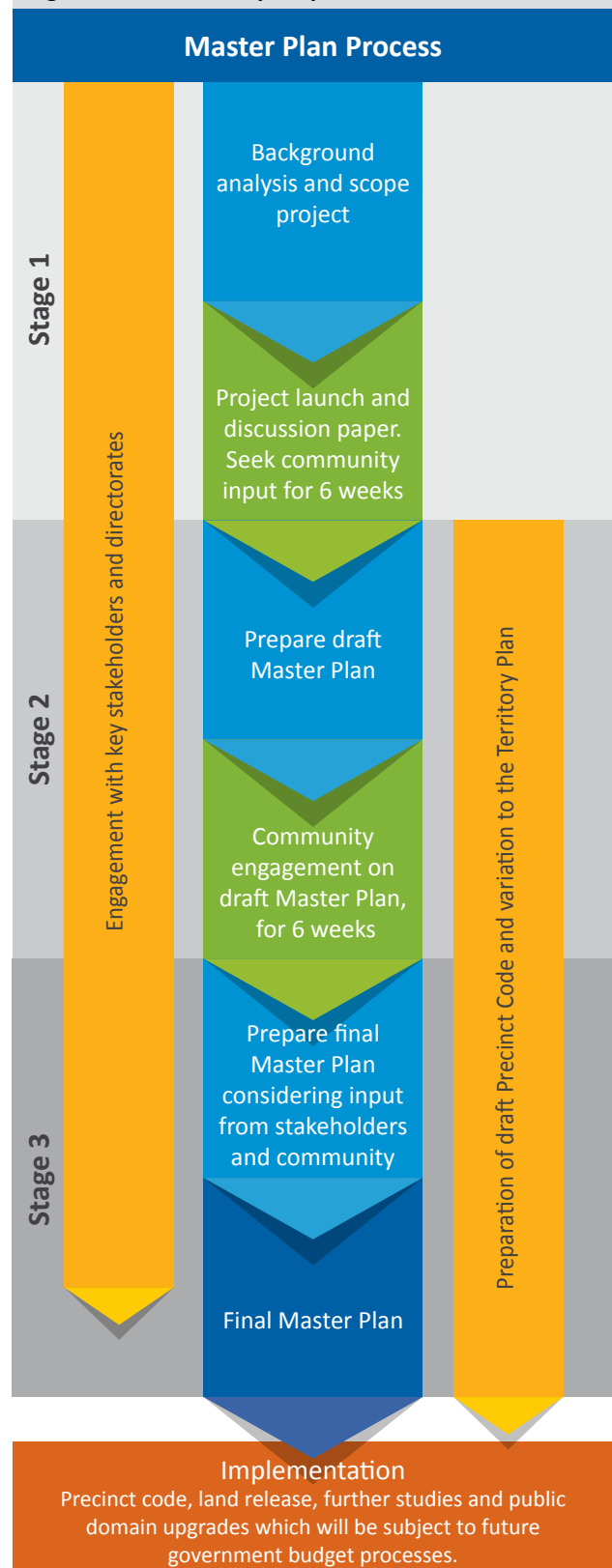
The draft master plan represented Stage 2 of the process. Feedback on the draft master plan was sought from stakeholders and the community and used to inform Stage 3, the development of this final master plan. The implementation of the master plan may include new planning controls in the form of a precinct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

1.4.1 Community engagement

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

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

Figure 4: The master plan process





Shops in the centre core



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.

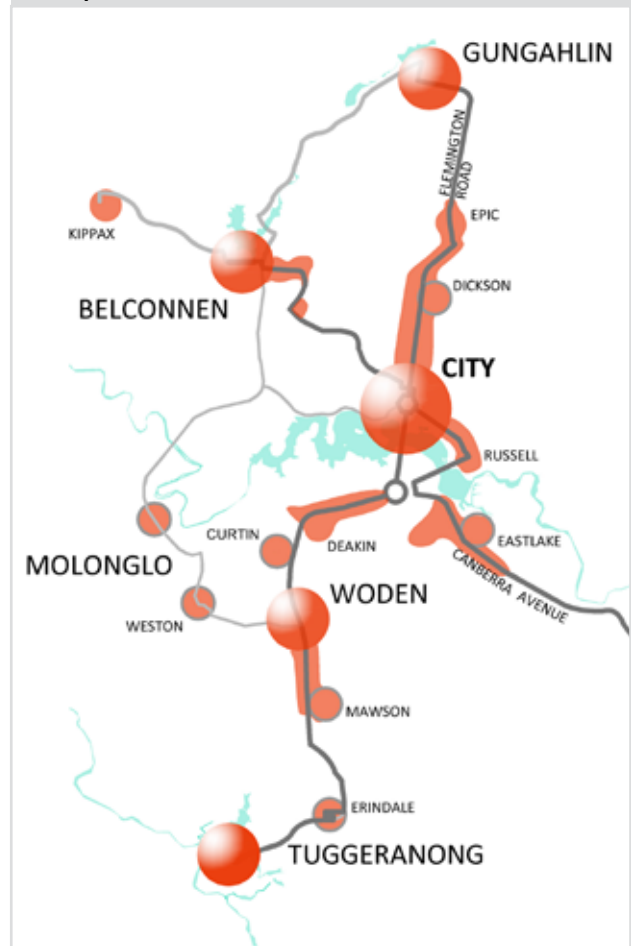
The ACT Planning Strategy's first direction is of particular relevance to this process and promotes a more compact and efficient city by focussing urban growth in town centres, around group centres and along main transit corridors, as illustrated in Figure 5.

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.

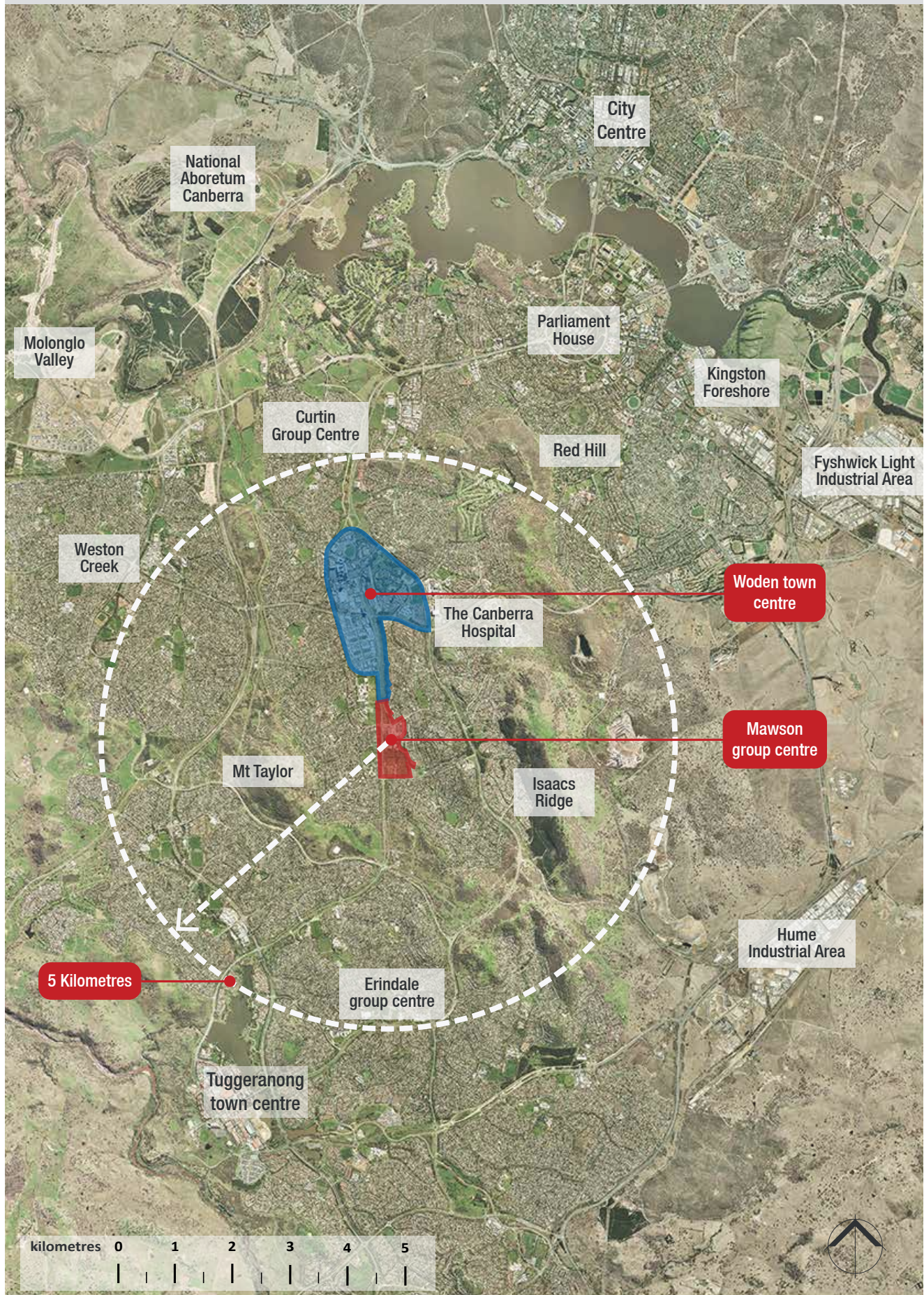
The Mawson group centre is situated in Woden Valley, in the suburb of Mawson. The centre is one of two group centres (Mawson and Curtin) in the Woden Valley District (Figure 6).

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. Where appropriate, these key messages and relevant background information informed the development of the draft master plan.

3.1.2 Stage 2 – January to March 2015

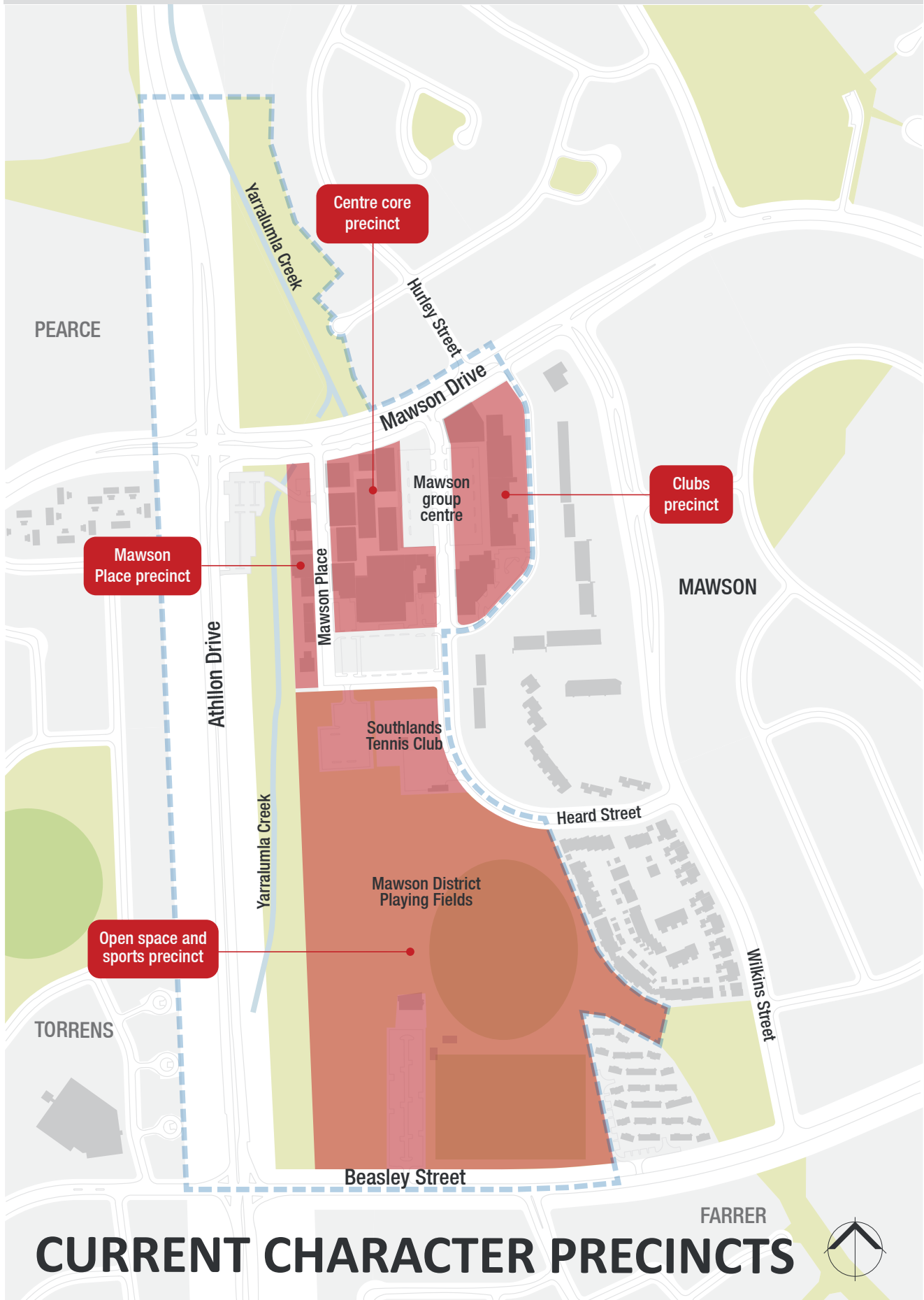
Stage 2 of community engagement sought community feedback on the draft master plan over a six week period. Engagement activities included stakeholder interviews, a presentation to the Woden Valley Community Council, information displays and meet the planner sessions and completion of feedback forms.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

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

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



Figure 7: Current character precincts





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

Further information on community feedback from the engagement can be found in the Community Engagement Report – Stage 2 available at www.act.gov.au/wodenandmawson. Where appropriate, these key messages informed the development of this master plan.

3.1.3 Further engagement

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

3.2 Character and heritage

3.2.1 Character

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

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

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

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

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

3.2.2 Heritage

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

3.3 Demographics

3.3.1 Population

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

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

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

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

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

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



Figure 8: Snap shot of Mawson group centre

POPULATION

Population in ACT

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

Population in Mawson

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

MEDIAN AGE

40.7

Median age in Mawson

40.2

Median age in Woden Valley

34.5

Median age in ACT

TRAVEL TO WORK

40%

of employees who work in Mawson live in Woden Valley

36%

of employees who work in Mawson travel from Tuggeranong

EMPLOYMENT

750

Approximate jobs in Mawson

11%

of employees work in accommodation and food services

16%

of employees work in health care

28%

of employees work in retail

CAR OWNERSHIP

9.3%

of Mawson residents own no car

6.2%

of ACT residents own no car

41.1%

of Mawson residents own one car

36.7%

of ACT residents own one car



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

3.3.2 Employment

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

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

3.4 Land use

3.4.1 Land custodianship

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

3.4.2 Commercial and retail

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

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

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

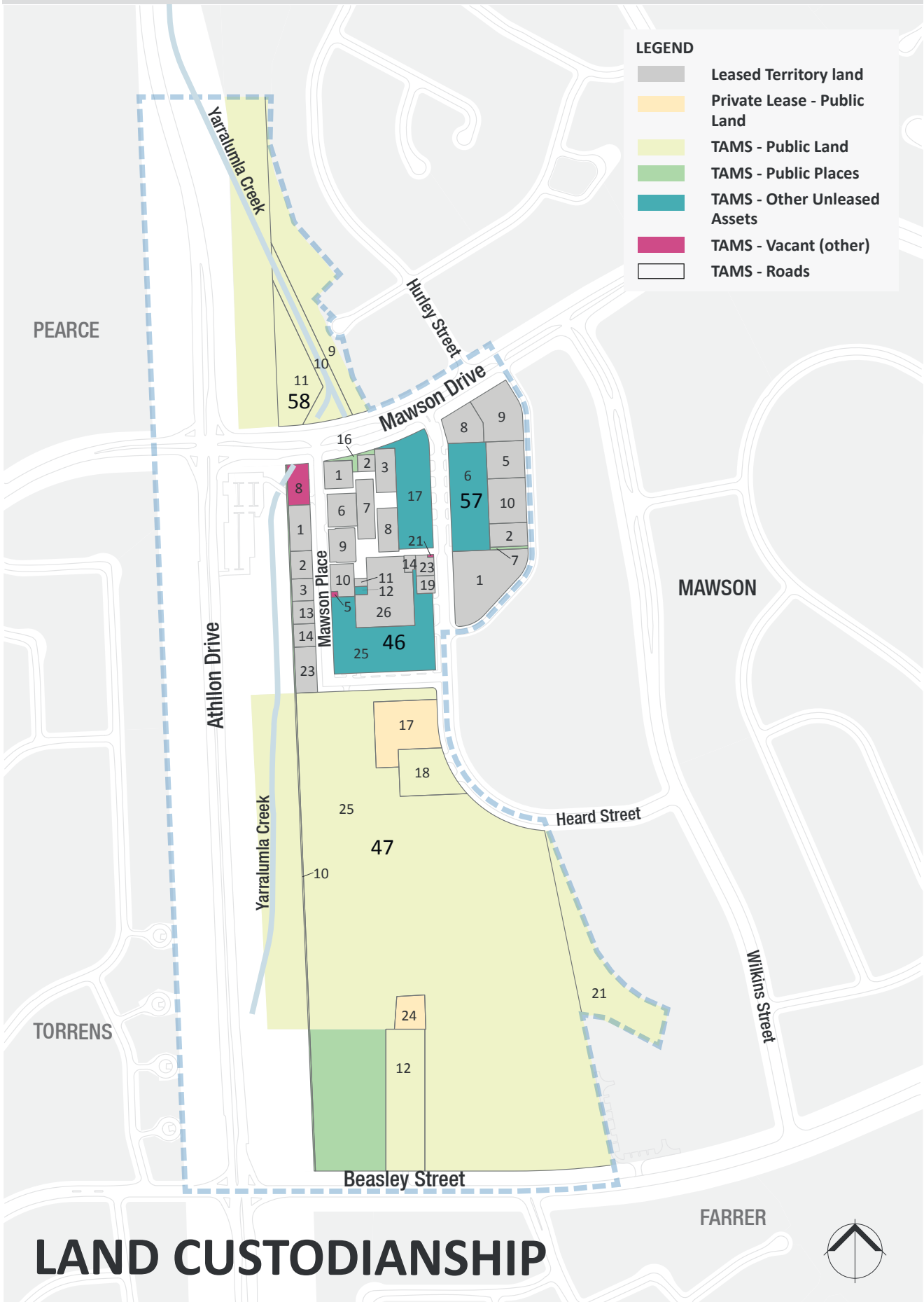
In 2011 the centre had approximately 19,500 m² of retail floor space.⁸ There are a number of vacant tenancies in the centre core, particularly towards the northern end. The amount of retail floor space supportable at the centre in the future is dependent on a number of variables including:

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

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



Figure 9: Land custodianship



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

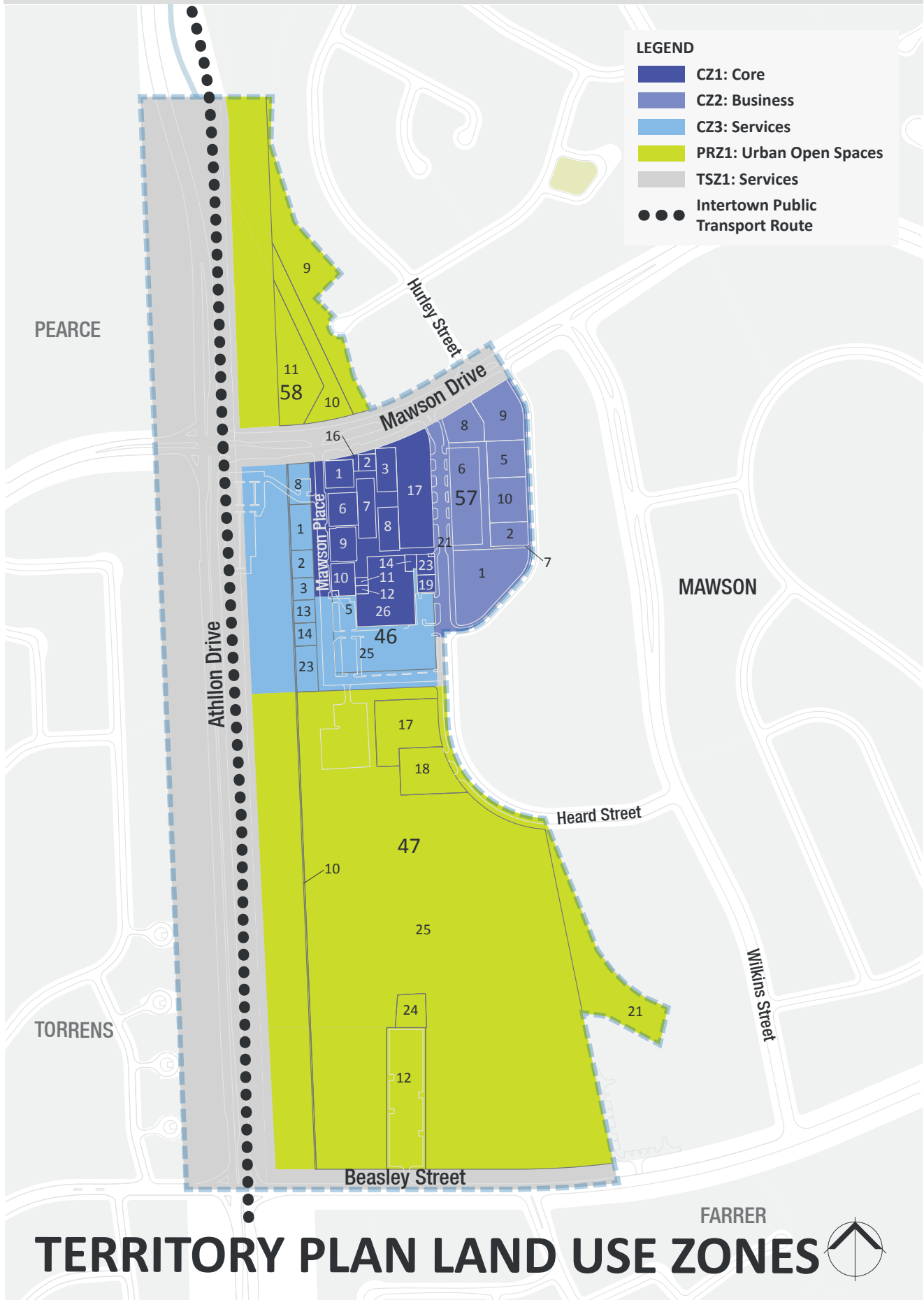


Figure 12: Community facilities





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

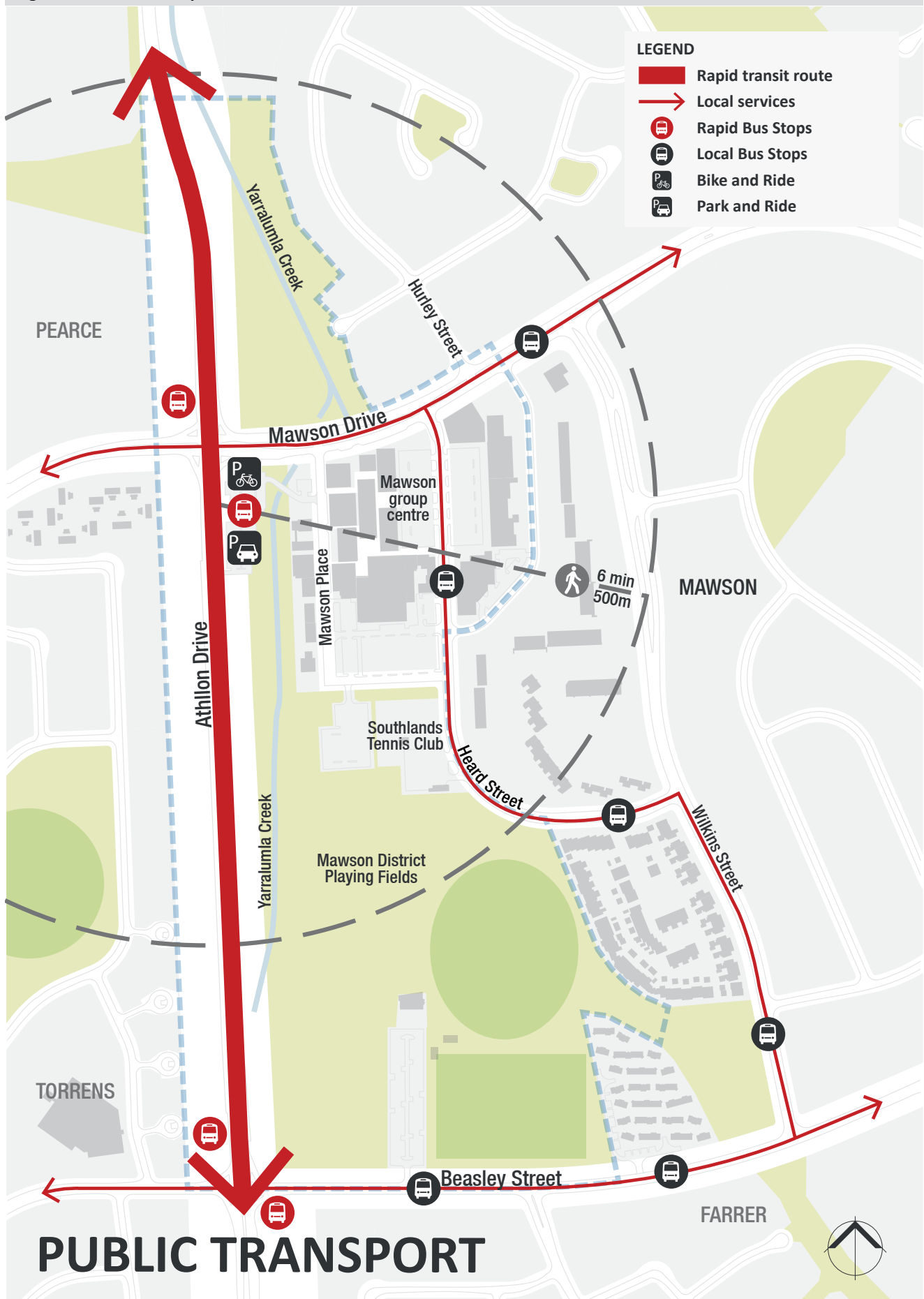




Figure 15: Park and Ride and Bike and Ride facilities



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

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

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

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



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

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



Figure 17: Pedestrian and cyclist movement

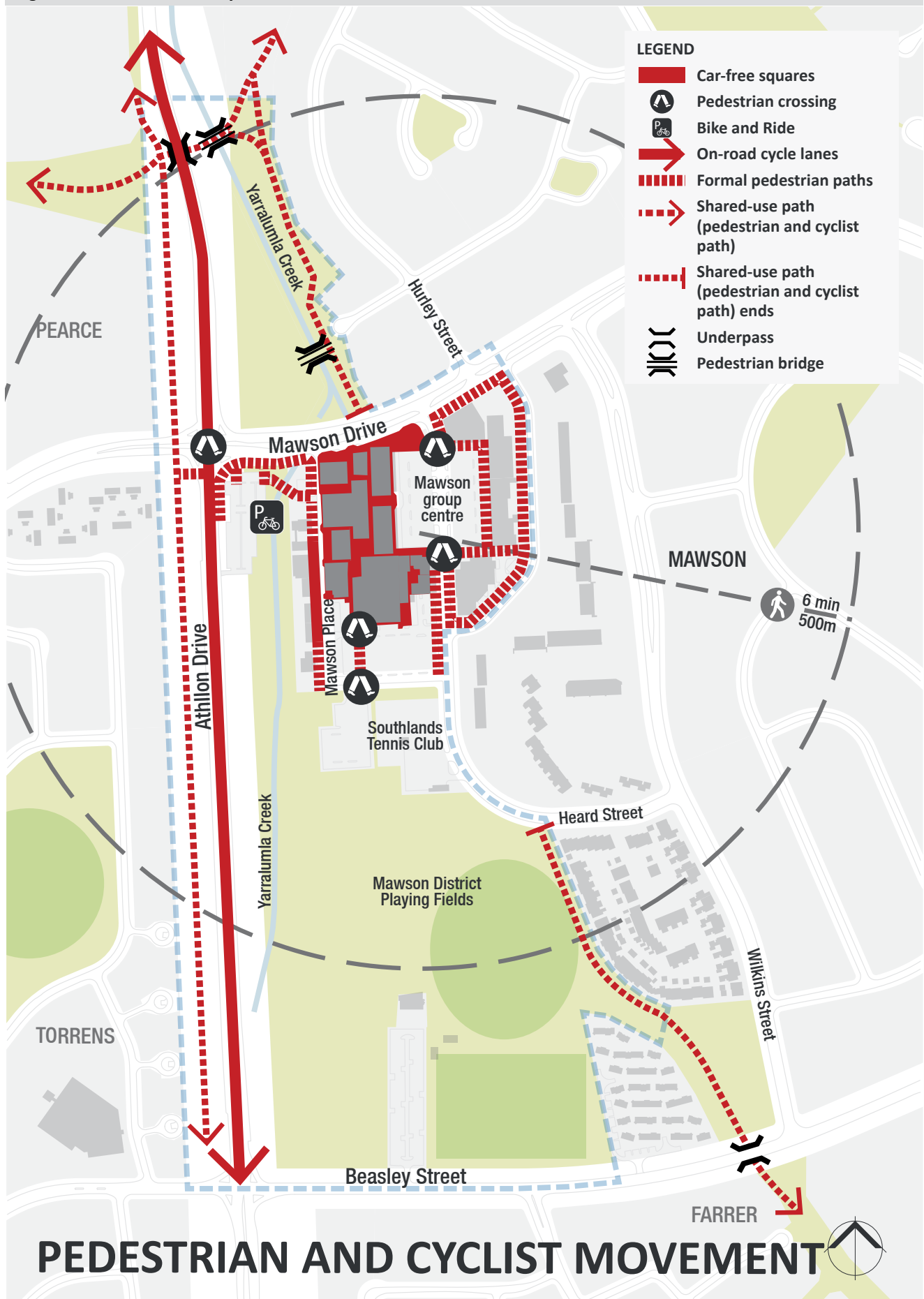
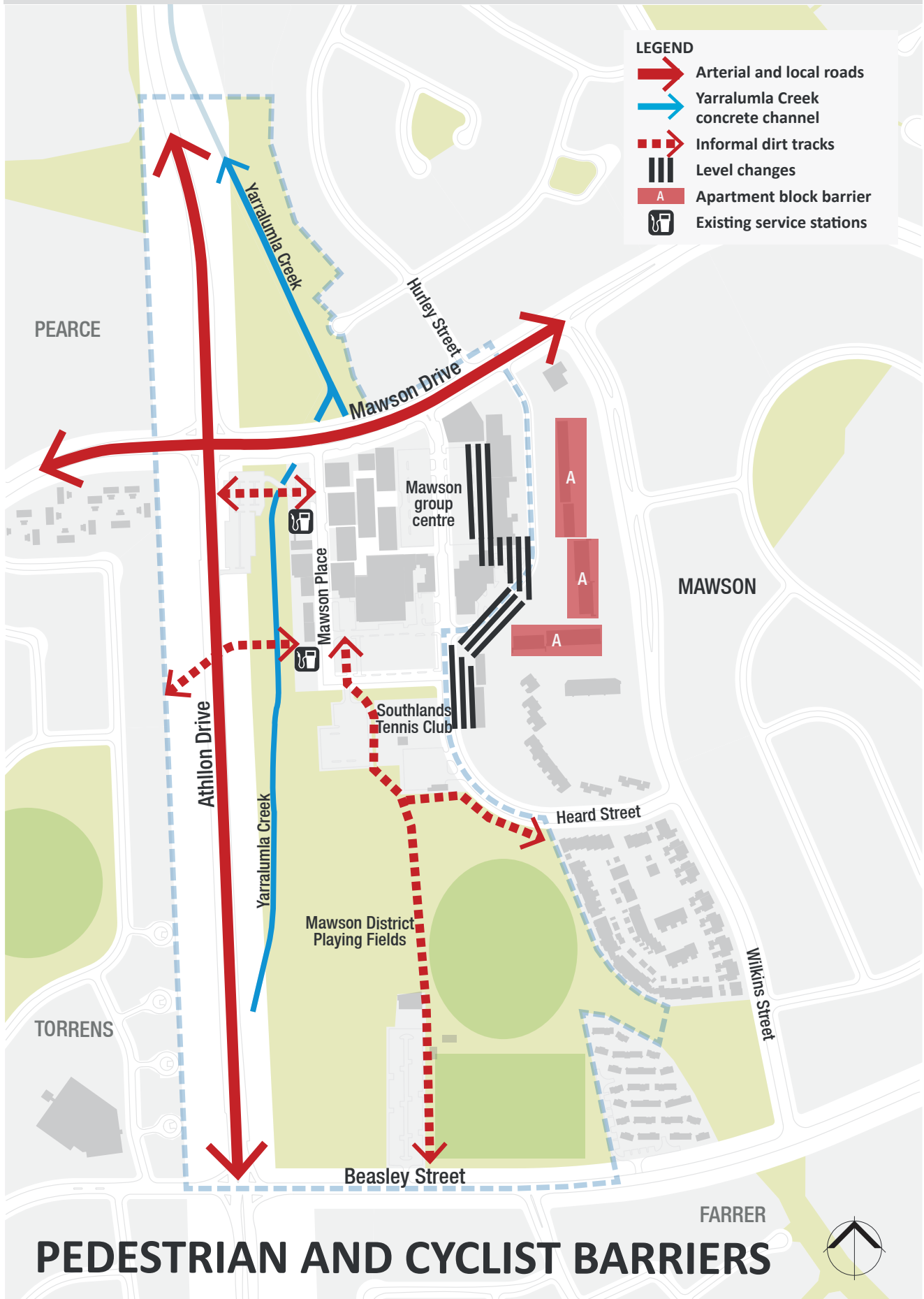


Figure 18: Pedestrian and cyclist barriers





3.5.3 Road network and traffic

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

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

3.5.4 Car parking

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

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

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

The key findings of the surveys found:

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

Figure 19: Bus stop on Heard Street



Figure 20: Active frontages

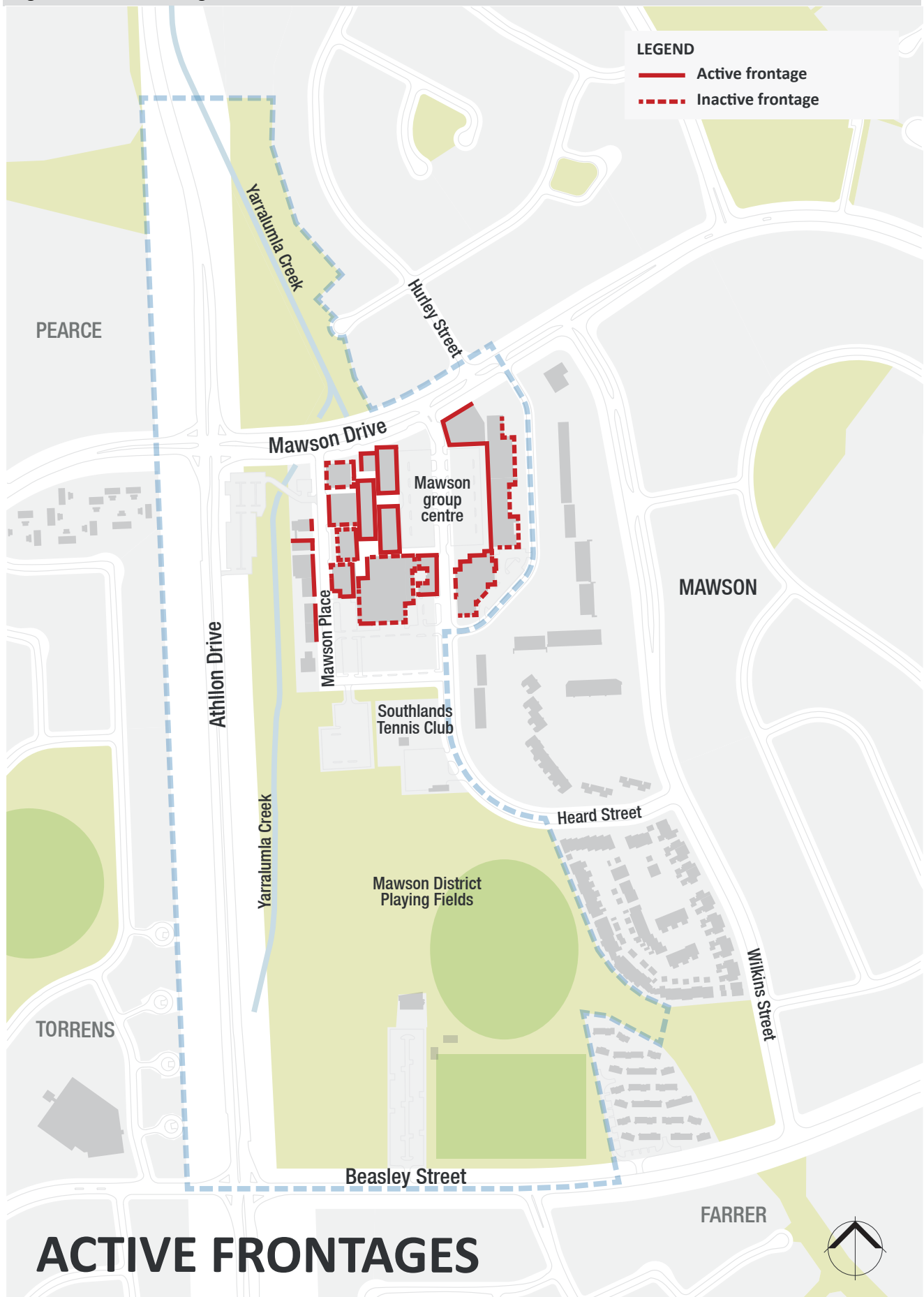




Table 3: Current parking demand in the Mawson group centre

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

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

3.6 Public domain

3.6.1 Streets, parks and public spaces

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

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

Mawson Place

Mawson Place functions include:

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

Figure 21: Courtyard in the centre core



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

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

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

Centre core

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

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

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

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

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

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

Figure 22: Courtyard in the centre core





3.6.2 Green spaces

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

3.6.3 Building design and height

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

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

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

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

3.6.4 Public safety

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

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

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

Figure 23: Porticos and columns in the centre core



Figure 24: Existing building heights





3.7 Athllon Drive

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

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

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

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

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

3.8 Yarralumla Creek

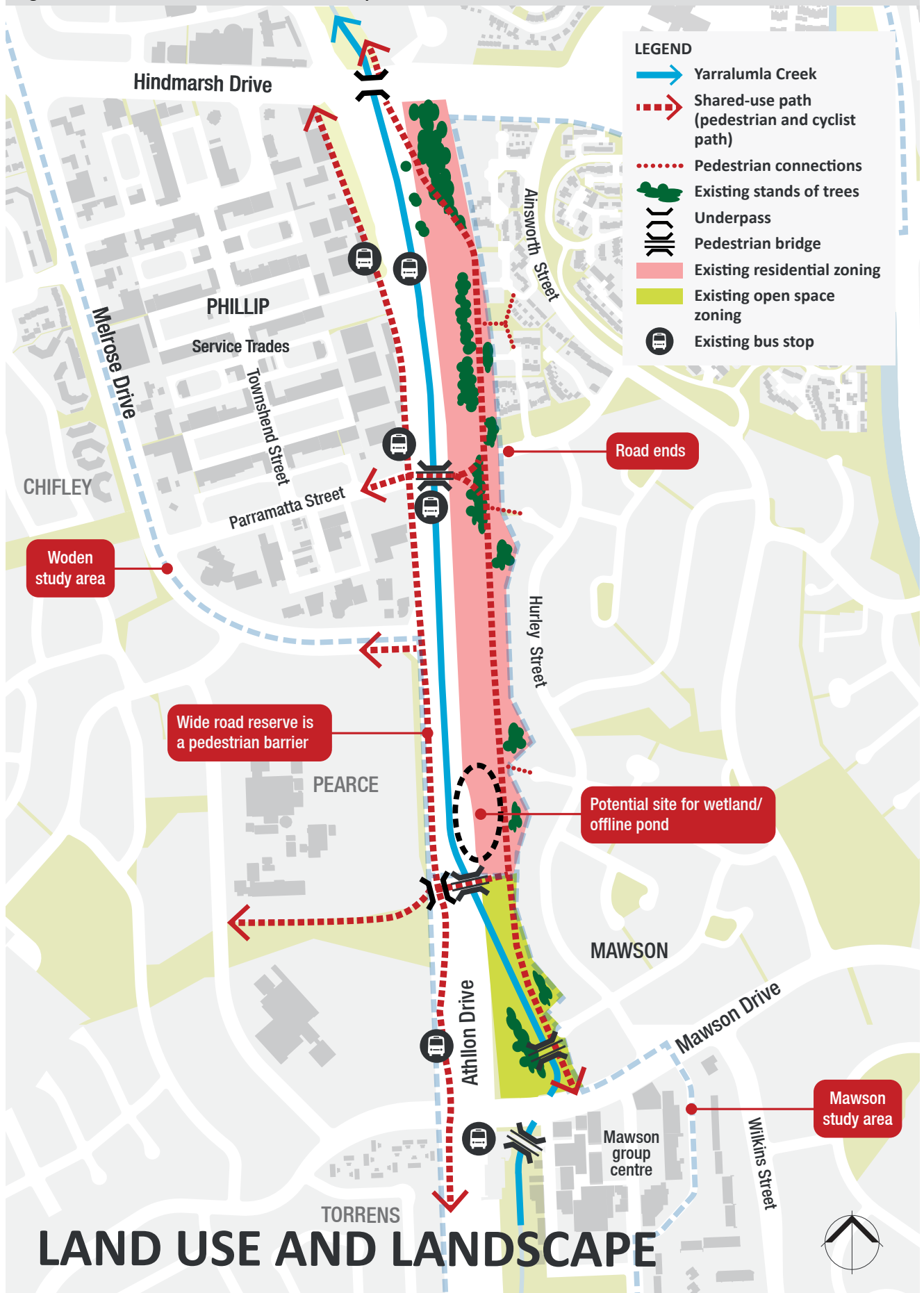
In February 2014, the Australian Government signed an agreement with the ACT Government for funding to improve the water quality in Canberra’s lakes and waterways. As part of this agreement, Yarralumla Creek was identified as one of six priority sub-catchments that can provide the greatest improvements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

3.8.1 Flooding

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

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

Figure 25: Athllon Drive land use and landscape





3.9 Environmental sustainability

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

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

Climate Change

Responding to climate change takes two forms:

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

Resources consumption

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

Buildings

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

Urban planning and design

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

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

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

Options to address these risks may include:

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

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

2. Reduce city heat and achieve cooler buildings

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

3. Intense rain events

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

4. Reduce the risk of bushfire in urban areas

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

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



3.9.1 Energy

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

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

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

3.9.2 Water

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

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

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

3.9.3 Heat island effect

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

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

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





4. Challenges and opportunities

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

4.1 Challenges

4.1.1 Poor pedestrian and cyclist connections

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

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

4.1.2 Multiple building lessees

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

4.1.3 Limited after-hours activity

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

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

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

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

4.1.4 Vacant tenancies

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

4.1.5 An ageing population

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

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

4.2 Opportunities

4.2.1 Establish a public transport hub

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

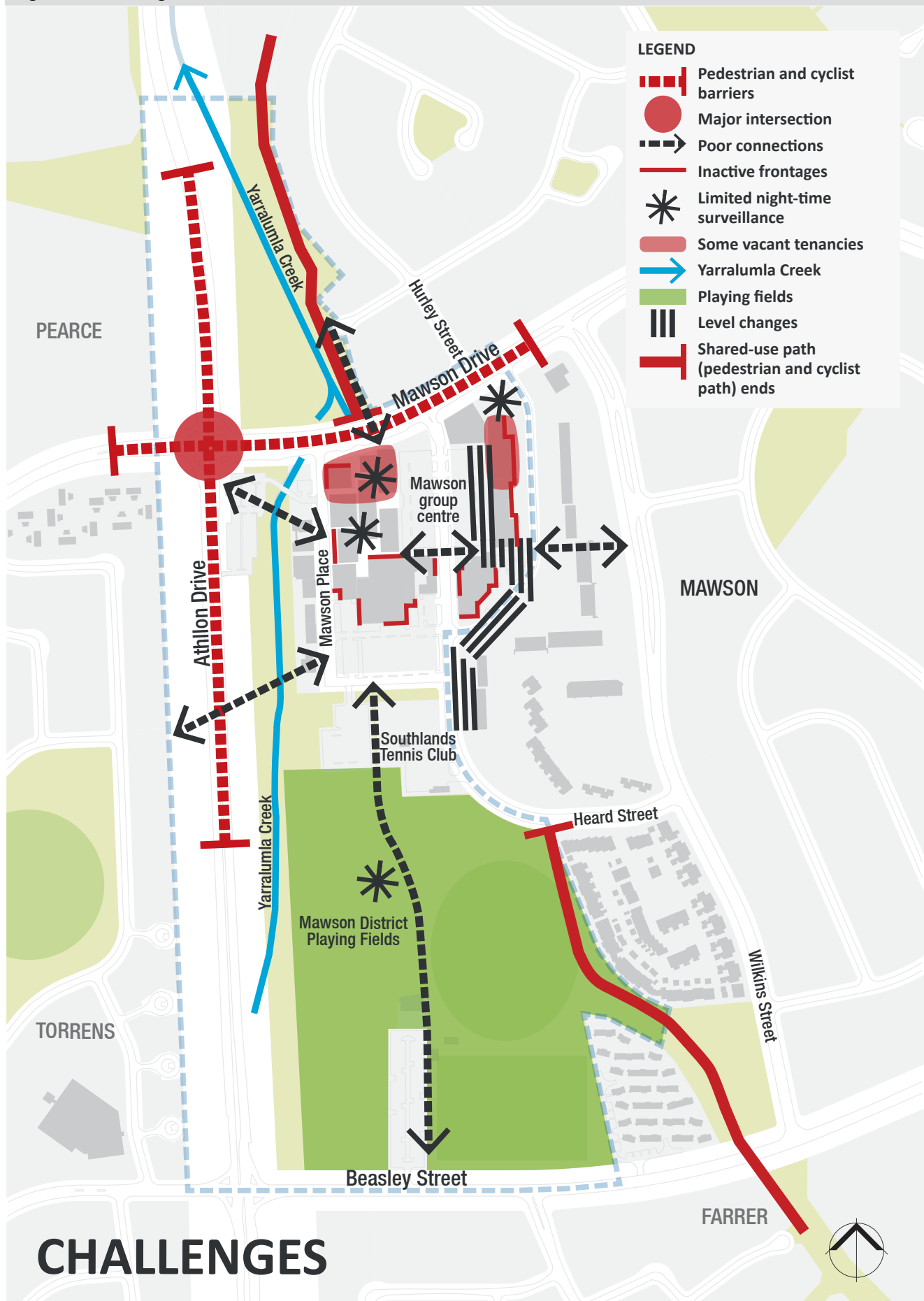
All future development and redevelopment should be supportive of establishing the centre as a public transport hub. This will involve:

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

4.2.2 Maintain convenience and accessibility

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

Figure 26: Challenges





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

4.2.3 Allow for residential development

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

4.2.4 Improve pedestrian and cyclist connections

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

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

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

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

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

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

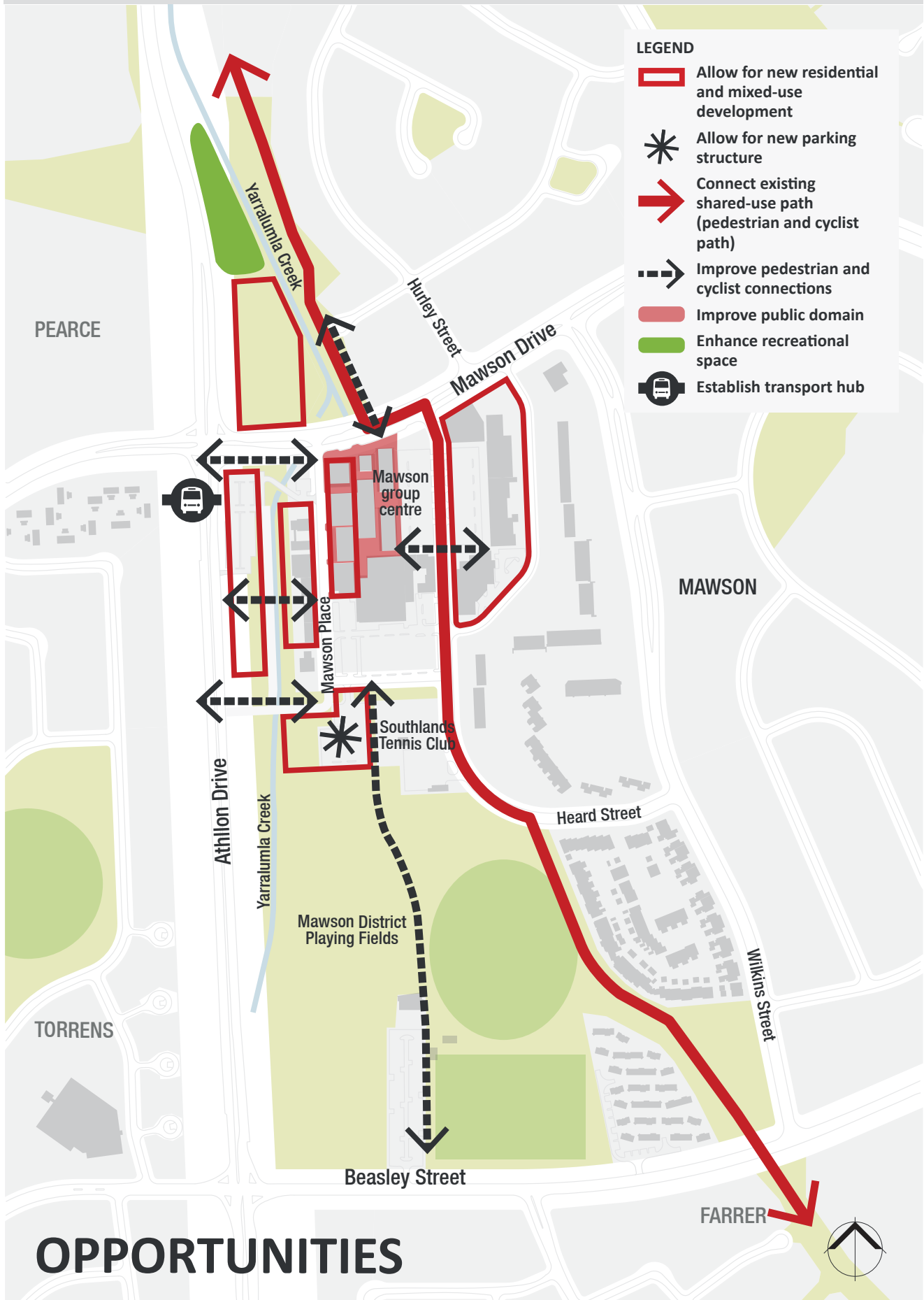
Improvements to the bus stops will make public transport more accessible to a wider range of the community to help provide improved transport choice to the centre and the wider city. This could have flow-on effects to reduce private vehicle use and traffic congestion, and to improve air quality.



Shops in the centre core



Figure 27: Opportunities



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Courtyard in the centre core



5. The master plan

5.1 Master plan structure

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

5.2 Vision

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

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

Figure 28: Master plan structure

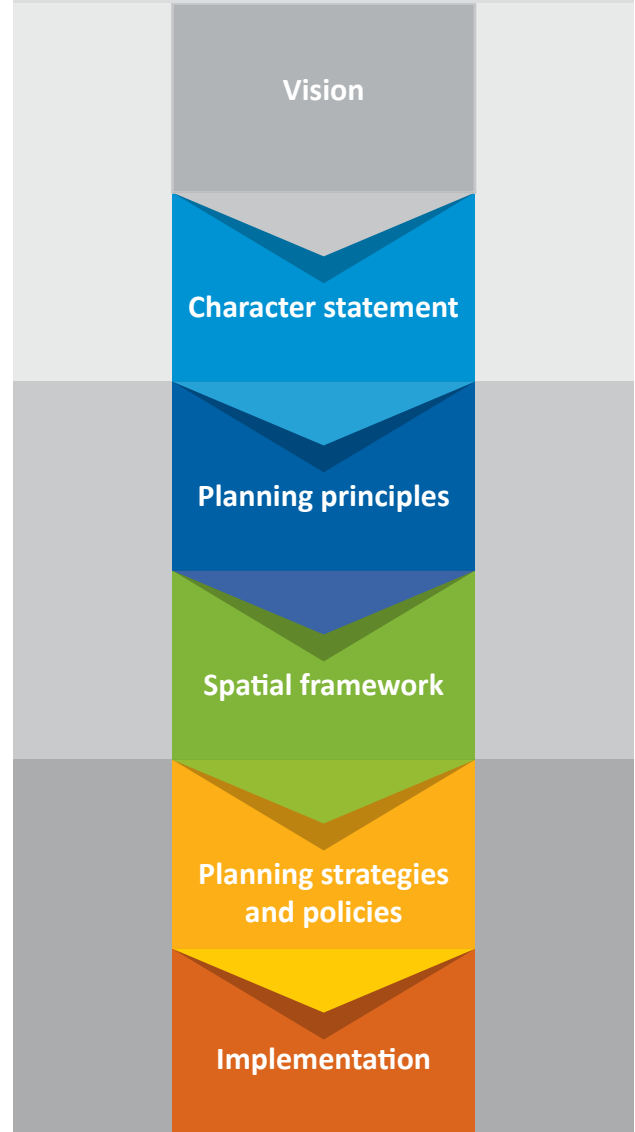




Figure 29: Proposed character precincts





5.3 Character statement

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

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

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

5.4 Planning principles

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

5.4.1 Establish five distinct character precincts

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

5.4.2 Encourage activity in the centre, both day and night

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



Figure 30: Master plan assumptions

POPULATION

Population in Mawson

2021	3,157
2031	4,075

Population in Woden Valley

2021	35,650
2031	37,350

Population in ACT

2021	430,400
2031	493,500

DWELLINGS

Number of
dwellings required
to accommodate
projected population
growth by 2031

510*

*This is based on 1.8 people per dwelling

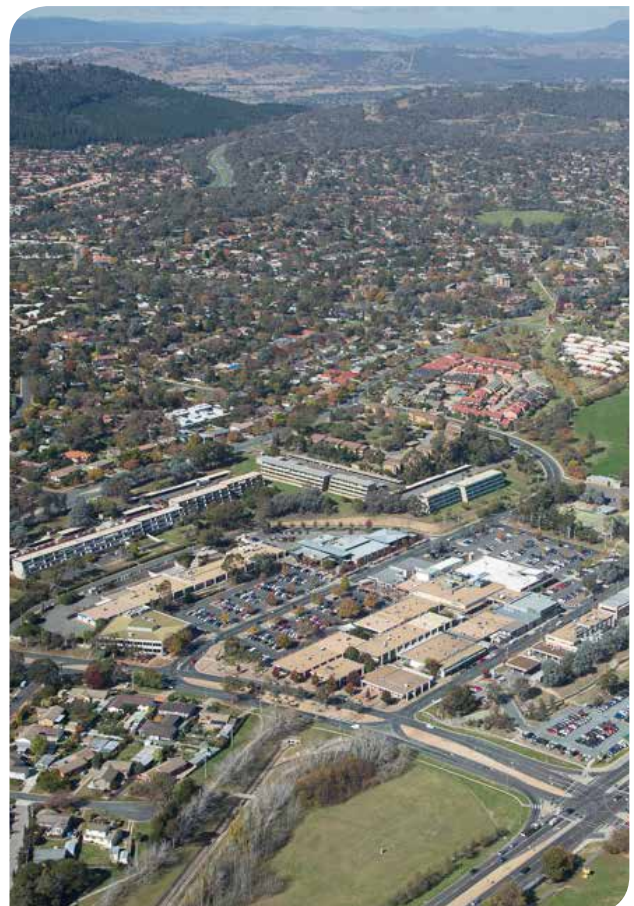
ENVIRONMENT

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

ACT Climate Change Snapshot (2014)

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

AP2 (2012)





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

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

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

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

5.4.5 Establish the centre as a public transport hub

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

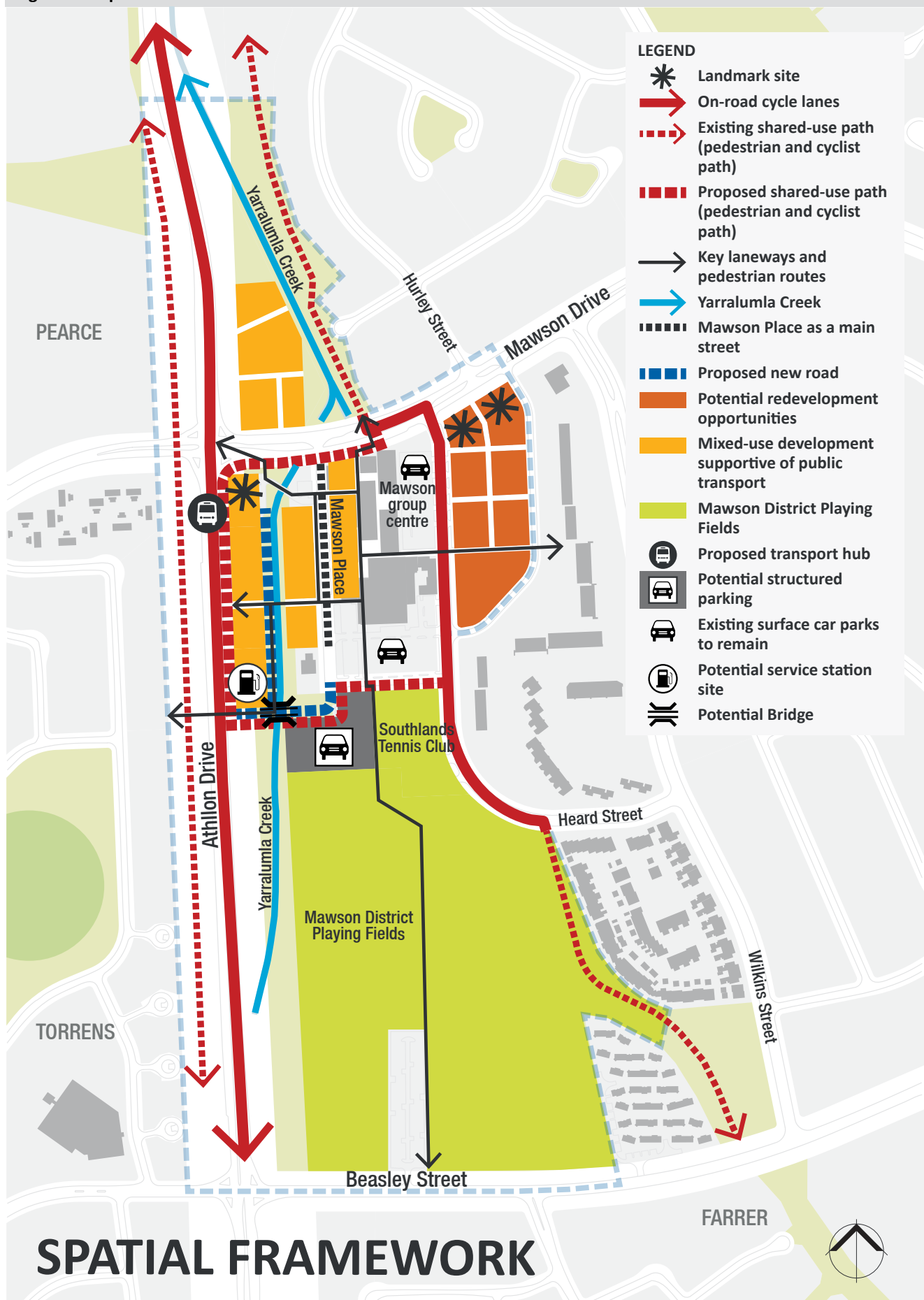
5.4.6 Encourage Mawson to be a people-friendly place

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

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



Figure 31: Spatial framework





5.5 Spatial framework

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

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

5.6 Planning strategies

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

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

Table 4: Summary of planning principles and planning strategies

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



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

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

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

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

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

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

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

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

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

Public transport precinct

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

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

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

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

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

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





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

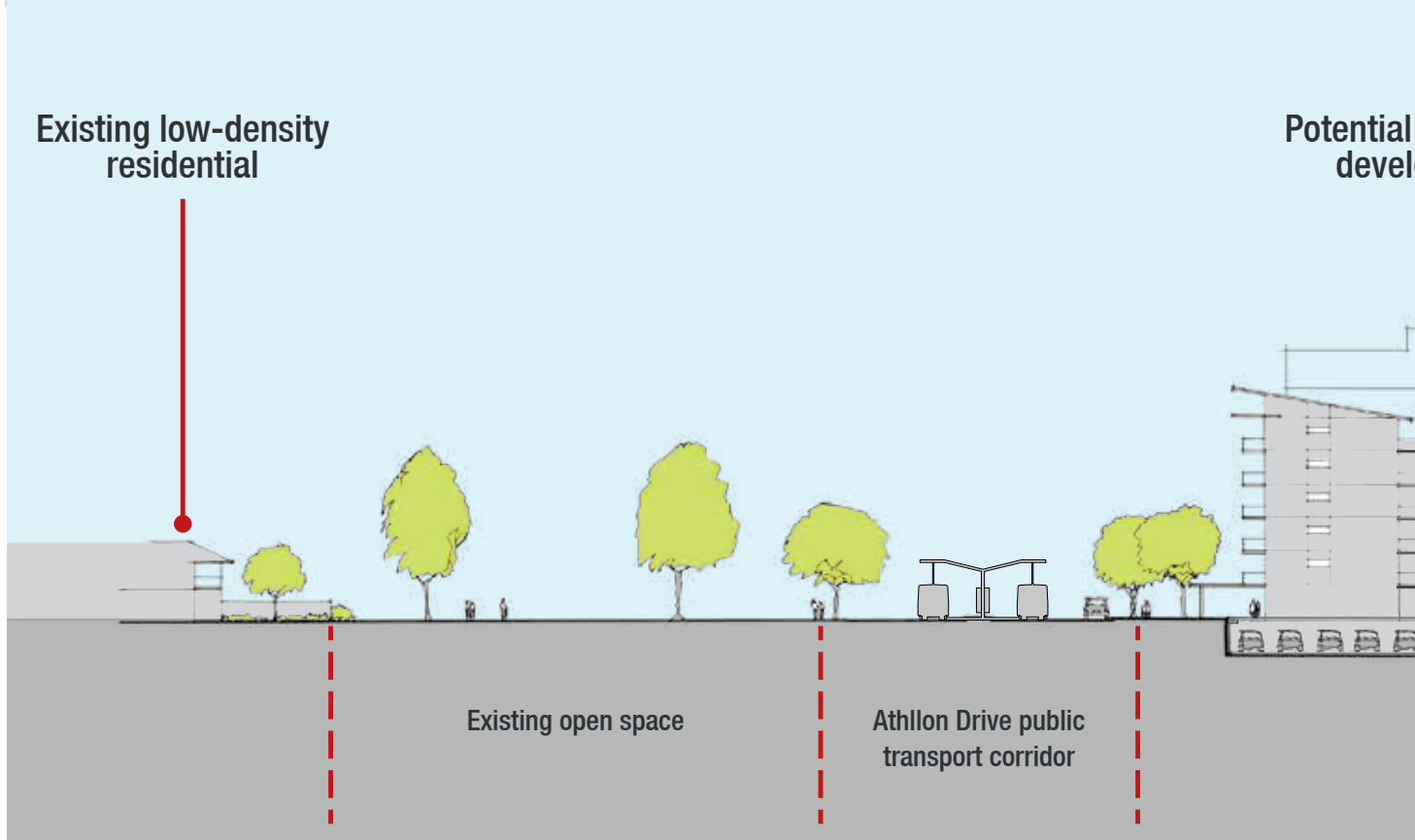
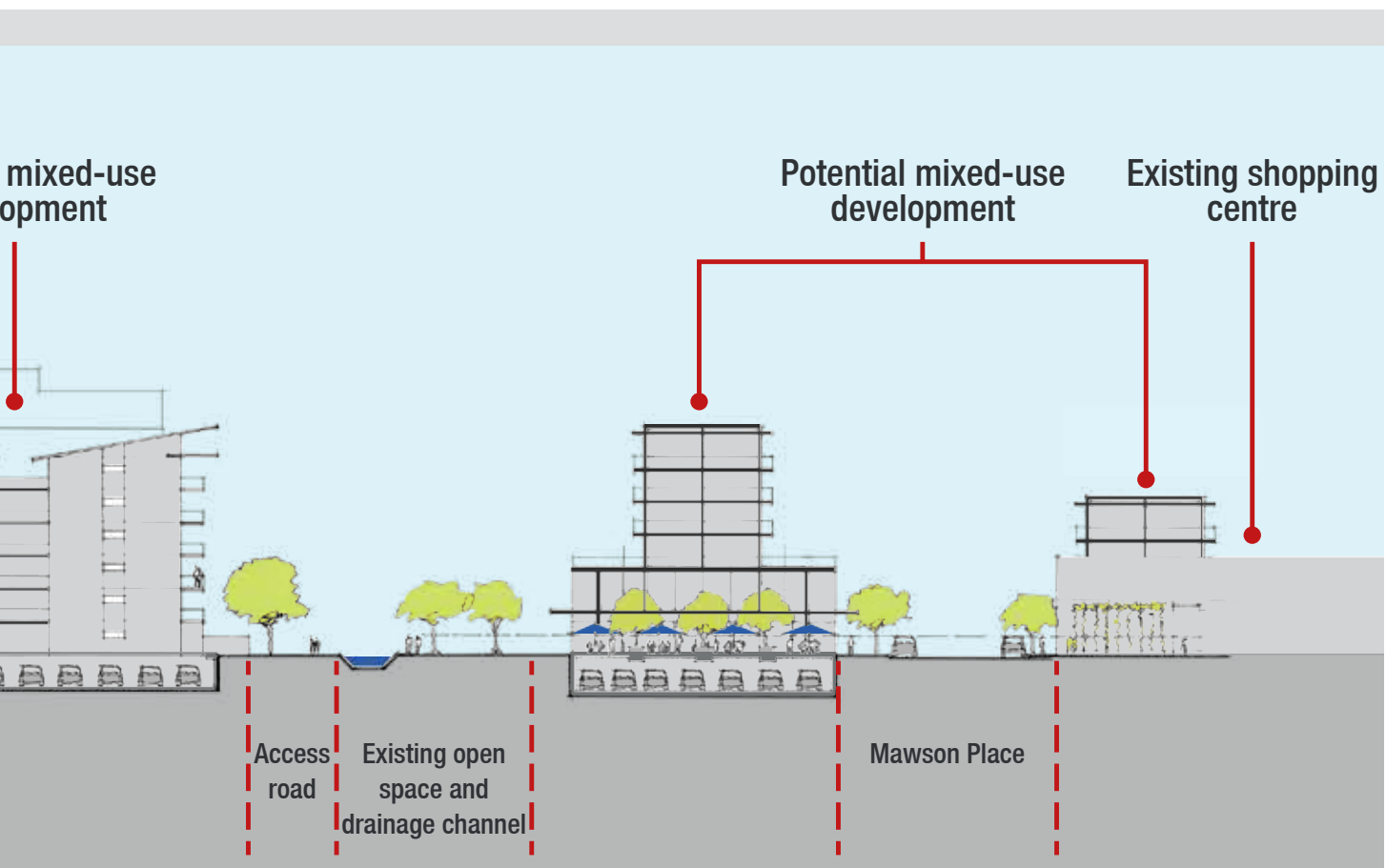


Figure 34: Artist's impression of the Mawson group centre from Athllon Drive





Mawson Place precinct

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

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

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

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

Centre core precinct

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

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



Mixed-use precinct

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

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

This range of heights will ensure:

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

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

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

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

Recommended planning policies

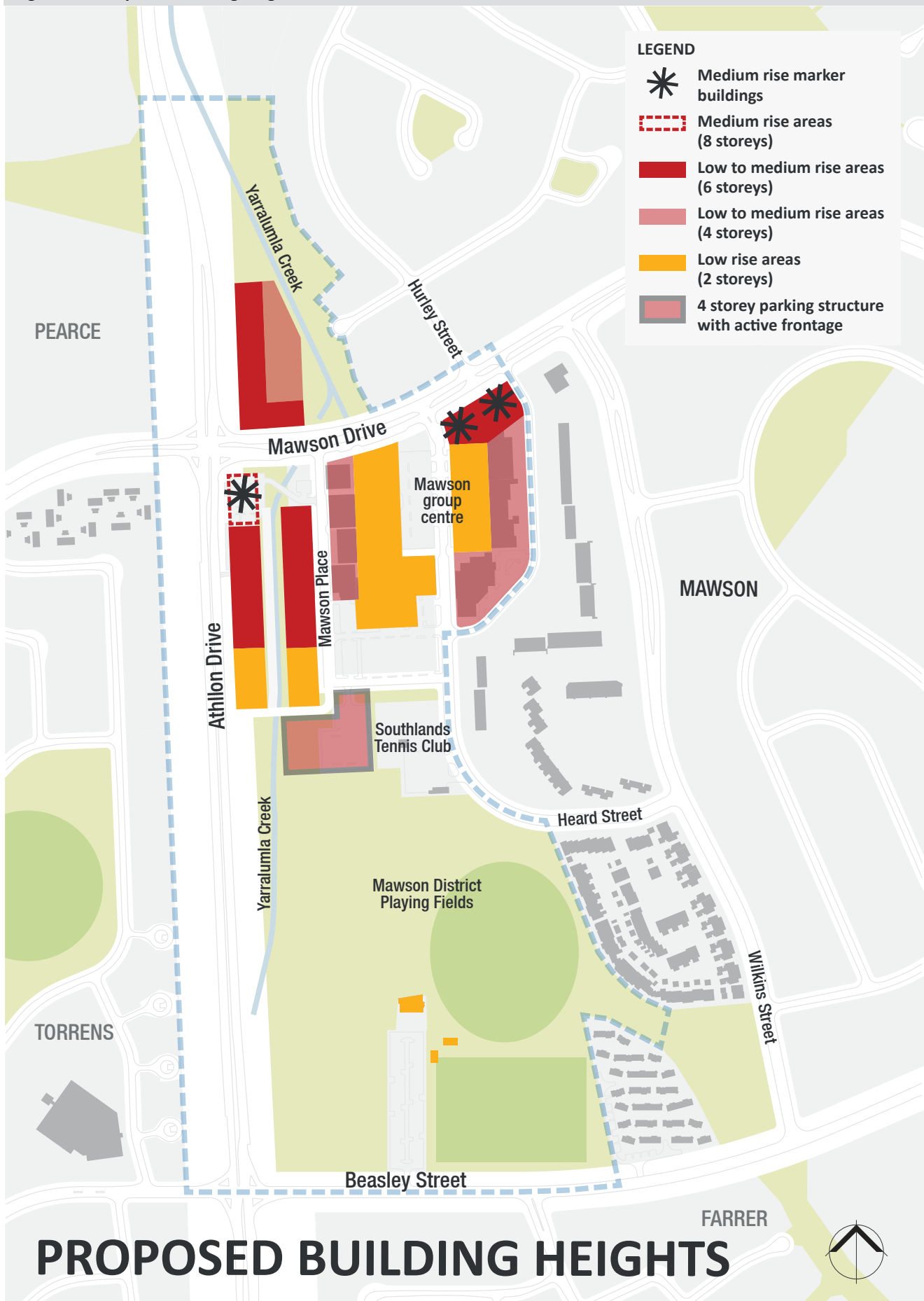
- Permit maximum building heights as shown in Figure 36.
- Require buildings to contain a maximum podium height of three storeys so the centre retains a human scale (Figure 37).
- Require individual development proposals to demonstrate how solar access to public spaces and surrounding developments will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

Figure 35: Shadow diagrams





Figure 36: Proposed building heights





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

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

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

Recommended planning policies

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

Commercial and retail

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

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

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

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

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

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

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

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

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

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

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

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

Recommended planning policies

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



Opportunities for land release

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

Services and trades

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

The appropriate provision and location of services and trades will:

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

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

Recommended planning policies

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

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

Recommended further studies

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

Residential

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

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

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

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

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

Recommended planning policies

- Zone land as outlined in Figure 39.

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

Opportunities for land release

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

Community facilities

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

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

Recreation uses

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

Figure 37: Maximum podium height and floor to ceiling height

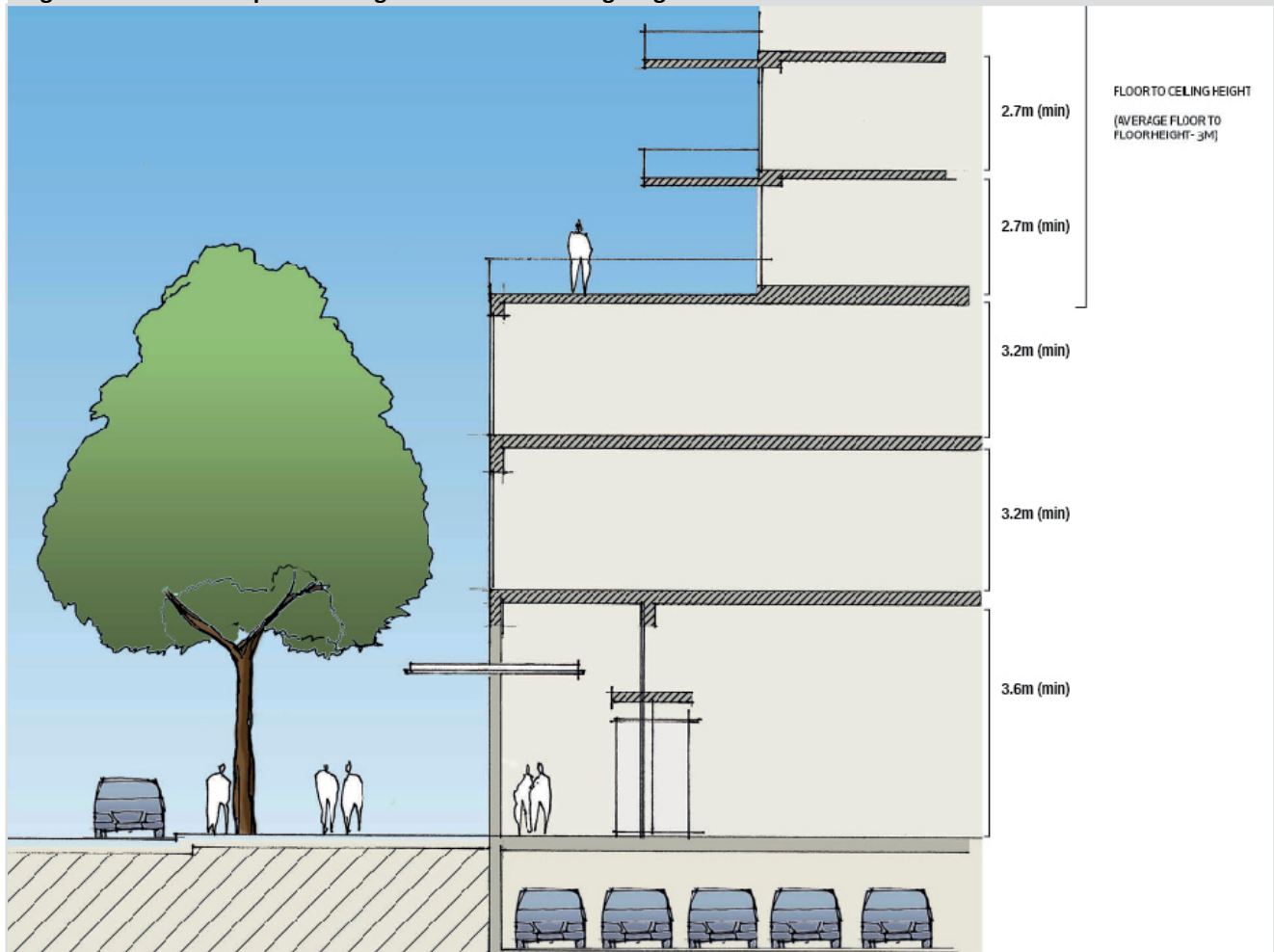




Figure 38: Proposed key pedestrian routes and active frontages

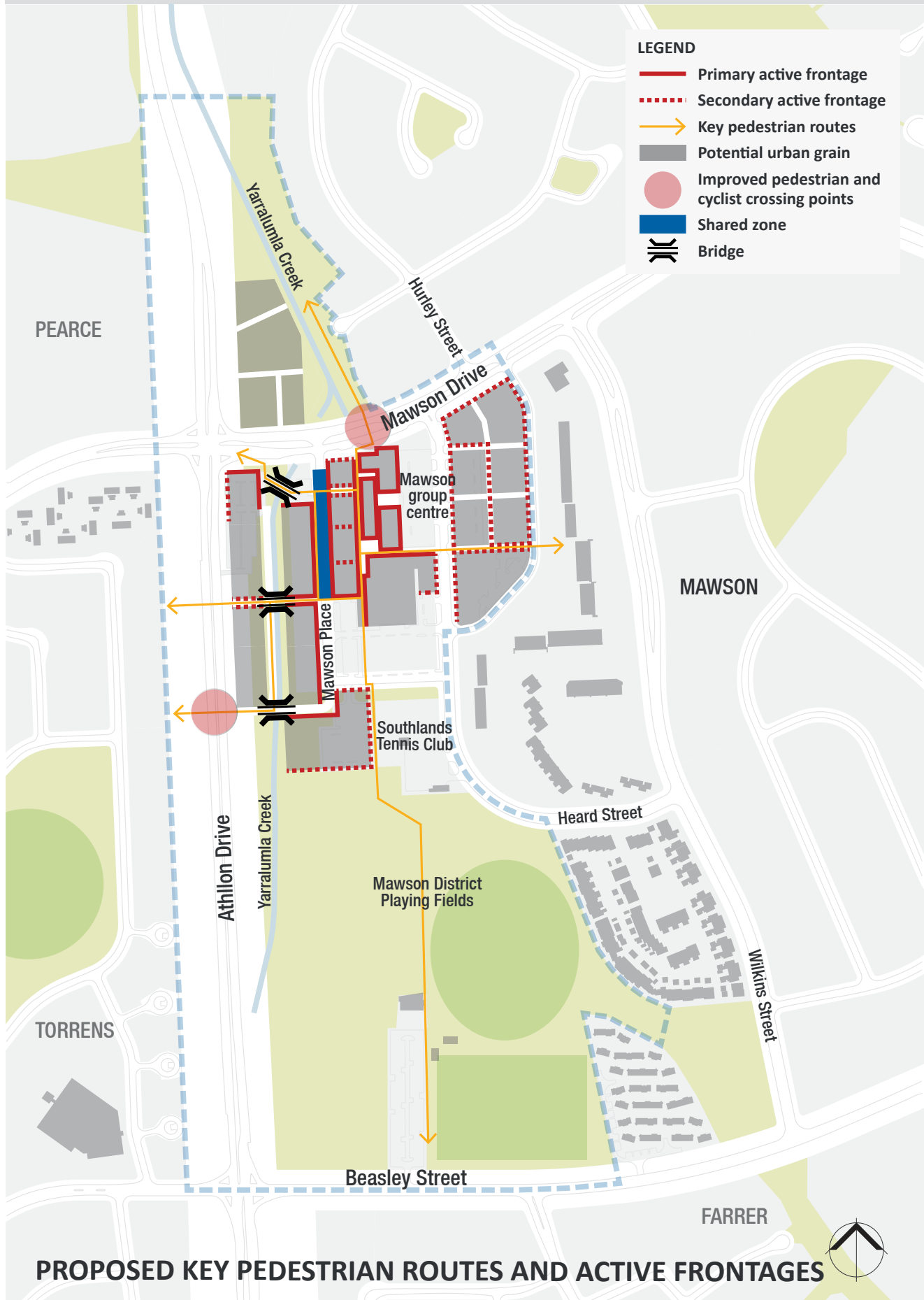


Figure 39: Proposed land uses

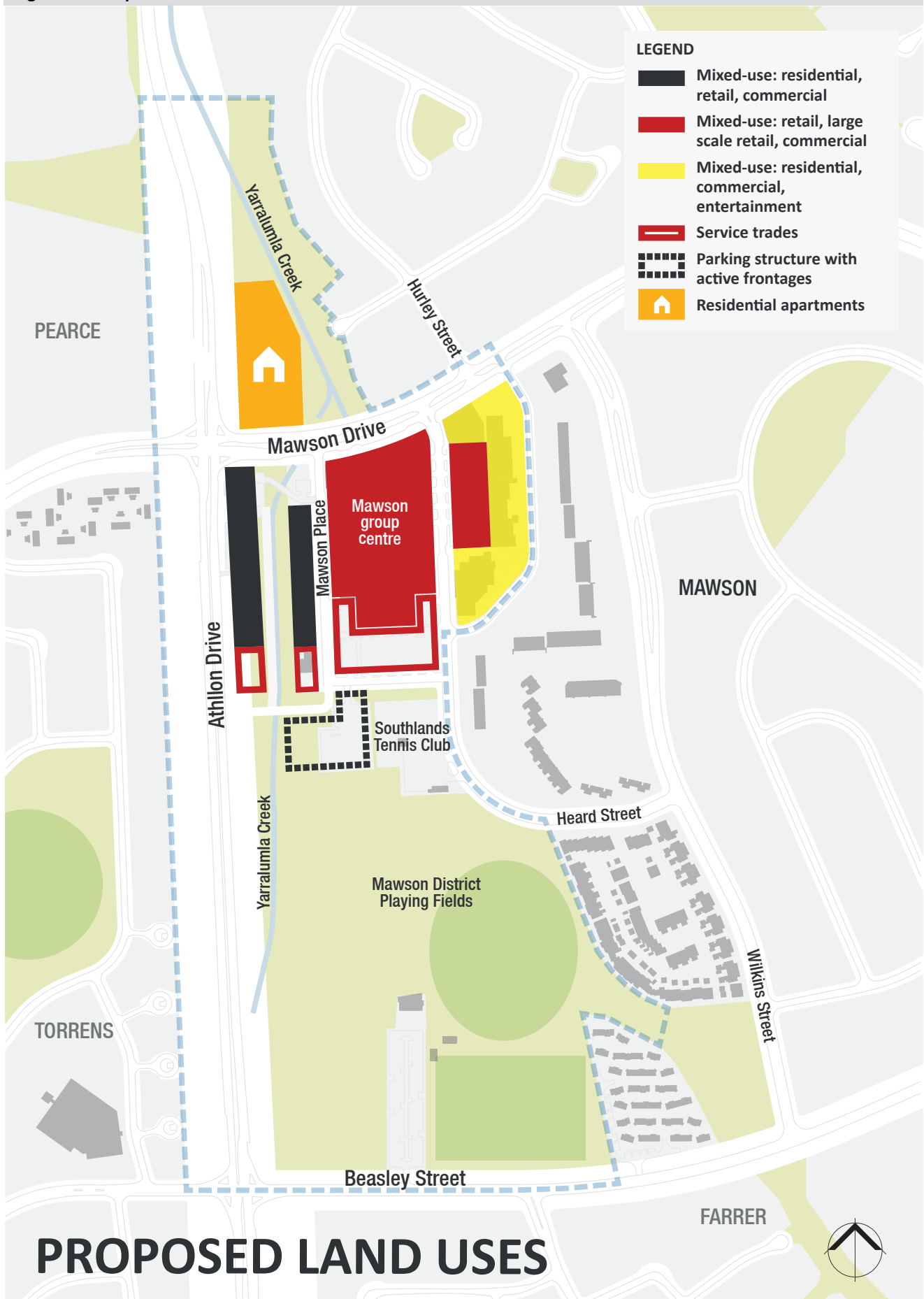
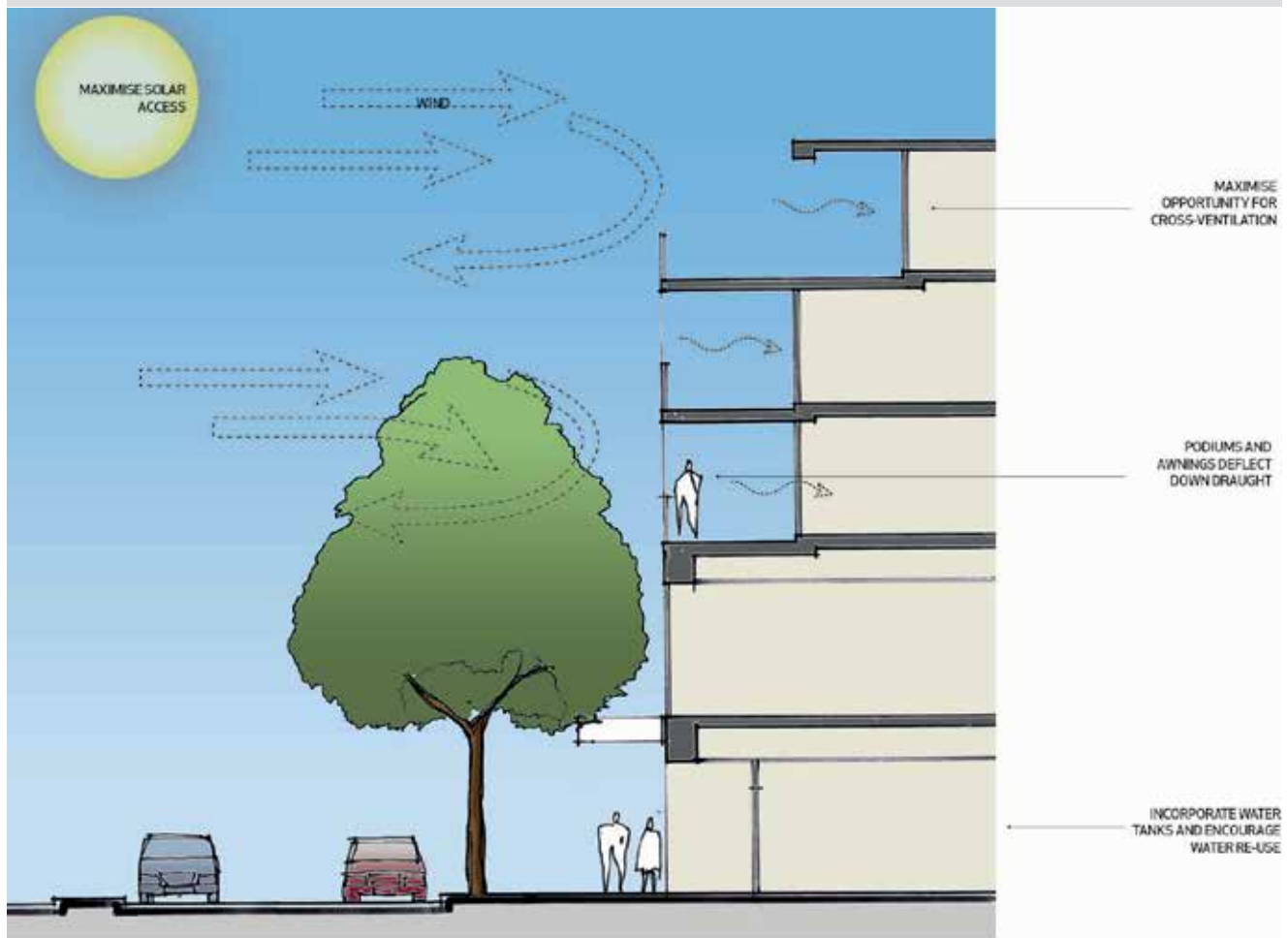




Figure 40: Cross-section showing how building design can take advantage of microclimate



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

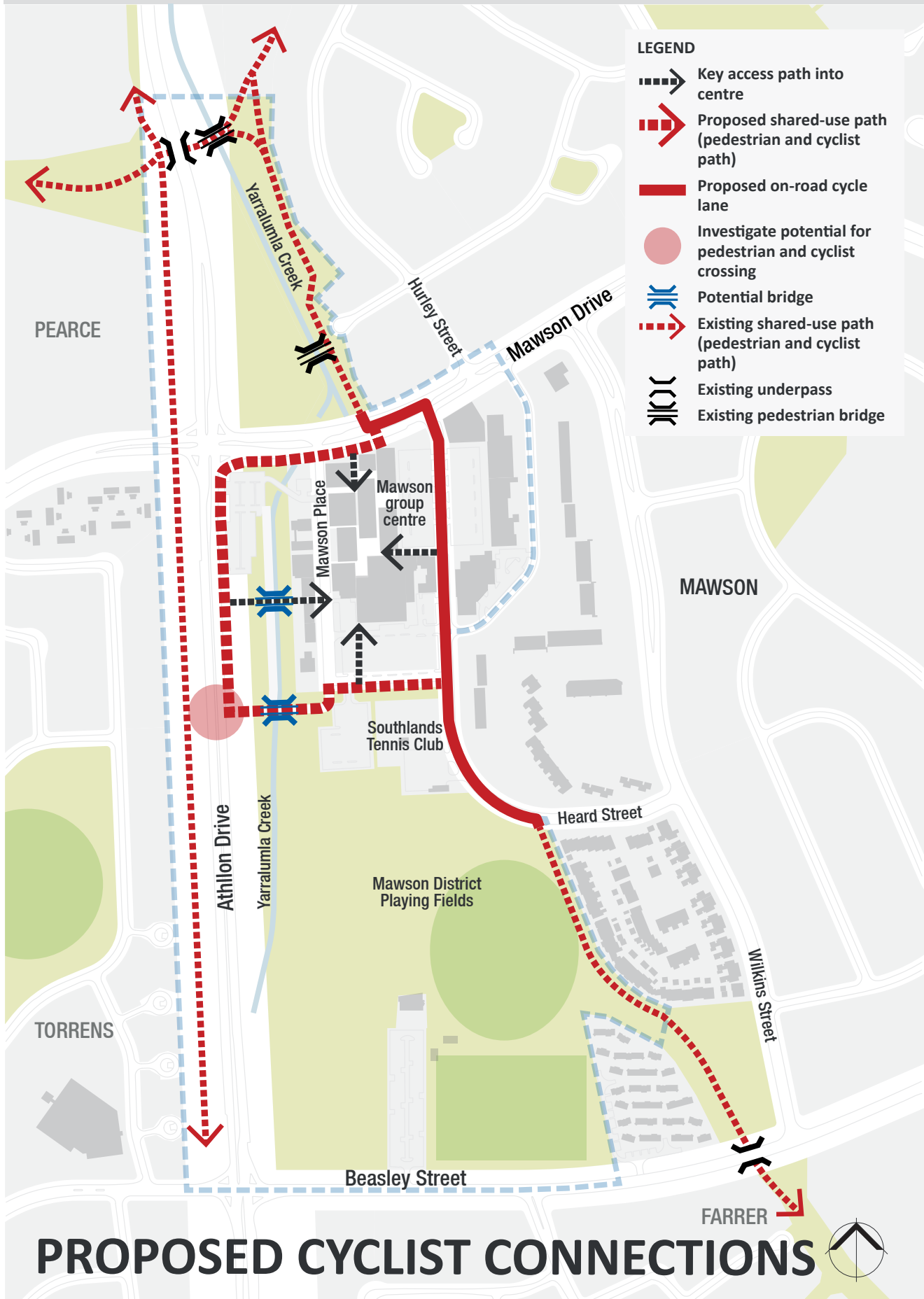


Figure 43: Proposed roads





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

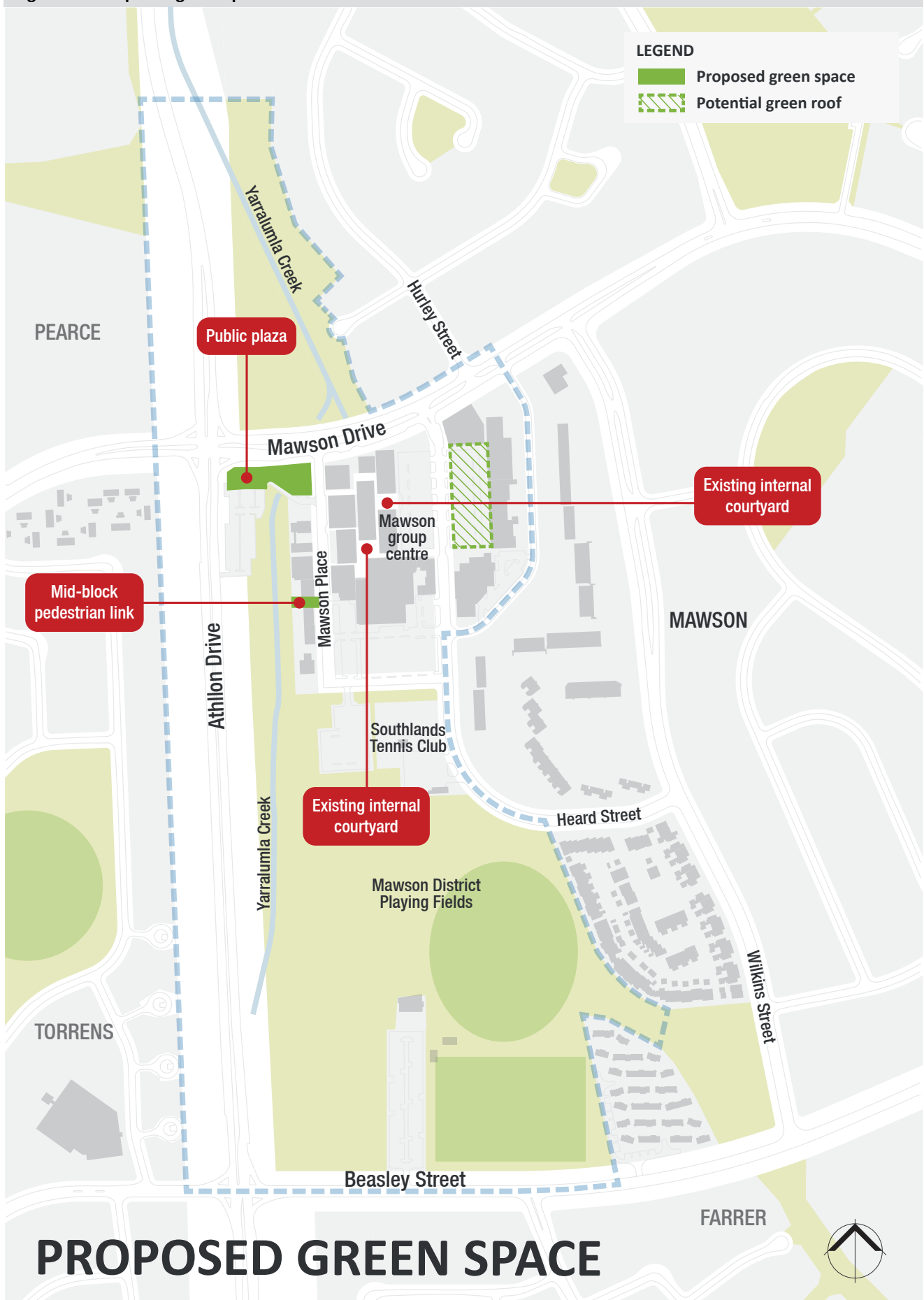
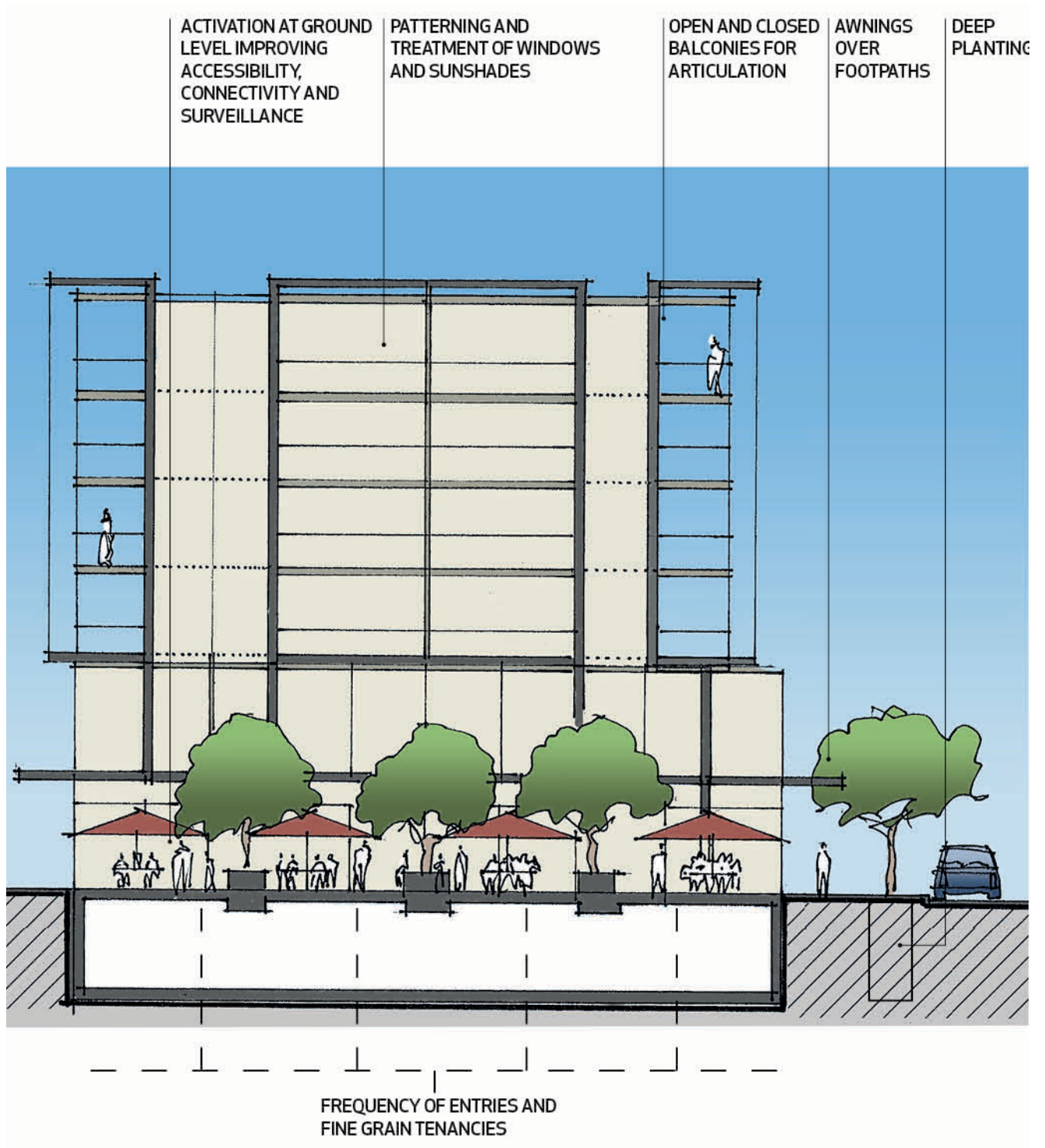




Figure 46: Cross-section indicating a mid-block pedestrian link/green link between Mawson Place and Athllon Drive





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

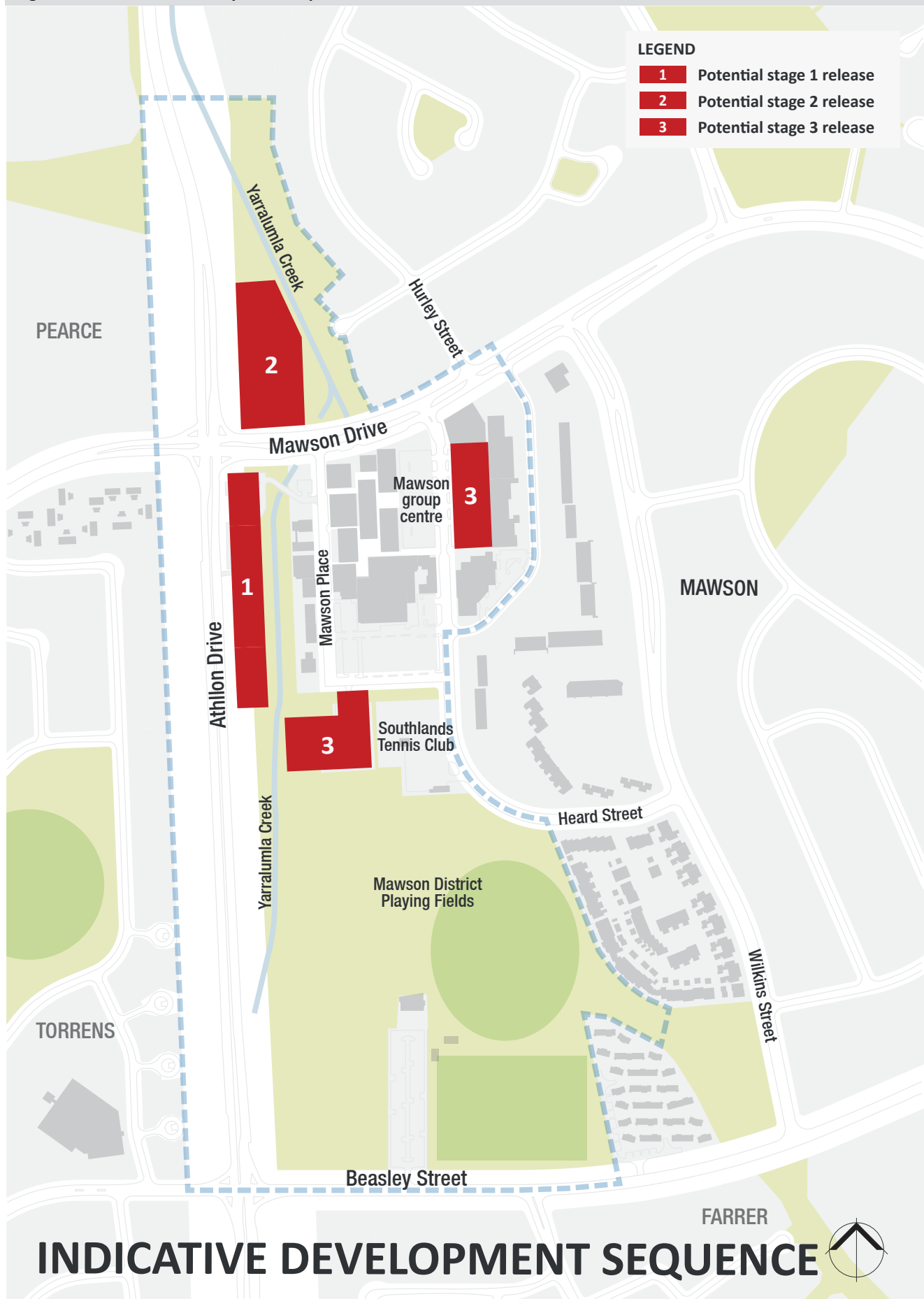
Investigate flood mitigation strategies to ensure the centre's existing developed areas and future areas for development are not impacted by flooding.

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)

