



ACT
Government

Economic Development



CANBERRA FIRST

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Mr Jim Corrigan
Executive Director, Planning Delivery
Environment & Planning Directorate
GPO Box 158, CANBERRA CITY ACT 2601

Dear Mr Corrigan,

Re: North Weston Service Station Technical Amendment

The Land Development Agency (LDA) would like to formally request the Environment and Planning Directorate (EPD) to prepare a technical amendment to the Territory Plan regarding a proposed second service station for the residents of Molonglo and Weston Creek. The proposed service station site is located on Block 1218 Weston Creek, on the corner of Cotter Road and Kirkpatrick Street. (Refer Appendix 1)

Background

This location was selected after six sites were assessed during a Site Selection and Commercial Feasibility Study. Preparation of the study has been carried out in consultation with relevant staff from EDP, Community Services Directorate (CSD), Economic Development Directorate (EDD), Territory and Municipal Services (TAMS) as well as service station operators and adjacent Crown Lessees. In order to ensure the viability of the service station and be consistent with existing service station models recently developed, it is proposed the service station and a fast food restaurant be co-located.

In order to enable the site to be developed for this use, the LDA requires:

- Technical amendment to rezone the land (Part Block 1218 Weston Creek)
- Block & boundary definition
- Off-site works to be delivered either by the Territory or Developer.

The latter of the two requirements can be progressed by the LDA after the finalisation of the technical amendment.

Design Elements Study

On 1 April 2014 officers of the LDA and Consultants met with EPD Staff (Trina Macfarlane, Stuart Mackenzie, Steven Gianakis, Katherine Campbell, Alix Kaucz, Janine Risdale) to discuss the proposed service station in context of the North Weston Concept Plan and the Molonglo and North Weston Structure Plan. At that meeting EPD staff recommended a Design Elements Study accompany a request for a technical amendment and this is attached to this letter. (Appendix 2) The purpose of the Design Elements Study is to demonstrate that the proposed service station does not adversely affect the planning of this precinct.

The Design Elements Study has explored the urban design context of the proposed amended zoning of the service station site. The Design Elements Study proposes to keep the existing zoning of the current North Weston Concept Plan however recommends creating a commercial node around the entry to the development with the proposed rezoning of the service station site. This commercial node can define the entry to the development and be reinforced by the co-location of commercial and community facilities such as rapid bus stop, park and ride and cycle cage facilities located nearby.

The proposed location of the service station provides minimal interfaces with residential development. The Design Elements Study demonstrates the interface treatment between the service station and residential development to the west of the site (Refer Appendix 2). The cross section in the Design Elements Study illustrates how the western edge will be landscaped within the block boundary to provide a buffer for adjoining residential development. This will be further buffered by a local road adjacent to the site.

Molonglo and North Weston Structure Plan

The proposed rezoning of the service station site is consistent with the intent of the current Molonglo and North Weston Structure Plan. The proposed technical amendment strongly supports the social principles by maintaining the diverse housing type within the current North Weston Concept plan. The proposed commercial node, including community facility sites along the main transport route and public transport facilities, supports the principles requirement for commercial activity to be located close to public transport.

The proposed commercial node strongly supports the economic principles of the structure plan, in particular concentrating commercial and retail activities in areas serviced by public transport ensuring an efficient pattern of development and high levels of accessibility. All other principles remain consistent as there is minimal change proposed from the overall development layout and residential zoning in the current North Weston Concept Plan.

Justification for Proposed Technical Amendment

In summary, there are a number of planning and design advantages to be gained by rezoning the proposed service station site.

It is acknowledged that significant changes have occurred from the original North Weston Concept Plan development, particularly in relation to the original pond design. The original CZ5 activity node, which allowed for a local shop/cafe development overlooking the pond and park, was located on a bus route and aimed to utilise the amenity of the ponds. Following the pond re-design and possible changes to the bus route, the amenity and intended character of the pond is altered. This change provides justification for the re-assessment of the precinct to potentially move the commercial zone to the more logical business/transport node at the arterial road intersection where the service station site is proposed.

The demand for a second service station in Weston Creek and emerging Molonglo has been led by residents. Residents of Weston Creek have petitioned for a second service station in the Weston Creek area, raising concerns regarding insufficient petrol stations to service the Weston Creek and emerging Molonglo areas. In 2013, LDA & EPD representatives considered service station site options and agreed on this proposed service station site. The LDA prepared the Site Selection and Commercial Feasibility

Report to test the suitability of this site. This proposed service station site was regarded as the preferred site due to high visibility and accessibility as well as servicing both Weston Creek and Molonglo residents. The location of the proposed service station site was agreed to by EDP (1 April 2014 Meeting). Due to increasing demand, the proposed North Weston service station is currently on the 2014/15 Land Release Program. The proposed technical amendment will need to be finalised in order to meet the current Territory Land Release Program and meet Weston Creek and Molonglo community demand.

Recommendation

The LDA would like to request a technical amendment to the Territory Plan to permit the development of a service station site at the corner of Kirkpatrick Street and Cotter Road North Weston (Part Block 1218 Weston Creek). This Technical amendment requires Part Block 1218 to be rezoned from RZ1 Residential to CZ3 Services (Refer Appendix 1). The CZ3 services zoning for Part Block 1218 will allow the service station as a permitted use. This change of zoning will allow for a service station to be located on a site that will satisfy ACT Government and service station operators as well as being in accordance with the overall Molonglo and North Weston Structure Plan and Concept Plan design intent for North Weston.

Should you have any questions regarding this request please contact Ivo Matesic on ext 79957 or email: Ivo Matesic

Yours sincerely

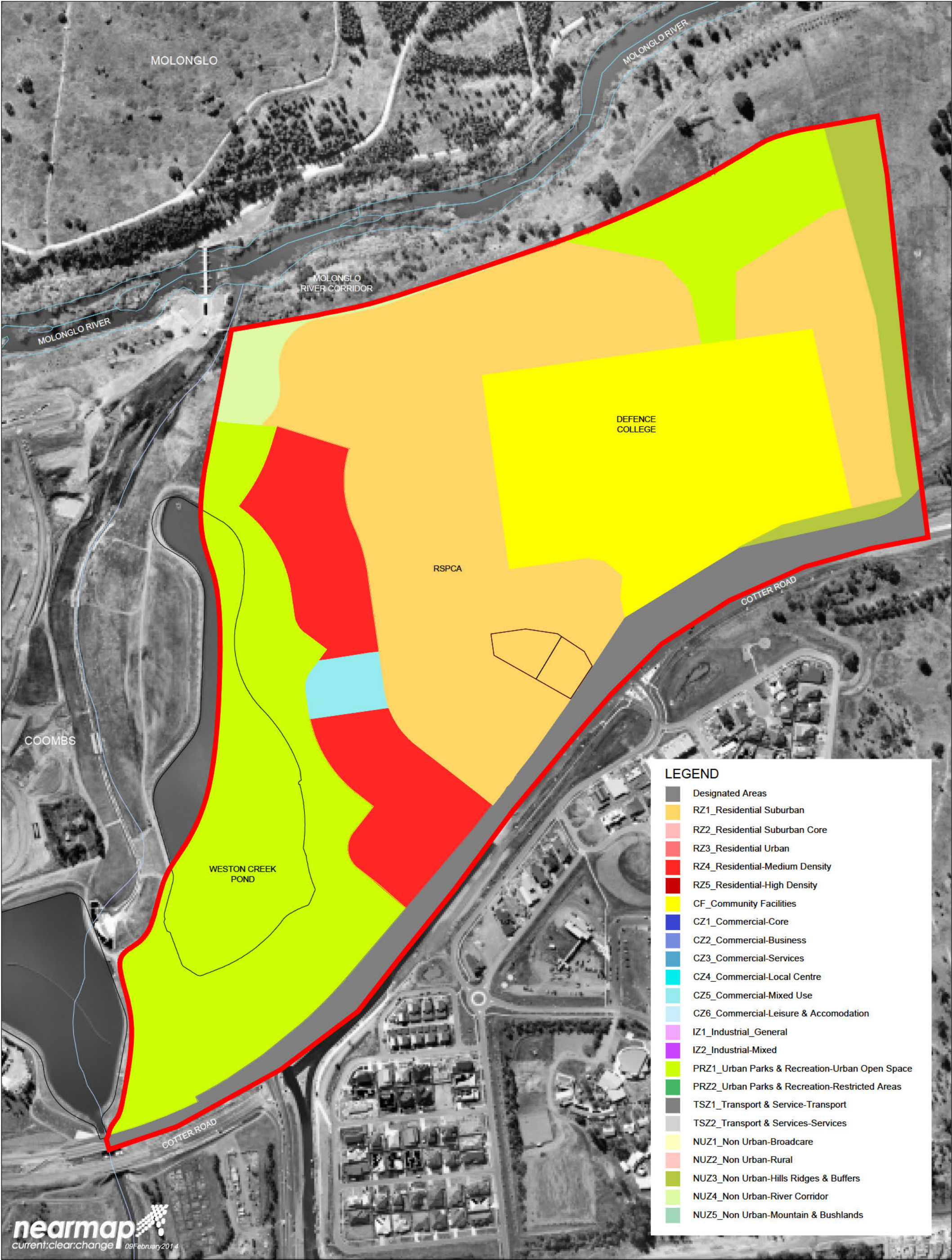


Ivo Matesic
Development Director Molonglo and Kingston

26 September 2014



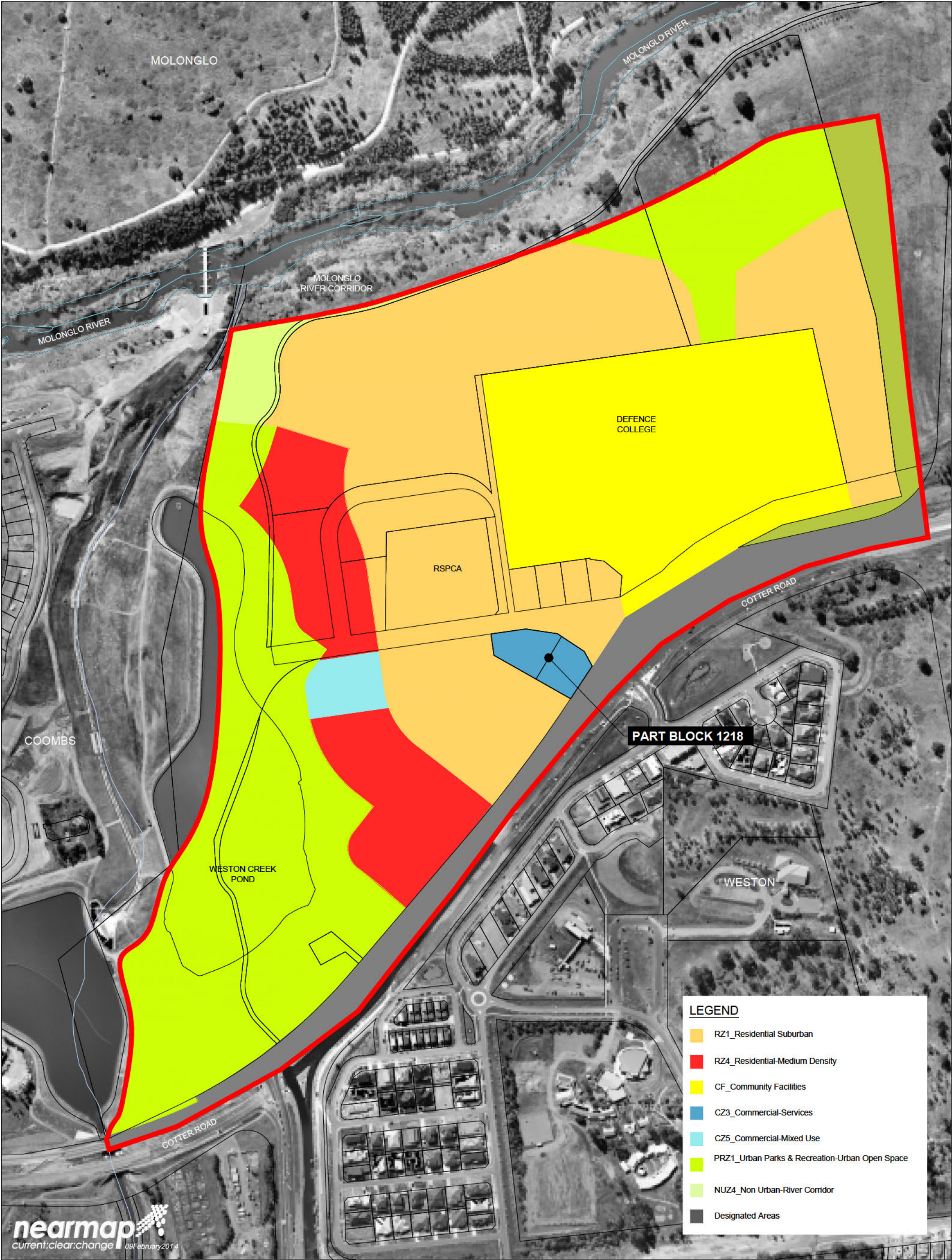
Appendix 1 a) Existing Land Use



REVISIONS				SCALE/NORTHPOINT		DIRECTORATE/DEPARTMENT		PROJECT		DRAWING TITLE		
No.	Approved by	Drawn by	Date	  0 20 40 60 80 100 120 140 160 180 200 1:4000@A3 1:2000@A1		 ACT	 Land Development Agency CAMERON FIRST	WESTON CREEK North Weston	APPENDIX 1a-EXISTING LAND USE Technical Amendment Part Block 1218 North Weston			
A	KL	ERM	11/09/2014							PROJECT NUMBER	DRAWING NUMBER	AMENDMENT
										P00506	02	A
										AutoCAD Saved: 25/09/2014	Plotted: 25/09/2014 11:43:51 AM	By: ERM



Appendix 1 b) Proposed Land Use



REVISIONS				SCALE/NORTHPOINT		DIRECTORATE/DEPARTMENT		PROJECT		DRAWING TITLE		
No.	Approved by	Drawn by	Date			 		WESTON CREEK North Weston		APPENDIX 1b-PROPOSED LAND USE Technical Amendment Part Block 1218 North Weston		
										PROJECT NUMBER	DRAWING NUMBER	AMENDMENT
				1:4000@A3 1:2000@A1						P00710	01	
										AutoCAD Saved: 25/09/2014 Plotted: 25/09/2014 11:40:15 AM By: ERM		



Appendix 2 – North Weston Design Elements Study

North Weston Design Elements Study

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ARCHITECTURE, PLANNING & THE URBAN LANDSCAPE

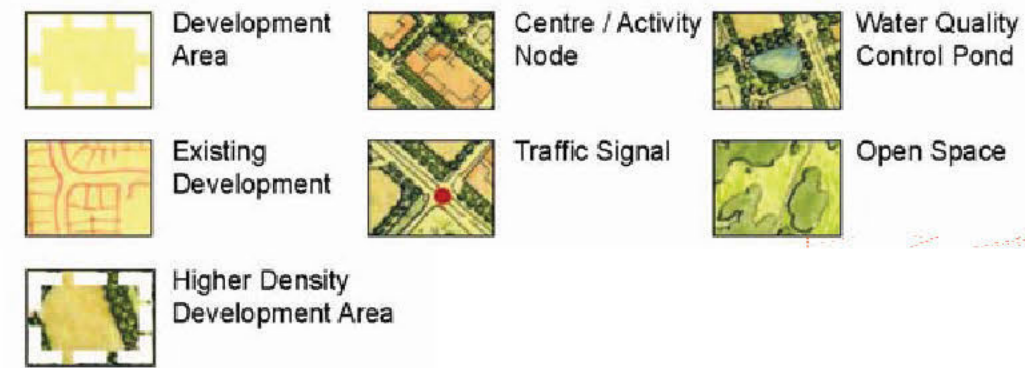


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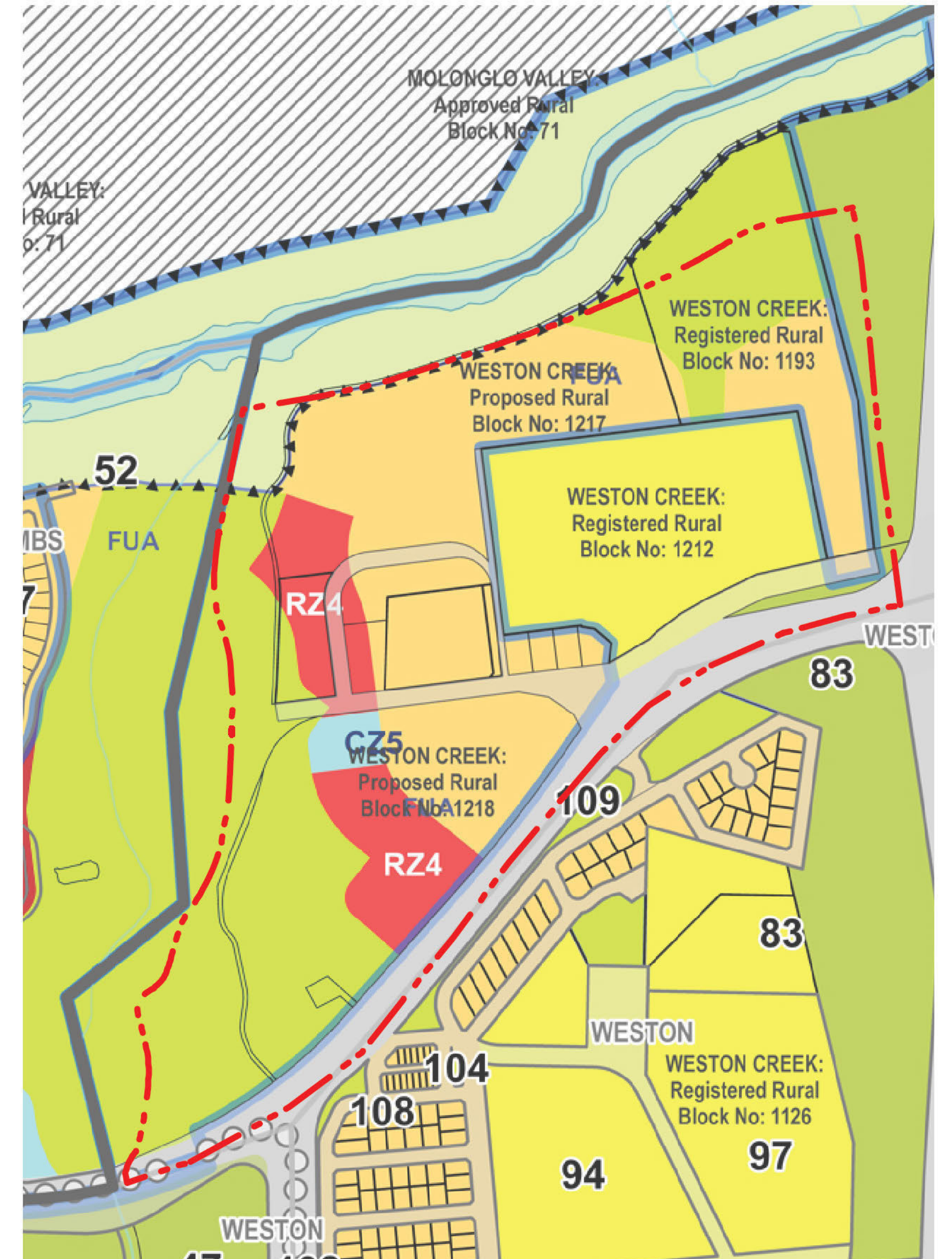
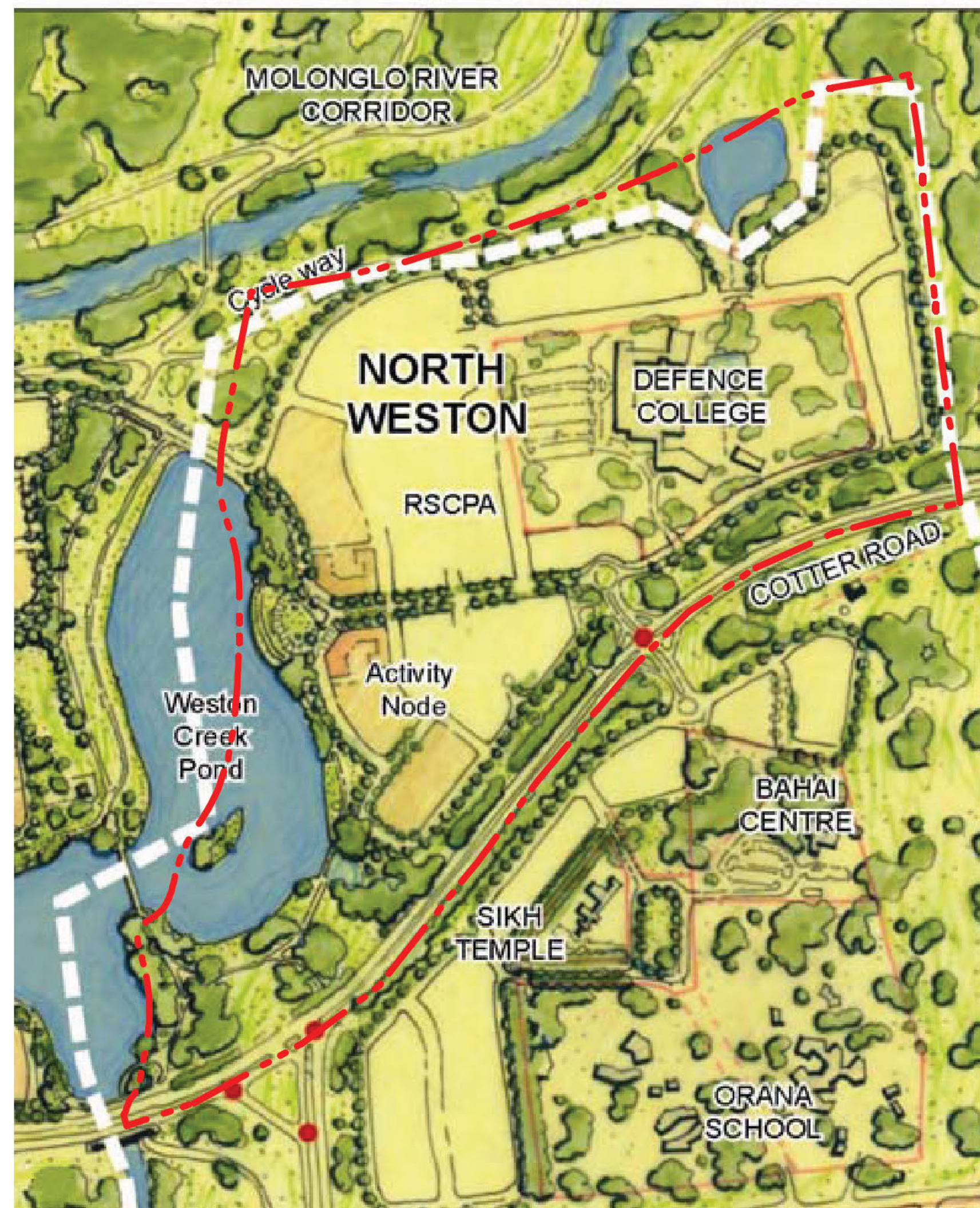
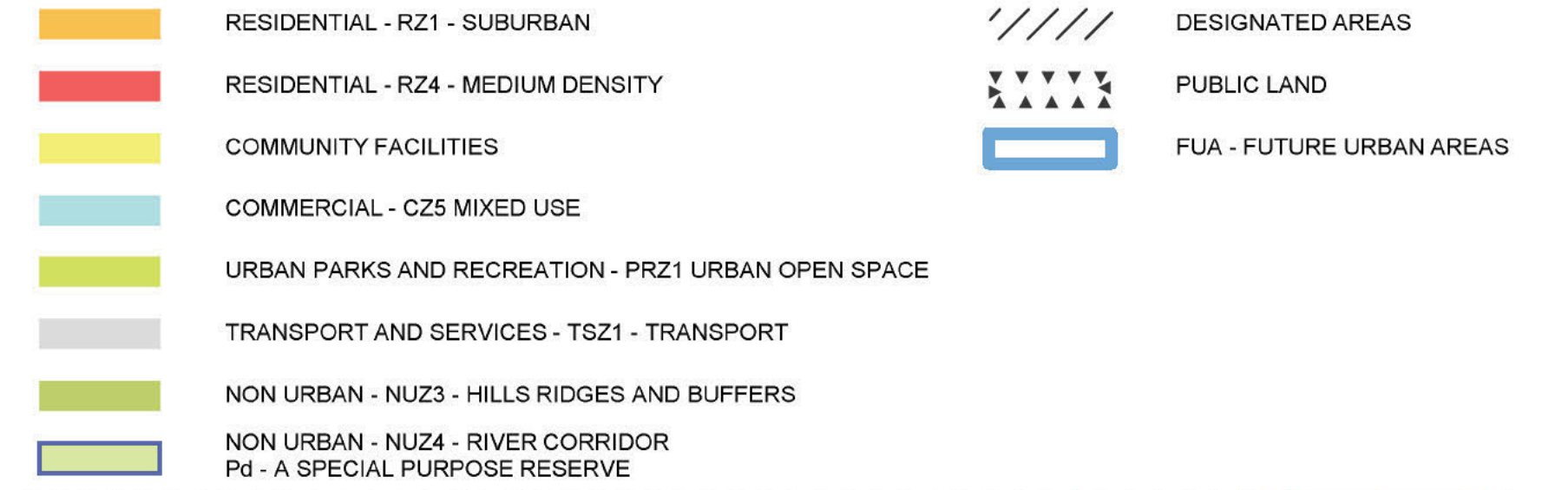


--- SITE BOUNDARY

--- SITE BOUNDARY



--- SITE BOUNDARY



1 Aerial Photography
scale at A1 1:5000
scale at A3 1:10000

2 North Weston Concept Plan
scale at A1 1:5000
scale at A3 1:10000

3 Land Use Plan
scale at A1 1:5000
scale at A3 1:10000

Revision
A Draft for LDA

17/6/14 OT

DRAFT

Drawn By SS, CR, MR Checked By GW

Scale at A1 1:5000
Scale at A3 1:10000

Figured dimensions shown on drawings take precedence over scaled dimensions. Do not scale off drawings

Consultants

Client



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ARCHITECTURE, PLANNING & THE URBAN LANDSCAPE

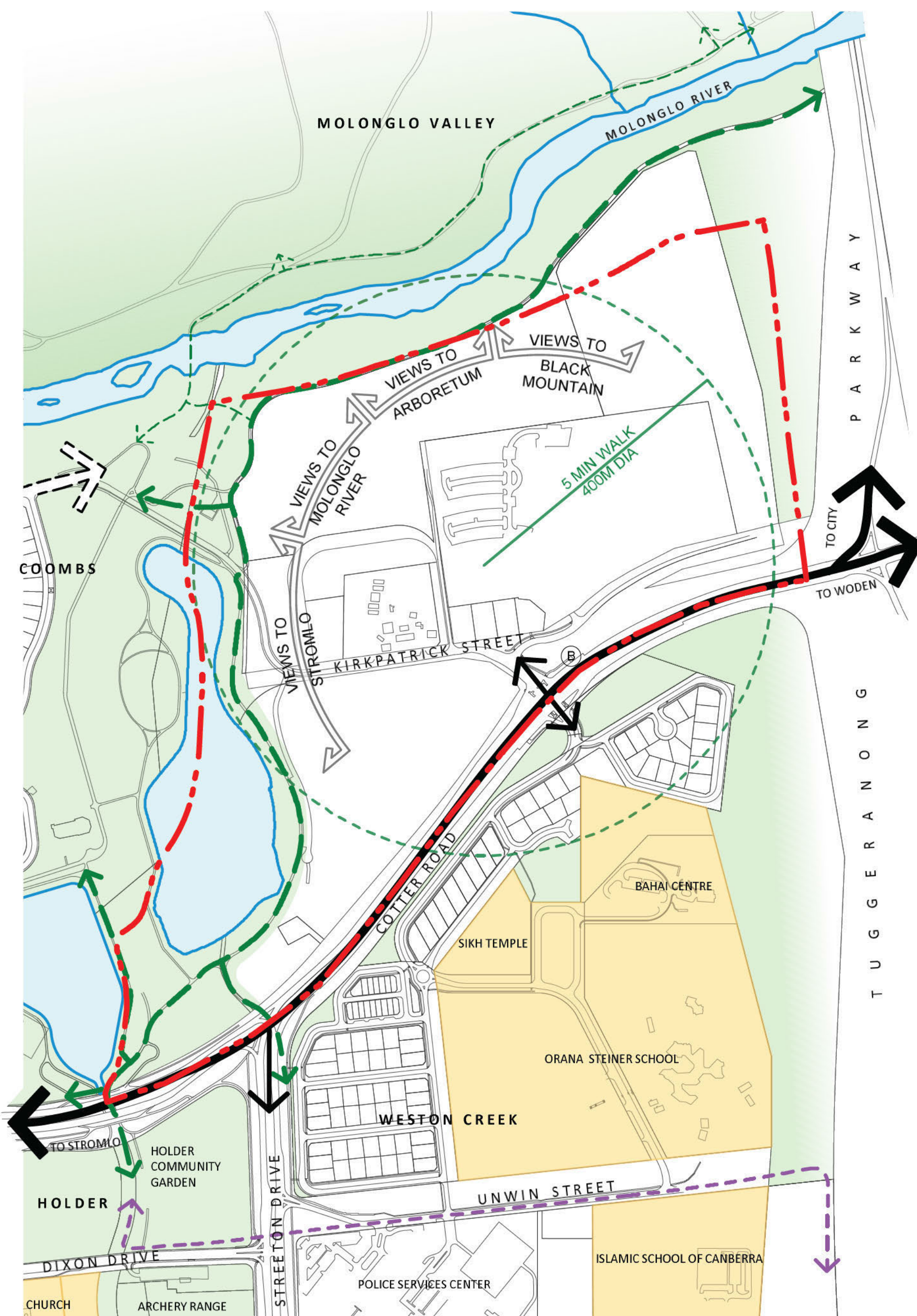
North Weston Design Elements Study
Summary Site Analysis

Project Number
14/14

Revision
A

Drawing Number
SK-001

- SITE BOUNDARY
- PRIMARY VEHICULAR & BUS ROUTE WITH ON ROAD CYCLE LANE
- POTENTIAL VEHICULAR CONNECTION
- SHARED PATHS
- OPEN SPACE SYSTEMS
- LOCAL SCHOOLS & COMMUNITY FACILITIES
- 5 MIN WALKING DISTANCE (400M)
- WALKING & INFORMAL TRACKS
- BUS STOP WITH BICYCLE CAGE
- EQUESTRIAN TRAIL



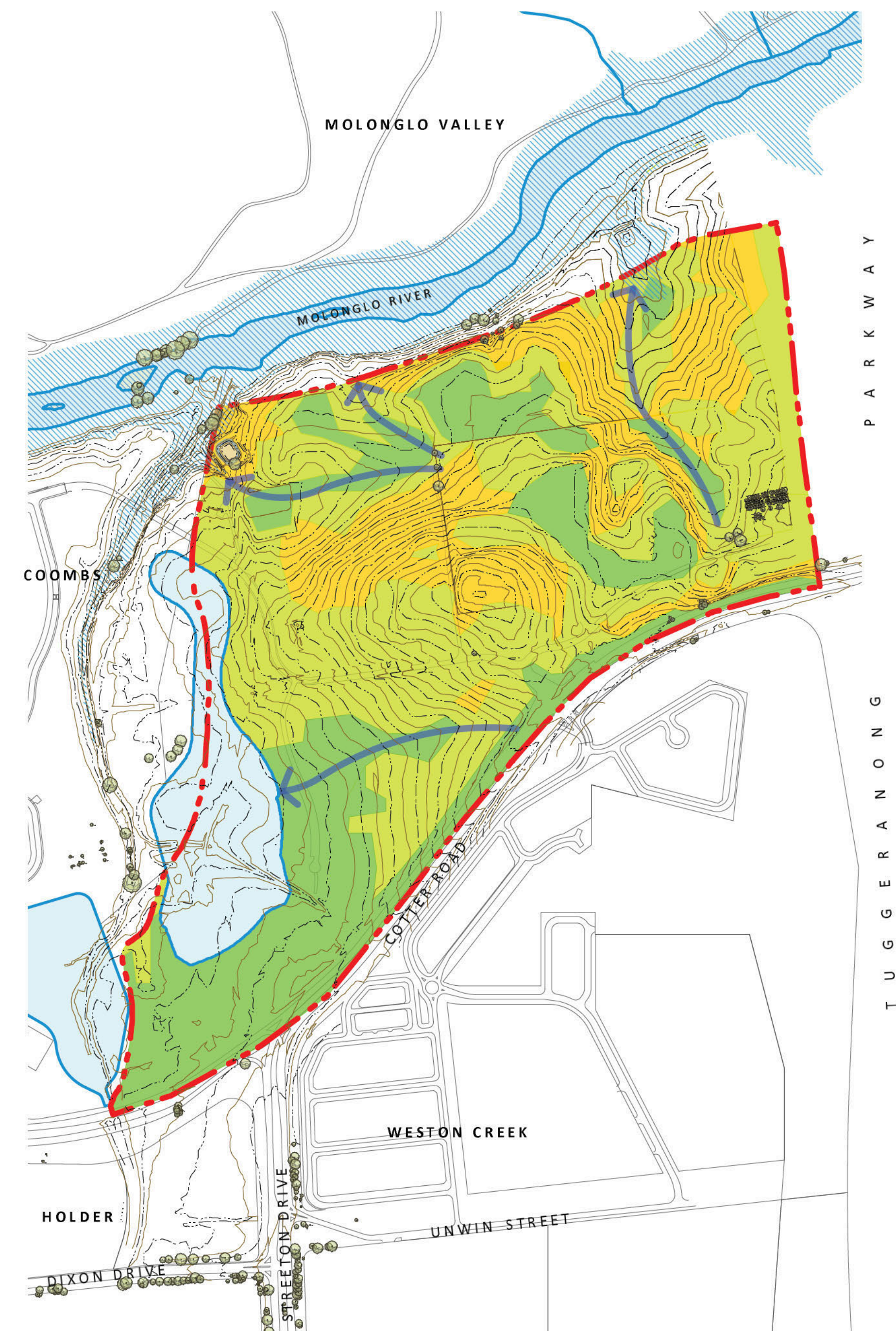
1 Context & Connections
scale at A1 1:5000
scale at A3 1:10000

- SITE BOUNDARY
- INNER ASSET PROTECTION ZONE
- OUTER ASSET PROTECTION ZONE
- NOTE: IAPZ & OAPZ CITED FROM MOLONGLO VALLEY STAGE 2 GROUP CENTRE & ENVIRONS PLANNING & DESIGN FRAMEWORK URBAN DESIGN COMPONENTS, ROSS BONTHORNE ARCHITECTS, 04.10.2012
- INTERFACE WITH ADF COLLEGE CHAIN LINK FENCE
- NOISE ATTENUATION
- EXISTING DEVELOPMENT
- ELEVATED OVERLOOK
- KNOWN CONTAMINATION REMEDIATION REQUIRED
- WATER BODY



2 Interface & Development
scale at A1 1:5000
scale at A3 1:10000

- SITE BOUNDARY
- EXISTING TREE
- 2M CONTOURS
- FLOOD ZONE
- WATER BODY
- SLOPE 0-5%
- SLOPE 5-10%
- SLOPE 10-15%
- OVERLAND FLOW



3 Natural Features
scale at A1 1:5000
scale at A3 1:10000

Revision
A Draft for LDA 17/6/14 OT

DRAFT

Drawn By SS, CR, MR Checked By GW

Scale at A1 1:5000
Scale at A3 1:10000

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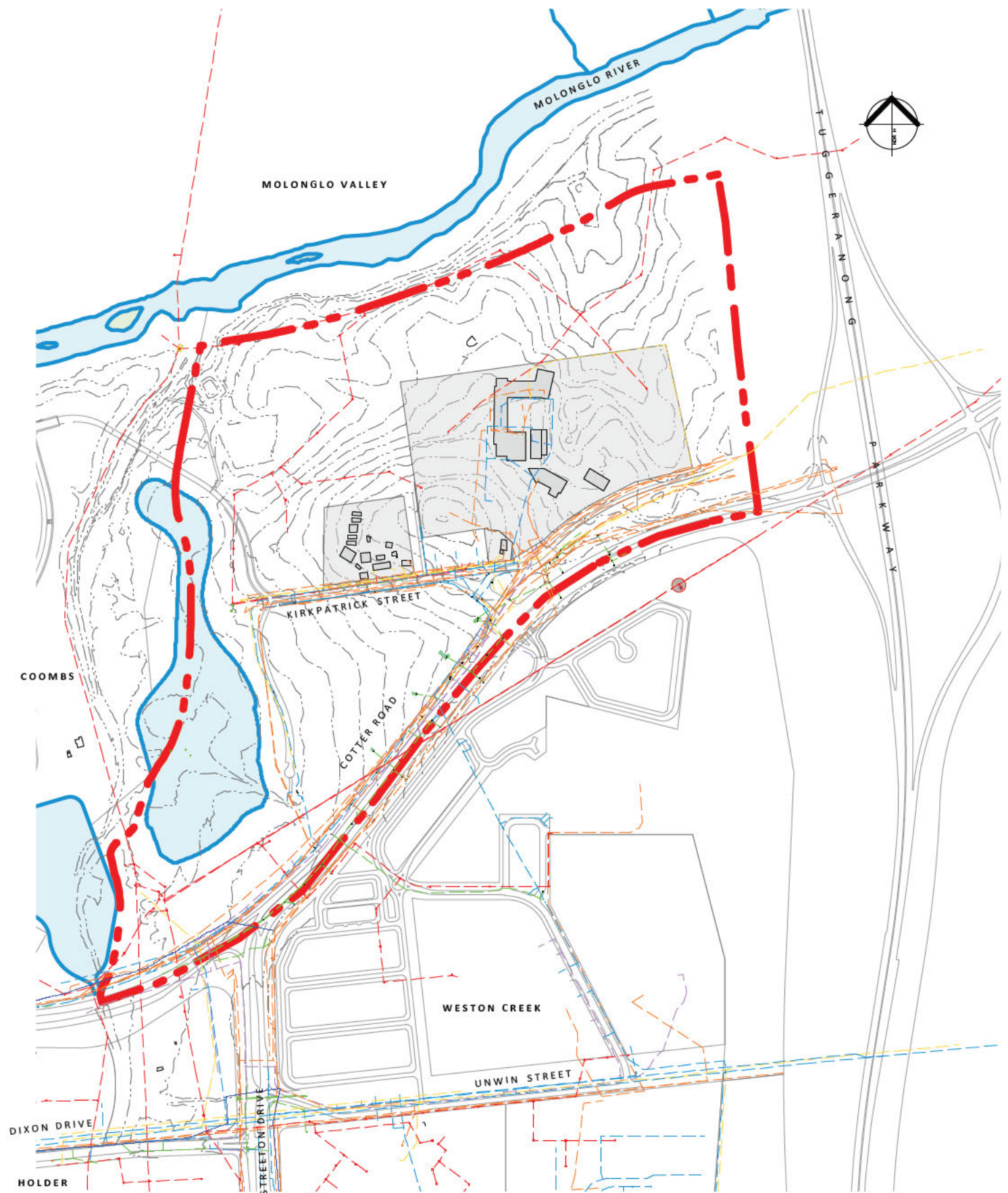
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ARCHITECTURE, PLANNING & THE URBAN LANDSCAPE

North Weston Design Elements Study
Summary Site Analysis

Project Number
14/14

Revision
A

Drawing Number
SK-002



- | | |
|--|--|
| --- SITE BOUNDARY | --- SEWER |
| --- WATER | --- STORMWATER |
| --- TELECOMMUNICATIONS | --- ELECTRICITY & STREETLIGHTING |
| --- GAS | |
| ● WATER BODY | |

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ARCHITECTURE, PLANNING & THE URBAN LANDSCAPE

North Weston Design Elements Study Existing Services Plan

Scale at A4
1:7500

Date
18/6/14

Revision
A

Drawing Number
SK-003

Report Information

Document Name	North Weston Design Elements – Objectives & Planning Principles		
Reference			
Prepared by			MR
On behalf of			LDA
Reviewed by			GW

Revision History

Revision Number	Revision Date	Details	Authorised
Draft	07/06/14		GW
B	24/09/14	Item 1.1 amended	FSDT

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1.0 Land Use & Development Objectives

- To respond to the context of the site and respect any natural opportunities presented;
- To respond to and exploit natural features of the site;
- To locate density & mixed use development in appropriate nodes where local businesses can be economically sustained;
- To provide a diversity of accommodation types to cater for a range of housing choice within a low and medium density environment;
- To encourage a mix of development types including residential, commercial facilities and open spaces that contribute to engagement along streets and a varied built form;
- To be responsive to neighbouring urban developments including the Australian Defence College.

1.1 Land Use & Development Principles

- Plan to allow for early delivery of a 5690m² service station and fast food site to be located adjacent the intersection of the Cotter Road and Kirkpatrick Street in advance of the bulk of the estate.
- Higher density housing shall be located to take advantage of the Western Creek Pond and its recreational amenity. These dwellings will be zoned RZ4.
- Respond to site constraints such as topography, drainage & outlook when locating low and high density residential developments;

2.0 Placemaking Objectives

- To create a sense of place and community within the suburb;
- To use local features to assist in establishing a local identity;
- To foster diversity in the community and create opportunities to live, meet and play in North Weston;
- To create a sense of place in the wider urban context.

2.1.1 Placemaking Principles

- Recognise unique qualities of site, significant features and respond to context when locating developable areas;
- Locate commercial facilities and medium density housing as anchors to create urban areas that facilitate gathering points for residents and visitors;
- Provide a 'walking circuit' that connects open space systems and commercial facilities;
- Deliver a high quality public realm to create a sense of place and encourage residents' pride in their neighbourhood;
- Exploit views and outlooks to the National Arboretum, Black Mountain and Molonglo River Corridor to provide a sense of place within the Canberra region.

3.0 Journeys Network Objectives

- To create a network of movement corridors that provides for legible, clear, safe and connective passage for all modes of transport;
- To provide a street layout and open space network that recognises the existing elements of the site including views, trees, ridges and creek lines;
- To connect to surrounding pedestrian, cycle, open space and street networks;
- To allow for feasible and frequent public transport, including links with the existing transport system on the Cotter Road.

3.1 Journeys Networks Principles

- The street network will take advantage of the natural site features, views and topography to inform paths of travel;
- Provide convenient and direct pedestrian, cycle and vehicular access to sought after destinations within the suburb such as commercial areas, parks, natural features and the rapid bus stop & cycle storage cage on the Cotter Road;
- Provide pedestrian and cycling links to surrounding networks including the trunk cycle way along the Molonglo River and the walking trails to the North;
- Promote alternate transport modes to private vehicles by allowing for cycle routes, public transport nodes and pedestrian paths to be a primary part of the movement network;
- Utilise distinguished moments within the urban fabric to contribute to wayfinding for navigation and interest along a streetscape;
- Street connections to the suburb will be from Kirkpatrick Street with a potential secondary connection on Harold White Avenue from Coombs;
- Edge roads are to be utilised wherever possible as a buffer between residential development and areas of open space;
- Recognize that East-West streets generate north-south oriented blocks achieving better solar access and private open spaces for compact and mid-sized blocks;
- Provide safe street crossing points adjacent to high use areas such as parks and commercial facilities;
- Provide a network of edge streets to the development that allows for Emergency Services Australia (ESA) to take access to the sites periphery.

4.0 Streets Objectives

- To create safe, walkable and pedestrian friendly streets;
- To influence traffic speeds to be at an operational minimum, promoting safety for street users;
- To provide a street layout that recognises the natural systems of the site and allows for overland flows, views and local characteristics to resonate;
- To recognise that streets provide address, contribute to a sense of place, factor in property values and serve as places to meet, walk, cycle and drive;
- To imbue streets with a clearly expressed function and reasonably direct connection to higher order roads;

4.1 Streets Principles

- Establish a clear hierarchy of streets by appropriate scale, adjacent development types and landscape treatments;
- An edge road shall be predominantly used as a buffer where the adjoining open space;
- Use narrowed carriageways, throttle points, pedestrian crossings, textured pavements, on-street parking provisions and tight kerb radii to discourage speeding and rat running through the suburb;
- Promote appropriate landscape treatments along streets that respond to hierarchy, climate, place making;
- Provide a legible street layout with clear purpose and destinations;
- Design the street layout in response to natural slope;
- Ensure safe and inclusive compliant access for people with disabilities;
- Reduce the visibility of service infrastructure and ensure elements like meters, hydrants and mini pillars are integrated with the landscape design;
- Provide functional and efficient access to services such as rubbish removal and consider their long term maintenance requirements.

5.0 Interface Objectives

- To allow for and respond to the various constraints and opportunities provided at the site periphery;
- To respond to the Australian Defence College and its boundary fence;
- To respond to the Molonglo river corridor and the associate benefits and risks;
- To respond to potential bush fire threat from the surrounding open spaces to the east, north and west.

5.1 Interface Principles

- Provide an Inner Asset Protection Zone (distance to be confirmed) inside of the site boundary;
- Provide an Outer Asset Protection Zone (distance to be confirmed) outside of the site boundary;
- Enhance the urban interface along the Cotter Road. Avoid the presence of a series of backyard fences facing the Cotter Road. Promote principal and secondary street frontages to edge streets;
- Provide acoustic separation of dwellings from the Cotter Road and The Tuggeranong Parkway;
- Provide safe and attractive open space that responds to the Molonglo River and the 1 in 100 year flood zone;
- Provide appropriate landscape treatments in response to overlook from the elevated dwellings to the south of the Cotter Road;
- Provide an edge road or reasonable open space to the Australian Defence College.

6.0 Open Space Objectives

- To develop a landscape which is sympathetic with the ecological and heritage values of the area;
- To create a character that retains inherent site values and is conducive to a variety of uses and experiences;
- To develop the various setbacks and buffers to the site as functional and attractive open spaces;
- Provide street frontages to areas of public use to improve safety, accessibility and visual interest to open spaces;
- To connect with adjacent open space systems including the Molonglo River corridor and the open spaces in Coombs;
- To respond to 1 in 100 year flood zones.

6.1 Open Space Principles

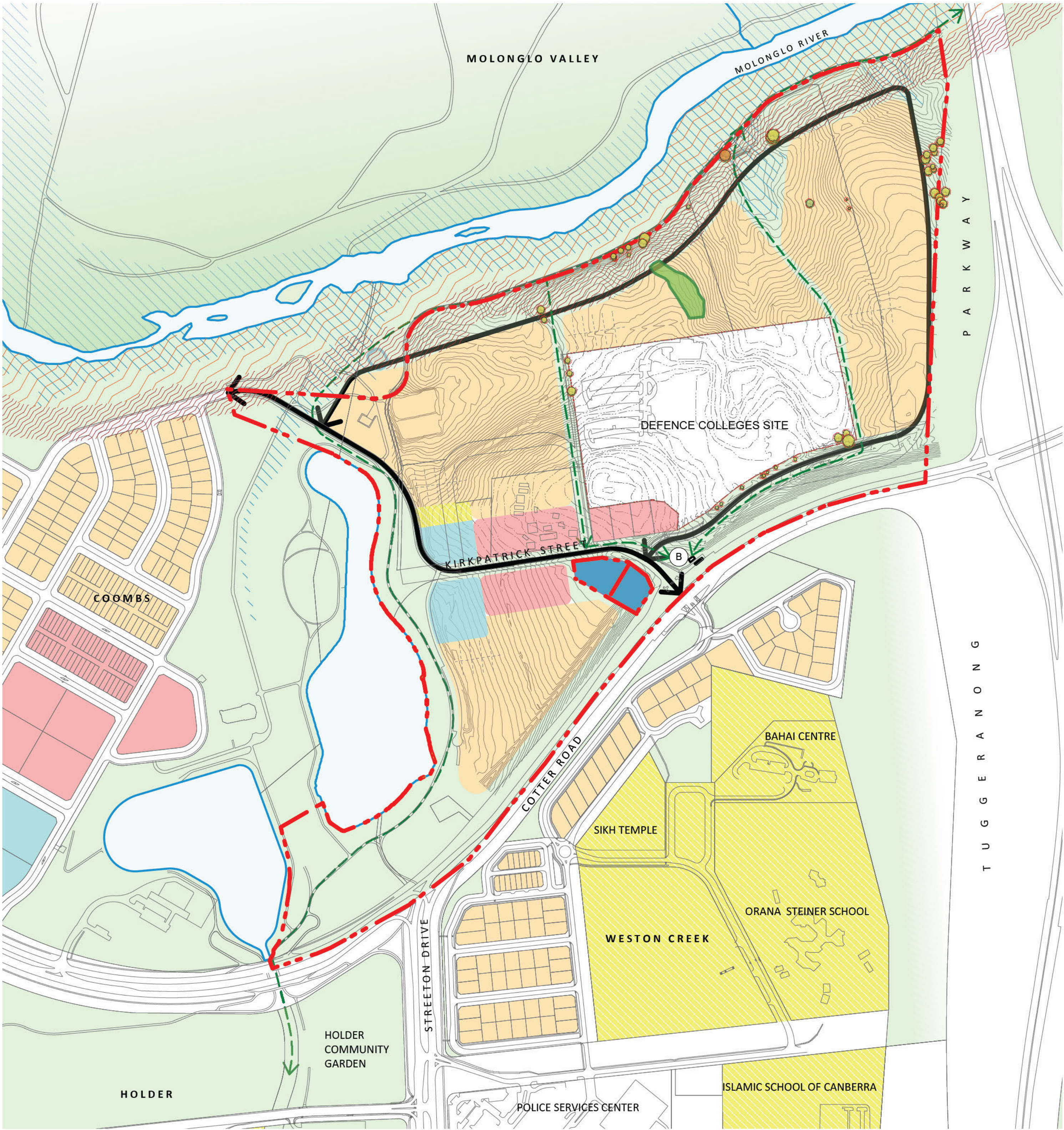
- Provide meaningful and inclusive public open spaces that incorporate existing natural features to be conserved;
- Connect with adjacent open space systems via shared use paths and networked areas of open spaces;
- Facilitate landscape buffers to the Cotter Road and the Tuggeranong Parkway, providing attractive and functional open space whilst protecting development with visual and acoustic separation;
- Ensure that parks and open spaces are bounded by public streets and fronted by houses to improve amenity, accessibility and security.
- 'Back of House' services and building operations are not to be exposed to streetscapes or public open spaces;
- Ensure adequate lighting and passive surveillance of open space is provided by development;
- Select plant species that are appropriate for the Canberra environment yet are adaptable to a changing climate.

7.0 Sustainability Objectives

- To encourage sustainable development, design excellence and environmental leadership;
- To encourage development that is ecologically and economically sustainable;
- To optimise the use of passive and active solar systems in suburb and ultimately efficient building design;
- To moderate climatic impacts such as summer sun, wind and shade in winter;
- To rehabilitate the landscape and provide habitat in the open space;
- To provide a resilient development capable of adapting to a changing climate.

7.1 Sustainability Principles

- Adopt best practice and technology for WSUD, waste, water and sewerage treatment systems;
- Maximise north-south blocks that are oriented for better solar access to private open spaces to compact and mid-sized blocks;
- Investigate tree planting patterns that promote good microclimate control for streets and blocks, while also assisting in establishing neighbourhood character;
- Ensure that stormwater management responds to the environmental benefits of using existing water ways and wetlands;
- Limit consumption of energy and optimise the use of passive and active solar systems;
- Adopt Universal Design criteria to ensure dwellings are adaptable to changing needs of occupants;
- Provide housing choice to support a range of household sizes, ages, incomes, and tenure types.



YIELD OUTCOMES:

- LOW DENSITY - 22.5 ha
@15 dw/ha = 337.5 dwellings
- MEDIUM DENSITY - 2.3 ha
@35 dw/ha = 80.5 dwellings
- COMMERCIAL MIXED USE - 1.2 ha
@35 dw/ha = 42 dwellings
- COMMUNITY FACILITIES - 0.25 ha
- COMMERCIAL USE - 0.58 ha

TOTAL DEVELOPMENT - 26.83 ha
TOTAL DWELLINGS = 460 DWELLINGS

FOR:

- HIGH DENSITY & COMMERCIAL USES FORMALISE KIRKPATRICK STREET AS THE MAIN SPINE OF THE DEVELOPMENT, LEADING DOWN TO THE PONDS;
- PEDESTRIAN PATHS CONNECT FROM THE RIVER FRONTAGE THROUGH THE DEVELOPMENT TO THE RAPID TRANSPORT BUS STOP;
- PRIMARY VEHICULAR ACCESS FORMS AN OUTER RING ROAD WITHIN THE IAPZ AND MAXIMISING THE DEVELOPMENT AREA;
- MEDIUM DENSITY IS LOCATED ON MODERATE SLOPING LAND OF APPROXIMATELY 5-10%.

AGAINST:

- EXTENT OF PRIMARY ROAD NETWORK IS LARGE AND IT NEGOTIATES STEEP SLOPES ADJACENT THE RIVER CORRIDOR;
- PRIMARY VEHICULAR ACCESS AS AN EDGE ROAD RESULTS IN LESS EFFICIENT ONE SIDED DEVELOPMENT TO THE MAIN ROAD.

- SITE BOUNDARY
- PRIMARY VEHICULAR & BUS ROUTE
- SECONDARY VEHICULAR ACCESS ROUTE
- SHARED PATHS
- OPEN SPACE SYSTEMS
- LOCAL SCHOOLS & COMMUNITY FACILITIES
- COMMERCIAL MIXED USE (CZ)
- MEDIUM DENSITY RESIDENTIAL (MD)
- LOW DENSITY RESIDENTIAL (LD)
- COMMERCIAL USE (CZ) PROPOSED SERVICE STATION & FAST FOOD OUTLET SITE
- EXISTING TREE - EXCEPTIONAL
- EXISTING TREE - HIGH
- EXISTING TREE - MEDIUM
- EXISTING TREE - POOR
- EXISTING TREE GROUP
- FLOOD ZONE
- EXISTING RAPID BUS STOPS WITH BICYCLE CAGE
- WATER BODY
- 1M CONTOURS FROM SURVEY
- 2M CONTOURS WITHIN THE DEFENCE AND RSPCA SITES FROM ACTMAP1
- OUTER ASSET PROTECTION ZONE
- INNER ASSET PROTECTION ZONE

NOTE: IAPZ & OAPZ CITED FROM COOMBS RESIDENTIAL ESTATE DEVELOPMENT PLAN, BUSHFIRE RISK ASSESSMENT AND MANAGEMENT CONCEPT PLAN 12/01/2011

1 | Option 1
Scale at A1 1:4000
Scale at A3 1:8000

Revision
A Issue to LDA

19/8/14 GW

PRELIMINARY

Drawn By CR

Checked By GW

Scale at A1 1:4000
Scale at A3 1:8000

Figured dimensions shown on drawings take precedence over scaled dimensions. Do not scale off drawings

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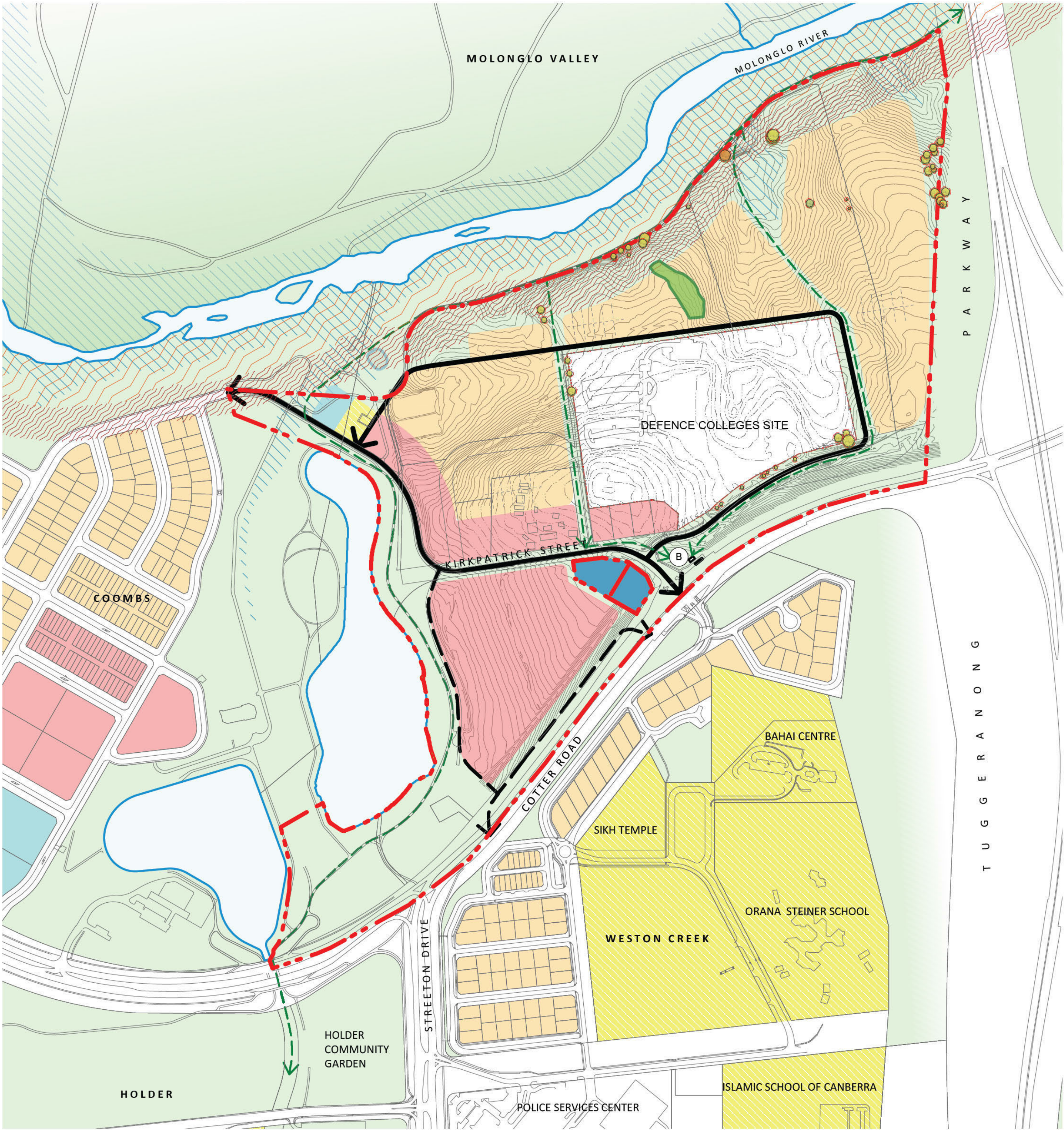
ARCHITECTURE, PLANNING & THE URBAN LANDSCAPE

North Weston Design Elements Study
Land Capability Analysis
Sheet 1 of 3

Project Number 14/14

Revision A

Drawing Number SK-005



YIELD OUTCOMES:

- LOW DENSITY - 16.2 ha
 - @ 15 dw/ha = 243 dwellings
- MEDIUM DENSITY - 8.5 ha
 - @ 35 dw/ha = 297.5 dwellings
- COMMERCIAL MIXED USE - 0.25 ha
 - @ 35 dw/ha = 8.75 dwellings
- COMMUNITY FACILITIES - 0.25 ha
- COMMERCIAL USE - 0.58 ha

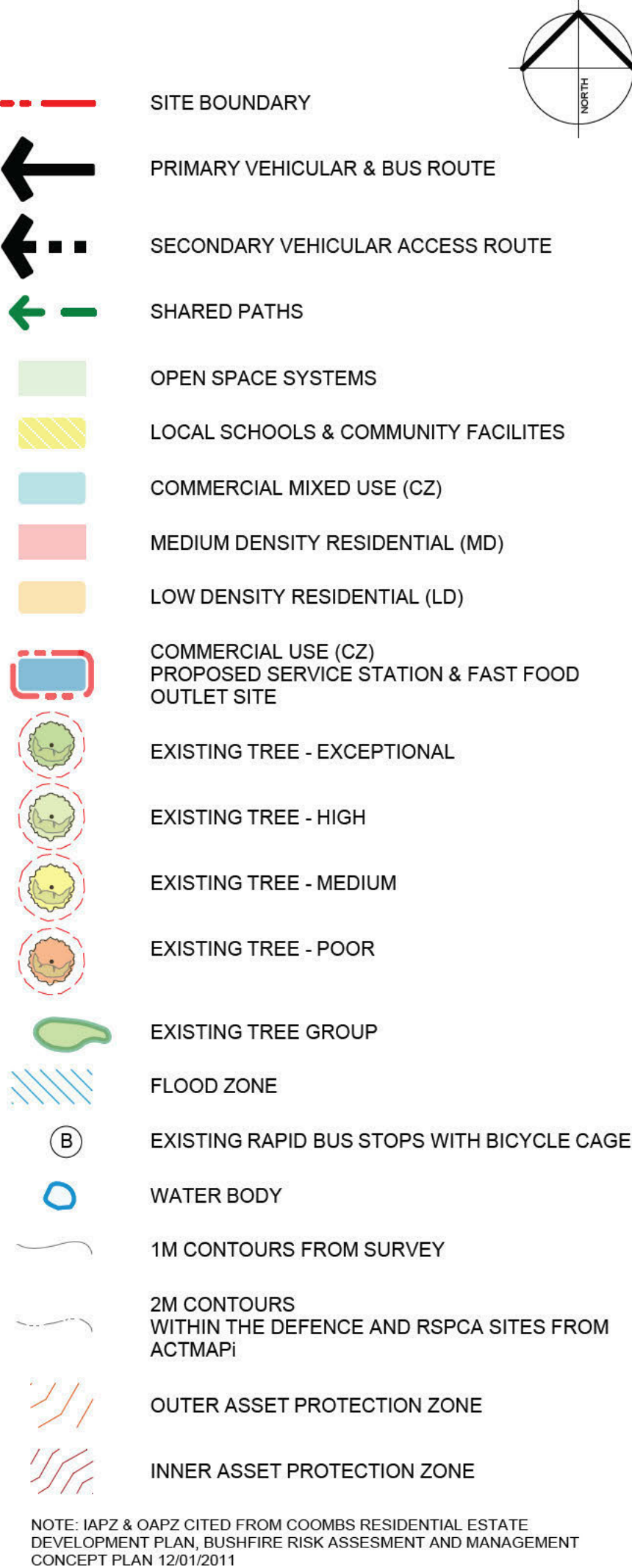
TOTAL DEVELOPMENT - 25.78 ha
TOTAL DWELLINGS = 549.25 DWELLINGS

FOR:

- EXTENT OF PRIMARY ROAD NETWORK IS REDUCED;
- HIGH DENSITY FORMALISES KIRKPATRICK STREET AS THE MAIN SPINE OF THE DEVELOPMENT, LEADING DOWN TO THE PONDS;
- COMMERCIAL MIXED USE & COMMUNITY SITE LOCATION STRADDLES THE OPEN SPACE BETWEEN THE PONDS AND THE RIVER CORRIDOR;
- COMMERCIAL MIXED USE & COMMUNITY SITE LOCATION PROVIDES A LINKING CONNECTION TO COOMBS AND THE SUBJECT SITE;
- PEDESTRIAN PATHS CONNECT FROM THE RIVER FRONTAGE THROUGH THE DEVELOPMENT TO THE RAPID TRANSPORT BUS STOP;
- MEDIUM DENSITY IS LOCATED ON MODERATE SLOPING LAND OF APPROXIMATELY 5-10%;
- SLIP LANE TO COTTER ROAD PROVIDES SECONDARY ACCESS TO ESTATE AND ADDRESSES FRONTAGE TO HIGHER DENSITY DEVELOPMENT, CONSISTENT WITH THE COOMBS & WRIGHT ADDRESS TO JOHN GORTON DRIVE.

AGAINST:

- COMMERCIAL USE SITE IS DIRECTLY ADJACENT MEDIUM DENSITY DWELLINGS RAISING INTERFACE AND OVERLOOK CONCERNS;
- LOCATION OF COMMERCIAL MIXED USE AND COMMUNITY FACILITIES IS NOT CENTRALISED AT END OF KIRKPATRICK STREET AND AS SUCH IS INCONSISTENT WITH THE CONCEPT PLAN.



1 Option 2
Scale at A1 1:4000
Scale at A3 1:8000

Revision
A Issue to LDA

19/8/14 GW

PRELIMINARY
Drawn By CR
Checked By GW

Scale at A1 1:4000
Scale at A3 1:8000
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Figured dimensions shown on drawings take precedence over scaled dimensions. Do not scale off drawings

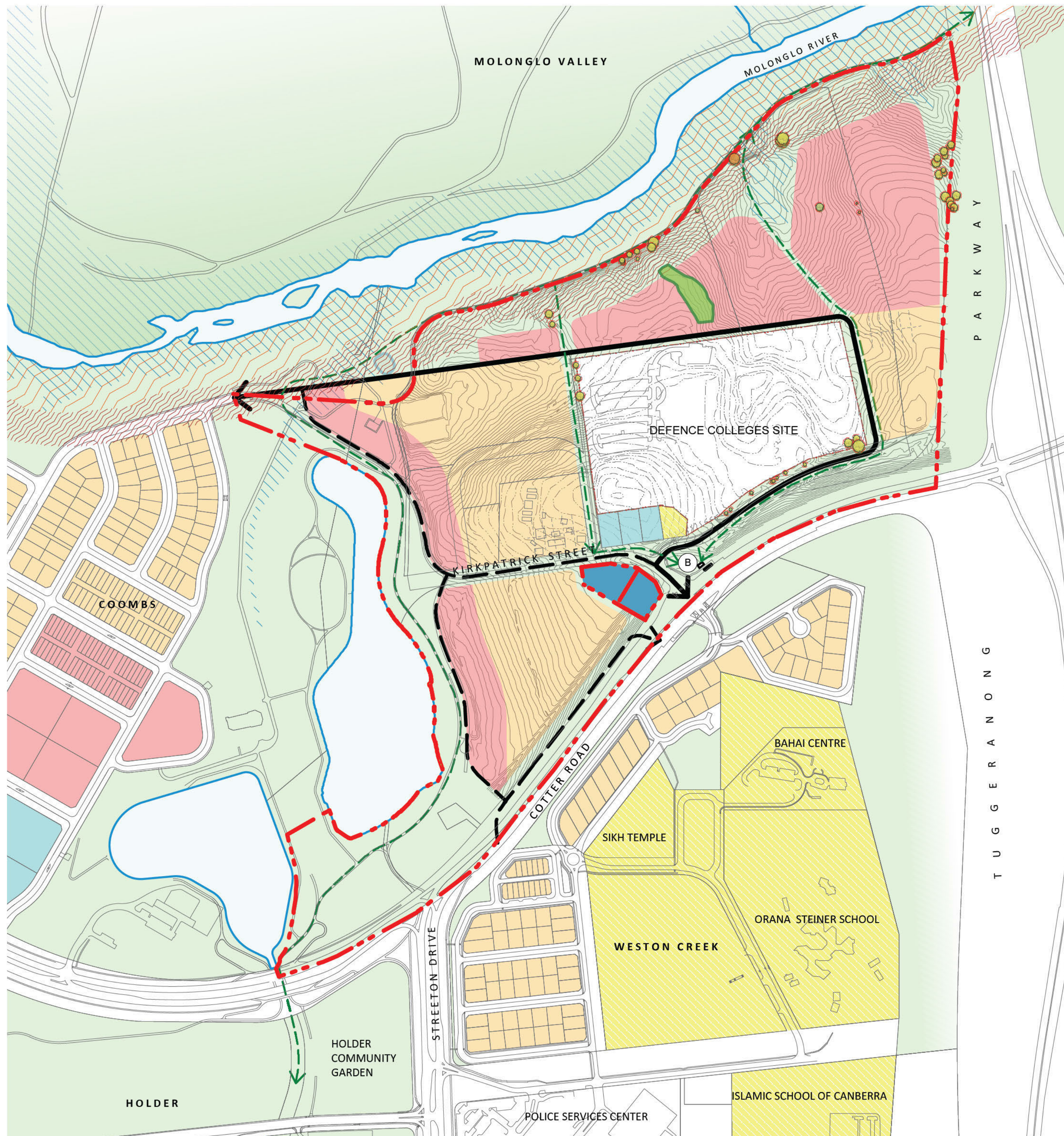
Consultants

Client



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ARCHITECTURE, PLANNING & THE URBAN LANDSCAPE

North Weston Design Elements Study
Land Capability Analysis
Sheet 2 of 3
Project Number 14/14
Revision A
Drawing Number SK-006



YIELD OUTCOMES:

LOW DENSITY - 12.04 ha
@ 15 dw/ha = 180.6 dwellings
MEDIUM DENSITY - 13.08 ha
@ 35 dw/ha = 457.8 dwellings
COMMERCIAL MIXED USE - 0.46 ha
@ 35 dw/ha = 16.1 dwellings
COMMUNITY FACILITIES - 0.16 ha
COMMERCIAL USE - 0.58 ha

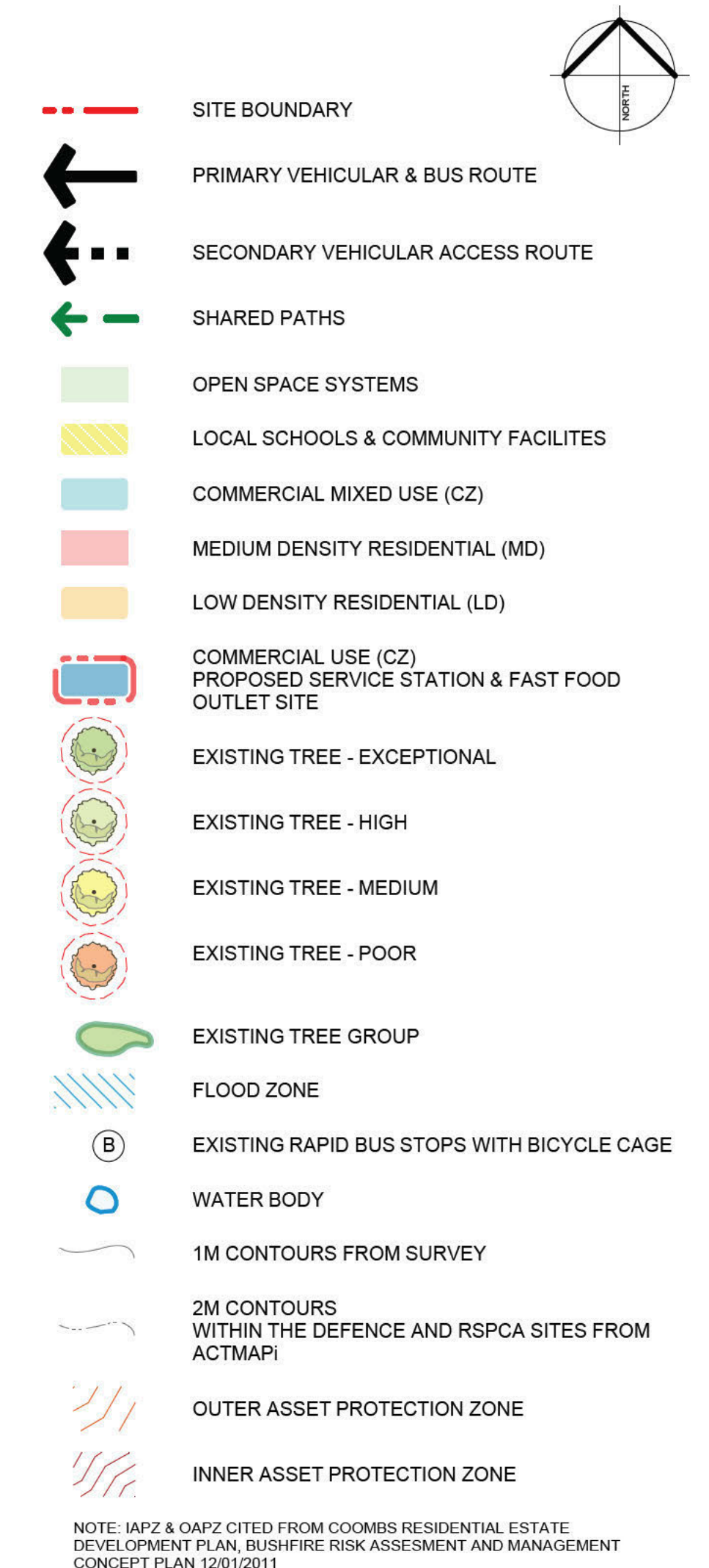
TOTAL DEVELOPMENT - 26.32 ha
TOTAL DWELLINGS = 654.5 DWELLINGS

FOR:

- EXTENT OF PRIMARY ROAD NETWORK IS REDUCED AND PROVIDES AN INDIRECT LINK TO COOMBS, DISCOURAGING RAT-RUNNING;
- SECONDARY STREETS PROVIDE THE LOCAL, FORMAL STREET STRUCTURE;
- HIGH DENSITY PRIORITISES ADDRESS TO OPEN SPACE CORRIDORS AND PROVIDES GREATER ACCESS FOR THE MAJORITY OF RESIDENCES;
- COMMERCIAL MIXED USE & COMMUNITY SITE LOCATION PROVIDES AN ENTRY NODE TO THE DEVELOPMENT;
- COMMERCIAL MIXED USE & COMMUNITY SITE LOCATION IS CENTRALISED AND DOES NOT ADDRESS DWELLING FRONTAGES;
- PEDESTRIAN PATHS CONNECT FROM THE RIVER FRONTAGE THROUGH THE DEVELOPMENT TO THE RAPID TRANSPORT BUS STOP;

AGAINST:

- MEDIUM DENSITY IS LOCATED ON SLOPING TERRAIN ALONG THE RIVER CORRIDOR;
- SOLAR ACCESS FOR MEDIUM DENSITY TO THE POND FRONTAGE WILL NEED TO BE REFINED BY DEVELOPMENT PROPOSALS;
- LOW DENSITY DWELLINGS HAVE FRONTAGE TO COTTER ROAD, IN KEEPING WITH ADJACENT DEVELOPMENT IN WESTON CREEK THOUGH DEPARTING FROM THE DEVELOPMENT MODEL FURTHER ALONG JOHN GORTON DRIVE.



NOTE: IAPZ & OAPZ CITED FROM COOMBS RESIDENTIAL ESTATE DEVELOPMENT PLAN, BUSHFIRE RISK ASSESSMENT AND MANAGEMENT CONCEPT PLAN 12/01/2011

1 Option 3
Scale at A1 1:4000
Scale at A3 1:8000

Revision
A Issue to LDA

19/8/14 GW

PRELIMINARY

Drawn By CR

Checked By GW

Scale at A1 1:4000
Scale at A3 1:8000
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Figured dimensions shown on drawings take precedence over scaled dimensions. Do not scale off drawings

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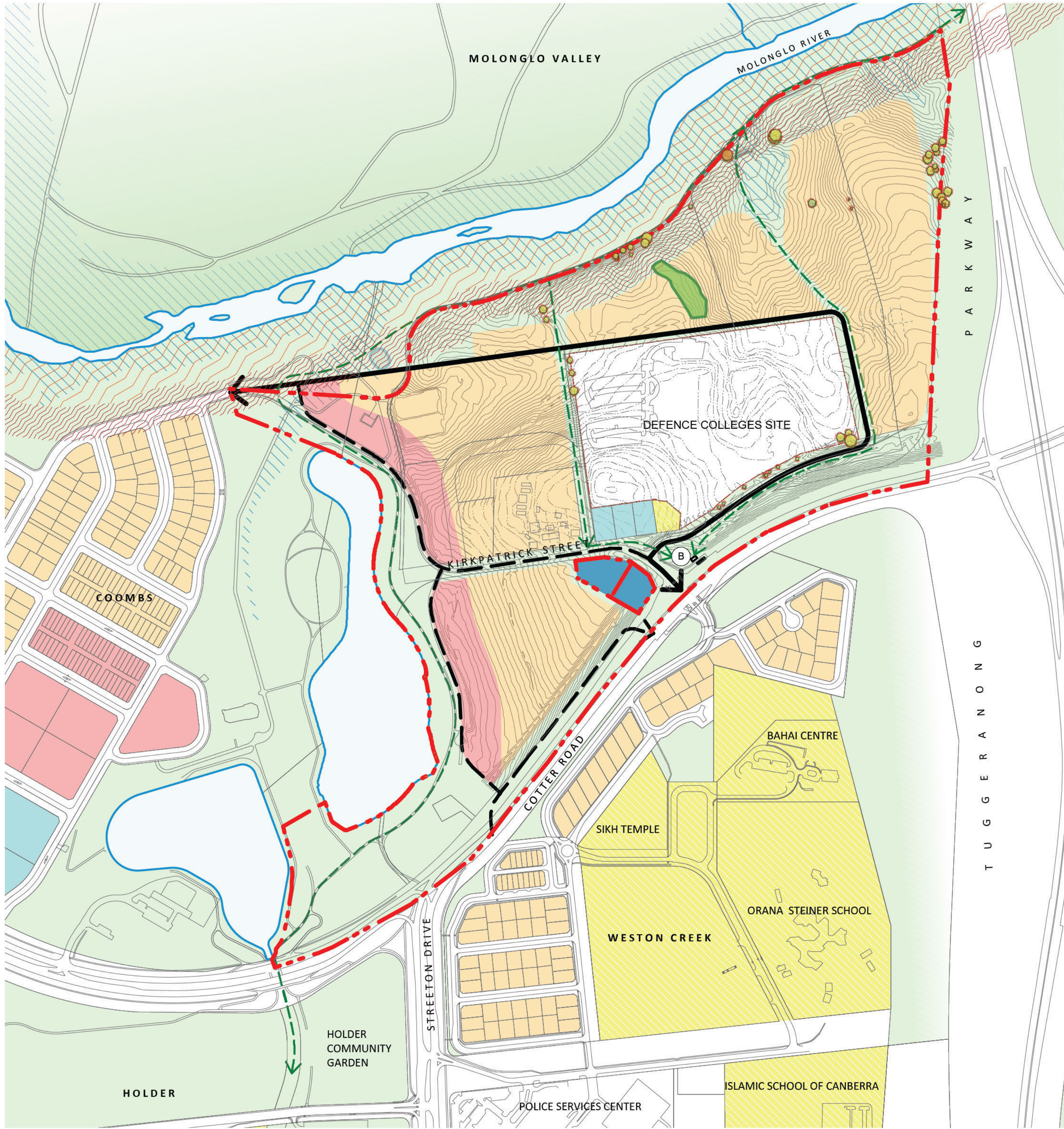
ARCHITECTURE, PLANNING & THE URBAN LANDSCAPE

North Weston Design Elements Study
Land Capability Analysis
Sheet 3 of 3

Project Number
14/14

Revision
A

Drawing Number
SK-007



YIELD OUTCOMES:

- LOW DENSITY - 21.45 ha
 - @ 15 dw/ha = 321.75 dwellings
- MEDIUM DENSITY - 3.65 ha
 - @ 35 dw/ha = 127.75 dwellings
- COMMERCIAL MIXED USE - 0.46 ha
 - @ 35 dw/ha = 16.1 dwellings
- COMMUNITY FACILITIES - 0.16 ha
- COMMERCIAL USE - 1.3 ha

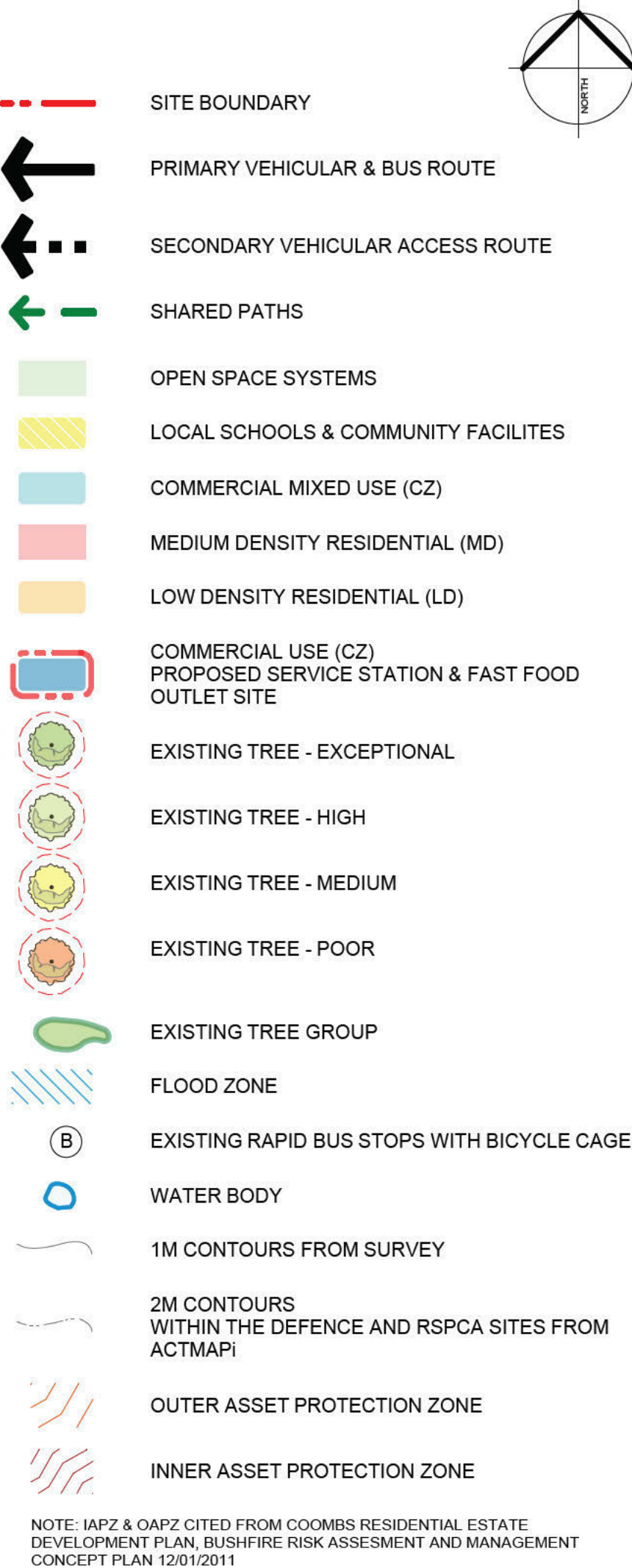
TOTAL DEVELOPMENT - 26.3 ha
TOTAL DWELLINGS = 465.6 DWELLINGS

FOR:

- EXTENT OF PRIMARY ROAD NETWORK IS REDUCED AND PROVIDES AN INDIRECT LINK TO COOMBS, DISCOURAGING RAT-RUNNING;
- SECONDARY STREETS PROVIDE THE LOCAL, FORMAL STREET STRUCTURE;
- HIGH DENSITY PRIORITISES ADDRESS TO OPEN SPACE ADJACENT THE PONDS AND PROVIDES ACCESS;
- COMMERCIAL MIXED USE & COMMUNITY SITE LOCATION PROVIDES AN ENTRY NODE TO THE DEVELOPMENT;
- COMMERCIAL MIXED USE & COMMUNITY SITE LOCATION IS CENTRALISED AND DOES NOT ADDRESS DWELLING FRONTAGES;
- PEDESTRIAN PATHS CONNECT FROM THE RIVER FRONTAGE THROUGH THE DEVELOPMENT TO THE RAPID TRANSPORT BUS STOP;

AGAINST:

- SOLAR ACCESS FOR MEDIUM DENSITY TO THE POND FRONTAGE WILL NEED TO BE REFINED BY DEVELOPMENT PROPOSALS;
- LOW DENSITY DWELLINGS HAVE FRONTAGE TO COTTER ROAD, IN KEEPING WITH ADJACENT DEVELOPMENT IN WESTON CREEK IN WESTON THOUGH DEPARTING FROM THE DEVELOPMENT MODEL FURTHER ALONG JOHN GORTON DRIVE.



1 Option 3(b)
Scale at A1 1:4000
Scale at A3 1:8000

Revision
A Issue to LDA

03/09/14 GW

PRELIMINARY
Drawn By CR
Checked By GW

Scale at A1 1:4000
Scale at A3 1:8000
Figured dimensions shown on drawings take precedence over scaled dimensions. Do not scale off drawings

Consultants

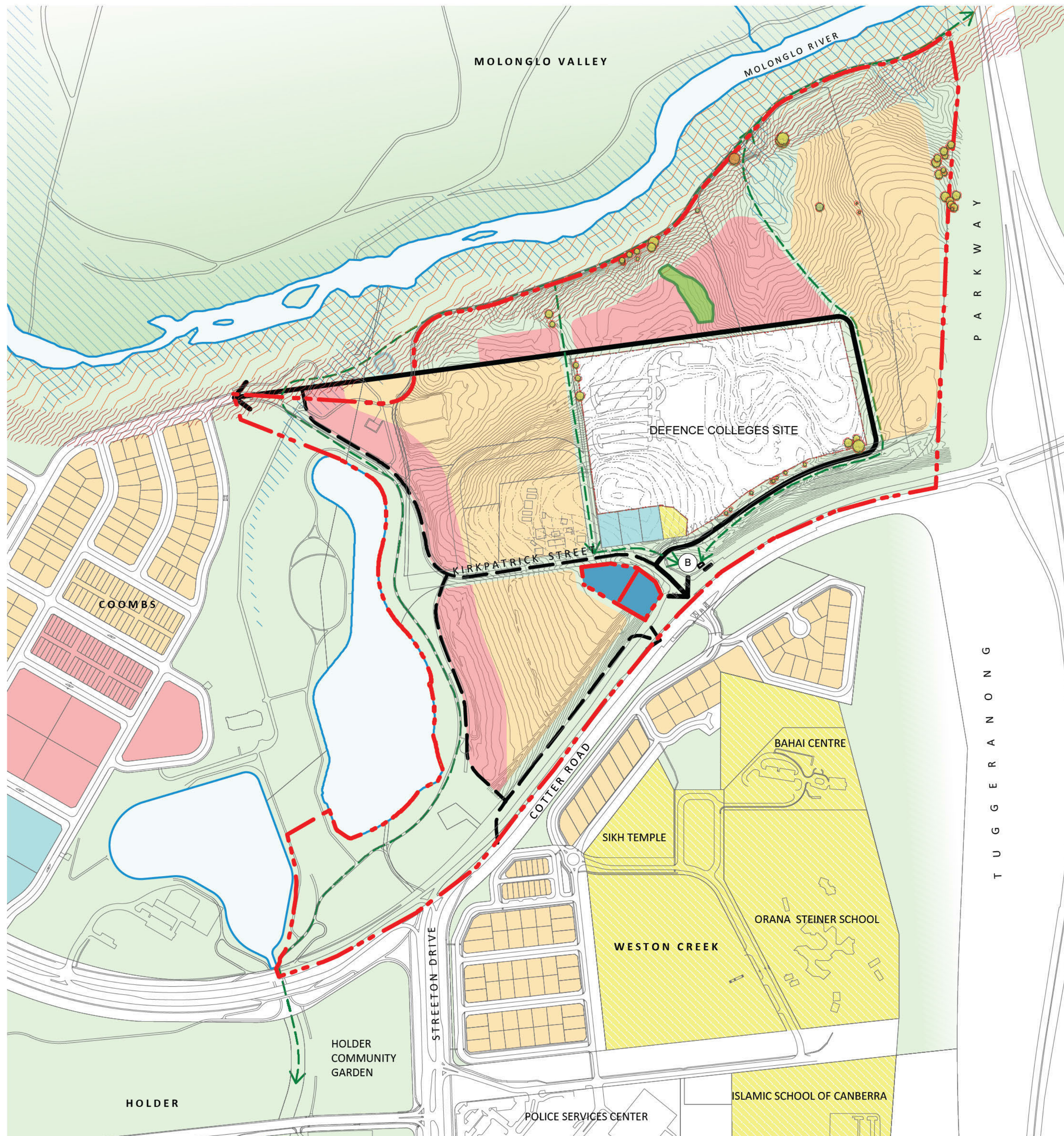
Client

ACT Government
Economic Development

Land Development Agency
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ARCHITECTURE, PLANNING & THE URBAN LANDSCAPE

North Weston Design Elements Study
Land Capability Analysis
Option 3(b)
Project Number 14/14
Revision A
Drawing Number SK-008



YIELD OUTCOMES:

LOW DENSITY - 17.5 ha
@ 15 dw/ha = 262.5 dwellings
MEDIUM DENSITY - 7.58 ha
@ 35 dw/ha = 265.3 dwellings
COMMERCIAL MIXED USE - 0.46 ha
@ 35 dw/ha = 16.1 dwellings
COMMUNITY FACILITIES - 0.16 ha
COMMERCIAL USE - 1.03 ha

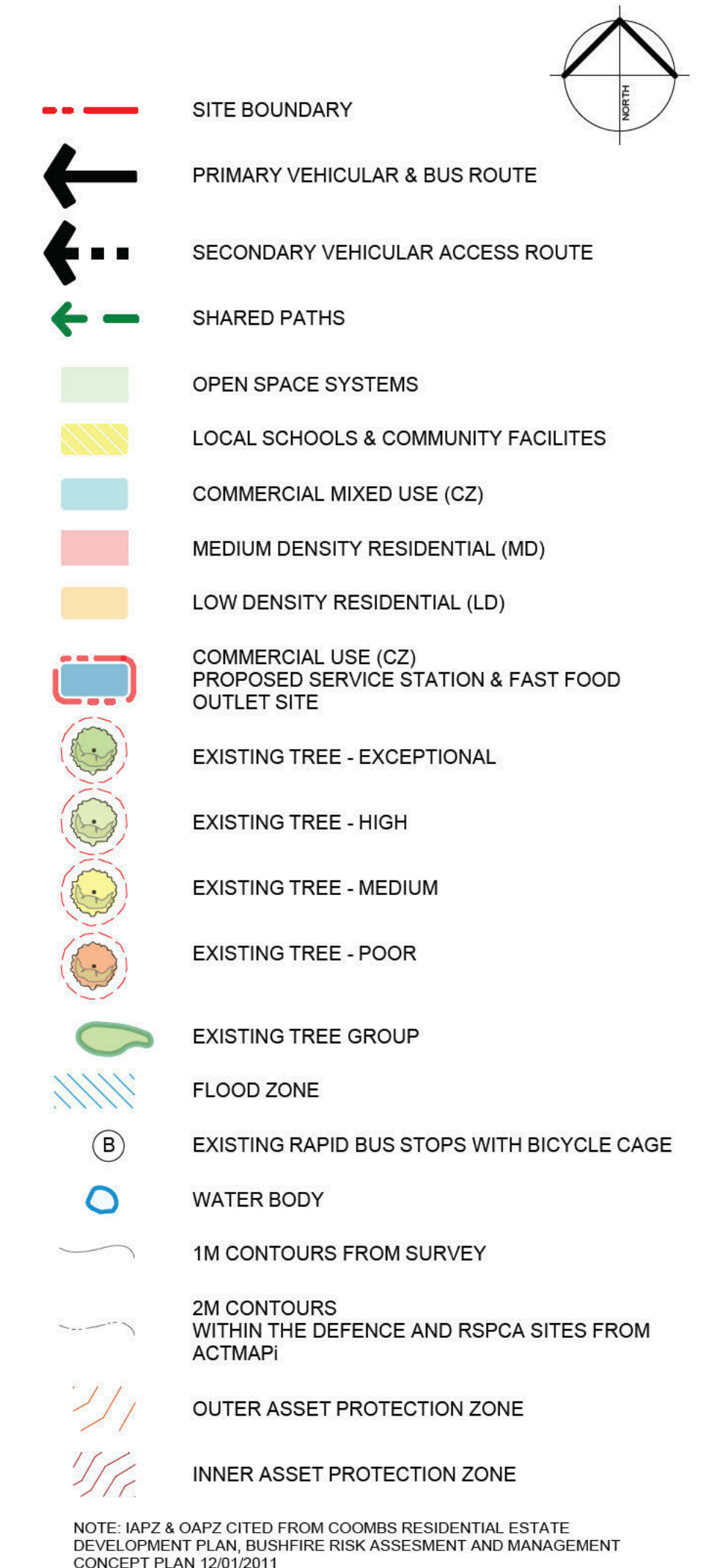
TOTAL DEVELOPMENT - 26.3 ha
TOTAL DWELLINGS = 543.9 DWELLINGS

FOR:

- EXTENT OF PRIMARY ROAD NETWORK IS REDUCED AND PROVIDES AN INDIRECT LINK TO COOMBS, DISCOURAGING RAT-RUNNING;
- SECONDARY STREETS PROVIDE THE LOCAL, FORMAL STREET STRUCTURE;
- HIGH DENSITY PRIORITISES ADDRESS TO OPEN SPACE CORRIDORS AND PROVIDES GREATER ACCESS FOR THE MAJORITY OF RESIDENCES;
- COMMERCIAL MIXED USE & COMMUNITY SITE LOCATION PROVIDES AN ENTRY NODE TO THE DEVELOPMENT;
- COMMERCIAL MIXED USE & COMMUNITY SITE LOCATION IS CENTRALISED AND DOES NOT ADDRESS DWELLING FRONTAGES;
- PEDESTRIAN PATHS CONNECT FROM THE RIVER FRONTAGE THROUGH THE DEVELOPMENT TO THE RAPID TRANSPORT BUS STOP;

AGAINST:

- MEDIUM DENSITY IS LOCATED ON SLOPING TERRAIN ALONG THE RIVER CORRIDOR;
- SOLAR ACCESS FOR MEDIUM DENSITY TO THE POND FRONTAGE WILL NEED TO BE REFINED BY DEVELOPMENT PROPOSALS;
- LOW DENSITY DWELLINGS HAVE FRONTAGE TO COTTER ROAD, IN KEEPING WITH ADJACENT DEVELOPMENT IN WESTON CREEK IN WESTON THOUGH DEPARTING FROM THE DEVELOPMENT MODEL FURTHER ALONG JOHN GORTON DRIVE.



NOTE: IAPZ & OAPZ CITED FROM COOMBS RESIDENTIAL ESTATE DEVELOPMENT PLAN, BUSHFIRE RISK ASSESSMENT AND MANAGEMENT CONCEPT PLAN 12/01/2011

1 | Option 3
Scale at A1 1:4000
Scale at A3 1:8000

Revision
A Issue to LDA

03/09/14 GW

PRELIMINARY

Drawn By CR

Checked By GW

Scale at A1 1:4000
Scale at A3 1:8000
0m 50 100 200 300 400

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Consultants

Client



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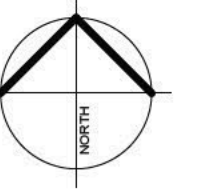
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ARCHITECTURE, PLANNING & THE URBAN LANDSCAPE

North Weston Design Elements Study
Land Capability Analysis
Option 3(c)

Project Number
14/14

Revision
A

Drawing Number
SK-008



REMNANT TREE STAND TO BE INCORPORATED INTO A LOCAL PARK

NORTH WESTON LINKS INTO COOMBS VIA PRIMARY ROAD NETWORK

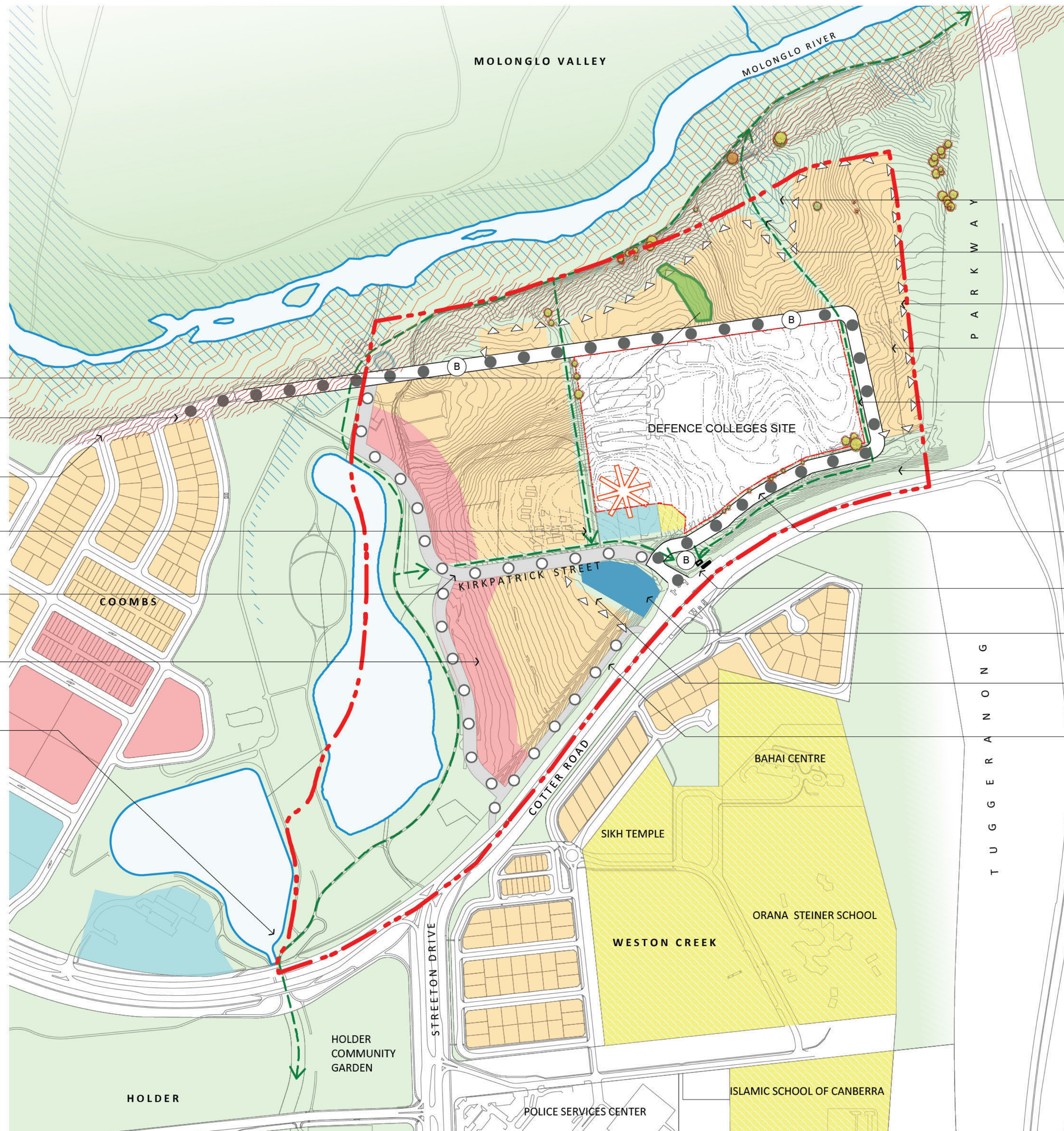
SUBURBAN EDGE SHOWN AS DEFINED BY INNER ASSET PROTECTION ZONE AND EXTENTS OF CURRENT BOUNDARY

LANDSCAPED SHARED PATH LINK TO THE EDGE OF DEFENCE COLLEGES SITE DOWN TO THE MOLONGLO RIVER CORRIDOR

SECONDARY STREET NETWORK PROVIDES A SHORT LINK BETWEEN THE WESTON CREEK PONDS & HIGHER DENSITY HOUSING TO THE PROPOSED ENTRY NODE

RESIDENTIAL DENSITY INCREASES TO OPEN SPACE OF WESTON CREEK PONDS AND PROVIDES GREATER ACCESS FOR THE MAJORITY OF RESIDENCES

EXISTING UNDERPASS BENEATH COTTER ROAD PROVIDING PEDESTRIAN & CYCLE ACCESS FROM WESTON & HOLDER TO THE GREATER MOLONGLO VALLEY



OPEN SPACE AREA PROVIDED IN CONJUNCTION WITH THE FLOOD ZONE OF THE MOLONGLO RIVER

LINKING PEDESTRIAN PATHS PROVIDE ACCESS TO THE RIVER CORRIDOR & FURTHER TO CANBERRA INTERNATIONAL ARBORETUM & THE CITY

EDGE STREETS WITH ADDRESS FRONTAGE PROVIDED TO OPEN SPACES

LARGE STANDARD BLOCKS PROVIDED ADJACENT TUGGERANONG PARKWAY

LANDSCAPED TREATMENT TO DEFENCE COLLEGES SITE WITH SHARED PATH ACCESS LINKING TO RAPID BUS SERVICE AND SIGNALISED PEDESTRIAN CROSSING

APPROPRIATE LANDSCAPE BUFFER TO BE PROVIDED BETWEEN RESIDENTIAL DEVELOPMENT & COTTER ROAD, AND TO THE TUGGERANONG PARKWAY

PRIMARY ROAD NETWORK BORDERS THE DEFENCE COLLEGES SITE AND INDIRECTLY LINKS TO COOMBS DISCOURAGING RAT-RUNNING TRAFFIC

ENTRY NODE REINFORCED BY CO-LOCATION OF COMMERCIAL & COMMUNITY FACILITIES WITH RAPID BUS STOP, PARK & RIDE & CYCLE CAGE FACILITIES

CO-LOCATION OF COMMERCIAL & COMMUNITY USES TO DEFINE ENTRY NODE TO DEVELOPMENT

RESIDENTIAL INTERFACE TO C23 SERVICES ZONE TO BE BUFFERED BY APPROPRIATE LANDSCAPE TREATMENTS AND EDGE ROADS

SERVICE STREET CONSISTENT WITH DEVELOPMENT ALONG COTTER ROAD IN COOMBS TO PROVIDE ACCESS TO RESIDENTIAL ADDRESSES

- SITE BOUNDARY
 - PRIMARY ROAD NETWORK
 - SECONDARY ROAD NETWORK
 - △△△△ EDGE TREATMENTS TO ESA STANDARDS
 - ← KEY PEDESTRIAN & CYCLE CONNECTIONS
 - ★ PROMINENT HILL TOPS
 - OPEN SPACE SYSTEMS
 - LOCAL SCHOOLS & COMMUNITY FACILITIES
 - COMMERCIAL MIXED USE (C25)
 - MEDIUM DENSITY RESIDENTIAL (MD)
 - LOW DENSITY RESIDENTIAL (LD)
 - COMMERCIAL USE (C23 SERVICES ZONE)
 - PROPOSED SERVICE STATION & FAST FOOD OUTLET SITE
 - EXISTING TREE - EXCEPTIONAL
 - EXISTING TREE - HIGH
 - EXISTING TREE - MEDIUM
 - EXISTING TREE - POOR
 - EXISTING TREE GROUP
 - FLOOD ZONE
 - EXISTING RAPID BUS STOPS WITH BICYCLE CAGE
 - WATER BODY
 - 1M CONTOURS FROM SURVEY
 - 2M CONTOURS WITHIN THE DEFENCE AND RSPCA SITES FROM ACTMAP1
 - OUTER ASSET PROTECTION ZONE
 - INNER ASSET PROTECTION ZONE
- NOTE: IAPZ & OAPZ CITED FROM COOMBS RESIDENTIAL ESTATE DEVELOPMENT PLAN, BUSHFIRE RISK ASSESSMENT AND MANAGEMENT CONCEPT PLAN 12/01/2011

YIELD OUTCOMES:

LOW DENSITY - 16.65 ha
@ 15 dw/ha = 249 dwellings

MEDIUM DENSITY - 3.35 ha
@ 35 dw/ha = 117 dwellings

COMMERCIAL MIXED USE - 0.39ha
@ 35 dw/ha = 13 dwellings

COMMUNITY FACILITIES - 0.13 ha

COMMERCIAL SERVICES ZONE - 0.58 ha

TOTAL DEVELOPMENT - 21 ha
TOTAL DWELLINGS = 379 DWELLINGS

Revision
A Issue to LDA

09/09/14 GW

PRELIMINARY

Drawn By CR

Checked By GW

Scale at A1 1:4000
Scale at A3 1:8000

Figured dimensions shown on drawings take precedence over scaled dimensions. Do not scale off drawings

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ARCHITECTURE, PLANNING & THE URBAN LANDSCAPE

North Weston Design Elements Study
Design Elements Study

Project Number
14/14

Revision
A

Drawing Number
SK-010

Land Development Agency
GPO Box 158
Canberra City 2601

24 September 2014

Attention: Ivo Matesic, Project Director

Dear Ivo

NORTH WESTON DESIGN ELEMENTS STUDY – TECHNICAL AMENDMENT

We write in support of your application for a technical amendment to allow CZ3 uses on part of Block 1218, currently zoned RZ1/Future Urban Area. This letter should be read in conjunction with SK-010 North Weston Design Elements Study and the *Structure Plan for Molonglo and North Weston*.

Both the current Territory Plan and the North Weston Concept Plan identify an activity node with mixed use commercial (CZ5) on the eastern side of the Weston Creek Pond. The Pond was originally envisaged as a recreational destination with a natural character. The Ponds have since been redesigned and this has precipitated an alternative CZ5 activity node proposed in the Design Elements Study.

Given the change in character of the Weston Creek Pond, we support the proposed relocation of the commercial zone to the intersection of the Cotter Road and Kirkpatrick Street. Relocation creates an entry node for the area and co-locates new services, commercial, and community uses with existing rapid bus services, park & ride, and bicycle storage facilities. A node in this location offers the opportunities of identity, visibility, convenience, enhanced security and economic viability.

In our opinion the proposal to assign both CZ3 and CZ5 uses to the location described above is consistent with the intent of the current *Structure Plan for Molonglo and North Weston* (May 2010). In particular the social, economic and urban design principles including:

Social principles

4.2.3. Higher density development will be encouraged within and near major centres, and in other suitable locations well served by public transport, maximising accessibility to services, facilities and employment.

4.2.5 Community facility sites will be located close to public transport and generally in places where, for reasons of safety, people already have a cause to congregate, particularly at shopping centres and schools.

Economic principles

4.3.12. Commercial and retail activities will be concentrated in centres and other planned nodes well served by public transport to ensure an efficient pattern of development and high levels of accessibility. Opportunities for home business will be provided.

4.3.13. The group and local centres will be located on major roads and will have good pedestrian and vehicular access.

4.3.14. Centres are to be designed as mixed-use places and supported by residential development, with flexibility to evolve to meet changing community needs overtime, within or surrounding the centre.

Urban Design principles

4.6.32. Subdivision and detailed planning will provide for quality design outcomes within residential areas, centres and activity nodes, along principal approach routes and in the interface between public and private spaces (including shared spaces and spaces around buildings).

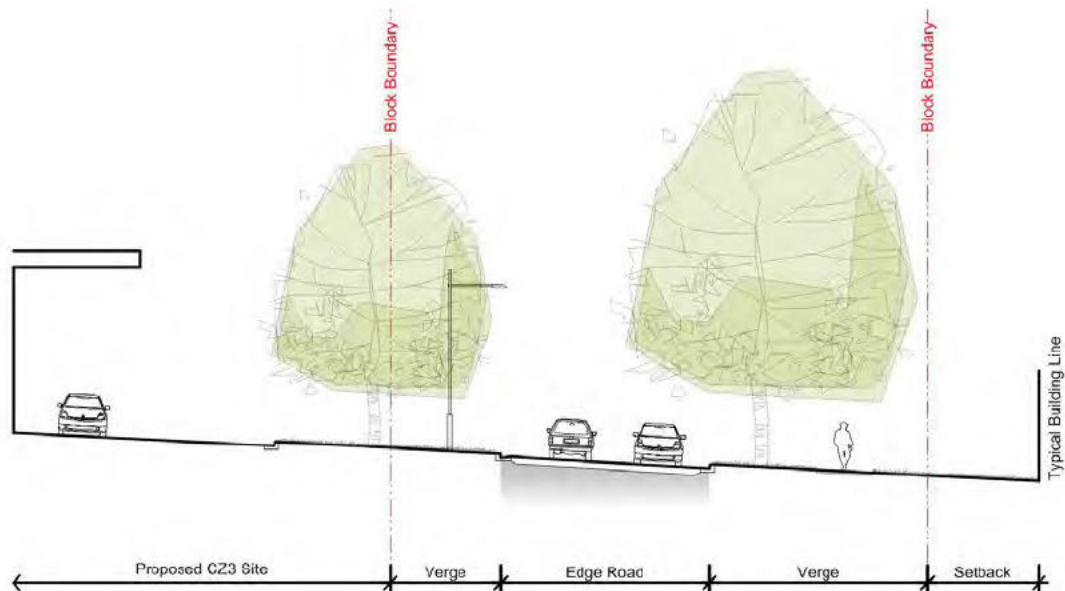
Landscaped verges and an edge road will address the interface between the Residential Zone and the CZ3 site. An indicative section is attached below.

We trust that the application for a Technical Amendment will be successful and look forward to developing the study for North Weston with you further.

Yours sincerely,



Fiona Smith du Toit
Senior Architect



Indicative Section – edge road separating CZ3 and residential block