



ACT
Government

Transport Canberra and
City Services

FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: TCCSFOI 20-017 and 20-020

Information to be published	Status
1. Access application	Published
2. Decision notice and schedule	Published
3. Documents	Published
4. Additional information identified	n/a
5. Fees	n/a
6. Processing time (in working days)	46 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a

From: [REDACTED]
To: [TCCS_FreedomOfInformation](#)
Subject: car parks Coleman Court , existing & proposed
Date: Tuesday, 3 March 2020 11:11:25 AM

1. Please provide all documentation relating to any survey completed on Coleman Court Car park to draw the conclusion that further parking spaces are required.
2. Documentation (emails etc.) between Transport Canberra and City Services (Infrastructure Delivery) and the Minister for Transport's office.

Look forward to your early reply

Thanks & regards

[REDACTED]

From: [REDACTED]
To: [TCCS_FreedomOfInformation](#)
Subject: Proposed car park extension Coleman Court Weston ACT 2611
Date: Wednesday, 11 March 2020 10:10:22 AM

REQUEST UNDER F.O.I.

Please provide copies of documentation relating to expenditure to date on the proposed car park including-----

1. Surveyors
2. Consulting engineers
3. Signage and any other misc. expenditure.

Thank you & regards

[REDACTED]



ACT
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Transport Canberra and
City Services



Dear 

Freedom of information request: Reference 20-017 and 20-020

I refer to your applications made under the *Freedom of Information Act 2016* (the FOI Act) received on 3 March 2020 and 11 March 2020 respectively, in which you sought access to:

Application 1 – FOI 20-017

- all documentation relating to any survey completed on Coleman Court car park; and
- documentation (emails etc) between Transport Canberra City Services (Infrastructure Delivery) and the Minister for Transport's office.

Application 2 – FOI 20-20

Documentation relating to expenditure to date on the proposed car park, including:

- Surveyors
- Consulting engineers
- Signage and any other misc. expenditure.

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the Act.

I thank you for your patience in the processing of your applications and for agreeing to an extension of 8 May 2020.

Decision on access

Application 1

A search for application 1 has been completed and 14 documents (114 pages) have been identified that fall within the scope of your request. I have included a schedule of the documents at **Attachment A**.

I have decided to:

- grant partial access to 2 documents; and
- grant full access to 12 documents.

My decision is detailed further in the following statement of reasons.

Statement of Reasons

In reaching my decision, I have taken the following into account:
The FOI Act, with particular attention to Schedule 2.

Factors favouring disclosure (Schedule 2.1)

- Section 2.1 (a)(iii) – inform the community of the government’s operations, including the policies, guidelines and codes of conduct followed by the government in its dealings with members of the community;
- Section 2.1 (a)(i) - promote open discussion of public affairs and enhance the government’s accountability;
- Section 2.1 (a)(iv) - ensure effective oversight of expenditure of public funds; and
- Section 2.1 (a)(viii) reveal the reason for a government decision and any background or contextual information that informed the decision.

Factors favouring non-disclosure (Schedule 2.2)

- Section 2.2 (a)(ii) – prejudice the protection of an individual’s right to privacy or any other right under the *Human Rights Act 2004*.

As an Information Officer, I must decide where, on balance, public interest lies. As part of this process I must consider factors favouring disclosure and non-disclosure.

I consider that it is in the public interest to release most of this information.

The information contained within the documents provide transparency of government decisions in relation to the project and provide insight into the processes followed to consult the community about the proposed carpark upgrade. I have also placed weight on the FOI Act, which favours disclosure of information unless it is found to be contrary to the public interest.

You will note that some of the documents were created following receipt of your FOI application. I have included these documents as the information reveals decisions made following consultation sessions with relevant stakeholders. I have also included additional documents that were referenced in the brief at document reference number 8. These documents include the Weston Group Centre Master Plan and the media release relating to the new design for carpark and more pedestrian improvements in Weston Creek.

Documents referenced at number 14 are final ministerial responses. I have also included these ministerial responses as each one is prepared with input from the Directorate and could be considered within scope to your request.

The factors I considered relevant in relation to favouring non-disclosure is where information might prejudice the protection of an individual’s right to privacy. I have

decided that names and contact details of third parties should not be released because the release could identify an individual and would prejudice their right to privacy.

I am satisfied that the factors in favour of release can still be met while protecting the personal information of individuals involved. I find the protection of this information outweighs disclosure. I have decided that release of this information could prejudice their right to privacy under the *Human Rights Act 2004*.

Application 2

In relation to your second application, I note your confirmation with the FOI section on 29 April that at this stage you are only seeking the financial data that has been retrieved from oracle and that invoices are not required. The data retrieved was current as of 24 March 2020 and has been inserted in the table below. I have decided to provide full access to this information.

Coolleman Court Expenditure to Date - 24.03.20	
Item	Claimed (\$ Ex GST)
Surveyor	\$ 12,000.00
Consulting Engineers	\$ 53,260.50
Signage	\$ 716.95
Misc. (Tree Survey)	\$ 1,980.00
Total	\$ 67,957.45

Charges

I have decided to waive the fees as the number of pages that exceeds the fee free threshold is only marginal.

Online publishing - disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents released to you will be published. Personal information, such as your contact details will be removed.

Ombudsman review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision, you may write to the Ombudsman at:
The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601

Via email: ombudsman@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

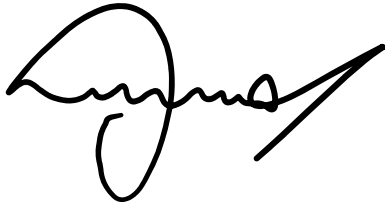
Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from ACAT at:

ACT Civil and Administrative Tribunal
Level 4, 1 Moore Street
GPO Box 370
CANBERRA CITY ACT 2601
Telephone: (02) 6207 1740
www.acat.act.gov.au

If you have any questions concerning the directorate's processing of your request, or would like further information, please contact the directorate's FOI Coordinator on 6205 5408 or email tccs.foi@act.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Daniel Childs', with a long, sweeping horizontal stroke extending to the right.

Daniel Childs
Information Officer

4 May 2020

FREEDOM OF INFORMATION REQUEST SCHEDULE

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at www.tccs.act.gov.au/about-us/freedom_of_information.

File No		WHAT ARE THE PARAMETERS OF THE REQUEST				
20-017 and 20-020		Proposed carpark upgrade at Cooleman Court				
Ref No	No of Folios	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1	1 – 6	Weston Parking Count survey	20 September 2018	Full access		Approved for publishing
2	7	Email Subject – Request for information brief – Cooleman Court parking options – Due 5 September	15 August 2019	Full access		Approved for publishing

3	8-10	Brief – Options analysis for Cooleman Court Carpark upgrade	23 September 2019	Full access		Approved for publishing
4	11-15	Attachment A to document 3 Letter – Cooleman Court Park Ride Carpark Estimates	9 August 2019	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual’s Right to Privacy	Approved for publishing
5	16-17	Map of area	Undated	Full access		Approved for publishing
6	18 -19	Advisory Note Subject – Pedestrian Study in Cooleman Court	29 October 2019	Full access		Approved for publishing
7	20-21	Email Subject – Urgent update on Coleman Court Carpark	2 December 2019	Full access		Approved for publishing
8	22-25	Brief – 2020/3640 Subject – Cooleman Court Carpark upgrade options	25 March 2020	Full access		Approved for publishing
9	26	Attachment A to document 7 Option A – 108 car parking spaces	19 February 2020	Full access		Approved for publishing

10	27-30	Attachment B to document 7 Cooleman Court carpark consultation meeting minutes	26 February 2020	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	Approved for publishing
11	31	Attachment C to document 7 Option B – approximately 65 car parking spaces	19 February 2020	Full access		Approved for publishing
12	32-101	Weston Group Centre – Master Plan	December 2014	Full access		Approved for publishing
13	102-104	Media Release Subject – new design for carpark and more pedestrian improvements in Weston Creek	March 2020	Full access		Approved for publishing
14	105-114	Ministerial responses (several)	22 January 2020 22 January 2020 23 December 2019 9 December 2019 24 October 2019 17 September 2019 9 August 2019 28 June 2019	Partial access	<i>Information Privacy Act 2014</i> Schedule 2, Section 2.2 (a)(ii) Prejudice the Protection of an Individual's Right to Privacy	Approved for publishing

Total No of Docs 14 (114 pages)

Project Number: **TI18004**
 Project Name: **Weston parking count**
 Date: **Thursday, 20 September 2018**
 Weather: **Fine**
 Observer: **CG**

	Whitney Place							Parkinson Street	Weston Creek Uniting Church		
	Parking Restriction										
	R5-22/1	MC	R5-15/2	R5-2	R5-3	R5-4/16	R5-23/3	No Res	R5-16/1	R5-22/1	No Res
	Number Parking Spaces										
	8	5	13	104	32	48	8	3	4	4	43
	Number of Vehicles										
9:00	2	1	13	84	8	24	2	1	1	0	23
10:00	3	1	12	102	16	40	3	2	0	0	26
11:00	8	1	13	104	32	48	1	3	0	0	30
12:00	8	2	13	103	31	48	3	3	0	0	28
13:00	8	1	13	102	31	48	2	3	1	0	29
14:00	7	1	13	102	32	47	0	3	0	0	29
15:00	6	1	13	93	21	38	1	1	0	0	24
16:00	5	4	13	96	32	48	2	2	0	0	21
17:00	4	1	13	100	32	45	3	0	0	0	13
18:00	5	0	13	99	25	41	3	1	0	0	7
	Number of Available Parking Spaces										
9:00	6	4	0	20	24	24	6	2	3	4	20
10:00	5	4	1	2	16	8	5	1	4	4	17
11:00	0	4	0	0	0	0	7	0	4	4	13
12:00	0	3	0	1	1	0	5	0	4	4	15
13:00	0	4	0	2	1	0	6	0	3	4	14
14:00	1	4	0	2	0	1	8	0	4	4	14
15:00	2	4	0	11	11	10	7	2	4	4	19
16:00	3	1	0	8	0	0	6	1	4	4	22
17:00	4	4	0	4	0	3	5	3	4	4	30
18:00	3	5	0	5	7	7	5	2	4	4	36

Project Number: **TI18004**
 Project Name: **Weston parking count**
 Date: **Thursday, 20 September 2018**
 Weather: **Fine**
 Observer: **CG**

	Liardet Street		Commons Court		Trenerry Street				Mahony Court (west)
	Parking Restriction								
	R5-22/51	No Res	R5-1	No Res	R5-22/1	R5-15	R5-2/2	R5-23/3	No Res
	Number Parking Spaces								
	12	117	7	29	2	6	73	2	18
	Number of Vehicles								
9:00	2	66	6	28	0	2	36	1	15
10:00	4	84	4	28	2	5	46	1	17
11:00	5	95	6	28	1	4	72	0	16
12:00	7	109	7	28	2	6	71	0	16
13:00	10	110	6	28	2	3	68	1	16
14:00	9	110	6	27	1	6	67	0	16
15:00	8	88	6	28	1	3	56	0	16
16:00	7	86	4	28	2	5	56	1	13
17:00	5	74	4	27	0	4	58	0	9
18:00	2	65	5	23	2	5	60	0	18
	Number of Available Parking Spaces								
9:00	10	51	1	1	2	4	37	1	3
10:00	8	33	3	1	0	1	27	1	1
11:00	7	22	1	1	1	2	1	2	2
12:00	5	8	0	1	0	0	2	2	2
13:00	2	7	1	1	0	3	5	1	2
14:00	3	7	1	2	1	0	6	2	2
15:00	4	29	1	1	1	3	17	2	2
16:00	5	31	3	1	0	1	17	1	5
17:00	7	43	3	2	2	2	15	2	9
18:00	10	52	2	6	0	1	13	2	0

Project Number: **TI18004**
 Project Name: **Weston parking count**
 Date: **Thursday, 20 September 2018**
 Weather: **Fine**
 Observer: **CG**

	Brierly Street			Mahony Court (east)				Dillon CI	
	Parking Restriction								
	R5-23/3	R5-1/2	R5-1/1	R5-22/1	R5-15/2	R5-2/2	R5-2	R5-23/3	No Res
	Number Parking Spaces								
	5	5	12	13	5	52	212	6	52
	Number of Vehicles								
9:00	4	3	8	11	5	38	115	5	30
10:00	3	4	8	8	5	46	147	6	36
11:00	2	5	8	11	4	52	192	4	32
12:00	2	3	9	10	5	51	189	5	31
13:00	2	3	9	12	4	50	169	5	27
14:00	2	3	8	8	5	45	153	4	32
15:00	1	4	10	7	4	36	131	4	16
16:00	0	4	8	8	5	50	160	4	19
17:00	4	4	8	6	4	48	141	2	19
18:00	4	4	8	2	5	50	167	4	13
	Number of Available Parking Spaces								
9:00	1	2	4	2	0	14	97	1	22
10:00	2	1	4	5	0	6	65	0	16
11:00	3	0	4	2	1	0	20	2	20
12:00	3	2	3	3	0	1	23	1	21
13:00	3	2	3	1	1	2	43	1	25
14:00	3	2	4	5	0	7	59	2	20
15:00	4	1	2	6	1	16	81	2	36
16:00	5	1	4	5	0	2	52	2	33
17:00	1	1	4	7	1	4	71	4	33
18:00	1	1	4	11	0	2	45	2	39

Project Number: **TI18004**
 Project Name: **Weston parking count**
 Date: **Saturday, 22 September 2018**
 Weather: **Fine**
 Observer: **CG**

	Whitney Place							Parkinson Street	Weston Creek Uniting Church		
	Parking Restriction										
	R5-22/1	MC	R5-15/2	R5-2	R5-3	R5-4/16	R5-23/3	No Res	R5-16/1	R5-22/1	No Res
	Number Parking Spaces										
	8	5	13	104	32	48	8	3	4	4	43
	Number of Vehicles										
9:00	6	0	13	98	22	46	3	3	0	0	8
10:00	6	0	12	88	24	42	4	3	0	0	18
11:00	7	1	13	102	31	48	6	3	0	0	20
12:00	7	1	12	99	28	41	4	0	0	0	22
13:00	7	1	13	103	32	48	5	3	0	0	19
14:00	5	1	13	88	26	38	6	1	0	0	19
15:00	5	2	13	102	24	47	5	3	0	0	12
16:00	4	1	13	100	24	45	6	3	0	0	11
	Number of Available Parking Spaces										
9:00	2	5	0	6	10	2	5	0	4	4	35
10:00	2	5	1	16	8	6	4	0	4	4	25
11:00	1	4	0	2	1	0	2	0	4	4	23
12:00	1	4	1	5	4	7	4	3	4	4	21
13:00	1	4	0	1	0	0	3	0	4	4	24
14:00	3	4	0	16	6	10	2	2	4	4	24
15:00	3	3	0	2	8	1	3	0	4	4	31
16:00	4	4	0	4	8	3	2	0	4	4	32

Project Number: **TI18004**
 Project Name: **Weston parking count**
 Date: **Saturday, 22 September 2018**
 Weather: **Fine**
 Observer: **CG**

	Liardet Street		Commons Court		Trenerry Street				Mahony Court (west)
	Number Parking Space								
	R5-22/51	No Res	R5-1	No Res	R5-22/1	R5-15	R5-2/2	R5-23/3	No Res
	Number Parking Space								
	12	117	7	29	2	6	73	2	18
	Number Parking Space								
9:00	3	45	6	27	2	4	44	2	18
10:00	4	45	7	28	2	5	73	2	16
11:00	3	50	7	29	0	5	65	2	16
12:00	2	56	6	27	2	5	61	2	12
13:00	1	53	6	26	2	2	59	2	15
14:00	2	54	4	21	2	5	62	2	9
15:00	1	36	3	14	0	2	55	2	6
16:00	1	40	5	14	0	1	30	0	3
	Number of Available Parking Spaces								
9:00	9	72	1	2	0	2	29	0	0
10:00	8	72	0	1	0	1	0	0	2
11:00	9	67	0	0	2	1	8	0	2
12:00	10	61	1	2	0	1	12	0	6
13:00	11	64	1	3	0	4	14	0	3
14:00	10	63	3	8	0	1	11	0	9
15:00	11	81	4	15	2	4	18	0	12
16:00	11	77	2	15	2	5	43	2	15

Project Number: **TI18004**
 Project Name: **Weston parking count**
 Date: **Saturday, 22 September 2018**
 Weather: **Fine**
 Observer: **CG**

	Brierly Street			Mahony Court (east)				Dillon CI	
	Number Parking Space								
	R5-23/3	R5-1/2	R5-1/1	R5-22/1	R5-15/2	R5-2/2	R5-2	R5-23/3	No Res
	Number Parking Space								
	5	5	12	13	5	52	212	6	52
	Number Parking Space								
9:00	4	4	9	12	5	46	170	4	23
10:00	2	3	9	9	4	52	171	4	24
11:00	2	3	10	10	5	50	166	6	37
12:00	3	3	10	10	5	49	143	4	24
13:00	3	3	9	7	5	51	166	5	48
14:00	3	4	9	5	4	46	145	3	51
15:00	2	2	9	6	5	42	146	3	46
16:00	3	2	9	10	4	40	155	4	27
	Number of Available Parking Spaces								
9:00	1	1	3	1	0	6	42	2	29
10:00	3	2	3	4	1	0	41	2	28
11:00	3	2	2	3	0	2	46	0	15
12:00	2	2	2	3	0	3	69	2	28
13:00	2	2	3	6	0	1	46	1	4
14:00	2	1	3	8	1	6	67	3	1
15:00	3	3	3	7	0	10	66	3	6
16:00	2	3	3	3	1	12	57	2	25

Pye, Mark

From: Kennedy, Karen on behalf of TCCS_DLO
Sent: Thursday, 15 August 2019 17:36
To: TCCS_Ministerial
Subject: REQUEST FOR INFORMATION BRIEF - Cooleman Court parking options - DUE 5 SEPTEMBER

Categories: Belinda

UNCLASSIFIED

Hi MSU,

The MO has requested a brief to come up on options for delivering the new car park at Cooleman Court?

Can the brief include a list of options for delivering a car park on the corner of Parkinson Street/Brierly Street, approximate number of car parks that can be provided, and approximate cost for those car parks.

Any information on the indicative timeline of delivering each of those options as well please.

Can this brief be in the MO within 15 business days. Due on or before 5 September 2019 please.

Thank you

KK

Karen Kennedy | Directorate Liaison Officer
T - 6205 2790 | E - TCCS.DLO@act.gov.au
Office of Minister Steel MLA (Minister for Transport and City Services)
Office of Minister Berry MLA (Sportsgrounds)
Transport Canberra and City Services | ACT Government
GPO Box 158 Canberra ACT 2601 | www.act.gov.au

Transport Canberra and City Services

UNCLASSIFIED

To:	Minister for Roads and Active Travel	Tracking No.: B19/199
From:	Director-General, Transport Canberra and City Services	
Through	Deputy Director-General, City Services	JC 19.9.19
Subject:	Options analysis for Cooleman Court carpark upgrade	
Critical Date:	In the normal course of business	

Purpose

To seek your agreement on the option for delivering the new carpark at Cooleman Court.

Recommendations

That you:

1. note the information contained in this brief;

Noted / Please Discuss

2. agree to the preferred option (Option 1) to proceed for implementation.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA  23/9/19

Minister's Office Feedback

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Background

1. This project seeks to undertake detailed design and construction of a carpark at Cooleman Court (Block 2 Section 75 Weston).
2. This project was in response to traffic and parking disruptions caused by on-road, off-road and illegal parking around the local shopping centre, and when completed will provide temporary 'Park and Ride' services at this location.
3. TCCS engaged a design consultant to produce a concept design that has provided three (3) options for the future carpark to be presented to stakeholders. These include:
 - a. Option 1 (preferred option) – 121 parking space carpark running adjacent to Brierly Street;
 - b. Option 2 – 33 parking space carpark running adjacent to Watling Place; or
 - c. Option 3 – 146 parking space carpark and comprises an interconnection of Option 1 and Option 2.

All options will consider the location of a pedestrian crossing on Parkinson Street.

Refer (Attachment A) - Cooleman Court Park and Ride carpark estimates.

Delivery Time

4. Based on the current approved delivery plan the project is expected to be completed in June 2020, irrespective of the option chosen. This is primarily due to the significant time required to undertake a formal ACT Government Procurement for the project. This time line can be accelerated through a "Single Select" consultant engagement for the design work, saving approximately three to four months from the project delivery program.
5. For each of the options, a concept design has been completed following consultation with internal ACT Government stakeholders.
6. This brief provides you with options for the project and estimated costs for each of the options under consideration.

Issues

7. The site is on a gradient and will require a retaining wall if Option 1 or Option 3 is approved.
8. All cost estimates are contingent on the service/infrastructure outcomes at the site.
9. A Development Application (DA) and Territory Plan Variation may be required for all three options if deemed as an independent 'major land use' carpark by the Environment Planning and Sustainable Development Directorate (EPSDD).

Financial Implications

10. Funding of \$1.22m has been provided to implement these works.

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11. Costing options for the three Options is detailed at Attachment A.

Consultation

12. TCCS has consulted with EPSDD and the Infrastructure Delivery Partner Group (IDPG).

13. Comments received from these agencies have been considered.

External

14. Where appropriate, engagement will be undertaken with residents, Coleman Court Shopping Centre and other businesses in the area prior to finalising the design and commencement of construction.

Work Health and Safety

15. TCCS has identified the risks of potential disruption to road users during the transition and included required control measures to address these risks, including:

- circulating communications to inform community stakeholders before work is undertaken; and
- ensuring a thorough assessment of the Temporary Traffic Management (TTM) plan for the expected volume of through traffic.

Benefits/Sensitivities

16. Confirmation of the preferred option (Option 1) will expedite the project work that is aimed to be implemented by June 2020.

Communications, media and engagement implications

17. TCCS will engage with the Weston Creek Community Council (WCCC), local residents and businesses where appropriate as part of the carpark design following the engagement of the design consultant. The WCCC has expressed security, environmental and privacy concerns of residents, from this development. Measures will be adopted to address the concerns raised where possible, as part of the design.

18. Currently, there is no requirement for a media release as the project is at the design stage. However, if requested, a media release will be prepared prior to the release of the construction tender. A media release/opportunity will also be organised prior to the start of construction works.

Signatory Name: Alison Playford *electronically* 20/9/19
 Action Officer: Jeremy Smith Phone: 78658
Phone: 72738

Attachments

Attachment	Title
Attachment A	Coleman Court Park and Ride Carpark Estimates

UNCLASSIFIED

9 August 2019

Transport Canberra and City Services Directorate
GPO Box 158
Canberra City ACT 2601



Consulting Engineers

Attention: Elan Tharmar

Cooleman Court Park and Ride Carpark Estimates

As requested, we have prepared concept carpark layouts and indicative construction estimates for construction of a temporary Park and Ride carpark at the Cooleman Court Group Centre.

The options provided are both located on Block 2 Section 75 Weston. We understand that for planning purposes, the carpark is considered temporary if its use is for less than 12 months and planning approval would not be required. However, if the carpark is required for more than 12 months planning approval will be required. The block land use is PRZ1: Urban Open Space and carparks are prohibited in this zone, however it could be argued that the carpark is considered minor use and therefore it may not require a Development Application. The Wanniasa Park and Ride carpark had similar zoning and was deemed exempt by EPSDD however the proposed carpark is taking up a considerable portion of the block so may not be exempt if it is not deemed Minor Use. It is recommended that early discussions be held with the planning authority before detail design is undertaken. Potentially the carpark size could be reduced in size so that the planning authority consider it Minor Use which would avoid the need for a DA and change of land use Territory Plan variation.

The attached concept plans are based on 2019 aerial photography and LIDAR information. Underground services have been located on site and are detailed on the drawings.

Due to the blocks gradient it was necessary to undertake some preliminary modelling to determine the extent of cut and fill. The modelling revealed that a 0.8m high retaining wall is required at the southern end of the Option 1 carpark to avoid impact on trees and an ICON fibre optic cable. Alternatively, to avoid the cost of the retaining wall approximately 10 carpark spaces could be removed so that a 1:4 grassed batter could be provided that would provide a cost saving of approx. \$40,000 for the wall and \$75,000 due to the reduction in carpark spaces. A tree survey has not been undertaken and the carpark layouts shown avoid clusters of trees and prior to detail design a tree survey will be required. It is assumed that the carpark will be controlled by Permit Parking and that no boom gates or fencing etc is required.

Option 1 details a 121 space carpark running adjacent to Brierly Street and is accessed off the Brierly St / Liardet St roundabout. Traffic modelling will be required to confirm the Level of Service of the roundabout with the additional traffic.

Option 2 details a 33 space carpark running adjacent to Watling Place. The carpark could be enlarged if the stand of trees close to Watling Place were removed. Traffic modelling will be required to confirm the Level of Service of the Watling Place / Parkinson St intersection.

Option 3 details a 146 space carpark and comprises an interconnected combination of Option 1 and Option 2.

R D Gossip Pty Ltd
ABN 89 0085 13675

2 Lawry Place
Macquarie
ACT 2614

Telephone 02 6251 6313
Email Martin@rdgossip.com.au

As requested we have provided both high and low cost options. The high cost options include kerbs, stormwater infrastructure and an asphalt surface. The low cost option includes a 2 coat 'chip' seal, overland stormwater flow and bollards around the carpark perimeter (similar to the Wanniasa Park and Ride). Both carparks include connecting paths

The indicative construction estimates (GST exclusive) including a 20% contingency are:

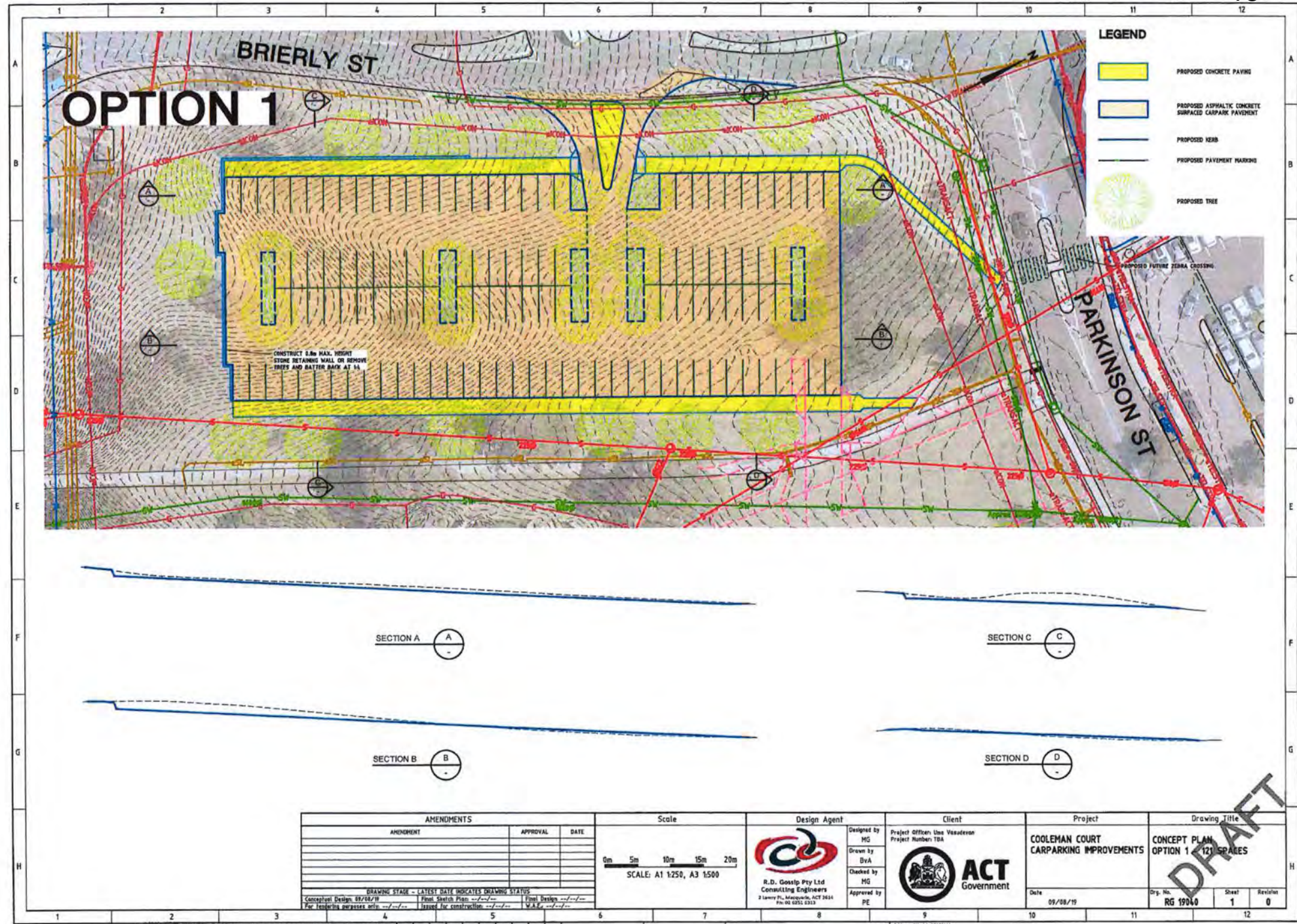
Carpark Option	Low Cost		High Cost	
	Average Cost per Space	Construction Cost	Average Cost per Space	Construction Cost
Option 1 – 121 spaces	\$8,284	\$1,002,354*	\$9,233	\$1,117,236*
Option 2 – 33 spaces	\$12,034	\$397,138	\$13,288	\$438,518
Option 3 – 146 spaces	\$8,529	\$1,245,281*	\$9,513	\$1,388,869*

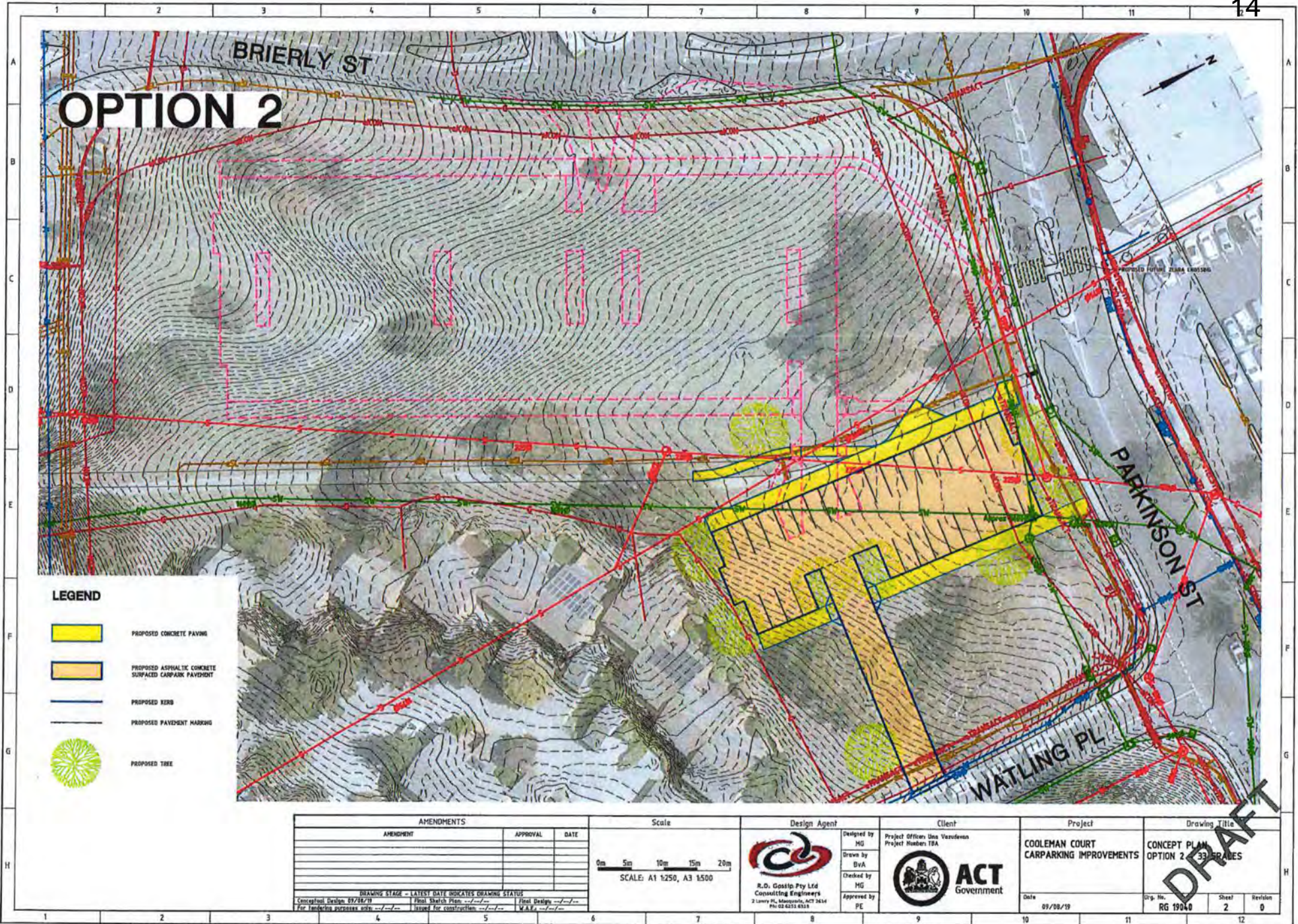
* These costs could be reduced by \$115,000 if the number of carpark spaces was reduced by 10 to facilitate construction of a grassed batter in lieu of the stone retaining wall.

Please call if you have any queries.

Yours sincerely





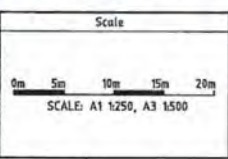


OPTION 2

- LEGEND**
- PROPOSED CONCRETE PAVING
 - PROPOSED ASPHALTIC CONCRETE SURFACED CARPARK PAVEMENT
 - PROPOSED KERB
 - PROPOSED PAVEMENT MARKING
 - PROPOSED TREE

AMENDMENTS		
AMENDMENT	APPROVAL	DATE

DRAWING STAGE - LATEST DATE INDICATES DRAWING STATUS		
Conceptual Design 09/08/19	Final Sketch Plan <i>not used</i>	Final Design <i>not used</i>
For tendering purposes only <i>not used</i>	Issued for construction <i>not used</i>	W.A.P. <i>not used</i>



Design Agent

R.D. Goslin Pty Ltd
Consulting Engineers
2 Lundy Pl, Macquarie, ACT 2614
Ph 02 6233 4323

Client

ACT Government

Project

COOLEMAN COURT
CARPARKING IMPROVEMENTS

Drawing Title

CONCEPT PLAN
OPTION 2 - 33 GRADES

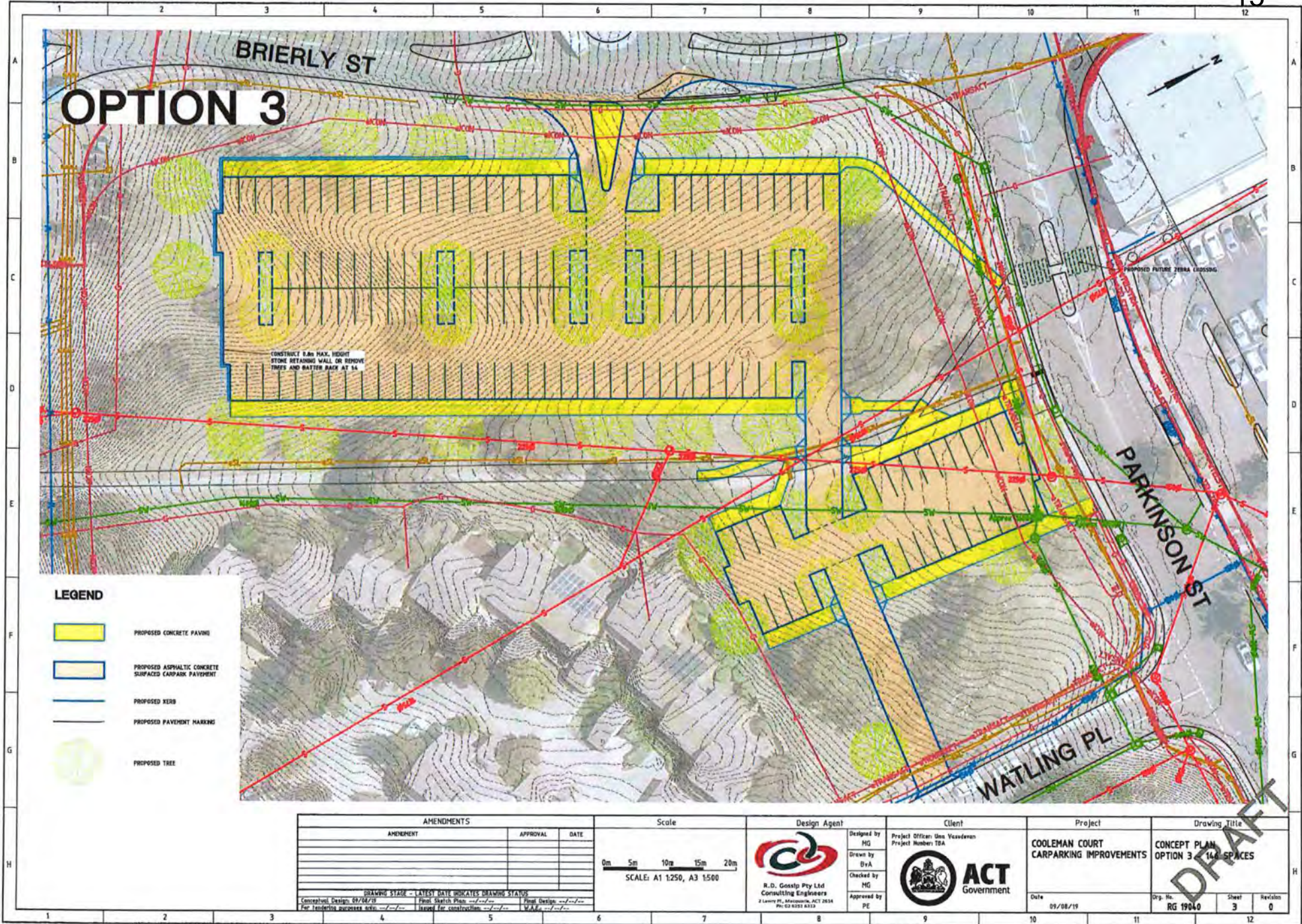
Date: 09/08/19

Org. No. RG 19040

Sheet 2

Revision 0

DRAFT

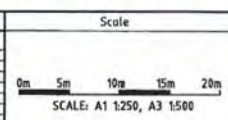


OPTION 3

CONSTRUCT 2.0m MAX. HEIGHT
STONE RETAINING WALL OR REMOVE
TREES AND BATTER BACK AT 1:4

- LEGEND**
- PROPOSED CONCRETE PAVING
 - PROPOSED ASPHALTIC CONCRETE SURFACED CARPARK PAVEMENT
 - PROPOSED KERB
 - PROPOSED PAVEMENT MARKING
 - PROPOSED TREE

AMENDMENTS		
AMENDMENT	APPROVAL	DATE



Design Agent

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Consulting Engineers
2 Lavery Pl, Macquarie, ACT 2614
Ph: 62 833 8333

Client

Project Officer: Una Vasserman
Project Number: TBA

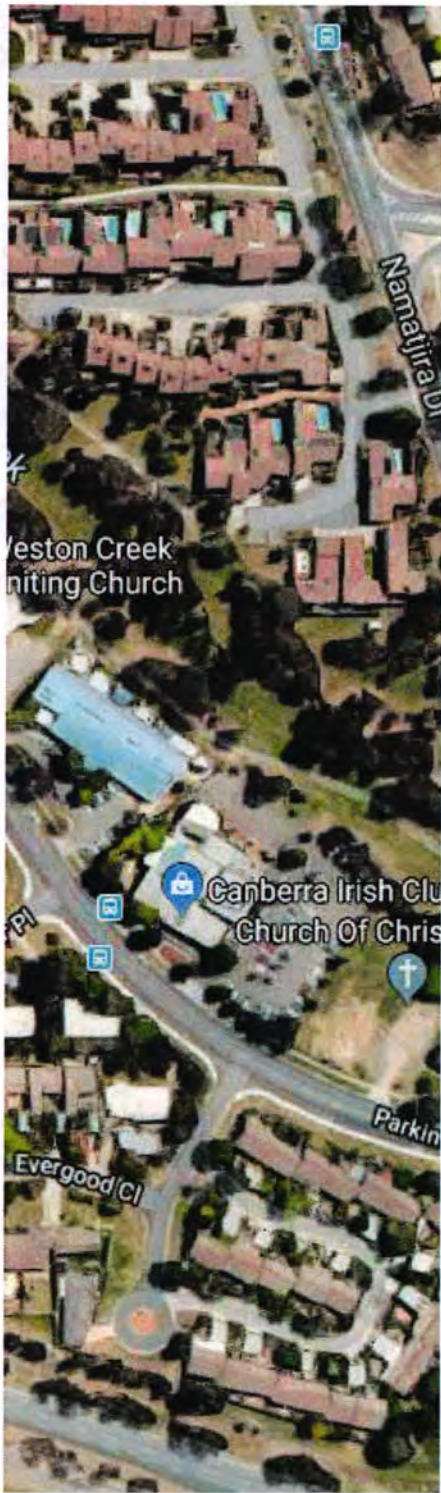
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Project	Drawing Title
COOLEMAN COURT CARPARKING IMPROVEMENTS	CONCEPT PLAN OPTION 3 - 144 SPACES
Date: 09/08/19	Rev: 3



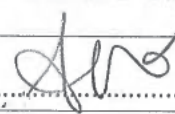

Alison

here is a cleaner map of
the area I have circled
the areas referred to in
the attached maps
Hope this makes sense
Helen



ADVISORY NOTE

Minister for Roads and Active Travel

Subject	Pedestrian Study in Coleman Court	
Critical Date	In the normal course of business	
Director-General		24/10/19
Deputy Director General, City Services	JC	22/10/19
Executive Group Manager, City Operations		21/10/19
Executive Branch Manager, Roads ACT	KM	08/10/19

Minister's question/s:

As per Minister Actions List (12.08.19): "Item 3 - Pedestrian safety along Brierly Street – Transport Canberra and City Services (TCCS) to update the Ministers Office regarding the pedestrian study at Coleman Court".

Response:

With the expansion of Molonglo, Coleman Court has become a major retail, recreational and community hub for the residents of Weston Creek and the Molonglo Valley. Whilst minor improvements have been made to Coleman Court over the past few years, TCCS continues to receive a number of requests to improve pedestrian facilities in the area.

The construction of a pedestrian crossing on Parkinson Street has been recently included in the -"More Shopping Centre Car Parks-Coleman Court" project which is currently being progressed.

TCCS is also in the process of engaging a consultant to investigate, study and propose recommendations to improve pedestrian facilities in the area, which will likely include considerations for:

- the provision of pedestrian crossing facilities on Liardet Street to link pedestrians from the new carpark to the shopping centre;
- improvements to pedestrian safety on Brierly Street; and
- an improvement to the Liardet Street / Macnally Street intersection.

It is anticipated that the results of the study should be available in January 2020.



Noted / Please Discuss
Chris Steel MLA
Minister for Roads and Active Travel

29/10/19



ACT
Government

Transport Canberra and
City Services

RECEIVED
DATE 24 OCT 2019

g

Critical Date:

Critical Reason:

MINISTERS OFFICE CLEARANCE SHEET

Title: TCCS - Pedestrian Safety (90 Day Study)	
Objective/Trim Reference	TRIM AN19/219

CLEARANCE

(electronic clearance in Trim/Objective or initial)

- Director-General Electronically cleared or *J* initial. Date: 23.10.19
- Deputy Director-General Electronically cleared or *J* initial. Date: 17/10/19
- Executive Group Manager Electronically cleared or *J* initial. Date: 14/10/19
- Executive Branch Manager, GAMS Electronically cleared or _____ initial. Date: _____
- Executive Branch Manager Electronically cleared or KM initial. Date: 08/10/2019

COMMENTS:

** JS - cleared by error to doc - read create*

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J

Smith, Jeremy

From: Smith, Jeremy
Sent: Monday, 2 December 2019 7:52 PM
To: Froehlich, Hanna; TCCS_DLO
Cc: Oldfield, Meghan
Subject: FW: Urgent update on Coleman Court Carpark

UNOFFICIAL

Hi Hanna –

As per our conversation today I have sought some info from the team on the Coleman Court carpark – see below highlighted in yellow.

Short answer is consultation will occur soon, but as suspected we are working through with EPSDD the land use status. It may be that we can build a temp (<2 year) carpark and not need to change the land use status or if we think it is going to be there for longer than that then we will need to seek the land use change. If we go the temp option we can then seek a land use change post the construction which may be the best option for us given we don't know the timing of the Molonglo Centre.

I know this isn't the clearest answer – so my apologies.

Thanks

Jez

Jeremy Smith | Executive Branch Manager, Infrastructure Delivery

Phone 02 6207 2738 | Fax 02 6207 6212

Transport Canberra and City Services | **ACT Government**

Level 7, 490 Northbourne Ave, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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From: Dias, Carl <Carl.Dias@act.gov.au>

Sent: Monday, 2 December 2019 16:33

To: Tharmar, Elan <Elan.Tharmar@act.gov.au>; Smith, Jeremy <Jeremy.Smith@act.gov.au>

Cc: Hedley, Ellie <Ellie.Hedley@act.gov.au>; Alaiek, Haytham <Haytham.Alaiek@act.gov.au>

Subject: Re: Urgent update on Coleman Court Carpark

Ellie

As requested - Progress of Cooleman Court Car Park progress to date

- Contract for the design of a 146 bay car park at Cooleman Court (adjacent to Watling Place and Brierly Street) has recently been awarded to local consultancy firm R.D Gossip Pty Ltd. who have commenced preliminary works associated with the verification/validation of the site;

- As part of this exercise, the consultant along with officers from TCCS have recently met with EPSDD regarding the approval process for a Development Application (DA) Approval;
- Advice from EPSDD has also been sought regarding whether an associated land use variation is required as part of the DA approval process prior to the formal commencement of the design and stakeholder consultation. It is expected that this advice will be available next week.
- The timing of construction work (currently programmed to commence in early 2020) is contingent upon this advice from EPSDD;
- The consultant is expected to meet with Stakeholders including the Weston Community Council (WCC), and other stakeholders directly impacted by these works to in the coming weeks to seek to address concerns raised.

From: Smith, Jeremy <Jeremy.Smith@act.gov.au>

Sent: Monday, 2 December 2019 3:43 PM

To: Dias, Carl <Carl.Dias@act.gov.au>; Tharmar, Elan <Elan.Tharmar@act.gov.au>; Vasudevan, Uma <Uma.Vasudevan@act.gov.au>

Cc: Hedley, Ellie <Ellie.Hedley@act.gov.au>; May, Alicia <Alicia.May@act.gov.au>; Harradine, Kae <Kae.Harradine@act.gov.au>

Subject: Urgent update on Coleman Court Carpark

UNOFFICIAL

Team – the ministers office has asked for an urgent update on the Coleman Court Carpark progress – I know there is some challenges around the EPSDD land use question but I need to understand this.

The officer has also asked to make sure we do community consultation on the prelim design as well.

Can I get some dot points ASAP.

Thanks

Jez

Jeremy Smith | Executive Branch Manager, Infrastructure Delivery

Phone 02 6207 2738 | Fax 02 6207 6212

Transport Canberra and City Services | **ACT Government**

Level 7, 490 Northbourne Ave, Dickson ACT 2602 | GPO Box 158 Canberra ACT 2601 | www.act.gov.au

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Transport Canberra and City Services

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To:	Minister for Roads and Active Travel	Tracking No.: S2020/3640
Date:	19/03/2020	
From:	Executive Branch Manager, Infrastructure Delivery	
Through	Director-General, Transport Canberra and City Services Deputy Director-General, City Services Executive Group Manager, Infrastructure Delivery and Waste	
Subject:	Cooleman Court carpark upgrade options	
Critical Date:	23/03/2020	
Critical Reason:	Approval of preferred Temporary Carpark Option – Cooleman Court	

Recommendations

That you:

1. Note the information contained in this brief; and
2. consider and approve the preferred option.

Noted / Please Discuss

Agreed / Not Agreed / Please Discuss
[Handwritten signature]
Chris Steel MLA **25/3/20**

Minister's Office Feedback

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Background

1. This project involves the proposed construction of a temporary carpark at Coleman Court (Block 2, Section 75, Weston).
2. This project is in response to a car parking shortage in the area pending the development of a commercial shopping precinct in Molonglo.
3. The provision of the proposed temporary carpark at Coleman Court addresses the recommendation of the Weston Group Centre Master Plan for the provision of additional parking in and around the Coleman Court Shopping precinct.
4. Three options were initially proposed and further investigated by an independent design consultant.
5. Assessment of the surrounding land use resulted in a proposal for a temporary carpark to accommodate carparking until such time that the Molonglo Centre is completed.
6. A map of Option A was initially presented to external stakeholders and community members on 26 February 2020. A copy of this option is provided at Attachment A. The scope for Option A included:
 - a. Approximately 108 car parking spaces and the provision of two driveways (one to Brierly Street and one to Watling Place); and
 - a. installation of a pedestrian crossing to Parkinson Street.
7. A number of concerns were raised from this public information session on Option A regarding security, lighting, pedestrian access, removal of mature trees and amenity. A copy of the meeting minutes is provided at Attachment B.
8. Following the information session, a revised **option** was developed which addressed key concerns raised by stakeholders (Refer Attachment C – Option B). It is considered to be the preferred option to progress and includes:
 - a. approximately 65 car parking spaces with a single driveway access to Brierly Street;
 - b. retention of the existing pedestrian footpath from Hindmarsh Drive to Parkinson Street;
 - c. retention of mature trees to portion of the site adjacent to Watling Place;
 - d. provision of a zebra crossing to Parkinson Street; and
 - e. investigation (and subsequent provision) of a wombat crossing to Liardet Street and additional lighting to Namatjira Drive.

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9. Option B will be staged as follows;
 - 1) A Development Application (DA) for the temporary Carpark to be lodged and construction commenced upon approval of the DA;
 - 2) undertake design development for the proposed wombat crossing to Liardet Street and construct will commence once the design has been completed;
 - 3) investigate the construction of additional streetlighting along Namatjira Drive (near the existing underpass).

Issues

10. The site is on a gradient and both options will require a cut of approximately 0.500 – 1.00m and the possible provision of a retaining wall.
11. Finalisation of the preferred option and updating of the design is likely to impact on the original delivery plan and completion date of June 2020.
12. A DA will be required for either of the above noted options.

Financial Implications

13. Funding of \$1.22m has been provided to implement these works.
14. Costing estimates for both options will be provided in the coming weeks.

ConsultationCross Directorate

15. TCCS has consulted with EPSDD and Infrastructure Delivery Partner Group (IDPG) Comments received from these agencies have been considered.

External

16. TCCS has undertaken an information session with residents, Cooleman Court Shopping Centre, Weston Creek Community Council and other businesses in the area on 26 February 2020, prior to the submission of the final design and application for DA.
17. TCCS has also completed a letter drop to all surrounding residents and businesses.

Work Health and Safety

18. TCCS has identified the potential disruption to road users during the transition and included required control measures to address these risks, including:
 - a. circulating communications to inform community stakeholders before construction work is undertaken; and

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- b. ensuring a thorough assessment of the Temporary Traffic Management (TTM) plan for the expected volume of through traffic.

Benefits/Sensitivities

- 19. Option B provides a significantly reduced number of car parking spaces than Option A, but will address a number of concerns raised by the residents on Watling Place including amenity, traffic to Watling Place and the removal of mature trees etc.
- 20. Both Options A and B are consistent with the Weston Group Centre Master Plan (December 2014).

Communications, media and engagement implications

- 21. TCCS will engage with the Weston Creek Community Council (WCCC), local residents and Coleman Court Shopping Centre Management (Mirvac) following the completion of Preliminary Sketch Plans once the final option for implementation is approved.
- 22. A second stakeholder session will be held once the option to progress is approved, prior to submitting the DA.
- 23. A letter drop was completed 24 February 2020 informing residents and local businesses (where appropriate) of Option A.
- 24. A media release will be organised once the option for implementation is approved and prior to the start of construction works.

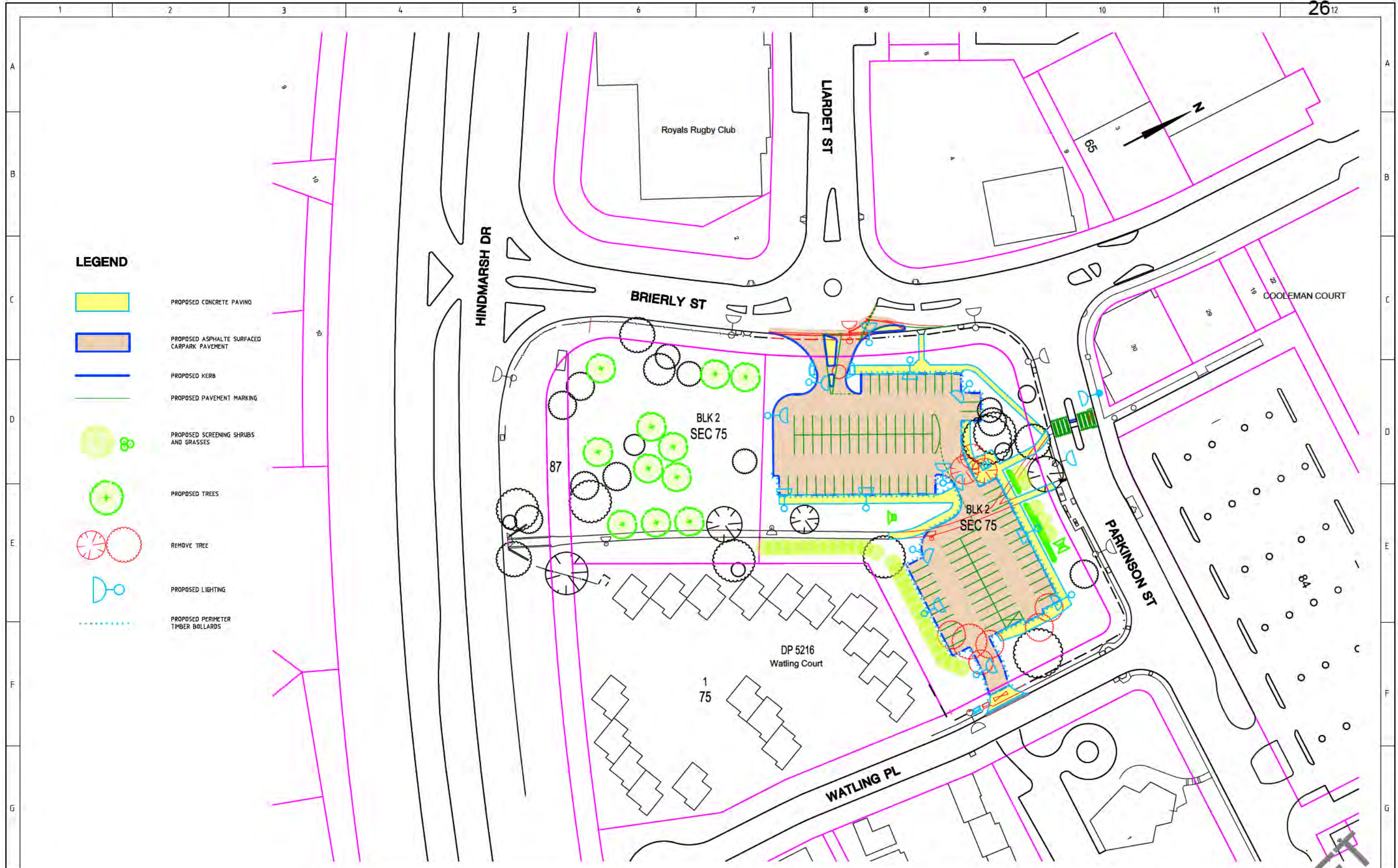
Action Officer: Jeremy Smith

Phone: 62072738










Attachments

Attachment	Title
Attachment A	Option A – 108 Car parking Spaces
Attachment B	Coleman Court Carpark Consultation Meeting Minutes
Attachment C	Option B – Approximately 65 Car parking Spaces

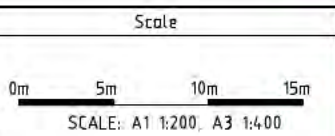
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LEGEND

-  PROPOSED CONCRETE PAVING
-  PROPOSED ASPHALTE SURFACED CARPARK PAVEMENT
-  PROPOSED KERB
-  PROPOSED PAVEMENT MARKING
-  PROPOSED SCREENING SHRUBS AND GRASSES
-  PROPOSED TREES
-  REMOVE TREE
-  PROPOSED LIGHTING
-  PROPOSED PERIMETER TIMBER BOLLARDS

AMENDMENTS		
AMENDMENT	APPROVAL	DATE




Design Agent



R.D. Gossip Pty Ltd
Consulting Engineers
2 Lawry Pl, Macquarie, ACT 2634
Ph: 02 6251 8313

Client

Project Officer: Carl Dias
Project Number: TBA



ACT Government

Project	Drawing Title
COOLEMAN COURT CARPARKING IMPROVEMENTS	CONSULTATION PLAN
Date: 19/02/20	Drg. No. RG 19083
Sheet CN1	Revision 0

DRAFT

MEETING MINUTES

Project: More Shopping Centre Car Parks – Cooleman Court
Venue: On site - Block 2, Section 75 - Weston (cnr Parkinson Street and Watling Place)
Time: 10.30 am – 11.30 am Date: 26 February 2020

Attendees		
Carl Dias	CD	Director – Transport Canberra and City Services (TCCS)
Melynda Kensey	MK	Project Officer – TCCS
Haytham Alaiek	HA	Project Officer - Infrastructure Delivery Partners Group
██████████	MG	RD Gossip
██████████	RD	RD Gossip
██████████	TA	Weston Creek Community Council,
██████████	ID	MIRVAC Centre Manager, Cooleman Court Shops
██████████	NS	Resident, ██████████

Item	Notes	Action
Introduction	<ul style="list-style-type: none"> The community consultation was opened by MK with a brief description of the project. MK advised that TCCS were holding the session to inform the public of the proposed works. Copies of the proposed plan of the car park were handed out to those attending. 	
Path Access	<ul style="list-style-type: none"> Concerns were raised over the safety of the path crossing through the car park, with residents stating that it is heavily used by children and the elderly. There was a question asked regarding the path priority and whether it should be marked as a pedestrian crossing or raised. MG stated that both of these options would be required to be marked as a zebra crossing which would require flood lighting as per Australian Standards. 	
Direct impact on Residents	<ul style="list-style-type: none"> Concerns were raised regarding access to the rear of 8 Watling Place properties by delivery/ removalist and transporting gardening material/equipment. This is side of 8 Watling Place that backs onto the block of the proposed car park. Concerns were raised regarding antisocial behaviour in the car 	

MEETING MINUTES

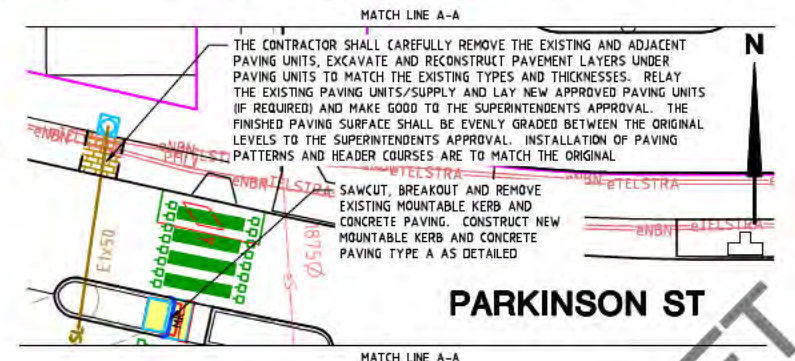
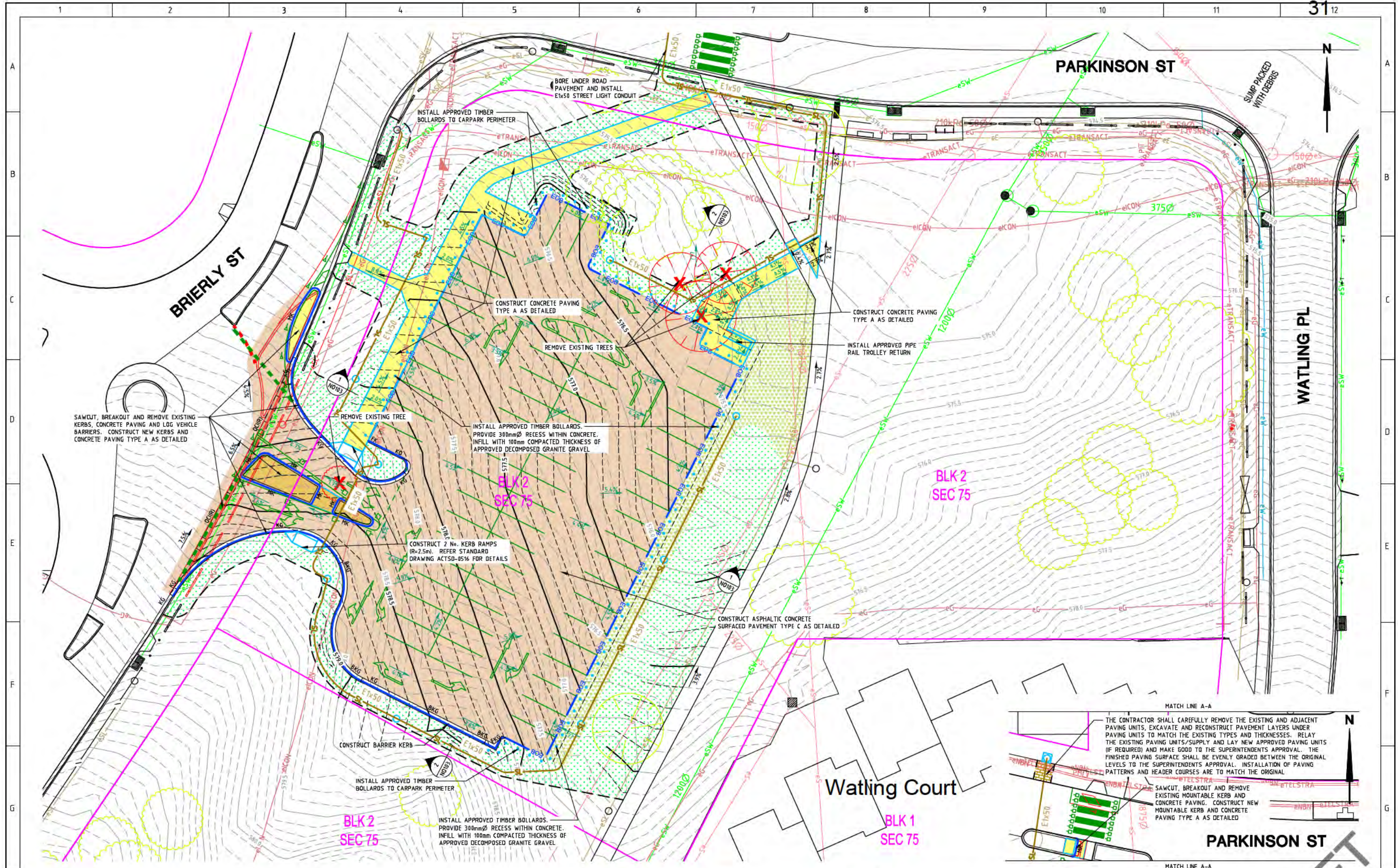
Item	Notes	Action
	<p>park and how it would be managed. It was stated by the residents that they have issues currently from the surrounding streets.</p> <ul style="list-style-type: none"> Concern was raised by the residents over the proximity of the proposed temporary car park to the dwellings. It was advised that some residents were asthma sufferers (one resident advised that she was a severe sufferer). It was requested by the residents to shift the proposed car park further from the dwellings. 	
Car Park	<ul style="list-style-type: none"> The use of a permanent material such as asphalt was questioned by the residents – MG advised that the material selected was based on the time of year for the construction and ongoing maintenance of a 'chip' sealed surface. The impact of an unsealed surface to the previously declared asthma sufferers was also mentioned. MK advised that the use of the parking restrictions for the car park has not been allocated. Lighting was discussed. MG advised that currently the use of closely spaced low wattage luminaries to limit the spill into the dwellings rather than taller brighter floodlights at the corners of the carpark was being considered. The residents were concerned with the lighting associated with the car park as bedrooms are located on the side adjacent to the proposed car park and that the additional lighting may affect their sleep. The question was raised regarding the rehabilitation of the temporary car park and whether funding has been made available as part this project. The question was raised if security cameras are to be installed– MK advised no cameras were proposed and security would be via passive surveillance design. The question was raised if the carpark is to be flattened – MG advised that the area would be 'flattened' by cutting into at the southern end of the carpark and filling at the southern end. The approx. cuts and fills will be approx. 0.5-1.0 m. 	
Parking and Traffic	<ul style="list-style-type: none"> The question was asked if a parking survey had been undertaken to determine the need for the carpark– MK advised that a previous parking survey was undertaken and reports of illegal parking were received by the ACT Government. This contributed to the decision to increase car park spaces and in particular due to the growing demand from Molonglo. MK 	

MEETING MINUTES

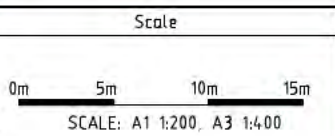
Item	Notes	Action
	<p>advised residents to contact TCCS for further information if required.</p> <ul style="list-style-type: none"> The residents advised that there is vacant parking available around the area and that directional signage to the other carparks around the shops is required and could assist the parking problem. Residents expressed concern regarding the traffic impact associated with the car park – RD advised that no analysis has been undertaken, however, referenced the analysis undertaken for the work undertaken to the Cooleman Court car park (northern side of Parkinson Street), stating that the analysis indicated that it was Level of Service A before and after the work was undertaken, with Watling Place likely to have the same Level of Service. It was expressed that Level of Service A was considered the best performing rating. The new driveway will reduce the number of parallel parking spaces on Watling PI – MG advised that parking spaces (approx. 7) would be removed adjacent to the driveway and to the intersection of Parkinson St. TA asked that a traffic study be made to take into account the issues that may arise with the in and out access points at the Brierly Street roundabout, together with the impact on the Watling Place/ Parkinson Street intersection, as well as the pedestrian crossing on Parkinson Street and the movement and stopping of buses on Parkinson Street. 	
Planting/ Removal of trees	<ul style="list-style-type: none"> Concern was raised over the removal of the mature trees to the proposed site and why they had to be removed for a temporary car park. It was advised that trees will be planted in the remaining open space block. MK advised that planting of new trees within the community facilities area of the block were not considered part of the temporary car park proposal due to the temporary nature and because the block may be developed in the future. The planting around the car park was discussed. MK stated that the type of planting will generally consider asthma sufferers. MG stated that the planting will be low to account for passive surveillance. 	
Development Application	<ul style="list-style-type: none"> The question was raised over the land use and how it can be allocated for parking. MK advised that the site is zoned as Community Facilities and is not suitable for a permanent carpark and that is why the carpark proposed is temporary. A resident requested the ACT planning Regulations and zoning 	

MEETING MINUTES

Item	Notes	Action
	<p>for the site. MK advised she would try to provide the information.</p> <ul style="list-style-type: none"> • The length of the temporary lease was discussed – MK stated that it is initially a 3 year lease, with a reassessment near the 3 year expiry as the timing of the development of the Molonglo Town Centre is currently unknown. • The question was raised as to when the DA will be lodged and how long it would take, with reference to the length of time it took for the expansion of Cooleman Court. 	
Construction	<ul style="list-style-type: none"> • Concerns over the impact of construction damage were raised by the residents. MG stated that the Watling St verge adjacent to the unit development could be fenced off with man proof fencing to prevent damage to landscape areas. 	
Ministerial	<ul style="list-style-type: none"> • The residents advised they have written to the Minister several times. They consider the response they received generic and that they consider that their concerns have not been addressed. • Residents had requested a meeting with the Minister on a number of occasions and this had not been granted. • TA will try to arrange a meeting with the Minister. 	
Consultation	<ul style="list-style-type: none"> • It was agreed that MK would circulate information to NS (resident representative) and NS would distribute correspondence to internal unitholders. • NS will advise the contact at ACT Strata so that correspondence can also be sent to them for distribution. 	



AMENDMENTS		
AMENDMENT	APPROVAL	DATE
DRAWING STAGE - LATEST DATE INDICATES DRAWING STATUS		
Conceptual Design: 19/02/20	Development Application: 28/02/20	Final Design: --/--
For tendering purposes only: --/-- Issued for construction: --/-- W.A.E. --/--		



Design Agent

R.D. Gossip Pty Ltd
Consulting Engineers
2 Lawry Pl., Macquarie, ACT 2614
Ph: 02 6251 6313

Designed by: MG
Drawn by: BvA
Checked by: MG
Approved by: PE

Client

Project Officer: Carl Dias
Project Number: TBA

ACT Government

Project

MORE SHOPPING CENTRE
CARPARKS
BLOCK 2, SECTION 75
COLEMAN COURT, WESTON
CARPARKING IMPROVEMENTS

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Weston Group Centre

Master Plan



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Contents

Executive summary	1
1. Introduction	3
1.1 The importance of the master plan	3
1.2 Study area	3
1.3 Master plan process	3
2. Planning context	5
2.1 Strategic planning	5
2.2 Statutory planning	7
2.3 Spatial context	7
3. Background and analysis	11
3.1 Community engagement	11
3.2 Land use	11
3.3 Public realm	17
3.4 Transport	17
3.5 Environmental sustainability	18
4. Challenges and opportunities	21
4.1 Challenges	21
4.2 Opportunities	21
5. The master plan	25
5.1 Master plan structure	25
5.2 Vision	25
5.3 Planning principles	26
5.4 Spatial framework	27
5.5 Precinct character	28
5.6 Strategies and planning policies	30
6. Recommendations for Implementation	49
6.1 Implementation mechanisms	49
6.2 Possible development sequence	49
6.3 Land use – proposed future developments	54
6.4 Public realm – proposed improvements to public places	57
6.5 Transport – proposed improvements to connectivity	61
7. Next steps	65



Executive summary

The Weston Group Centre Master Plan sets the long term vision and the planning guidelines for the centre's future development. The master plan sets out what is important about the Weston group centre and identifies opportunities for enhancing the qualities of that place. It identifies opportunities for growth while maintaining the centre's unique character.

The master plan responds to the broader strategic planning policy for the ACT and background analysis on issues and opportunities in the centre. Extensive community engagement was held throughout the master plan process, in particular with Weston Creek residents, local businesses, community groups, ACT Government agencies and private interest groups. Background analysis and the community engagement process helped to identify priorities for improving the centre to meet the community's needs now and into the future.

This master plan incorporates the ACT Government's broader metropolitan policy including planning, transport and environmental measures to create opportunities for change. To ensure long-term environmental, social and economic security, it is necessary to understand the trade-offs required to create a sustainable environment.

The master plan seeks to address the following local challenges identified during community engagement and background analysis:

- the quality of the public domain and lack of outdoor meeting spaces in the centre
- traffic and pedestrian connectivity in and around the centre
- provision of community facilities in the centre
- the transitional impact of the Molonglo Valley on the centre in terms of facilities, services and parking, and
- the need to adjust to changes in demand as facilities are developed in the Molonglo Valley.

The vision for the Weston group centre is drawn from the community, which envisages the centre as:

An attractive village in the valley with pleasant and safe surrounds to enjoy, convenient access to shops and services, a sustainable built environment and opportunities for all to socialise and participate in community life.

The key actions identify opportunities for private and public sector investment, and improvements within the centre. Where capital investments are identified they will be subject to consideration by the ACT Government through future budget processes.

Key actions proposed for the Weston group centre include:

- retaining community facilities and services close to the retail core
- allowing for the possibility of retail expansion in the centre
- improving pedestrian safety and reinforcing pedestrian and cycle connections in the centre
- integrating the frequent rapid bus network into the centre
- providing more housing choice close to services
- enabling more people to enjoy the landscape setting and amenity
- upgrading Brierly Street and Trenerry Square for more pedestrian activity and amenity with wider footpaths, improved landscaping and social gathering spaces (Figure 1)
- further progressing the land release for an additional service station for Weston Creek and Molonglo Valley residents, and
- providing additional short and long-term parking spaces and integrating additional car parking in conjunction with future development.

Figure 1: Artist's impression of a possible upgrade to Brierly Street and Trenerry Square



Figure 2: Study area



1. Introduction

1.1 The importance of the master plan

A master plan defines what is important about a place and identifies opportunities for preserving and enhancing the quality of that place. This master plan provides a vision, a spatial framework and strategies to guide the development of the Weston group centre over the next 20+ years. The master plan is a non-statutory planning document. However, once endorsed by the ACT Government, it will be translated into a precinct code to be incorporated into the Territory Plan, the key statutory planning framework in the ACT.

The Weston Group Centre Master Plan responds to broader strategic planning policies for the ACT and background analysis on issues and opportunities in the centre. Extensive engagement was held throughout the master plan process in particular with Weston Creek residents, local businesses, community groups, ACT Government agencies and private interest groups. Background analysis and the community engagement process helped to identify priorities for improving the centre to meet the community’s needs now and into the future.

1.2 Study area

The Weston group centre’s study area (Figure 2) is approximately 38 hectares. It is bounded by Streeton Drive to the west, Hindmarsh Drive to the south, Namatjira Drive to the east and Hilder Street to the north. The study area includes Weston Oval and the community hub to the north, the Weston Club and community centre to the south. The commercial area is divided by Brierly Street (Figure 3) with the shopping centre, Cooleman Court, to the east and the services area to the west, which includes small-scale businesses.

When Weston Creek was first established, its population was younger as is generally the case for newly established suburbs. Its current population is approximately 23,000 people with a slightly older demographic profile than the rest of Canberra.

At present the Weston group centre is a busy, vibrant centre providing a wide range of shops and services. The centre was developed in the 1970s, with the architecture reflecting this period. Over time there have been changes to services and facilities, however the public spaces have remained largely unchanged.

The public areas in the centre appear worn, with few attractive spaces in which to meet. The commercial centre is enhanced by the open space and recreation uses, community uses and clubs, and is supported by transport facilities and services.

1.3 Master plan process

The master plan process is shown in Figure 4, which lists the stages of the master plan process, summarises the engagement and outlines the deliverables for each stage.

1.3.1 Community engagement

Ongoing engagement and discussion with stakeholders and the community of Weston Creek formed a key part of the master plan process. It helped identify what is important about the centre and how its quality can be conserved and enhanced. Overall more than 1000 people attended various meetings, filled in surveys or took part in conversations during the course of the master plan process. Input and feedback from the community was gathered during public workshops, through the use of surveys, information displays, feedback forms, ‘meet the planners’ sessions, stakeholder reference group meetings and individual meetings.

Three community engagement outcomes reports have been released which provide detailed analysis of the approach, processes and feedback received during each stage of the master plan study.

Figure 3: Brierly Street





Figure 4: Master plan process

STAGE	TASK	DELIVERABLE
Identifying issues Public information session, community survey and public ideas workshop November 2011 Business and lessees meeting February 2012 Youth engagement with Stromlo High School students March 2012	Gather ideas for a centre vision and identify issues Complete background research and site analysis	Information session and ideas workshop outcomes Preliminary findings from public ideas workshop
Design options Public design workshop April 2012 Stakeholder reference group meetings	Refine issues, strengths, weaknesses, opportunities and threats (SWOT) Develop different design options	Public design workshop outcomes Draft vision, outcomes, principles and preliminary design ideas
Preliminary master plan Information and display July/August 2012 Stakeholder reference group meetings	Outline strategies and preliminary ideas	Engagement outcomes report 1 Preliminary master plan Refined vision, outcomes, principles and design ideas
Draft master plan Information and display June/July 2014	Draft master plan available for public comment	Engagement outcomes report 2 Input to inform final master plan Draft master plan
Master plan Finalisation end 2014	Consider feedback on the draft master plan Produce final master plan and obtain ACT Government endorsement	Engagement outcomes report 3 Final master plan
Precinct code Information and display early 2015	Produce draft precinct code to be available for public comment	Draft precinct code early 2015 Final precinct code 2015

2. Planning context

2.1 Strategic planning

The 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 influences the Weston group centre.

2.1.1 The ACT Planning Strategy

The ACT Planning Strategy (2012) responds to the changes in 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
- supporting convenient access to a range of facilities, services and opportunities for social interaction by reinforcing the role of group centres as community hubs.

2.1.2 Transport for Canberra

Transport for Canberra (2012) seeks to integrate urban planning and transport to improve services in Canberra over the next 20 years. The key policy directions include:

- integration of land use and transport through the Frequent Network of public transit corridors
- make walking and cycling the easiest travel options to encourage active travel
- strategic management of the road network and parking.

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 undertaken by the ACT Government are:

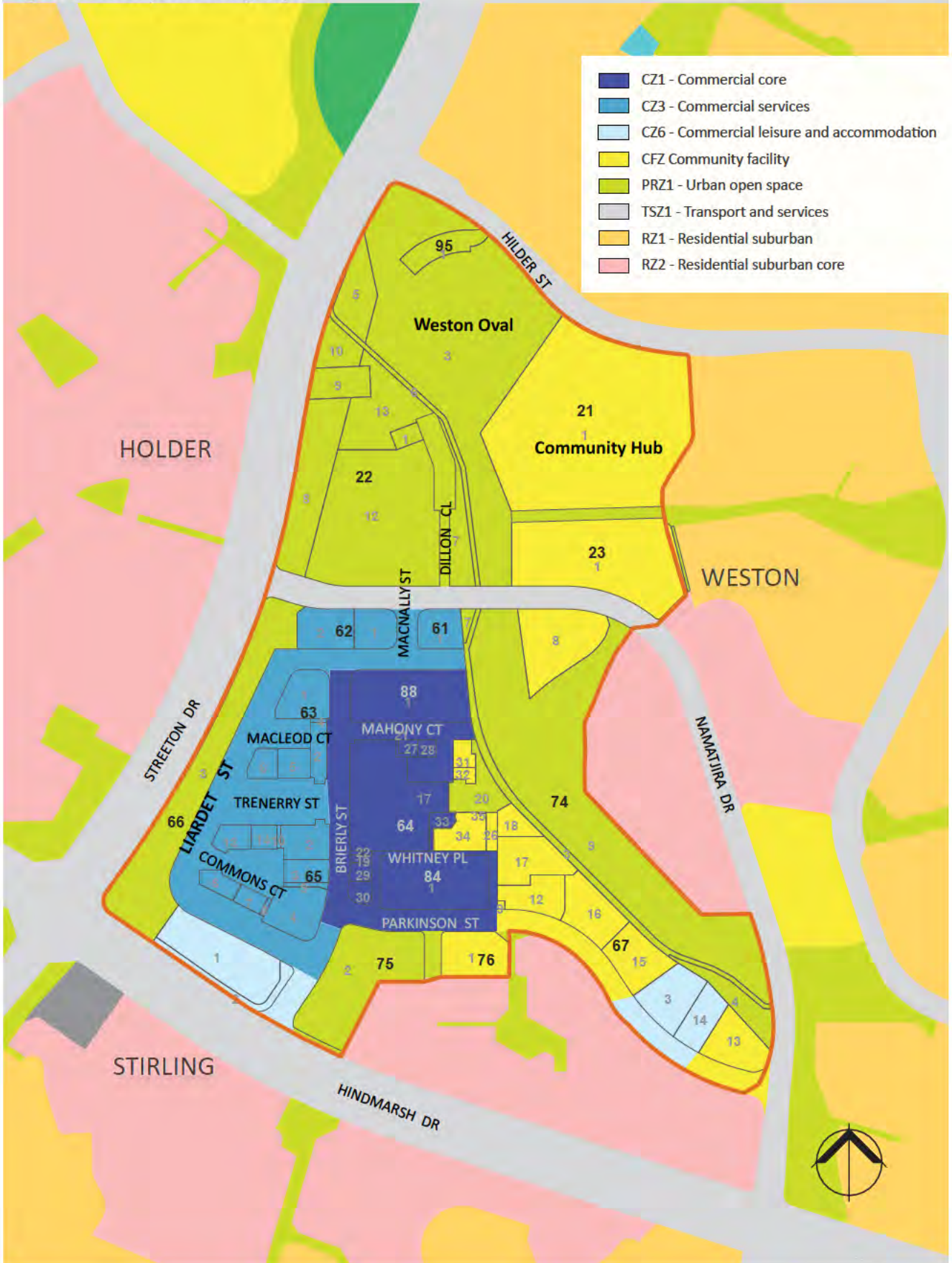
- legislating emission reduction targets for the ACT in 2010: zero by 2060; 80% by 2050, and 40% by 2020 (based on 1990 levels)
- investing in renewable energy sources (solar and wind) to meet the ACT's renewable energy target of 90% by 2020 (introduced in 2013)
- introducing the energy efficiency improvement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

2.1.4 ACT Water Strategy

The ACT's new water strategy, 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 assisting in a number of key components of the strategy such as improving catchment health.



Figure 5: Territory Plan zoning map



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 Territory Plan indicates where designated land exists and is consistent with the National Capital Plan. While there is no designated land within the study area, the area surrounding Weston Creek does include areas of designated land, such as the hills, ridges and buffers that separate Weston Creek and the Woden Valley from other districts.

2.2.2 Territory Plan

The Territory Plan is the key statutory planning document in the ACT, providing the framework for the administration of land use and planning in the ACT. The master plan will inform a precinct code for the Weston group centre that will be a part of the Territory Plan. This precinct code will guide future development in the centre through land use and development guidelines.

The centre is predominantly zoned CZ1 (Commercial Core), with associated CZ3 Service zone, CZ6 Leisure and Accommodation zone, CFZ Community Facility zone and PRZ1 Urban Open Space zone (Figure 5).

The CZ1 zoning allows for a great deal of flexibility of use within the commercial core precinct, although it currently restricts building heights to two storeys.

2.3 Spatial context

Woden–Weston Creek is an urban district located in south-western Canberra (Figure 6). The initial development of the Woden Valley was between 1963 and 1967. Weston Creek was developed between 1968 and 1974, with the first residents taking up residence in 1969.

The Weston group centre is situated in Weston Creek in the suburb of Weston. The centre is one of three group centres (Weston, Mawson and Curtin) in the Woden–Weston Creek district.

Five local shopping centres in Weston Creek suburbs support Weston Creek residents on a daily basis. Further north-west of Weston is the new district of Molonglo Valley, which is proposed for residential development and commercial centres.

Weston Creek lies in a valley and has assumed its own identity in part because of the geographical separation of a major arterial parkway and a ridge. Weston Creek has always had a strong community identity and has its own community council, separate from that of Woden.

The impact of the January 2003 bushfires in the broader Weston Creek area should be acknowledged for the substantial impact on the suburbs of Duffy, where over 200 homes were destroyed, and Chapman, Holder, Rivett and Weston.

During the firestorm and its aftermath a strong sense of community, friendships and support engendered community spirit and a sense of place.

Since the bushfires there has been significant rebuilding of homes and community links.

The Weston group centre serves as a key social and economic hub for Weston Creek, offering a range of facilities, services and employment (including the Cooleman Court shopping centre), including:

- Aged care (4 facilities)
- Childcare centre (1 facility)
- Community facility (3 facilities)
- Preschool (1 facility)
- Licensed club (2 facilities)
- Service station (1 facility)
- Health and allied health (12 facilities)
- Indoor recreation (3 facilities)
- Tennis courts, oval and skate park
- Parkland
- Place of worship (4 facilities) in addition, faiths that share other facilities (3)
- Weekly and daily shopping including a full-line supermarket.



Figure 6: Spatial context



The broader spatial context of the master plan takes into account the wider area of Weston Creek, including the Molonglo Valley, in terms of demographics, social planning and retail economics and how this influences the Weston group centre study area.

The Molonglo Valley district is currently being planned and developed to accommodate up to 55,000 people over the next 20–30 years. This will bring transitional pressure on the Weston group centre until the Molonglo commercial centre is operational. This centre is expected to commence operations within the next ten years, subject to population growth and housing demand in the Territory. In the interim, Molonglo Valley residents will use other centres for shopping and services. After the Molonglo commercial centre is built, the majority of Molonglo Valley residents are expected to use their local centre. The site for the Coombs local centre in the Molonglo Valley, consistent with the government’s land release program, is anticipated to be released in 2014–15. Development of this site will include a supermarket, which may alleviate the pressure on the Weston group centre.

To ensure the long term viability of the Weston group centre, the master plan recognises the importance of understanding the impacts of the Molonglo Valley development on the Weston group centre before and after the Molonglo commercial centre is built and how to address these impacts.

From community feedback - what is valued by the Weston Creek community

Village atmosphere, a combination of the centre’s unique landscape setting, the ‘human’ scale built form and an active, close-knit community creates a distinctive feel and local identity.

Convenient easy vehicular access to the centre, free car parking and the mix of retail, community, health and recreational services close by are convenient to use every day.

Diversity in retail, good retail facilities with diverse little shops and local traders in addition to supermarkets make the centre a convenient ‘one-stop-shop’ in the Weston Creek area.



Artist's impression of a possible upgrade to Trenerry Square

3. Background and Analysis

3.1 Community engagement

Some of the key messages from the community and stakeholders for the master plan were:

- Provide safer and easier access to the services in the centre by improving major intersections, footpaths and cycle lanes in the centre, more frequent bus services and more long-term and short-term car parking.
- Improve the quality of the public realm and its amenity for people, in particular related to Brierly Street, Trenerry Square, the surface car parks, the Weston Creek 'green spine' and the Weston Oval.
- Renew tired facilities and invest into the centre's services, in particular car parking, a new community centre, and various indoor and outdoor meeting and recreation spaces.
- Retain community and health services close to the retail core.
- Integrate residential development for a more active and vibrant centre. This view was well supported but also a source of diverse views.
- The proposal to allow building heights of four to six storeys received mixed responses.

Further information on feedback from previous stages of consultation can be found in the three engagement outcomes reports, available on www.act.gov.au/weston.

3.2 Land use

3.2.1 Population

Over time there have been changes to the demographic profile of Weston Creek. After a peak population in the mid-1980s of around 28,800 people, the Weston Creek population has now stabilised at about 23,000 people. The area has a slightly older population than the whole of Canberra. The projected demographic structure for the Weston Creek district suggests the population will continue to age, with 16.4% of Weston Creek residents aged over 65 years compared to 10.5% for the ACT and 13.8% nationally (Figure 7). There is a concurrent trend being experienced with a slight increase in the proportion of 0–4 year olds between 2006 and 2011.

This reflects the life cycle change being experienced in some parts of Weston Creek with younger families replacing older residents.

Figure 7: Facts about Weston Creek

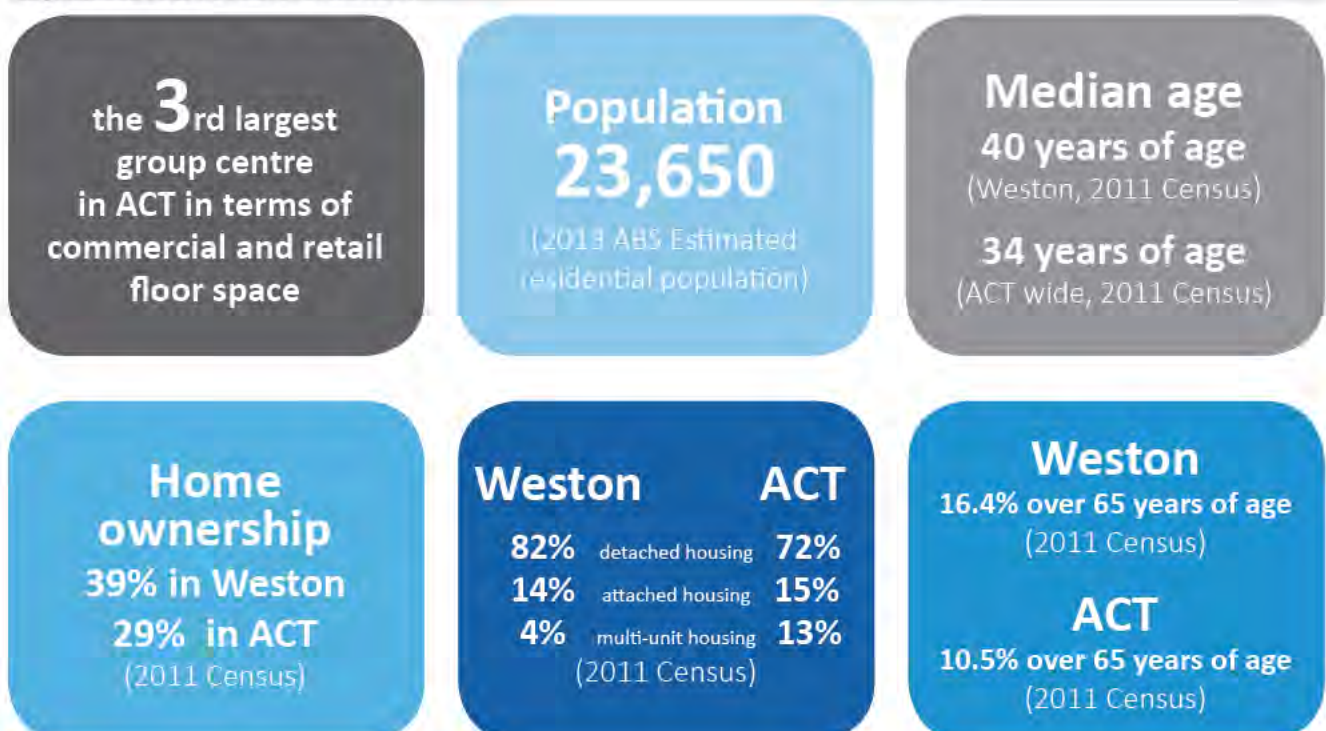
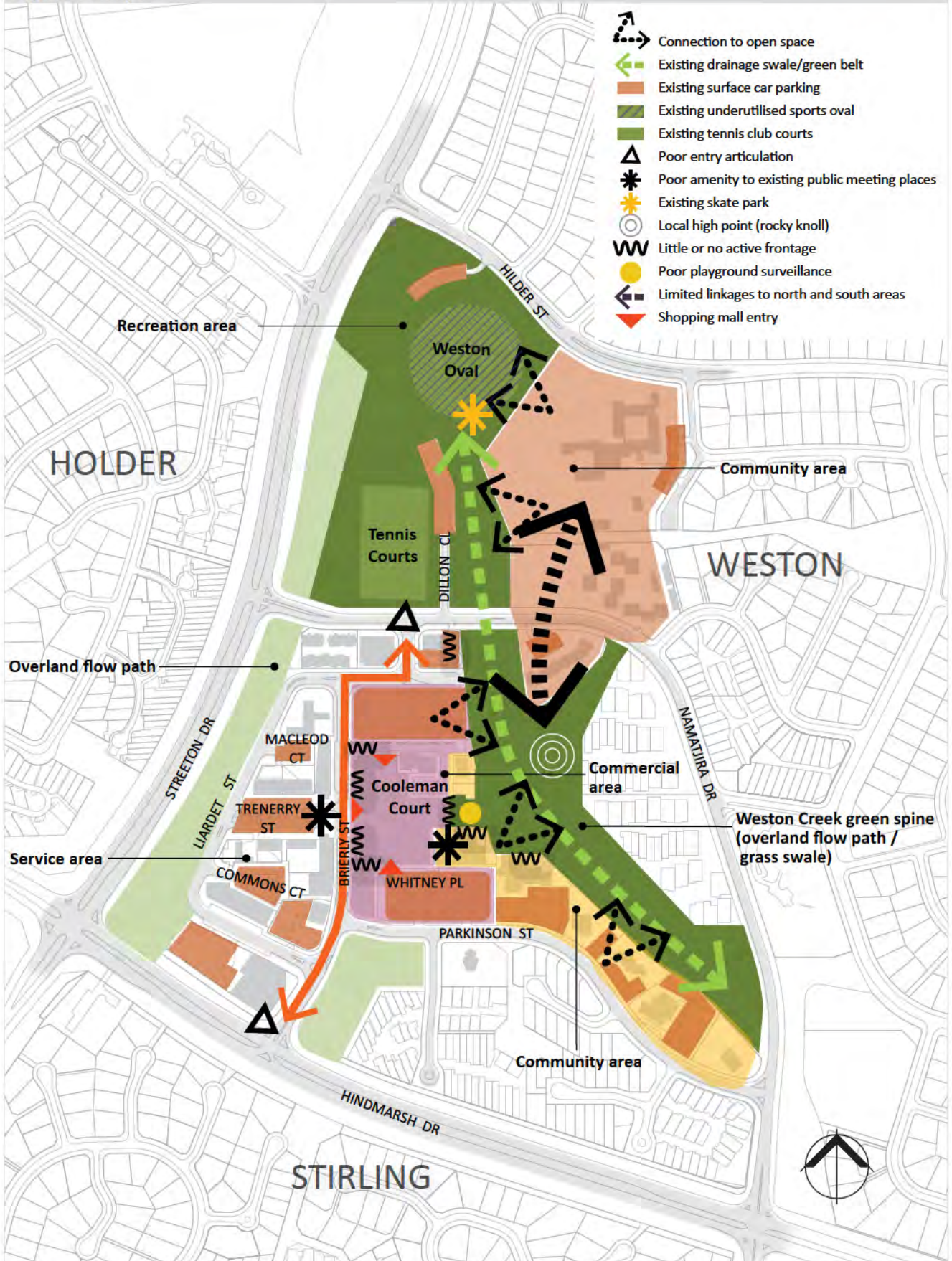




Figure 8: Analysis



The need to support an older population has implications for the provision of facilities and services. The new community of the Molonglo Valley is expected to differ from the established Weston Creek community and is anticipated to be populated by a much larger proportion of younger people than Weston Creek. The design of the public realm for the Weston group centre will need to consider the needs of a diverse population and respond to issues such as mobility and access.

3.2.2 Employment

The labour force size and industry employment types within the Weston group centre are commensurate with, and typical of, its status as a group centre within the hierarchy of metropolitan centres. The primary role of group centres is to provide weekly grocery shopping opportunities, business and community services (e.g. clubs) to the neighbourhood group of suburbs, a catchment of about 15,000–20,000 people.

With a stable resident population of 23,000 the district of Weston Creek supported a group centre work force of approximately 1,100 in 2011. This represents approximately 0.5% of the total ACT workforce, which was estimated at 222,000 in 2011. The group centre workforce is largely local with a majority commuting from localities within Weston Creek.

The predominant industries of employment within the Weston group centre accord with the centre’s primary role: retail (25%); accommodation and food (20%); health care and social assistance (16%); miscellaneous services (7%); and professional, scientific and technical services (32%).

However, while public administration employed over one third of the ACT workforce in 2011, it accounted for less than 2% of the Weston group centre workforce in 2011 (ABS 2011 Census of Population and Housing).

3.2.3 Site analysis

The centre has distinct areas of character; the commercial core area, the services area, the recreation area and the community areas. These areas are defined by their uses, built form and landscape and streetscape. The commercial core area represents the shopping mall (Coleman Court), smaller businesses and the two main surface car parks. The services area contains smaller businesses to the west of Coleman Court and the recreational areas include the Weston Creek overland flow path and the Weston Oval. The community areas are to the east and north-east of the centre (Figure 8).

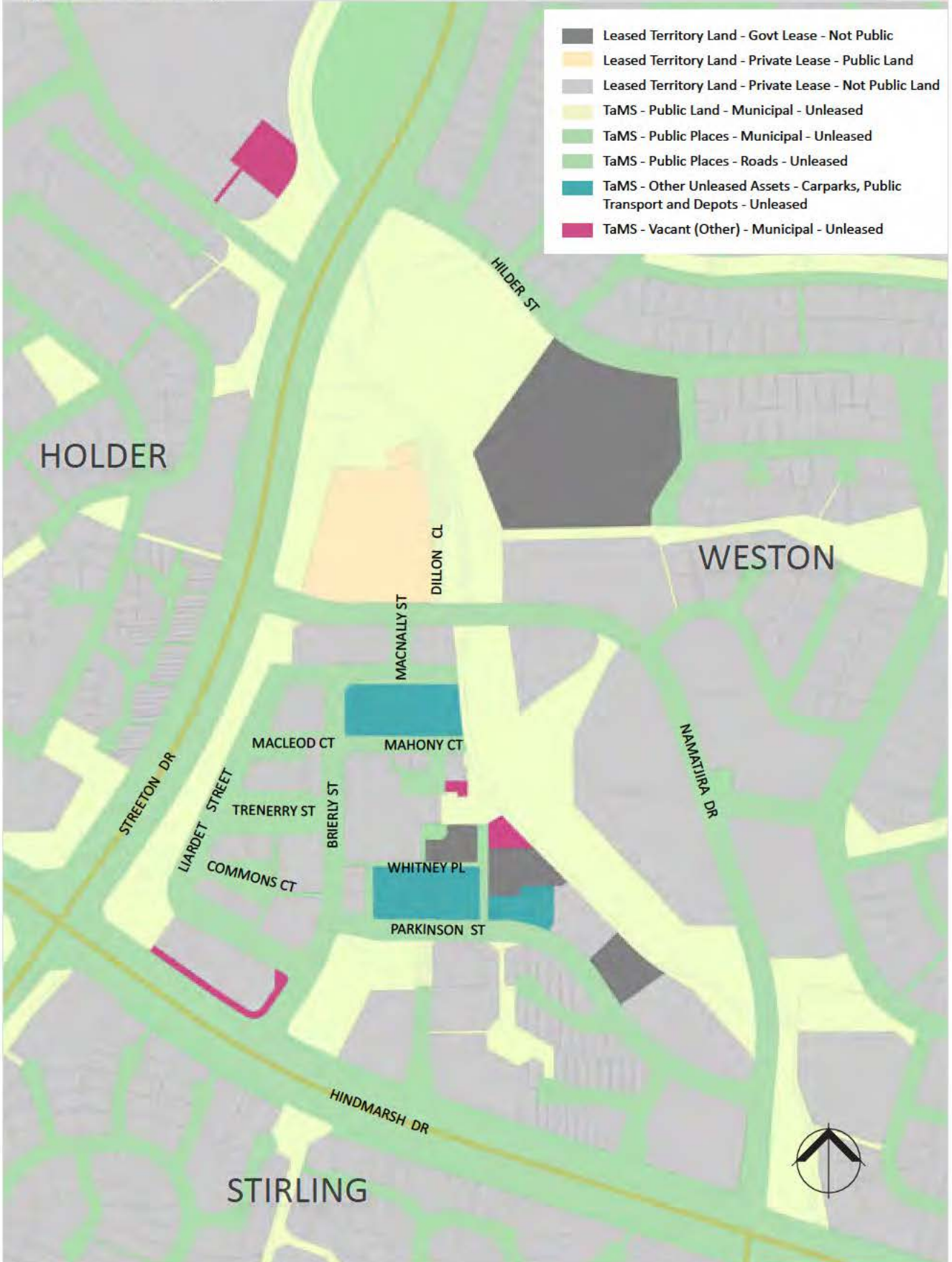
Most of the centre was constructed in the 1970s with buildings predominantly one or two storeys in height. Coleman Court has entrances from the north and the south off two large surface car parks and an entry from Brierly Street. The shopping centre has large blank walls to Brierly Street and to the north onto Mahony Court, offering little or no activity (Figure 9). It lacks visual and physical connection to the Weston Creek overland flow path and open space. The southern entry contains the majority of the active shop fronts. The entrances to the group centre are not clearly defined, however there is the potential to correct this and integrate key features with future urban development.

Figure 9: Long blank wall along Brierly Street





Figure 10: Land ownership



The services area has the smaller scale development of small businesses, restaurants, offices and shops and service trades in the centre. The services area is built around three courts and provides shop fronts facing onto Brierly Street and the central court known as Trenerry Street. The other two courts are primarily for service access and car parking. Brierly Street and Trenerry Street contain on-street shopping for the group centre.

Brierly Street is the main street through the centre, connecting Hindmarsh Drive to Liardet Street and Streeton Drive. Trenerry Square is adjacent to Cooleman Court, however the pedestrian connection across Brierly Street has poor amenity with blank walls in some areas (Figure 9).

Community uses are located to the east along Parkinson Street, with the community centre and health building immediately adjacent to Cooleman Court. Cooleman Court is the meeting place for many people, but there are limited places for people to meet outside commercial premises. The seating area adjacent to the community centre has limited amenity and poor visibility. Further recreation and community uses extending to the north across Namatjira Drive include the Weston Oval, a scout hall, a skate park and the Weston Community Hub. Some areas to the north of Namatjira Drive have limited pedestrian connections to the rest of the centre, lack activity and are prone to vandalism.

Surface car parking provides convenient access to the centre but creates a poor pedestrian environment. In particular, pedestrian access from the northern car park into Cooleman Court crossing Mahony Court lacks clear and safe pathways as it is the main loading zone.

Many shared paths provide good walking and cycling access from the surrounding residential areas, including a shared path system which runs along the Weston Creek overland flow path. However, the inner area around the commercial centre is not as well connected and pedestrian access is lacking across some main intersections and streets.

The centre has a substantial amount of green open space including recreational areas, overland flow paths and urban open space, particularly to the north of Namatjira Drive. The existing road structure and buildings in the centre do not capture the attractive vistas to the surrounding hills and green space.

Natural features in the area include the Weston Creek overland flow path and the overland flow path along Streeton Drive. The Weston Creek overland flow path also contains underground stormwater and sewer infrastructure. The infrastructure potentially limits development in the centre including the sewer line which runs underneath Weston Oval.

The rocky area to the east of the centre is the highest point of the study area and could be better utilised. The playground adjacent to the Weston Creek overland flow path is not well connected to the rest of the centre and has poor visibility. The planting along the Weston Creek overland flow paths and the oval is largely remnant eucalyptus and native planting. Territory and Municipal Services Directorate (TAMS) has commenced a species change for the eucalypt street trees on Brierly Street and Trenerry Square. When replacement street tree planting is undertaken ornamental pears are being substituted for the eucalypts.

3.2.4 Land Ownership

The ACT Government owns a large amount of land in the centre including urban open space easements, recreation spaces and community land uses such as the community centre, childcare centre, the community hub, the health building and the two large surface car parks (Figure 10). The privately leased land is a combination of unit titled buildings and buildings with a single owner.

3.2.5 Community

The community uses, including the community centre and the health building, are currently close to Cooleman Court. Both Cooleman Court and the community uses benefit from this relationship. However, some of the key community facilities located in the centre lack flexibility and the ability to expand to respond to growing and future needs.

There may be an initial demand on the Weston group centre and its services from the residents of the Molonglo Valley until facilities and services are provided in the Molonglo Valley. Molonglo Valley residents may use Weston Creek's facilities along with other centres during the transitional period including medical services, maternal health and child care.

In time this demand will change and the Weston group centre will need to retain its viability after this transitional period.



Future demand by Weston Creek residents could be for a range of age-related facilities and services, including day respite care, residential accommodation and other support services that facilitate ageing in place.

Where these services are not provided locally, Weston Creek residents will continue to access them, and other services, from existing and nearby centres including Woden Town Centre and centres in the Molonglo Valley.

The Weston Community Hub provides accommodation for a range of community groups. These organisations deliver services to the residents of Weston Creek as well as to the broader population of Canberra. There is a hall at the community hub that is available for use by the community. Use of the Weston Neighbourhood Hall at the Weston Community Hub is managed by the Weston Creek Community Association who manage the Weston Creek Community Centre. The community hub complements the hall and other meeting rooms available at the Weston Creek Community Centre.

3.2.6 Residential

There is currently little residential development within the centre and, as a result, there is limited night-time activity.

Clubs and restaurants create some night-time activity, although this is in specific locations, leaving other areas unused and with little passive surveillance.

While there is a lack of diversity in housing choice and places to live in the centre, there is a demand for a broader range of housing choice other than suburban living. This offers an opportunity to provide dwellings for people wanting to age in their community or young couples and singles wanting more affordable and alternative housing choices.

3.2.7 Commercial and retail

The Weston group centre is the third largest group centre in Canberra in terms of retail and commercial space, servicing primarily the residents of Weston Creek. Cooleman Court (Figure 11) contains a full-line supermarket and a smaller supermarket.

Economic analysis indicates that Weston group centre could accommodate additional retail uses including another supermarket and some further non-food retail, creating greater competition. This modelling indicates such an expansion will be sustainable after the Molonglo commercial centre is built, due in part to catchment areas and also to predicted changes in shopping behaviour in the community.

Figure 11: Cooleman Court southern entrance



3.3 Public realm

The public areas of the Weston group centre, particularly the commercial area, are aged and lack quality spaces for people to meet and spend time. Existing meeting spaces have poor orientation and design. The public areas are generally unattractive, do not provide comfortable outdoor public spaces for people to sit and linger, are unprotected from the weather and are generally comprised of hard materials. Some places have poor connections to the centre and poor visibility. Directional signage in the centre is also limited.

The built environment is inward facing with a lack of connection to the natural areas in the centre. Blank walls in the central areas create a lack of active frontage to main pedestrian routes, limiting outdoor dining and gathering opportunities. Car parking dominates the centre and loading areas create conflict with pedestrian connections into the centre.

The Weston Oval is disconnected from the main centre, is currently not irrigated and is unusable for formal sport and recreation. There is little activity surrounding the oval and the skate park provides the only passive surveillance to this area. The oval and some adjacent areas are under the 100 year peak flood level and are sometimes flood affected.

3.4 Transport

3.4.1 Car parking

There will be an increased demand for car parking and public transport during the transitional period while Molonglo Valley residents use the Weston group centre. However the parking demand is expected to revert to mainly Weston Creek residents' use of the centre in the long term.

To understand the demand on the centre, car parking surveys were undertaken on a public service pay week on Thursday morning, Friday evening and Saturday morning. The surveys found the large north and south car parks are at 84–89% peak capacity and the parking around the services area is 69% peak capacity during peak times. The average capacity for the centre as a whole is 76%.

The overall existing car parking in the centre exceeds demand, however the larger surface car parks are under pressure at peak times.

There is a large portion of long-stay parking within the two large north and south car parks adjacent the centre.

The two large car parks have approximately 500 car parking spaces servicing Cooleman Court. Any development on these car parks may have to replace public car parking and also provide for the proposed development's car parking needs. Future development proposals would need to consider opportunities for temporary parking arrangements and be consistent with government policy at the time.

3.4.2 Service station

There is currently only one service station in Weston Creek, which is located in the centre on Brierly Street. Demand for it often results in cars queuing down Brierly Street, causing traffic impacts and delays.

3.4.3 Public transport

Current bus services connect the centre to the City, via Woden Town Centre, and to Weston Creek suburbs. Bus stops are currently located in Brierly Street and Parkinson Street. Some of the existing bus infrastructure needs upgrading in order to accommodate further services.

The centre is well situated to take advantage of improvements to the bus network as it is connected to major arterial roads, Hindmarsh Drive and Streeton Drive. It is also on the future Frequent Rapid public transport network connecting Woden and the Molonglo Valley.

3.4.4 Active travel

The centre is connected to adjoining residential areas through a good shared path network that includes a series of underpasses. However these underpasses are not well lit. There are some areas, such as Holder, which have poor pedestrian access to the centre despite being close. The pedestrian and cycle network within the commercial centre is not as well defined as the network into the centre. There is a lack of safety for pedestrians in some areas in the centre and at some major intersections.



3.5 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 key environmental sustainability principles are considered in master plans and their implementation.

Climate Change

- Mitigation – reduce greenhouse gas emissions by minimising use of fossil fuels for heating, cooling and transport, and increase the efficiency of energy use.
- Adaptation – adapt our urban environments 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 green infrastructure.
- Conserve natural and cultural heritage.
- Enhance biodiversity with habitat connectivity.
- Respect and conserve the significant landscapes and features from past eras.

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.
- 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.

To address these risks the interventions may include:

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

Mitigation

- » Increase shade trees to roadways and car parks.
- » Use light coloured pavements.
- » Increase shade to pathways and parklands for human comfort and wellbeing.

Adaptation

- » Include seats and drinking fountains with water bottle recharge taps.
- » Increase use of vegetation.

2. Reduce city heat and achieve cooler buildings

Mitigation

- » Use solar passive design.
- » Use light coloured materials.

Adaptation

- » Introduce green infrastructure such as green roofs and walls.

3. Flooding

Mitigation

- » Reduce runoff from hard surfaces within the sub-catchment.

Adaptation

- » Capture and use rainwater in redevelopment projects.
- » Retrofit roadside kerb and gutter systems into rain gardens.

4. Reduce the risk of bushfire in urban areas

Mitigation

- » Initiate an asset protection zone.
- » Ensure no continuity of fuel from the ground to the crown of the tree.

Adaptation

- » Plan for emergency service access.

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

3.5.1 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 is generated close to where it is used. Energy systems such as cogeneration (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. Subject to future investigation, district energy in Weston could provide an alternative, cleaner energy for the centre and contribute to a sustainable future.

3.5.2 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 Weston Oval, which is currently a non-irrigated oval, is a good example of the pressures on the water supply in the ACT.

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.

3.5.3 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 to the surrounding areas such as concrete and bitumen.

In the public realm the temperature can significantly change the way we use outdoor areas. Urban environments, such as the Weston 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 could 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 public places.



4. Challenges and opportunities

The challenges and proposed opportunities for the Weston group centre have been identified in Figures 12 and 13. A Strengths Weaknesses Opportunities Threats (SWOT) analysis, presented during community consultation for feedback, informed the challenges and opportunities analysis.

4.1 Challenges

The following challenges in the centre create poor amenity and accessibility:

- Surface car parks at the centre create a poor and conflicting pedestrian environment. There is also conflict with pedestrians and vehicles in the loading zones area in Mahony Court.
- The vehicular entry to Trenerry Street off Brierly Street impacts on the pedestrian amenity of Trenerry Square.
- Areas of the established road layout of the centre restrict uses, for example, the Frequent Rapid transport route.
- The centre lacks central outdoor meeting places and landscaping.
- Poor amenity in the public realm is particularly obvious in the commercial part of the centre
- Development is limited by the overland flow paths along Streeton Drive and Weston Creek.
- There are large level changes along the length of the study area, with Weston Oval being the lowest point.
- Some of the northern parts of the centre have limited connections to the commercial centre including facilities such as the community hub.
- There is poor visibility to the Weston Creek overland flow path and the playground adjacent the centre.
- Large areas of blank walls along main streets and pedestrian links prevent active frontages that are attractive and draw pedestrian traffic and activity.

4.2 Opportunities

The following proposed opportunities were identified as ways of improving the centre to make it more attractive and accessible for the residents of the area and wider Canberra.

- Improve the amenity of the Weston Creek overland flow path as a 'green spine' and maximise views from the centre.
- Improve links along the Weston Creek green spine to the recreation precinct and the east-west connections.
- Connect pleasant spaces such as the Weston Creek green spine and the rocky knoll to the centre.
- Strengthen the recreation precinct in the north and build on existing facilities such as the skate park and the tennis club, which are well used.
- Plan for Trenerry Square to be upgraded and expanded.
- Create a 'main street' feel for Brierly Street with smaller shops and businesses fronting the street and divert some traffic to Liardet Street.
- Integrate Frequent Rapid transport with mixed land uses and activities.
- Plan for additional car parking in the centre.
- Maximise the social benefits of keeping community facilities located close to the centre.
- Improve community use of the Weston Community Hub with better connections.
- Potentially upgrade Weston Oval for uses such as recreational space or a wetland.
- Better utilise the urban open space at the southern entry to the centre.
- Encourage urban intensification within the centre including residential.
- Locate future 'gateway' development at entry points to the centre.
- Integrate public realm improvements with future development sites.



Figure 12: Challenges

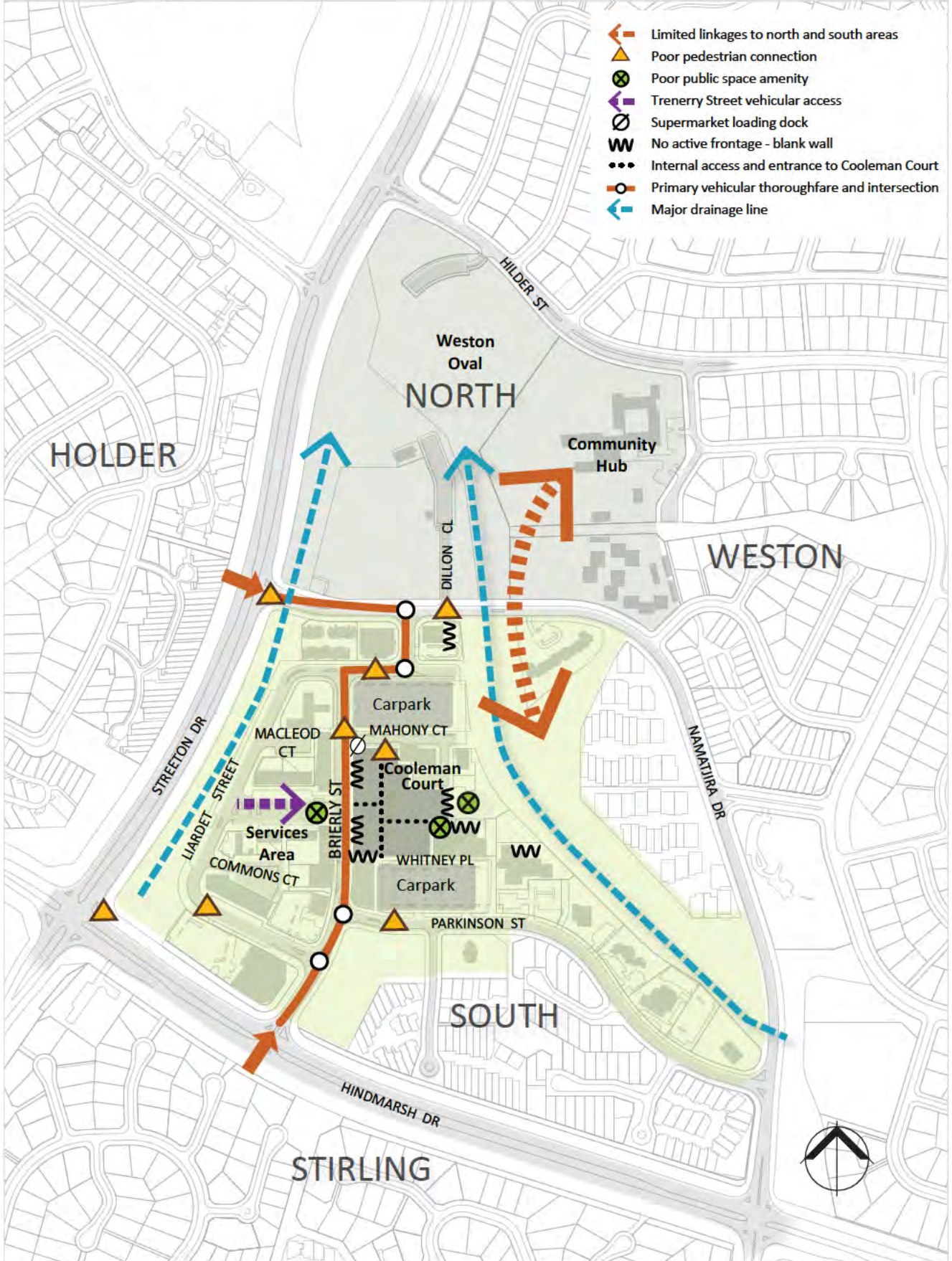
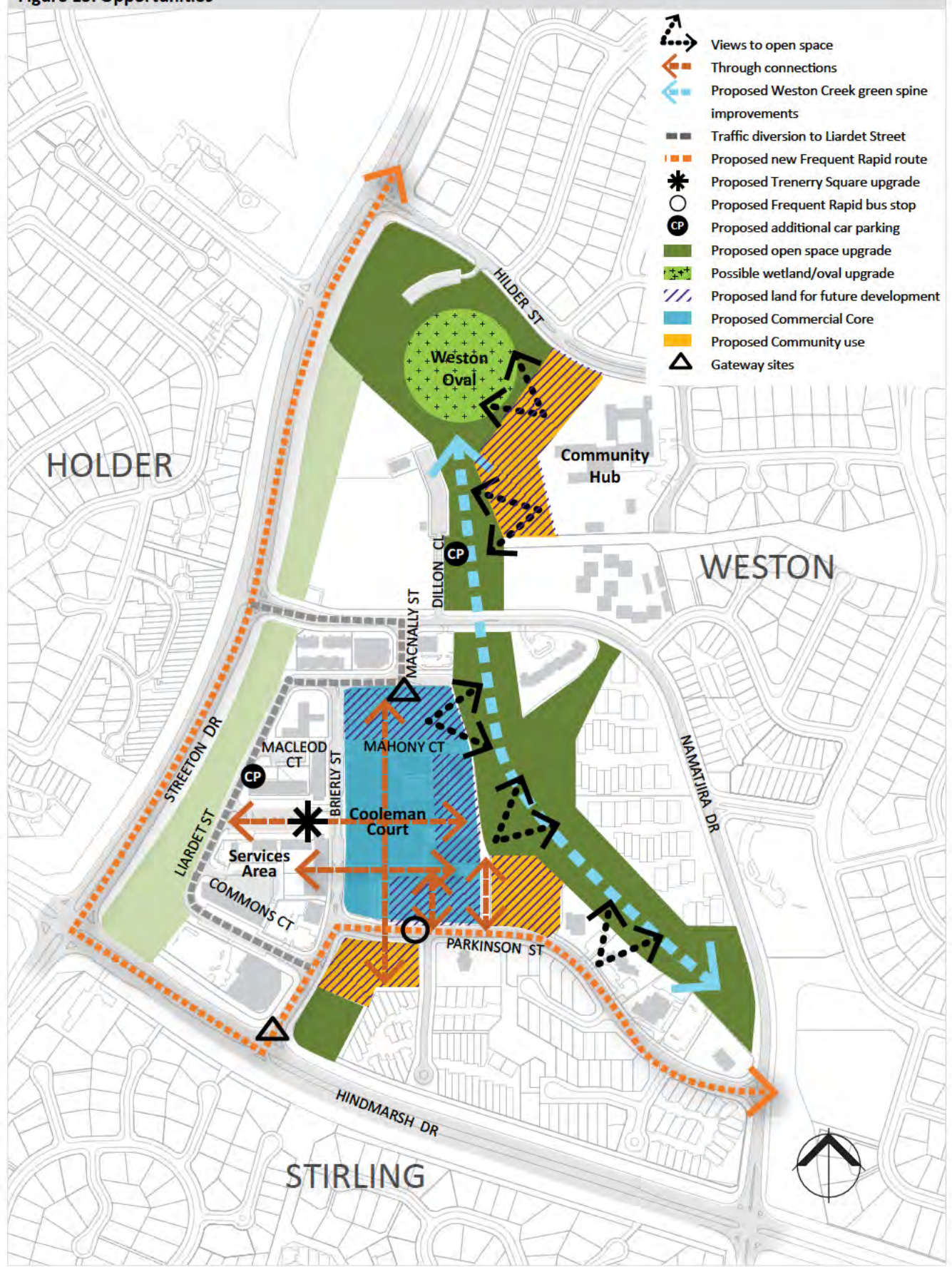


Figure 13: Opportunities

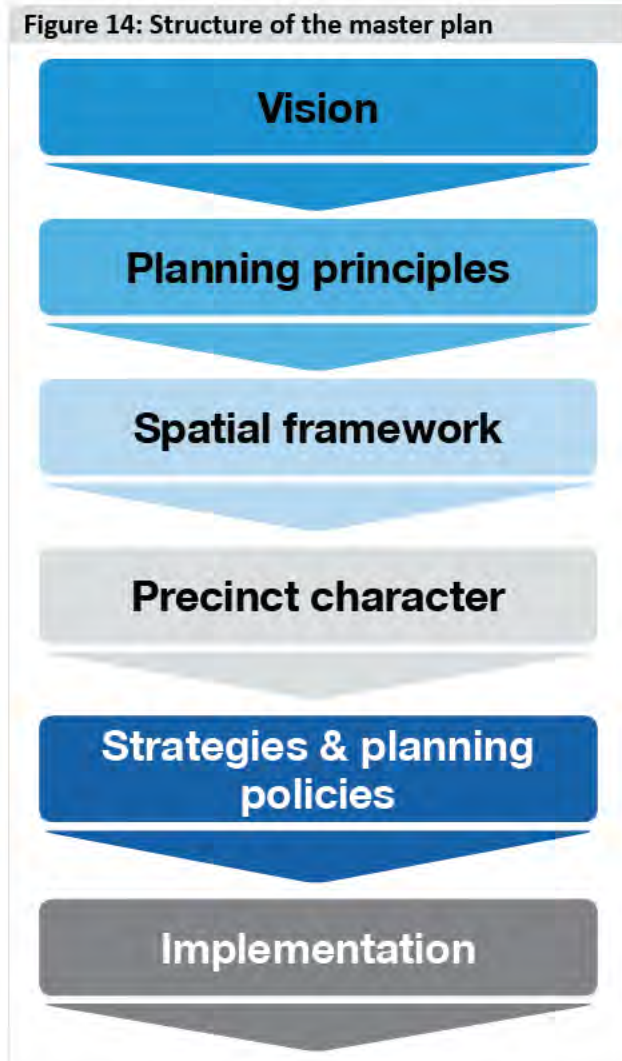




5. The master plan

5.1 Master plan structure

The master plan structure indicates how the planning framework and design strategies support achievement of the master plan through implementation of the vision and the principles (Figure 14).



5.2 Vision

This vision for the Weston 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.

An attractive village in the valley with pleasant and safe surrounds to enjoy, convenient access to shops and services, a sustainable built environment and opportunities for all to socialise and participate in community life.



5.3 Planning principles

The following five planning principles are applied to guide the implementation of the master plan, its vision and strategies. The principles reflect the desired future outcomes for the centre.

Principle 1: Enhance the existing character of the centre

Ensure the centre has attractive, safe and welcoming places day and night for everyone to enjoy.



Principle 2: Ensure the centre is legible and accessible.

Create a centre which is easy to move through because of the legible built form, street pattern and connecting spaces.



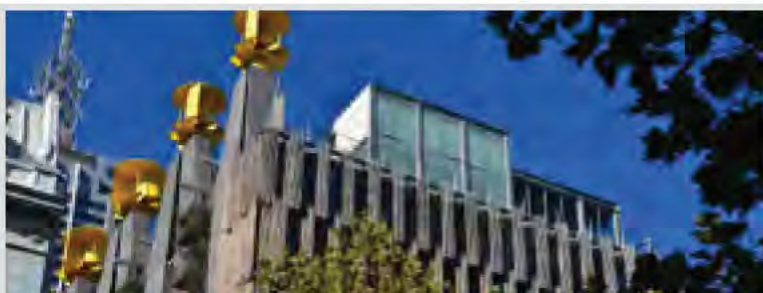
Principle 3: Provide the centre with new opportunities to be prosperous and active now and into the future

Develop a centre which is resilient to changing demand and uses over time while maintaining its identity and vibrancy.



Principle 4: Create opportunities for sustainable urban design in the centre

Redevelop the centre to create opportunities to live and work in a more sustainable built form with services and public transport in walking distance.



Principle 5: Cater for diverse community needs in the centre

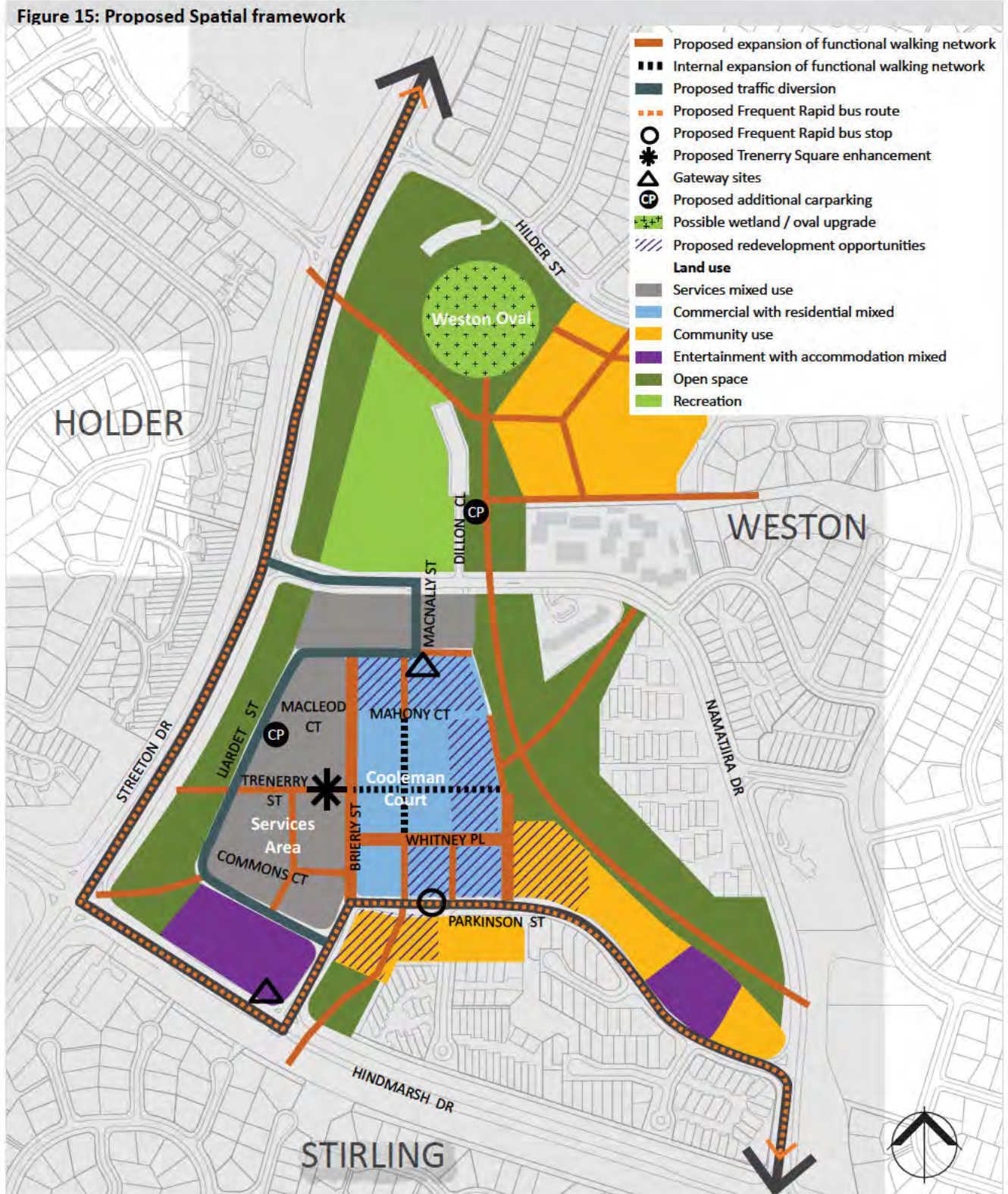
The heart of Weston Creek is its community. Continue to provide for the diverse needs of young and old, singles and families, and the most vulnerable in our community.



5.4 Spatial framework

The spatial framework plan (Figure 15) sets out how the broad structure of the centre could look in the long term (20+ years), and shows how land use, public domain, character and connections could be delivered.

The framework brings together the challenges, opportunities and vision to indicate how Weston group centre could physically adapt over the lifetime of this plan.





5.5 Precinct character

Weston group centre has four identified character areas that are shaped by their built form, streetscape and land uses (Figure 16). The master plan seeks to reinforce these areas to ensure they contribute to achieving the vision for the centre. These are the character precincts proposed for the centre.

Commercial core precinct

The commercial core precinct will be a more active and vibrant place with more diversity in use and building type including mixed use, retail, office and residential. Over time, redevelopment will deliver active uses such as retail and entertainment at the ground floor, bringing pedestrian activity and centre vitality with cafes and restaurants. Brierly Street will have a 'main street' feel. Brierly Street will focus on pedestrian priority with public domain improvements that will encourage traffic to slow along the street and improve the amenity.



Services precinct

The character of the services precinct will continue to build on the smaller businesses and shop fronts. This area will be a lower scale than the commercial core precinct and will continue to provide for a diverse mix of employment uses and small businesses. Trenerry Square is a centrally located meeting place where public domain improvements are recommended.



Recreation precinct

The recreation precinct will continue to be composed of low-scale outdoor recreation uses such as ovals, outdoor sporting facilities and informal recreation use. These spaces will continue to have a natural open space quality with more defined areas for a diversity of users. The area will contain primarily daytime uses with a low level of infrastructure. Public domain improvements will respond to the natural character of the precinct.

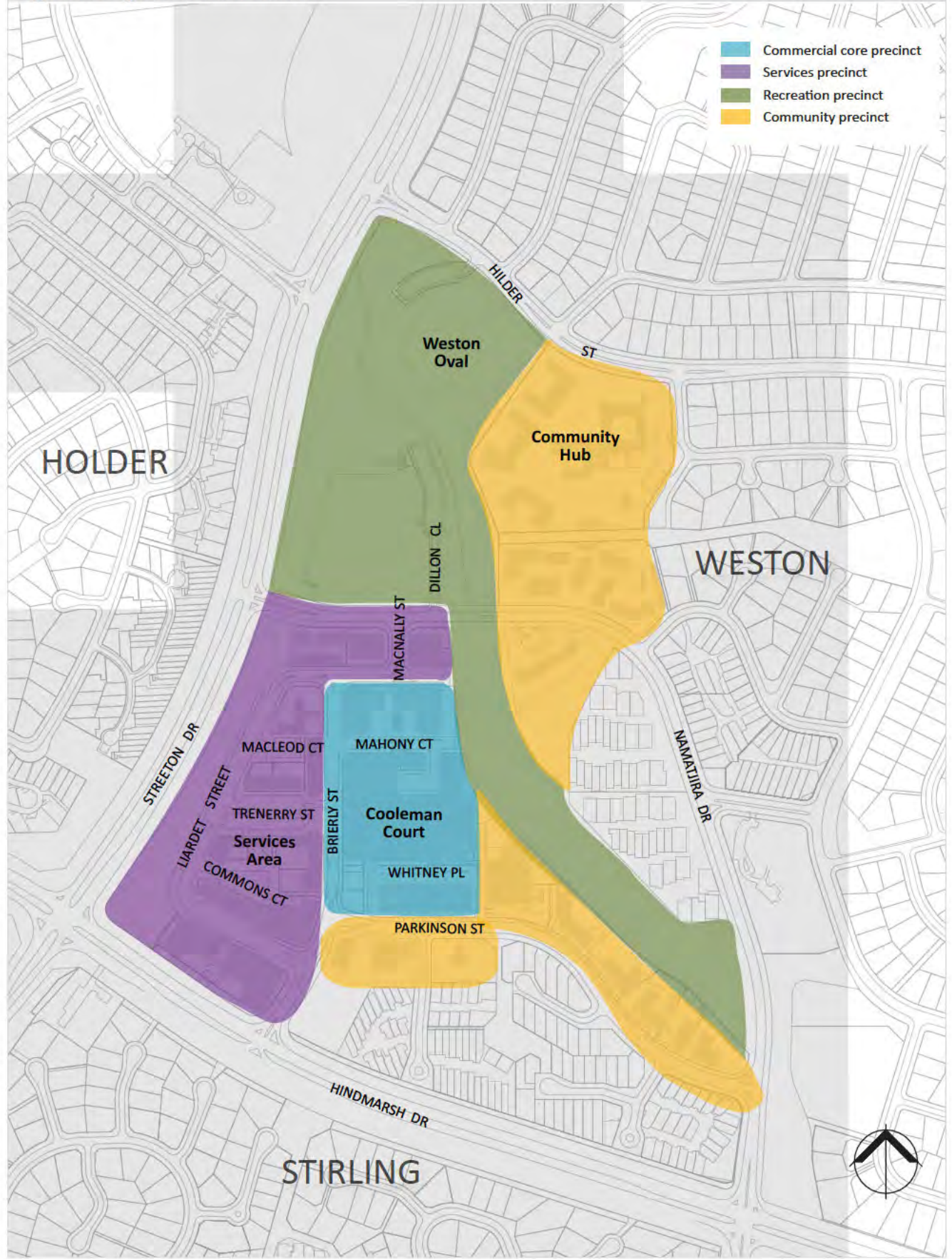


Community precincts

The community precincts will continue to be composed of primarily community uses close to the commercial core precinct, providing strong links and safe access between the commercial core and the community precincts. Further development in this area will address the street and provide passive surveillance to the Weston Creek green spine. Over time uses such as supportive housing or additional community uses may be incorporated to activate the recreation precinct and provide passive surveillance.



Figure 16: Proposed Precinct character





5.6 Strategies and planning policies

The proposed strategies and planning policies outline the future direction of the centre. These strategies and planning policies 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 strategies and planning policies identify opportunities for private sector investment and improvements in the centre. Where capital investments are identified they will be subject to consideration by the ACT Government through future budget processes.

To help inform planning decisions and guide implementation and development in the Weston group centre, four key strategies have been developed. These strategies have regard to the scale, form and address of the public spaces and buildings as well as connections with the centre. The application of these strategies will retain and enhance the special qualities of the centre.

The overall strategies for the Weston group centre are:

- Land use – encourage a mixed use centre
- Built form – enhance the existing environment
- Public realm – encourage high quality design in public places
- Transport – provide for a well connected centre.

Some strategies and planning policies apply to the whole centre including the precincts whilst others apply to individual precincts. The precinct strategies and planning policies are more detailed and specific to each area.

- The commercial core precinct will permit mixed use retail, office and residential and allow for development up to four to six storeys.
- The services precinct will permit small businesses, a mix of uses and generally allow for development up to three storeys.
- The community precincts will continue to allow for community uses and permit development up to two to four storeys as per the Community Facility Zone Development Code.

- The recreation precinct will extend from the Weston Oval to the Weston Creek green spine and allow for ancillary low level development to support continued recreation use.

5.6.1 Overall strategies and policies

Land use – encourage a vibrant mixed use centre

It is possible to create a diverse and interesting environment by allowing a mix of uses in some areas of the centre, while other areas are seen as maintaining their existing form and functions. The proposed land use diagram (Figure 17) indicates future land uses in the centre.

Commercial and retail uses

It is proposed to retain retail and commercial uses at lower levels in the commercial core part of the centre and allow residential above. Building heights in the centre will be raised to accommodate these uses. Cooleman Court would retain two storeys of commercial retail at the lower levels.

A possible expansion to the east of the centre could provide future retail with car parking. This expansion could integrate with the existing centre, improving internal access and connections to the rest of the centre including the Weston Creek green spine.

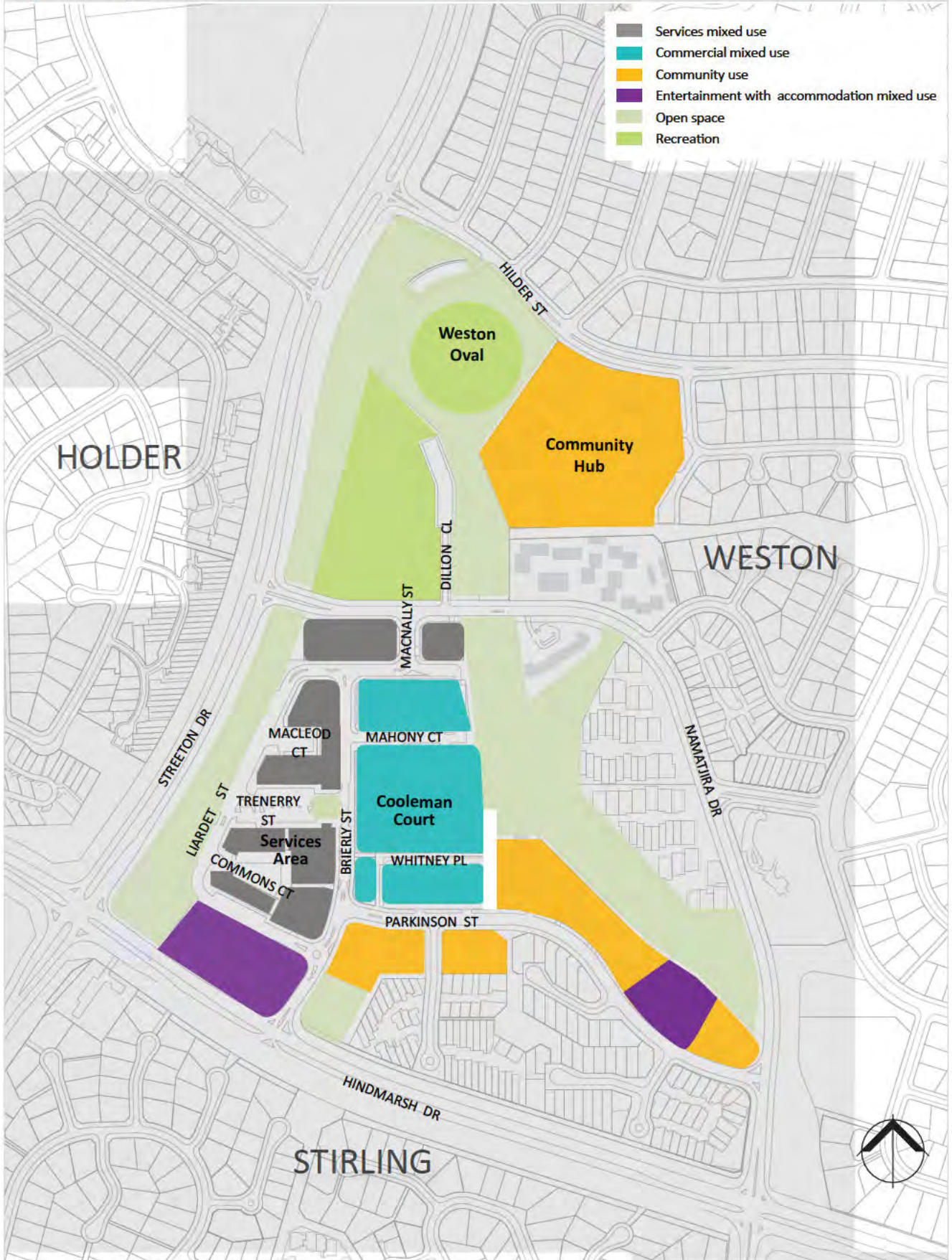
The proposal to expand the existing centre to the east would allow for development on the northern car park at a later stage for mixed use residential development including basement and podium car parking.

The ACT Government may consider the possibility of alternative energy systems, including district energy, for the Weston group centre for new development and redevelopment in line with AP2: A New Climate Change Strategy and Action Plan for the ACT (2012), and the ACT Sustainable Energy Policy.

The northern site has good connections to existing streets and solar access for residential. Access through the block would be via a laneway or an arcade with active frontages. Mid-block access would be difficult to achieve for pedestrian connections with any large scale retail development on this site.

In the long term the southern car park could be developed for mixed use residential including car parking.

Figure 17: Proposed land use





Access from the transport stop to the centre would be via a laneway or an arcade with active frontages. It would not be possible to locate large scale retail on this site as there would be little opportunity for active frontage or access from the transport stop.

The services area will be an area that encourages small businesses with smaller shop frontages opening out onto the street. This area balances the provision of smaller businesses and street shopping available in the centre. Residential use on the ground floor will not be permitted.

The continued presence of entertainment areas and licensed clubs in the centre is supported. It is possible to include accommodation in these areas under the current zoning.

Strategy

- Reinforce the commercial core and allow for the continuation of a range of existing uses in the centre.

Planning policy

Enhance the existing land uses in the centre by:

- » allowing higher building heights in some precincts to create mixed uses in the centre while retaining generally lower building heights in other precincts to protect and enhance existing uses.

Community uses

There are a range of community facilities located within the Weston group centre that are managed by the ACT Government. The government will continue to maintain the buildings and services to support Weston Creek and the Molonglo Valley as it grows. New community facilities are proposed as part of the development of the Molonglo Valley; until these facilities come on line, the existing community facilities in the Weston group centre and in the immediate areas, such as Woden, will play an important role in meeting the community needs of the local population.

There is community facility land located close to the commercial core precinct and in the northern area. Community and commercial uses can benefit greatly from being in close proximity.

Strategy

- The role of the existing precincts in the centre should be retained and enhanced by retaining community uses close to the retail core.

Planning policy

- » Ensure any existing and proposed community uses have good connections to the retail centre and to public transport.

Recreation uses

Outdoor recreation is maintained in existing recreation areas to the north of Namatjira Drive. This area includes formal and informal recreation. The recreation precinct also contains the Weston Creek green spine which connects the recreation areas to the commercial area of the centre. Informal recreation could be encouraged along the Weston Creek green spine. Indoor recreation is located in the commercial core precinct and the services precinct.

Strategy

- Future development within the recreation precinct should promote visibility, access, passive surveillance, activity and be inclusive to the wider community.

Planning policy

- » Development in the recreation precinct to be ancillary to recreation purposes, with low building heights.

Residential uses

The master plan responds to the increasing demand for different housing choice by proposing key sites where mixed use residential and supportive housing can be developed over time within the centre. This includes uses adjacent to the Weston Community Hub. Higher density housing is proposed in the centre to provide convenient access to the range of facilities and services, including transport services the centre provides. Figure 17 indicates the proposed future land uses for the centre.

In future residential developments there are opportunities to minimise the use of potable water through the utilisation of rainwater capture and/or recycling through grey water.

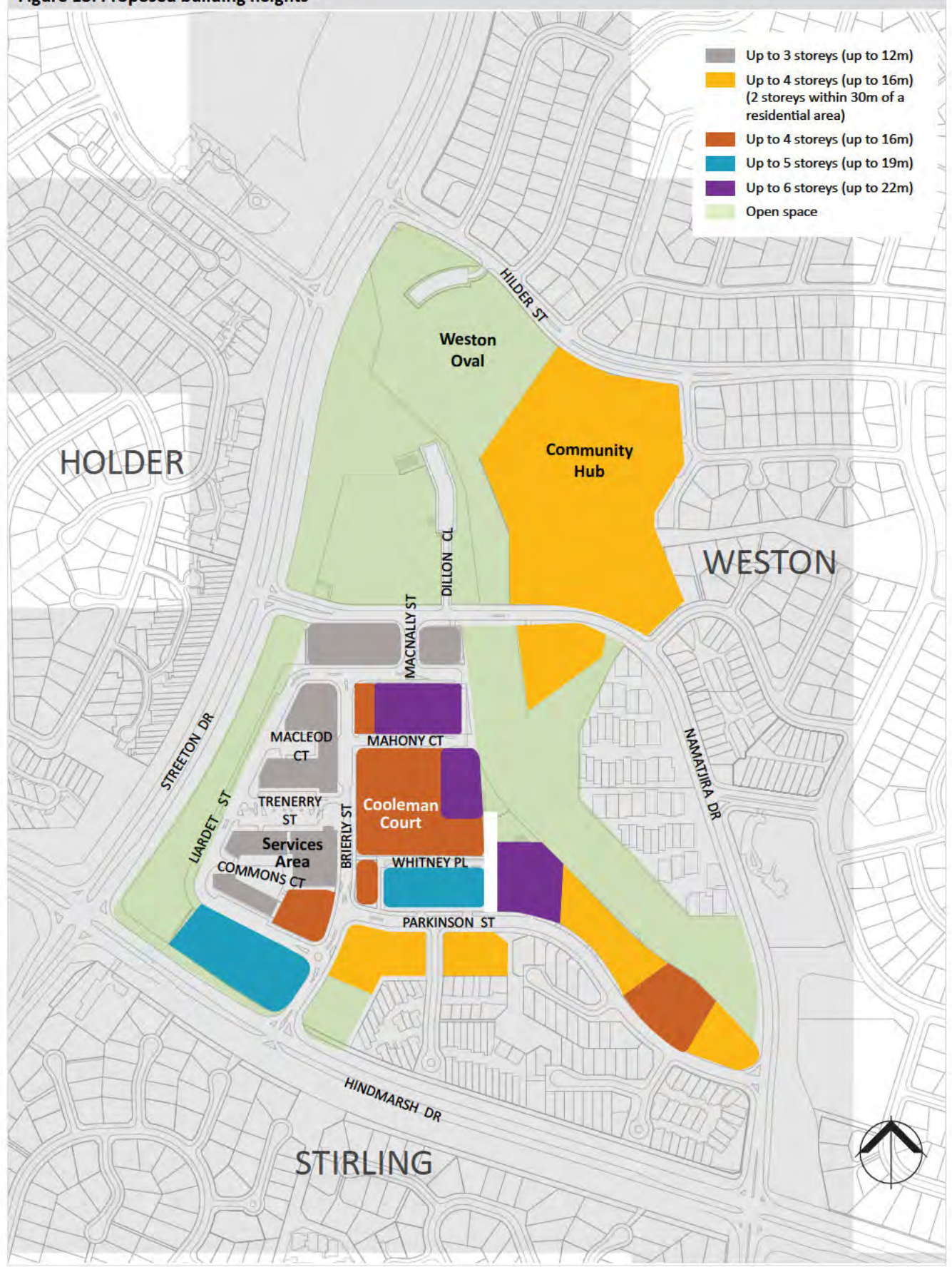
Strategy

- The role of the existing precincts in the centre should be retained and enhanced by encouraging mixed use development including residential.

Planning policy

- » Allow higher building heights of up to four to six storeys (up to 16–22 metres) in key locations in the centre to integrate mixed use residential development and accommodation in the centre

Figure 18: Proposed building heights





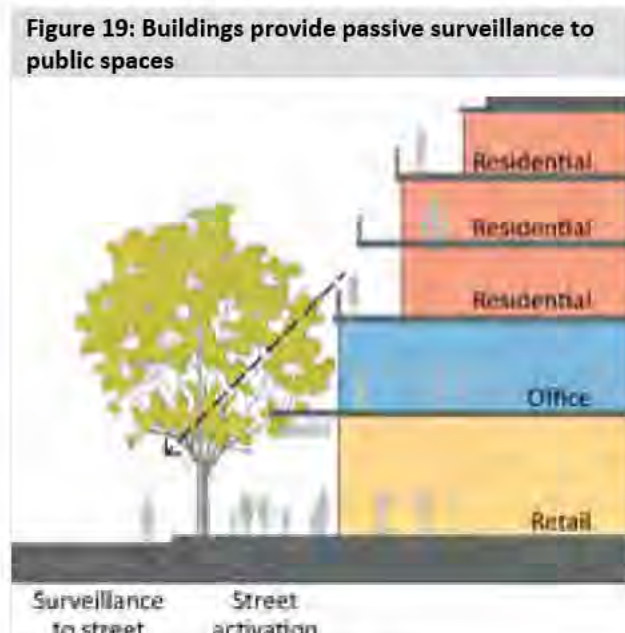
Built form – enhance the existing environment

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

Building heights should respond to street form and function, the provision of solar access to public spaces and the centre's uses and character. The proposed heights have been tested through a preliminary study of the impact of building heights on public spaces (i.e. bulk and scale, solar access and views) however individual development proposals should consider solar access to public places or surrounding development. The proposed heights are shown in Figure 18.

Higher buildings in some areas could accommodate future mixed use residential development. Buildings should be stepped back at higher levels from the boundary to allow solar access to public spaces and pedestrian circulation areas. Cross-site access is provided in future development sites and land releases to ensure the centre is easy to walk through and maximise the opportunities for views.

Buildings fronting onto Brierly Street and Trenerry Square will continue to be built to the site boundary to create an urban edge to the main street and be stepped back at higher levels, giving Brierly Street a human scale (Figure 19).



The height limit in these areas will be restricted to ensure solar access to outdoor dining areas and meeting places (Figure 20).

Buildings fronting onto Brierly Street will generally be three to four storeys in height and up to six storeys on Block 1 Section 88 (northern car park). The cross-section in Figure 21 is indicative of development through the services area and the commercial core area.

The cross-section in Figure 22 is indicative of development through the services area and the proposed mixed use residential development on Block 1 Section 88 (northern car park).

Future development on the southern car park will be set back to allow solar access into ground floor areas to allow year round activity. The street through Whitney Place is a one way street with angled parking (Figure 23). Proposed development on the southern car park is up to five storeys in height and in the commercial core precinct is up to four to six storeys in height.

Lower buildings

The services precinct will be generally up to three storeys (up to 12 metres) to retain a mix of small business in the centre with fine grain development. Brierly Street will be pedestrian friendly with good access. The buildings along Brierly Street will generally be restricted to four storeys (up to 16 metres).

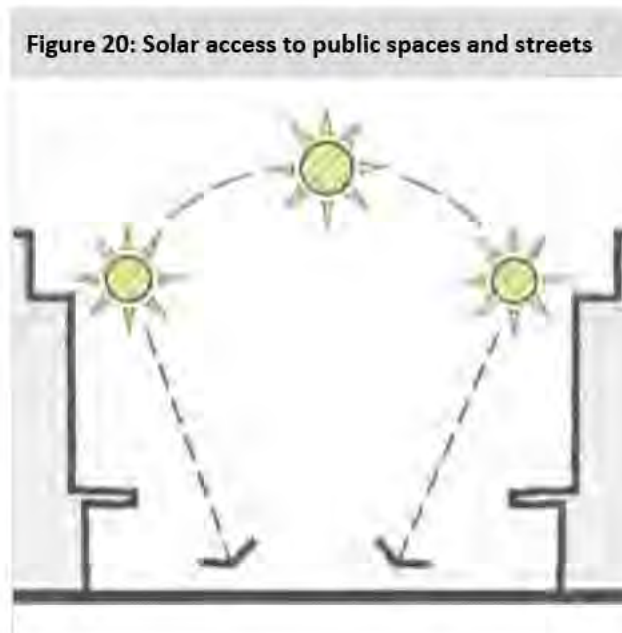


Figure 21: Brierly Street typical cross-section A (See Figure 37)

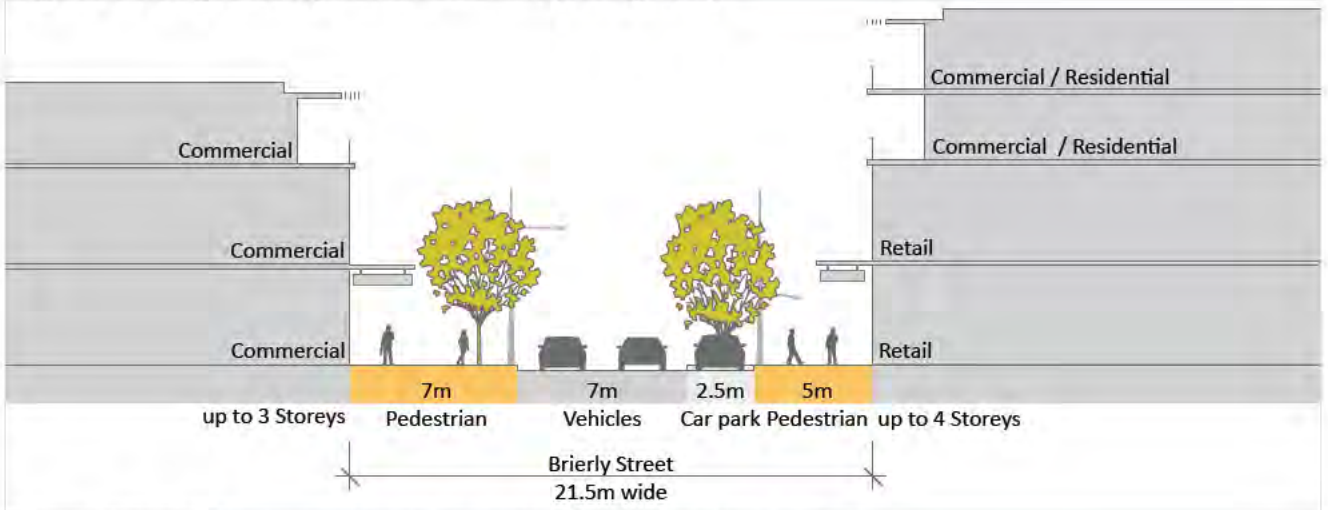


Figure 22: Brierly Street mixed use residential cross-section B (See Figure 37)

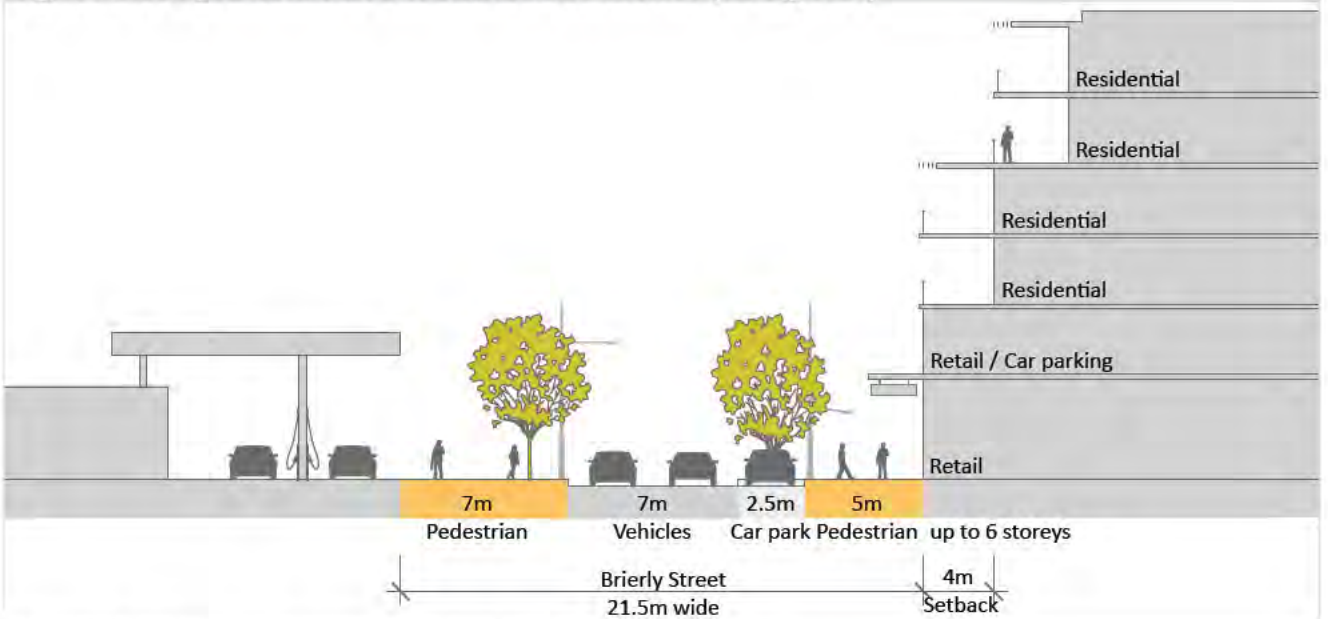
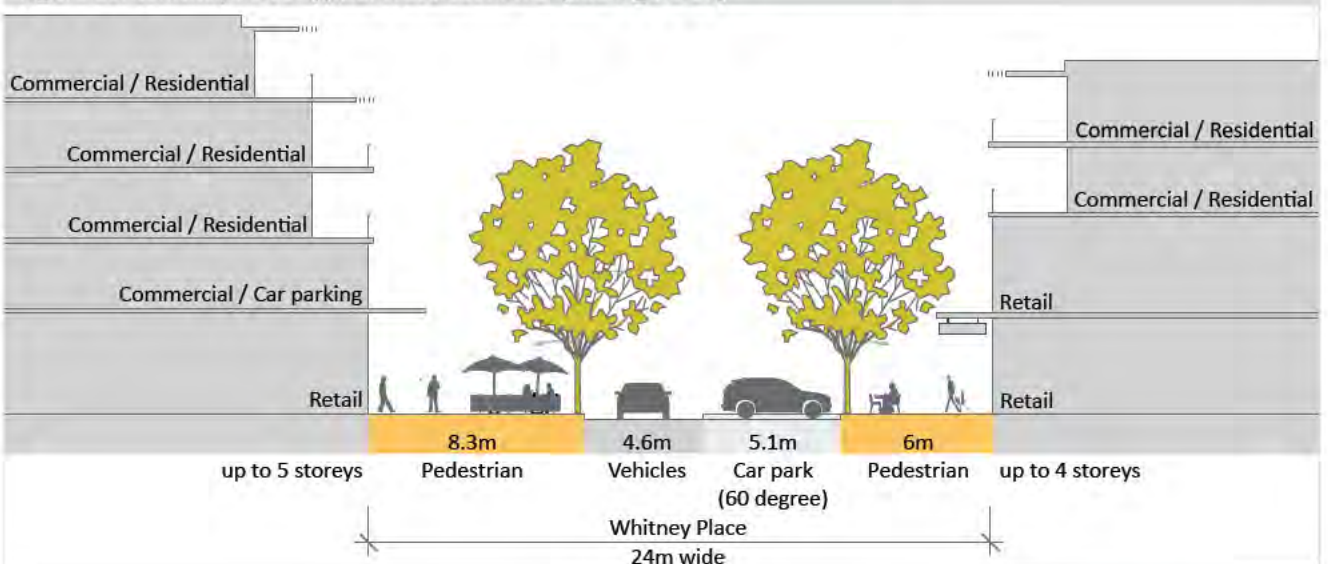


Figure 23: Whitney Place typical cross-section C (See Figure 37)





Medium buildings

Heights of up to four storeys (up to 16 metres) in the community precinct will support a range of uses including future supportive housing. Development on community facility zoned land will be two storeys within 30 metres of a residential area in accordance with the Community Facility Zone Development Code.

Higher buildings

The commercial core precinct and those areas where it is proposed to integrate residential and accommodation use into the centre will be permitted to have buildings up to four to six storeys (up to 16–22 metres).

Strategy

- Ensure the built form and density reflect the street pattern and character of each precinct, contributing to the permeability (i.e. easy to walk through) of the public realm and retaining a sense of human scale.

This can be achieved by:

- » integrating all new development with the existing fabric of the centre
- » allowing for higher building heights in the centre to encourage residential and office use in the centre
- » ensuring solar access to public places and streets through the control of building setbacks and heights (Figure 20)
- » creating public pedestrian mid-block access through large blocks in any new developments and land releases.

Planning policies

- » The precinct code will nominate setbacks and building heights to integrate new development with the existing fabric of the centre.
- » The precinct code will allow four to six storeys in the commercial part of the centre.
- » Ensure reasonable solar access is maintained to public places and pedestrian areas. New development or redevelopment is not to unreasonably overshadow these areas.
- » Dwellings should be designed to maximise the benefits of solar access to living spaces in winter and shade in the summer months through landscaping and sun-shading.

- » Ensure future large development sites including Section 84 (the southern car park) and Section 88 (the northern car park) are easy to walk through with mid-block access in the form of an arcade or laneway with active frontage.
- » Buildings should be oriented to maximise the potential for passive solar design. The key residential sites in the master plan are generally orientated this way to maximise northerly aspect.

Public realm – encourage high quality public realm design

The design of the public realm contributes to the amenity of the centre and its enjoyment. Development of the streets and public places in the centre should enhance the character and vitality of the place, including creating a connected series of public meeting spaces, streets and recreational areas.

Strategies

- Create well-defined spaces which build upon the precinct character allowing opportunities for a range of activities.
- Support pedestrian activity and allow for active uses that activate the street, such as shops, cafes and restaurants.
- Create meeting places in central locations.
- Plan for shade trees and landscaping along main streets, pedestrian connections and public places.
- Enhance activity, visibility and passive surveillance for active recreational uses along the Weston Creek green spine.
- Ensure active frontages in new developments or redevelopment along main streets and pedestrian routes.
- Enhance the landscape of the recreation precinct and investigate water sensitive urban design opportunities to improve water quality.

Street hierarchy

Street hierarchy refers to the function and the character of the street. Function refers to the movement types, the number of vehicles, pedestrians and bikes and the 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, type of parking, cycle lanes, building height, street furniture and street lighting.

Figure 24: Proposed street hierarchy

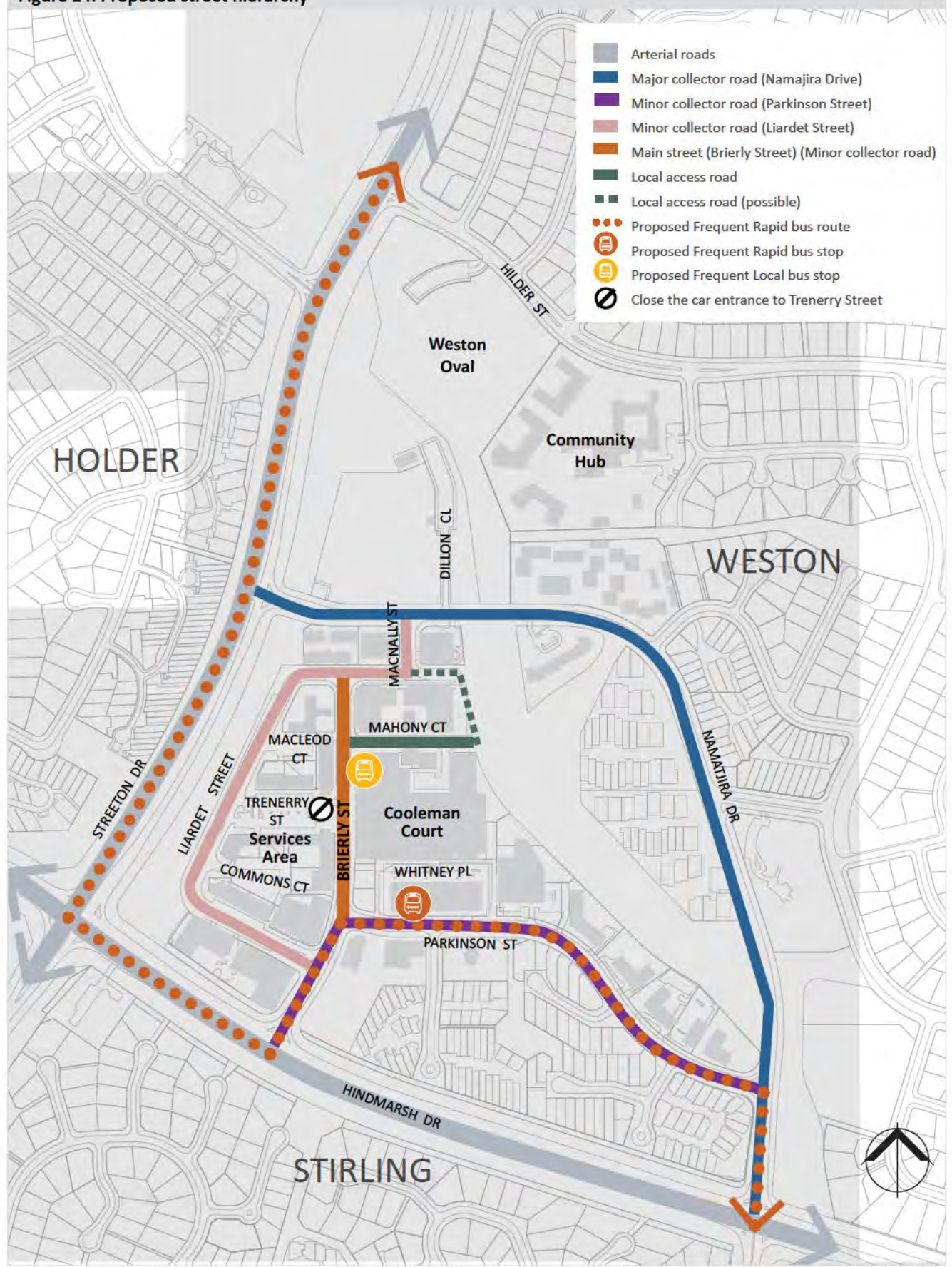




Figure 25: Artist's impression of a possible enhancement of Trenerry Square



Brierly Street will be reinforced as the main street for activity and pedestrian use. The public areas on Brierly Street should allow for a range of activities and outdoor uses such as cafes. Some traffic can be diverted through Liardet Street. Other streets in the centre will continue to carry traffic and public transport as primary traffic roads (Figure 24).

Open places and spaces

Trenerry Square could be expanded to accommodate a range of uses and public realm improvements and provide a better pedestrian environment. Outdoor dining could be encouraged in Trenerry Square by widening the pavement and creating more spaces with northerly frontage (Figure 25). It is possible to create places to sit in public places including Brierly Street, Trenerry Square, the Weston Creek green spine and the recreation precinct.

The enhancement of the public realm should also improve the comfort for the users of the centre. Street trees provide shade in summer and improve the thermal comfort of the public domain. It is proposed to improve the thermal comfort and the urban character of the centre by planting trees

along streets and in public places and squares. Landscape improvements should be focused on Trenerry Square and Brierly Street.

A park experience can be created along the Weston Creek green spine with informal recreation uses and opportunities for art works along the length connecting the commercial core precinct to the northern recreation precinct.

The recreation precinct has diverse recreation and informal activities which contribute to its character and provide facilities for the community. These include the tennis courts, skate park and scout hall which are regularly used and contribute to those facilities necessary to meet the needs of a diverse community. The master plan recommends the retention of these facilities and for future planning and design studies for the recreation precinct to build on these existing facilities.

Weston Oval is currently underutilised as it is not irrigated. Subject to a range of future planning processes the oval could possibly be restored for formal sport and recreation or considered for other uses, such as a wetland.

This would reinvigorate the recreation precinct and enhance the amenity of the area for incidental play spaces and intergenerational use (Figure 26).

The ACT Government has finalised a pre-feasibility study on the Weston Creek sub-catchment to investigate water sensitive urban design measures that can best assist to protect the Molonglo River. This work reviewed opportunities and constraints of various options to locate a wetland on the Weston Oval, and indicated that a wetland development is viable. A technical assessment included factors such as existing services, the size of the catchment, levels of imperviousness, stormwater volumes, retention of one in three month storm events and predictions of the amount of sediment, phosphorous and nitrogen that a wetland could remove. If a wetland was created on the Weston Oval it would improve the water quality of the local stormwater catchment. The local catchment extends to the north of Weston Oval and the south, near Dillon Close. The wetland would also contribute to local biodiversity and significantly enhance landscape amenity for the community. Informal recreation areas and activities including a community garden could be integrated with the design of the wetland and its surrounds.

The master plan recommends that a water sensitive urban design strategy be prepared for the Weston group centre which considers the requirements of the broader catchment as well as the group centre study area of the master plan for future development and redevelopment areas.

Active frontage

The design of individual buildings should contribute to the overall safety and vitality of public spaces. Active frontages at ground floor level are proposed along certain routes to encourage activation of streets, activity and passive surveillance. Buildings should focus activity onto the areas that are highly used by pedestrians to enliven these spaces and provide for a safe pedestrian environment (Figure 27).

Primary active frontages will have buildings which are oriented towards the street, with entries to the street and which contain uses such as shops, restaurants, cafes, community facilities and other uses which generate activity.

They will:

- have largely transparent frontages
- not be fronted by long blank walls
- activate corners adjacent to pedestrian pathways, and
- generally not be residential uses.

Secondary active frontages generally:

- require passive surveillance, and
- may be fronted by shops / restaurants / cafes.

Planning policies

- » Encourage active frontage to the main streets and pedestrian routes with smaller shop frontages and openings out onto the street.
- » At corners in development and redevelopment in Sections 63 and 65 in the services areas as noted in the active frontage diagram (Figure 27), extend window areas around corners of pedestrian laneways by three metres to encourage active frontage.
- » Ensure all development and redevelopment facing Trenerry Square and Brierly Street has primary active frontage as shown in Figure 27.
- » Ensure continuous awnings along the main pedestrian spine on Brierly Street and Trenerry Square where active mandatory active frontage is shown. Awnings are to be provided where active uses are proposed.
- » Continue the zero metre building setback to Brierly Street to create a 'main street' feel and provide passive surveillance.

Transport – provide for a well connected centre

Access and connectivity

Connectivity and legibility are necessary to make it easy for people to find their way around. Improvements to pathways, signage and lighting can help by better connecting transport stops, car parks, the retail centre and recreation areas.

The key strategy is to establish a safe, legible structure of streets, paths, transport connections and parking to provide good access within the centre and improve connections to the neighbouring suburbs.



Figure 26: Proposed open places and spaces

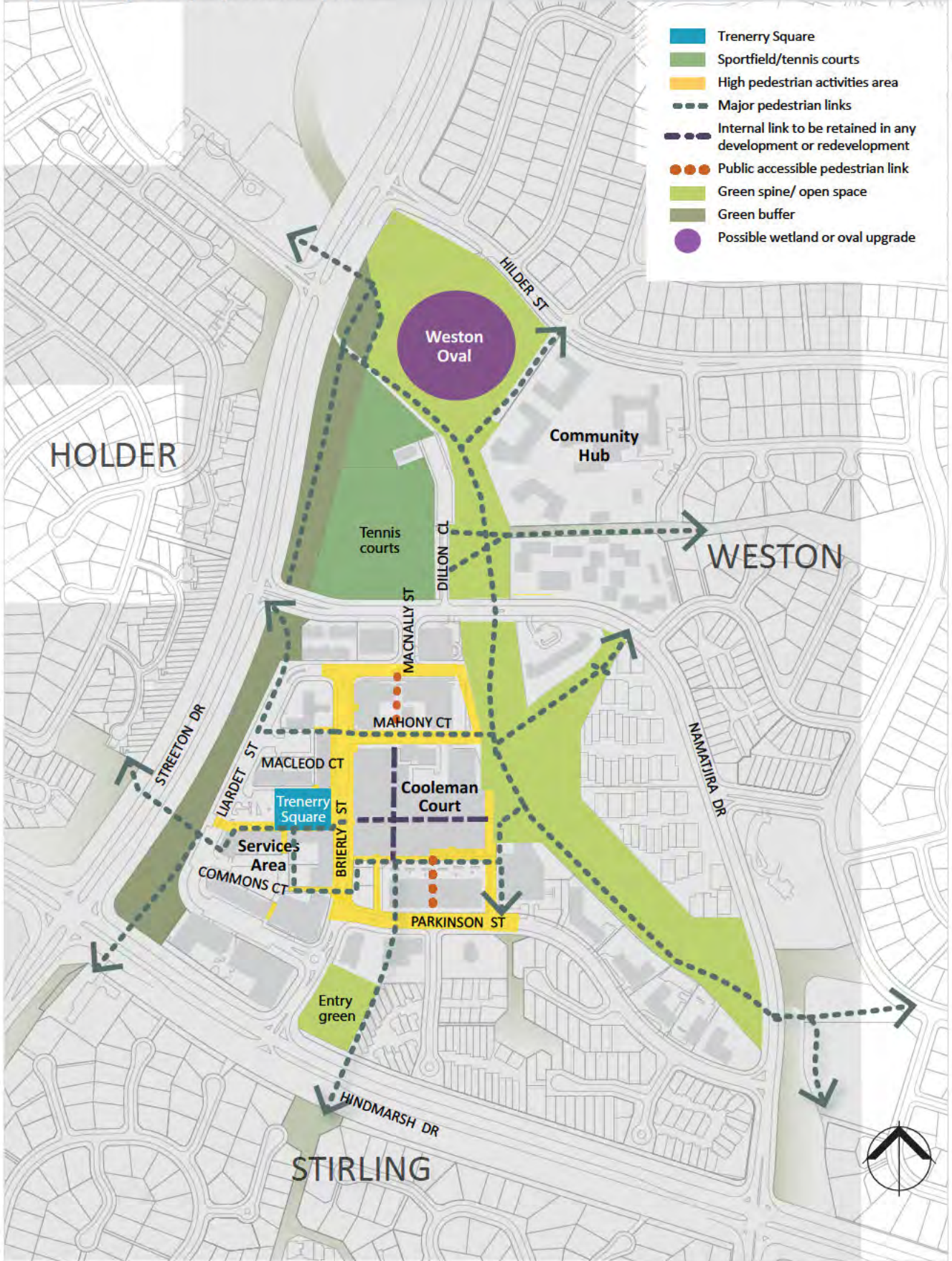


Figure 27: Proposed active frontages

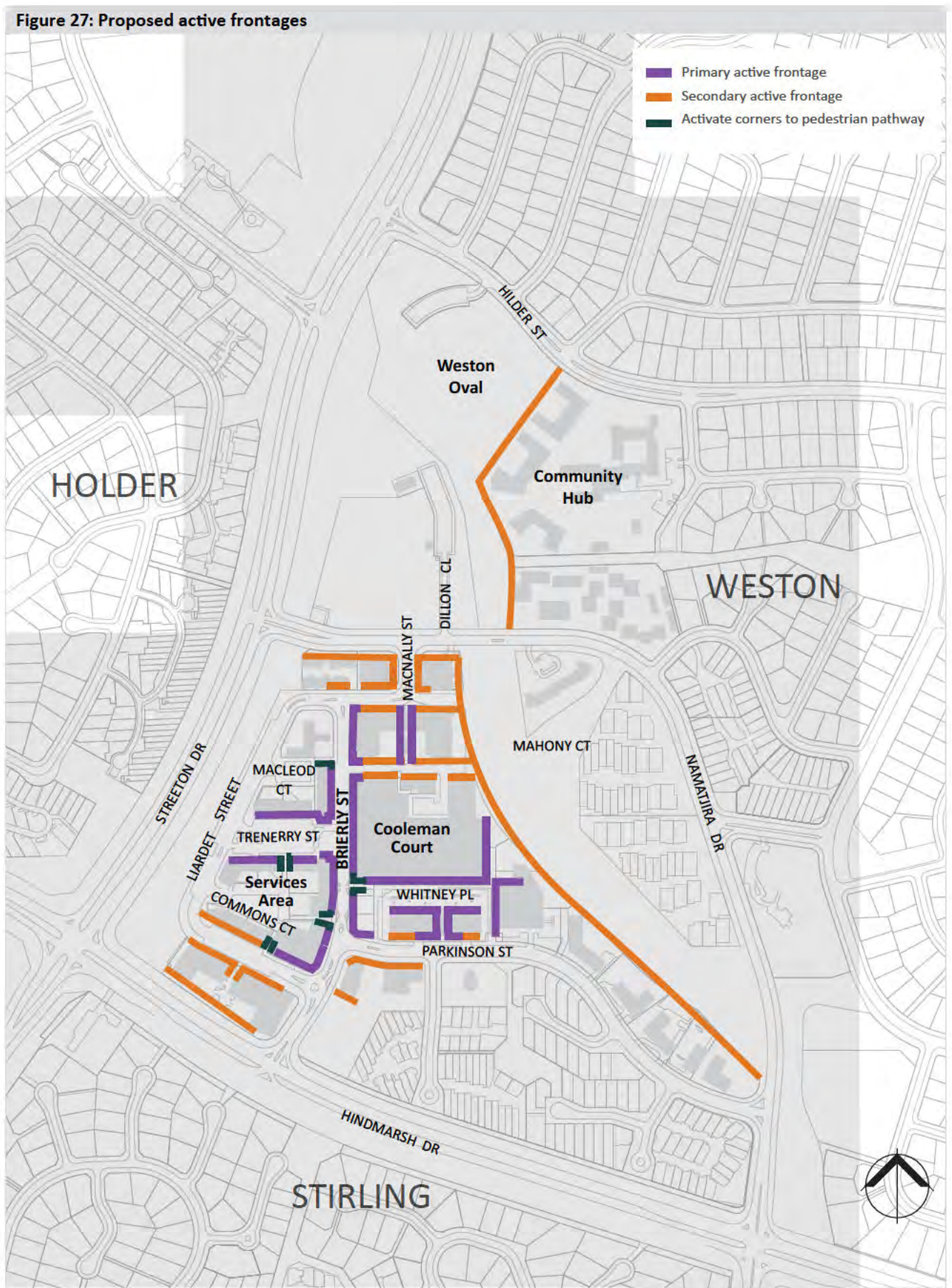
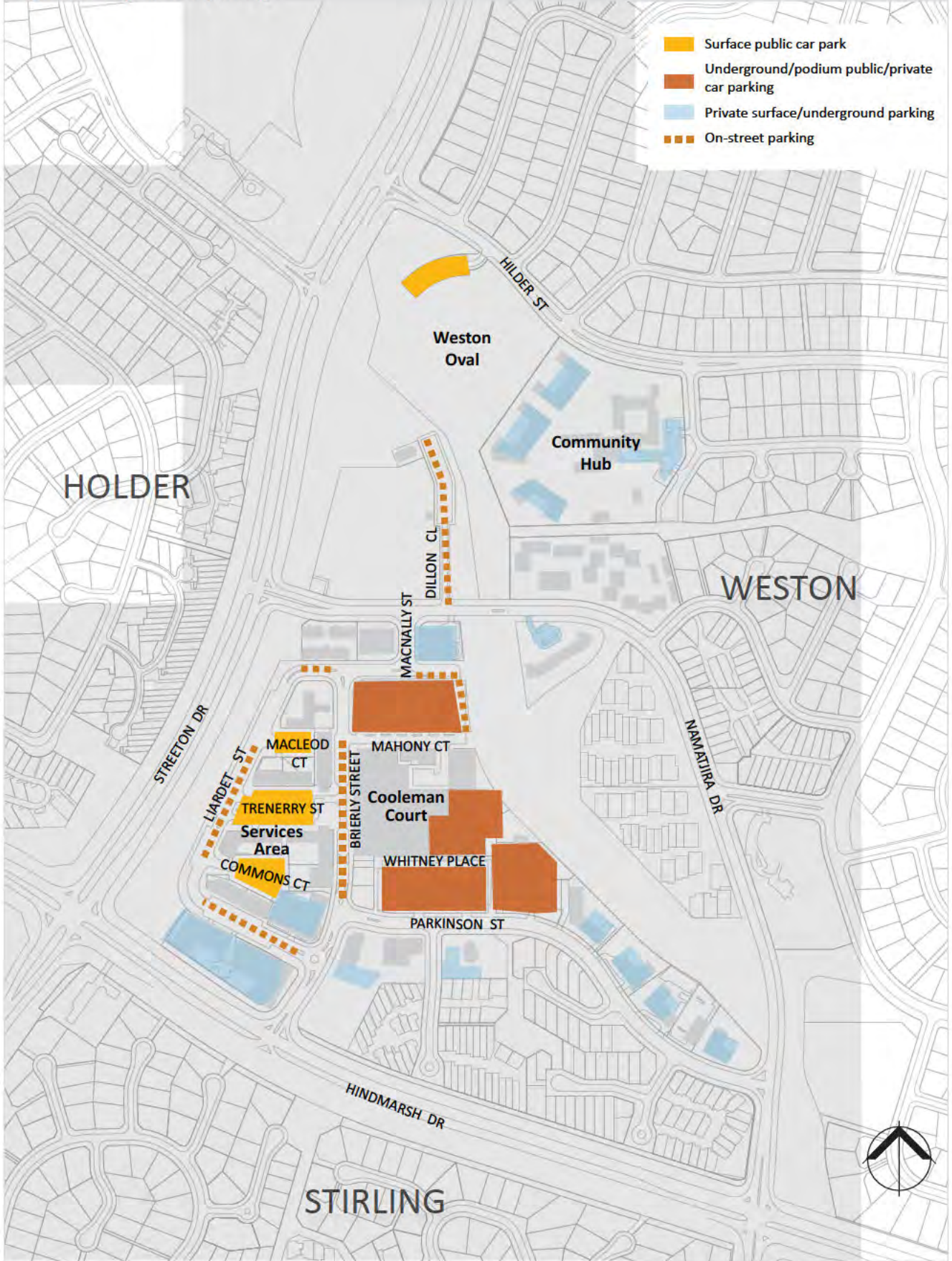




Figure 28: Proposed car parking



Strategies

- Reinforce the existing street hierarchy of the centre with Brierly Street as the 'main street'.
- Locate public transport in central locations with active land uses.
- Improve lighting along main pedestrian routes, parking areas and transport stops.
- Strengthen the east–west pedestrian connection across the centre.
- Plan safe and legible routes for pedestrians and cyclists in the centre.

Traffic and parking

Parking will need to be managed to cater for the increased demand from the Molonglo Valley development and to ensure the ongoing viability of the centre (Figure 28). Additional parking will include parking for people with disabilities.

Strategies

- Rationalise car parking to keep short-term parking adjacent to the retail core and keep long-term parking to the centre's periphery.
- Plan additional parking at the periphery for long-term parking on Liardet Street and Dillon Close.
- Integrate car parking with new development where consistent with broader transport policies.
- Improve signalisation of key intersections to improve traffic flow.
- Maintain access to Mahony Court for service vehicles.

Public transport

There is the opportunity to improve public transport services to the City via Woden or the Molonglo Valley and within Weston Creek, as greater demand and patronage will result from more people living in the centre. The centre's location on the Frequent Rapid Network presents opportunities to progressively develop service frequency of 15 minutes or better, supported by public transport priority measures to make public transport a viable alternative to cars. Centrally located public transport infrastructure in the centre will improve access to services. Figure 29 indicates the proposed bus infrastructure and bus routes within the centre.

The intention is that Parkinson Street will become the route for Frequent Rapid transport and buses in the future.

Active travel

There is an opportunity to improve connections in the centre to enhance the way pedestrians and cyclists move to and through the centre and to integrate public transport with pedestrian and cyclist routes.

Strategies

- Reinforce the main pedestrian and cycle routes in the centre including Brierly Street, the east-west connection and the Weston Creek green spine.
- Improve pedestrian safety particularly on Brierly Street and Mahony Court.
- Plan for the connection of shared paths in the centre.
- Improve signalisation of key intersections for pedestrians to improve connections to surrounding areas.
- Plan for cycle parking close to the centre.
- Integrate pedestrian and cycle connections with public transport.

Active Living is a policy platform of the Heart Foundation to promote healthy living. Active Living is a way of life that values and integrates physical activity into our everyday routines, helping people lead healthier, more active lives. Walkability could be improved in the centre, consistent with Active Living principles by:

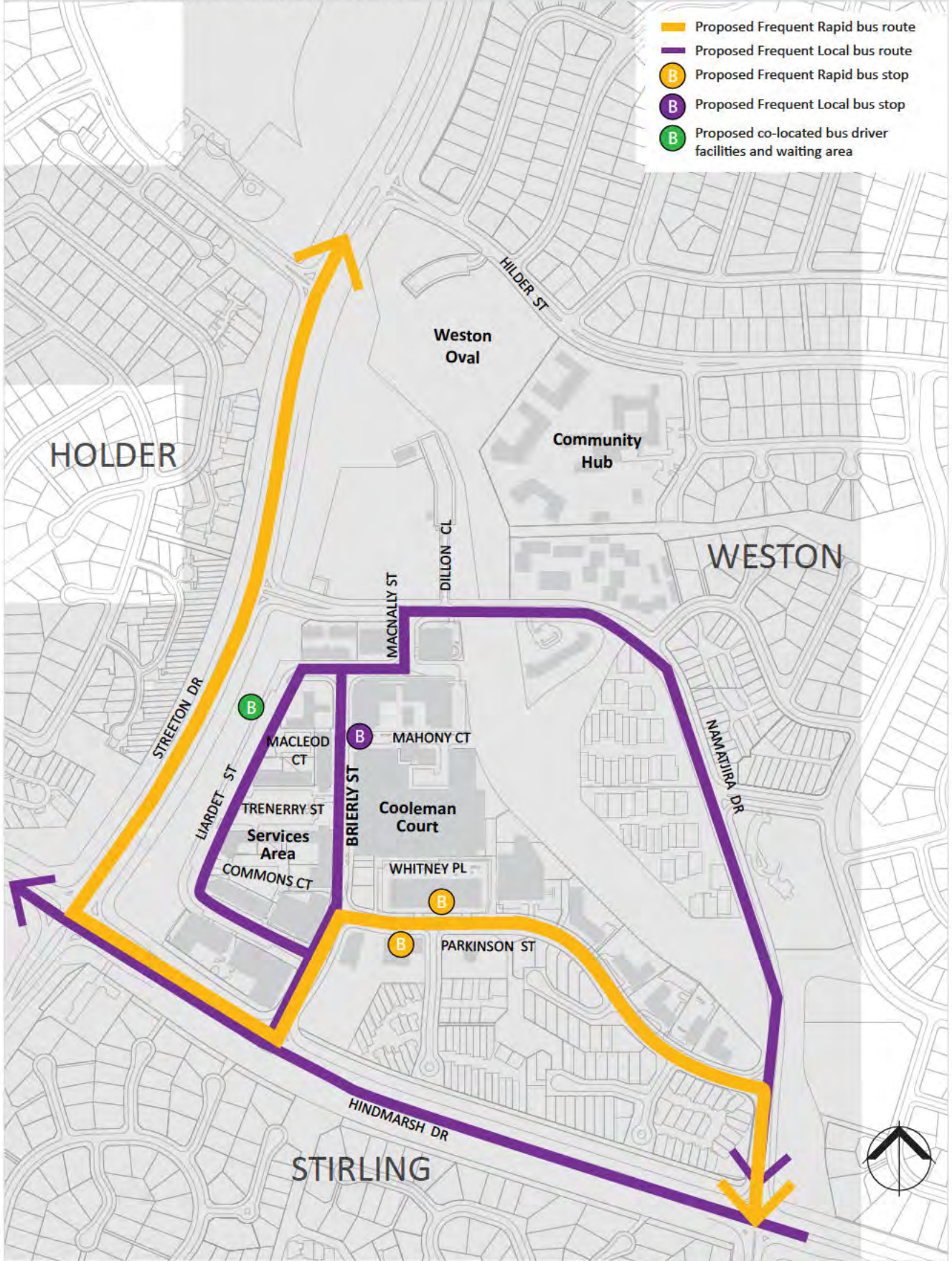
- improving the accessibility of the centre by connecting missing links and planting more trees to provide shade and amenity in the commercial areas
- providing high quality supportive infrastructure such as bubblers, seating and bicycle parking, and
- improving the surface and width of footpaths.

5.6.2 Precinct strategies and policies

There are four types of precincts in the Weston group centre; the commercial core precinct, the services precinct, the community precincts and the recreation precinct. The following is a description of the strategies and policies that relate to each precinct.



Figure 29: Proposed public transport network connections



Commercial core precinct

The commercial core precinct has the potential to attract a wide range of uses. Active commercial and retail ground floor uses in the commercial core precinct encourage passive surveillance and contribute to activity on the street. Consolidation of the commercial core allows for more flexibility in integrating uses such as residential development.

Strategy

- The role of the existing precincts in the centre should be retained and enhanced by reinforcing the existing commercial core.

Planning policies

- » Consolidate the commercial core (generally Section 64) to ensure the continued provision of retail in the centre and to allow for future expansion to the east of the existing shopping centre, Cooleman Court.

Detailed planning policies – land uses

- » The proposed list of prohibited uses will include those uses that lack active frontage to the green spine and are not conducive to residential and retail.
- » Car parking not to front onto main pedestrian routes and streets at ground floor.
- » Parking structures to be integrated with the building design with active ground floor frontages to main pedestrian routes.
- » Rezone blocks to the east of Cooleman Court to CZ1 Commercial Core zoning. (Blocks part 20, 31, 32, 34, 35 Section 64).
- » Section 64 associated with the retail (Cooleman Court) to be two levels of retail/commercial to retain future mix of these uses in the centre.

Detailed planning policies – heights

- » Buildings fronting Brierly Street will be generally up to three to four storeys (up to 12–16 metres) to allow solar access to the street.
- » Section 64 to be generally up to four storeys (up to RL588).
- » Section 64 to be up to six storeys (up to RL594) fronting the Weston Creek green spine to benefit from amenity and provide passive surveillance to the Weston Creek green spine.

Detailed planning policies – front building setbacks

- » Parkinson Street has a 4 metre setback at ground floor and a minimum 8 metre setback above four storeys (up to 16 metres) to achieve reasonable solar access and to contribute to good built form.
- » Brierly Street has a zero metre setback at ground floor and a minimum 4 metre setback above four storeys (up to 16 metres) to achieve reasonable solar access and to contribute to good built form.
- » The north side of Mahony Court to be setback to ensure reasonable solar access to development on the southern side of Mahony Court.

Detailed planning policies – solar access

- » New development and redevelopment on Section 64 is to ensure reasonable solar access to proposed ground floor south of Whitney Place for year round activities onto the street.
- » Buildings are not to unreasonably overshadow pedestrian areas.
- » Development on the northern side of Parkinson Street is not to adversely overshadow surrounding residents or substantially overshadow the southern verge of Parkinson Street.

Detailed planning policies – facade articulation

Building design achieves the following:

- » Corner buildings at the intersection of two roads provide architectural interest and variety to the building design.
- » Entrances to common areas for residential use provide strong visual connection to the street and ensure a high level of surveillance.
- » Driveways and pedestrian entrances to the site are visible from the block boundary.
- » West facing facades incorporate sun shading into building designs.

Detailed planning policies – passive surveillance

- » Development adjacent to public open space to provide opportunities for passive surveillance of public open space. For example courtyards with pool style fencing and upper level balconies.



Detailed planning policies – access and connectivity

- » If the eastern retail expansion proceeds, development on Block 1 Section 88 is to allow for two-way road access along the eastern boundary of the site adjacent the Weston Creek overland flow path connecting to future undercroft car parking on Section 64.
- » Development on the southern side of Whitney Place to have a 4 metre setback above four storeys (up to 16 metres) from the front building boundary line.
- » Maintain through-street access to Whitney Place for on-street parking, access to basement parking and delivery vehicles.
- » Provide access to Whitney Place at either end of Block 1 Section 84 as a one or two-way road.
- » Provide on-street parking on Whitney Place.
- » Continue to provide access to Mahoney Court and the loading area for service vehicles.
- » Retain reasonable access for loading on Mahony Court when the northern car park (Section 88) is developed.
- » Allow for pedestrian access across Mahony Court from the northern car park (Section 88) to the southern side of Mahony Court.
- » Provide a minimum 5 metre wide east–west pedestrian access on the southern road edge of Section 88 as part of the future development of Section 88.

Services precinct

The services precinct in the centre allows for small shops and businesses. The master plan recommends the balance of street shopping to mall shopping and the encouragement of small business by retaining lower building heights in this area. The expansion of Trenerry Square as a community square improves links across Brierly street to Cooleman Court.

Strategies

- The role of the existing precincts in the centre should be enhanced by retaining the balance of smaller businesses and services in the services area.
- Maintain building frontages at property boundaries on Brierly Street to create a ‘main street’ feel (Figure 19).

Planning policies

- » Encourage development of small businesses, shops and services by allowing buildings generally up to 12 metres (up to three storeys) in the services area.
- » Continue zero front building setbacks to Brierly Street.
- » Buildings fronting Brierly Street will generally be three storeys with a four storey element at the corner of Brierly Street and Liardet Street.
- » Allow development on Block 1 Section 66 up to five storeys to allow for accommodation uses.
- » Ensure development on Block 1 Section 66 does not substantially overshadow surrounding residential areas.

Community precincts

The community precincts are adjacent to the commercial centre and adjacent to the recreation precinct in the north. It is important to retain community facility land use in the centre to enable a range of uses that can provide services for the community. Part of Block 2 Section 75, the open space opposite the centre on Parkinson Street, is proposed to be rezoned to support future community facility opportunities. The land will be available for community uses and services that may need to be relocated in the centre or provide for additional community requirements. Land adjacent to the Weston Community Hub could also be used to provide for community uses. This area is existing community land use. The existing health building site could be redeveloped in the future to provide for a cluster of uses including community and health uses. This site would retain its existing community facility land use zoning.

Strategy

- To continue the provision of predominantly community uses in the precinct and ensure existing and proposed community uses are integrated with the surrounding area.

Planning policies

- » Locate future community uses on the corner of Parkinson Street and Brierly Street on part Block 2 Section 75 opposite the retail centre.

- » Rezone a portion of open space (part Block 2 Section 75) to community land use.
- » Buildings on Block 2 Section 75 will be predominantly two storeys (up to 8 metres).
- » Development to be setback 10 metres from adjacent residential development on Block 2 Section 75.
- » Provide a minimum 3 metre landscaped buffer between adjacent residential and proposed community uses.
- » Encourage a built form that contributes to the streetscape and provides an address to Parkinson Street.
- » New development or redevelopment must retain three hours of solar access to adjacent residents' main daytime living areas (or must not adversely overshadow surrounding residents or their private open space, retaining reasonable solar access to neighbouring dwellings).
- » Development on Parkinson Street to have a 4 metre setback at ground floor and a minimum 8 metres setback above four storeys (up to 16 metres).
- » Development on the northern side of Parkinson Street to not adversely overshadow surrounding residents or substantially overshadow the southern verge of Parkinson Street.
- » Encourage development such as community uses and supportive housing adjacent the existing Community Hub on part Block 1 Section 21.
- » Allow two to four storeys (up to 8–16 metres) in height on part Block 1 Section 21 as per the Community Facility Zone Development Code.
- » Allow up to four storeys (up to 16 metres) in height on Blocks 3 and 14 Section 67. This is the existing Irish Club, currently zoned Commercial CZ6 Leisure and Accommodation.
- » Ensure development fronting the Weston Creek green spine provides passive surveillance to this corridor.
- » Development adjacent to public open space to provide opportunities for passive surveillance of public open space. For example courtyards with pool style fencing and upper level balconies.

Recreation precinct

The recreation precinct consists of informal and formal recreation areas, some of which are well utilised. However there is poor visibility to some of these areas while other areas lack activity at different times in the day and evening. The recreation precinct consists of areas which meet the needs of specific events but lack daytime activity. Large areas of the recreation precinct are not highly developed. It is important to reserve this area for further recreation use and enhance it with complementary activities.

The master plan encourages actions to improve passive surveillance to existing and proposed activities in the recreation precinct and access to the recreation precinct across Namatjira Drive from the commercial core. The master plan also recommends that opportunities to enhance the landscape in the recreation precinct be considered.

Strategies

- The role of the existing precincts in the centre should be retained and enhanced by encouraging active complementary uses for the recreation precinct.
- Incorporate pedestrian access and vistas through any adjacent development to Weston Creek green spine.
- Create opportunities for activity along the Weston Creek green spine.
- Enhance the landscape of the recreation precinct and investigate water sensitive urban design opportunities to improve water quality.



6. Recommendations for Implementation

6.1 Implementation mechanisms

This master plan could be implemented through the following mechanisms, some of which will involve further engagement and the opportunity for ongoing input by the community.

6.1.1 Territory Plan variation

A variation to the Territory Plan will be necessary to realise some of the planning and development recommendations made in the master plan. This will be done through a Weston Group Centre Precinct Code, which will provide the opportunity for building heights, land uses and site specific details outlined in the master plan to be implemented, including any land zoning changes. A community engagement process will allow for community consideration of the precinct code as part of a variation to the Territory Plan.

6.1.2 Sale of Territory owned land

Territory owned land that has been identified as appropriate for development consistent with the master plan and the Territory Plan could be considered for land release. Timing would be subject to the government's land release program.

6.1.3 Capital works

Infrastructure and public space improvements are required to realise many of the outcomes and strategies of this master plan. All proposed actions and identified public works projects would be considered by government and be subject to funding through future budgets. Actions proposed by the master plan such as improving access and signalling intersections, improvements to pavements, public spaces and car parks could be capital works projects that could be funded by the government, consistent with broader policy and investment priorities. Some of these could also be provided as part of off-site works by private investment.

6.1.4 Commercial opportunities

The private sector has the opportunity to invest in delivering outcomes within the master plan. Some investment opportunities are more likely to take place in the next ten years, while others will become economically viable in later years.

6.2 Possible development sequence

The following diagrams (Figures 30, 31, 32) indicate a possible development sequence for how the centre could evolve, with each stage indicating the actions or implementation that may occur. They are possible actions that require further investigation and are subject to future investment consideration by government and/or the private sector.

0–10 years – potential actions

- Improve amenity and pedestrian access on Brierly Street.
- Enhance and enlarge Trenerry Square with trees and seating.
- Close off Trenerry Street from Brierly Street for cars.
- Possible retail expansion of the existing Cooleman Court.
- Improve pedestrian connections on Mahony Court.
- Locate future community uses on the open space on Parkinson Street opposite the centre.
- Allow for the possibility of collocated uses such as community and health on the existing health site if the site was redeveloped.
- Consider future uses of the oval including possibly restoring it or converting it into a wetland.
- Increase short-stay parking near the retail core.
- Plan for additional car parks in Dillon Close and Liardet Street, particularly for long-term parking.
- Improve signalisation for pedestrians and vehicles for the following intersections:
 - » Hindmarsh Drive and Namatjira Drive
 - » Hindmarsh Drive and Brierly Street
 - » Hindmarsh Drive and Streeton Drive
 - » Streeton Drive and Namatjira Drive.
- Further progress the land release for an additional service station in the area.
- Locate bike and ride facilities close to the bus stop on Parkinson Street.



Figure 30: Possible short term development sequence approximately 0–10 years



10–20 years – potential actions

- Implement possible uses for the Weston Oval including restoring it or converting it into a wetland. The diagram of the wetland in Figures 31 and 32 is indicative only.
- Investigate possible uses adjacent to the community hub including supportive housing and/or community uses. (Figure 36 provides an indicative concept of how possible future redevelopment could accommodate new uses.)
- Allow mixed use residential development on the northern car park with basement and podium car parking.
- Improve pedestrian and cyclist experience on the Weston Creek green spine connecting the commercial centre to the recreation precinct.
- Create a bike storage cage area for recreational cycling on the Weston Creek green spine.
- Create informal recreation areas along the Weston Creek green spine including the rocky knoll.

20+ years – potential actions

- Allow commercial mixed use residential development on the southern car park.
- Improve external east–west connection between Trenerry Square and the green spine.
- Allow commercial development on the corner of Brierly Street and Liardet Street.
- Allow development on the Weston Club site for accommodation.
- Develop supportive housing along Parkinson Street fronting onto Weston Creek green spine.
- Possibly signalise MacNally Street and Namatjira Drive for pedestrian and vehicular.



Figure 31: Possible medium term development sequence approximately 10–20 years



Figure 32: Possible long term development sequence approximately 20+ years





6.3 Land use – proposed future developments

The existing commercial, community and recreational land uses contribute to the character of the centre. This plan proposes some changes to existing land use to allow for future opportunities for development by means of land release or leasing changes in order to respond to changing demand. The changes will reinforce the character of the precincts and encourage a range of uses to complement the existing uses.

6.3.1 Rezoning to support retail / community uses

The master plan recommends changing the land use zoning to allow for opportunity for possible retail expansion and community uses in the future. Rezoning part of Block 2 Section 75 (the open space opposite the centre) to CFZ Community Facility Zone zoning will support future community uses (Figure 33). A landscape buffer is proposed between Block 2 Section 75 and the adjacent residential area. Existing significant mature trees should be retained where possible in any future development.

Rezoning the land to the east of Cooleman Court to CZ1 Commercial Core zoning could support a new full-line supermarket, specialty retail and parking. Any such retail expansion would add to the vitality of the centre, providing additional retail choice, and would integrate good urban design outcomes (Figure 34).

Additional car parking would be incorporated with any expansion.

If such a retail expansion were to occur, the Weston Creek Community Centre and possibly the Weston Presbyterian Church would need to be relocated. One option is to relocate the community centre opposite the centre on Parkinson Street on part Block 2 Section 75 (Figure 33). This may occur separately subject to timing and funding. Until such expansion occurs the community centre will continue to support the Weston Creek community in its current location. In this location health services would continue to be delivered from the existing health building. There could be some impact on surrounding areas with the proposed expansion and this would be subject to further investigation. The existing playground would need to be relocated to the open space adjacent the proposed retail expansion.

An alternative option is to plan for collocated uses such as community and health on the existing health site (Figure 34). Such a development could cluster sympathetic uses allowable under the community land use which possibly could share some common areas. This could happen in the future independently of the retail expansion. Future planning would need to understand how health services could be accommodated while such a development was built. New community uses could still be planned for part Block 2 Section 75 opposite the centre on Parkinson Street.

Figure 33: Possible community uses



Figure 34: Possible retail expansion and alternative location for collocated community uses



- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> 1 Possible retail expansion 2 Existing Cooleman Court 3 Internal access connecting through to Brierly Street 4 Outline of existing church. If church is relocated, vehicle access can be provided north of the centre. | <ul style="list-style-type: none"> 5 The existing health building could be redeveloped, with possible cluster of uses including community and health uses. Building designed to interface with the centre 6 Open space 7 Weston Creek green spine 8 Outline of existing community centre |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



6.3.2 Residential mixed use integrated into the centre

The development of mixed use residential on the northern car park site is envisaged at a later stage in this plan. Any such development could integrate residential into the centre close to shops and services, providing a range of alternative housing choice with shops and small businesses at ground floor level. It would provide the opportunity for people in the community to 'age in place' and for younger people to take advantage of alternative housing choices.

Figure 35 is an indicative diagram for residential mixed use development. The development could provide car parking integrated within the project, consistent with government policy. The current zoning of CZ1 Commercial Core allows such a development to occur.

The development could enhance the amenity of the centre with improved pedestrian connections around the site. The development would have mid-block access linking Liardet Street, MacNally Street and Mahony Court in the form of a walkway or an arcade, allowing for good pedestrian connections to the surrounding area. The development would have active frontage to Briery Street, Liardet Street and Mahony Court and provide passive surveillance to the Weston Creek green spine. Good solar access and views to the Weston Creek green spine could be achievable.

6.3.3 Recreation precinct – possible supportive housing

In the longer term the provision of supportive housing could be considered. Supportive housing is the use of the land for residential accommodation for persons in need of support, which is managed by a Territory approved organisation that provides a range of support services. This site is adjacent to the Community Hub and Weston Oval (Figure 36).

This development could invigorate the recreation precinct, provide alternative housing choice in the centre and provide for a changing community, generate activity and provide good passive surveillance. The current zoning for the site is CFZ Community Facility Zoning, which allows this development to occur. The principles of the development are to:

- provide a mix of supportive housing options that have good connections to the centre
- provide links to the surrounding areas, including the commercial centre
- showcase good passive solar design and other sustainable initiatives
- provide good passive surveillance to the recreation precinct and the Weston Creek green spine, and
- encourage community initiatives such as a community garden.

The space adjacent to the Weston Community Hub could also be used for other community uses. This would be subject to demand, the use of the space for other purposes and the availability of funding.



6.4 Public realm – proposed improvements to public places

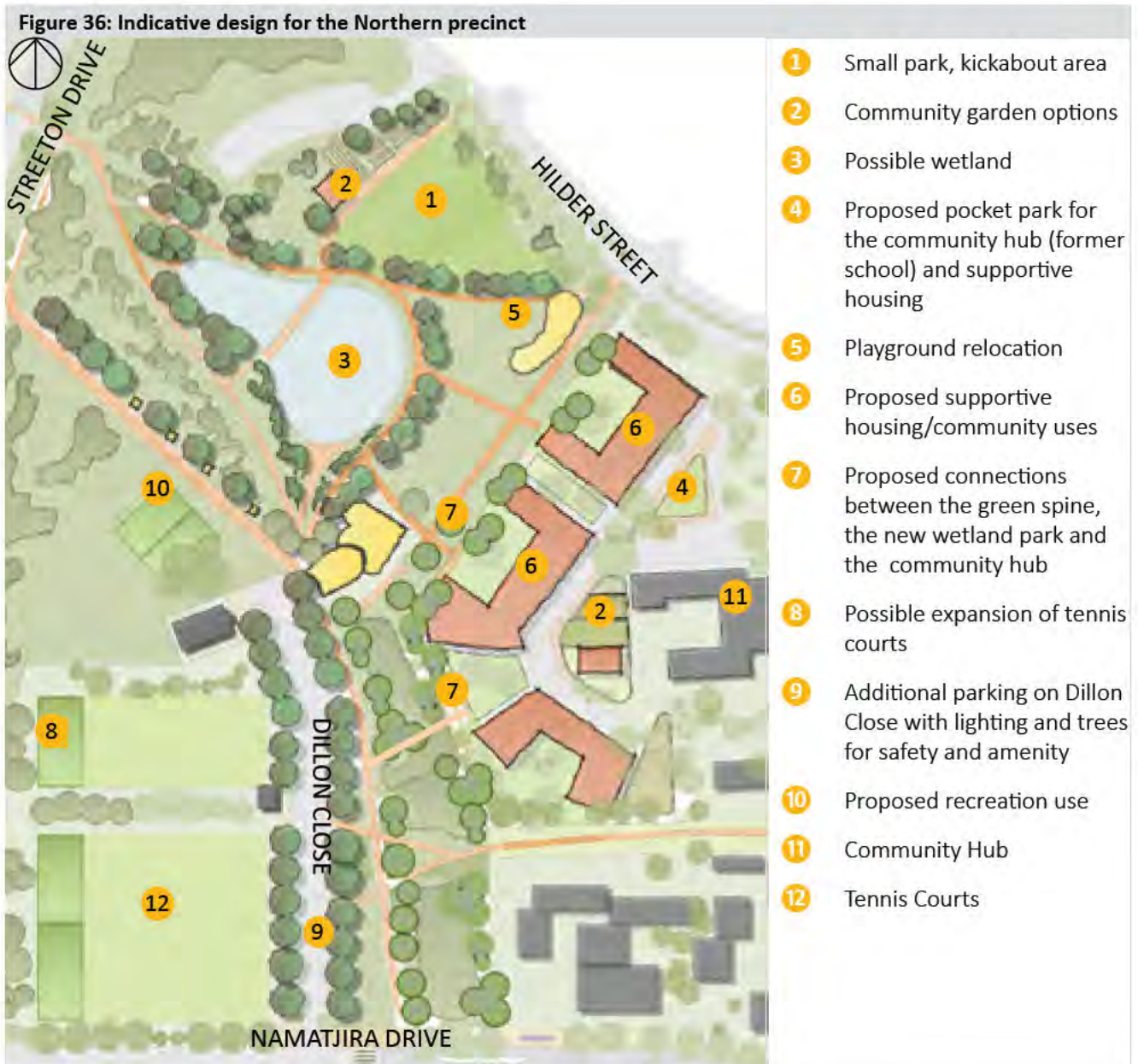
The public realm in the centre is partly shaped by the existing land use in the centre. This plan proposes some changes to the existing centre and its public realm. Improvements to the public realm are proposed along main pedestrian routes and public places, and will need to be considered in line with future budget considerations as development occurs.

6.4.1 Recreation precinct – Weston Oval and Weston Creek green spine

With consideration for future planning decisions, Weston Oval could possibly be restored.

Should this not occur, there is the opportunity to consider the oval for other uses such a wetland, which could enhance the area and improve water quality (Figure 36 shows an indicative wetland).

Enhancing the Weston Creek green spine and allowing compatible uses adjacent this space will further activate the area and provide passive surveillance for pedestrians.





6.4.2 Brierly Street and Trenerry Square

The master plan reinforces the existing street hierarchy of the Weston group centre with Brierly Street as the main street with improved amenity, active frontages and an avenue of trees planted the length of the street. Amenity can be improved with the continuity of pedestrian walking paths, places to sit and rest and active frontages to provide interest.

Pedestrian access across Brierly Street could be improved by making Brierly Street a pedestrian-friendly street. This would be achieved by:

- improving pedestrian access at key points across the street
- retaining access along the street for all users – cars, motorbikes, service vehicles, cyclists and pedestrians

- creating a low speed environment (20–30 kilometres per hour) where differences in speeds between users are minimised.
- keeping the traffic lane width narrow so all vehicles must follow another in turn
- locating short-term parking in parallel parking bays at points along the street to enable access to shops and services.

Trenerry Square could be expanded to become a meeting place with adjacent active frontages, pedestrian access and improved amenity. Vehicle access into Trenerry Square would be closed from Brierly Street, creating a better pedestrian environment. This could encourage uses such as outdoor dining. Building heights north of Trenerry Square would be kept low to maintain good solar access to the public spaces. Figure 37 is indicative of improvements on Brierly Street and Trenerry Square.



Artist's impression of a possible upgrade to Trenerry Square

Figure 37: Indicative design for the Brierly Street



- 1 Proposed pedestrian crossing
- 2 Provide accessway connecting the shopping mall entrance through the mixed use residential development and to Liardet street
- 3 New pedestrian crossing
- 4 Loading zone
- 5 New weather protection (i.e. awning)
- 6 Close off Trenergy Square from Brierly Street to improve pedestrian amenity. Trenergy Square could be expanded with quality urban landscaping
- 7 New cycle route to the centre
- 8 Improved pedestrian crossing
- 9 Outdoor dining area
- 10 Plant an avenue of street trees
- 11 Proposed new pedestrian crossing
- 12 Improved landscape quality (tree, pavement, lighting) to encourage walkability
- 13 Proposed pedestrian crossing
- 14 Parkland connecting the centre and the southern suburbs.
- 15 Proposed new accessway connecting shared way
- 16 Possible future community uses
- 17 Services Area
- 18 Trenergy Square
- 19 Cooleman Court
- 20 Cross-section A, B and C (See Figures 21–23)



Figure 38: Location of additional service station site



6.5 Transport – proposed improvements to connectivity

The following proposed improvements to the transport connections in the centre, recommended as part of implementation, are subject to funding. These improvements will not only address traffic and parking issues but, by supporting active travel and public transport, will start to set a framework for more sustainable ways of living.

6.5.1 Traffic – potential actions

The following traffic improvements are proposed for vehicular, pedestrian and cyclist movement over the next 20+ years.

- Signalise for pedestrians and cyclists at Hindmarsh and Streeton Drive, and Hindmarsh and Namatjira Drive.
- Signalise for vehicles, pedestrians and cyclists at Hindmarsh Drive and Brierly Street, Streeton Drive and Namatjira Drive.
- Possibly signalise MacNally Street and Namatjira Drive for vehicles, pedestrians and cyclists.
- Upgrade bus priority measures for the Frequent Rapid bus service on Hindmarsh Drive and Streeton Drive.
- Slower speed limit on Brierly Street (20–30 km/hr) and Parkinson Street (40 km/hr).

6.5.2 Service station

A preferred site for an additional service station has been identified in a central location for Weston Creek and Molonglo Valley residents. This is outside the master plan study area. The preferred site is in north Weston off the Cotter Road and close to the Kirkpatrick Street intersection (Figure 38). Investigations by the Land Development Agency have been undertaken to identify a site suitable for a service station.

6.5.3 Dillon Close and Liardet Street surface car parking

Work on a feasibility study for the provision of additional long-term parking in Dillon Close and Liardet Street has been undertaken. Delivery of the car parking spaces is programmed to be constructed in 2015 depending on funding.

6.5.4 Public transport – potential actions

- Integrate a major bus stop on Parkinson Street for Woden and the Frequent Rapid bus services.
- Locate bike and ride facilities close to the bus stop.
- Ensure Parkinson Street allows for bus parking on both sides and through traffic for the Frequent Rapid bus service.
- Realign car park entries to allow for bus stop expansion.
- Add a pedestrian crossing at both ends of the transport stop back to the centre.
- If development occurs on the northern car park, relocate the bus layover and bus amenities block to Liardet Street.

6.5.5 Public transport services – potential actions

Transport services 0–10 years

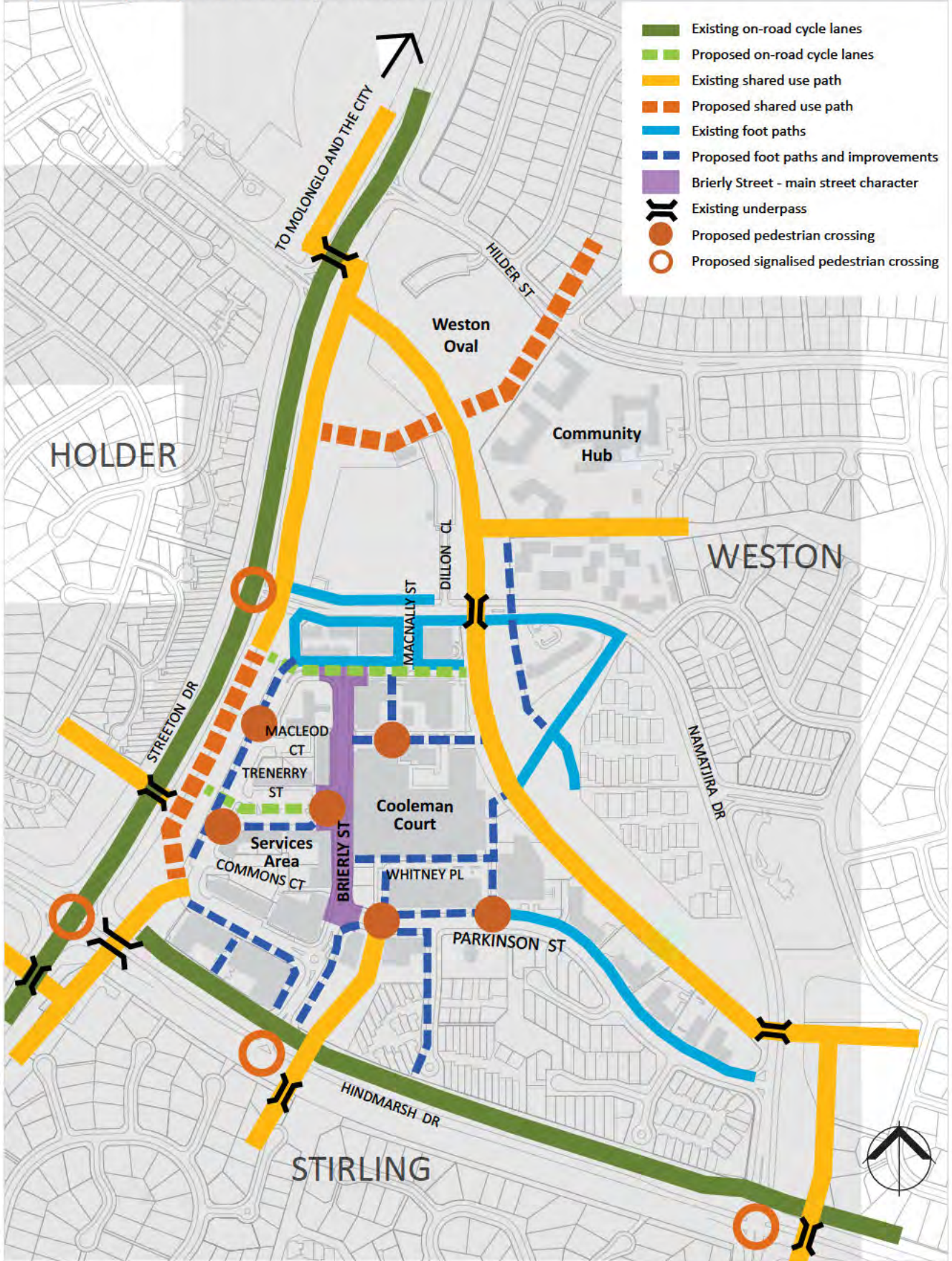
- Initially, Frequent Local bus service to Woden at peak times.
- Later, Frequent Local bus service to Woden every 15 minutes throughout the day (timing subject to population growth in Weston Creek and the Molonglo Valley).
- Frequent Local bus service to Woden links to the city centre Blue Rapid.
- Xpresso buses to the city in peak hour am and pm connecting to Park and Ride in North Weston on Kirkpatrick Street including two additional Xpresso services from Network 14.
- Improve bus services to Weston Creek to provide more efficient service.
- Hourly service connecting the Molonglo Valley and Weston group centre.

Transport services 10–20 years

- Initially, Frequent Local bus service to Woden every 15 minutes throughout the day.
- Later, Red Rapid bus service connects the Molonglo Valley and Woden to the city centre (timing subject to population growth in Weston Creek and the Molonglo Valley).



Figure 39: Proposed pedestrian and cycle connections



6.5.6 Pedestrian and cycle connections – potential actions

Figure 39 indicates potential actions for pedestrian and cycle connection improvements.

- Improve the pedestrian and shared path network to connect existing sections, providing better access to the centre and residential areas, including Molonglo and Canberra City, integrated with public transport connections.
- Widen pedestrian connections across Brierly Street to Trenerry Square.
- Upgrade the southern side of Trenerry Street for additional uses such as cafes.
- Continue to use Mahony Court as the service road for loading vehicles and improve pedestrian access across this street.
- Improve connections from Weston Creek green spine to residential areas and the commercial core precinct.
- Allow for a cycle route around the centre; however, do not have a separate cycle way on Brierly Street.
- Integrate on-road/off-road cycling.
- Improve signage to improve navigation around the centre.
- Improve lighting to underpasses to improve safety.



7. Next steps

The master plan has been considered and endorsed by the ACT Government.

The key actions the ACT Government can take to implement the master plan are:

- Prepare a precinct code that gives statutory effect to issues such as land use, heights and design details for future development. Introducing a precinct code requires a Territory Plan variation, a statutory process that includes community consultation.
- Undertake to allow the release of key sites for new development.
- Identify capital works proposals for public realm and infrastructure improvements subject to future ACT Government funding consideration.

Website: www.act.gov.au/weston





Chris Steel MLA

Minister for City Services
Minister for Multicultural Affairs
Minister for Recycling and Waste Reduction
Minister for Roads and Active Travel
Minister for Transport
Member for Murrumbidgee

XX March 2020

New design for carpark and more pedestrian improvements in Weston Creek

Designs for the temporary car park near Coleman Court have been revised following feedback from the local community. Minister for City Services, Chris Steel, today released details of the final designs and announced the next steps for the project.

“Weston Creek residents and business have been calling on the Government to provide additional parking at Coleman Court and the Government is committed to provide better access to parking near the shops and health services,” said Minister Steel.

The Government has been consulting with the community on draft designs. Feedback included concerns about retaining trees and grassy space, the need to retain the existing footpath from Stirling, increased traffic on Watling Place, as well as the proximity of the car parks to nearby residences.

“We have listened to the community and we are reducing the size of the car park to 65 spaces, which has enabled us to remove the second entry on Watling Place in the design, as well as retaining most of the trees, and providing greater distance between nearby residences.”

During the development some a key messages from the community and stakeholders was to provide safer and easier access to the services in the centre, and other car parks, by improving major intersections, footpaths and cycle lanes in the centre, and access more frequent bus services and more long-term and short-term car parking.

“To provide better pedestrian access around Coleman Court the Government is proposing to build a new crossing on Liardet St in addition to a crossing on Parkinson Street, and we will investigate lighting improvements around the underpass under Namatjira Drive.

“These improvements will see better pedestrian access to Weston Indoor Sports and the Meating Room as well as the Dillon Close car park near the Weston Creek Tennis Centre.

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Minister for City Services
 Minister for Multicultural Affairs
 Minister for Recycling and Waste Reduction
 Minister for Roads and Active Travel
 Minister for Transport
 Member for Murrumbidgee

The pedestrian improvements also implement key features of the Weston Group Centre.

Key features of the revised car park designs include:

- a temporary sealed car park with 65 parking spaces
- a single entry/exit point to the car park at the Brierly Street roundabout
- a new pedestrian crossing on Parkinson Street providing safe access from the new car park to the Cooleman Court Shopping Centre
- a new pedestrian crossing on Liardet Street providing safe access from the Mahony Court car park to the sports centre and the Meating Room
- retain the existing footpath through the site linking Hindmarsh Drive and Parkinson Street
- retain 15 trees on site, including several adjacent to Watling Place, and remove four to be offset with the planting of 11 additional trees
- additional planting and landscaping, including timber bollards along the perimeter and 125 Westringia shrubs
- investigate additional street lighting at the underpass on Namatjira Drive.

The car park is temporary. It will be removed once the site is released for community facilities development or when the increased car capacity is no longer required.

The 2014 Master Plan noted that larger surface car parks are under pressure at peak times and that ‘there will be an increased demand for car parking and public transport during the transitional period while Molonglo Valley residents use the Weston group centre.’ The high car park use at Cooleman Court was again confirmed in a 2019 parking study.

“Cooleman Court has always been a busy centre, and that’s why the Government is delivering more car parking and better pedestrian access to existing car parks and local services for the Weston Creek and Molonglo community,” Minister Steel said.

The ACT Government will soon submit a development application (DA) for the project. During the DA process the community will have an opportunity to provide feedback on the new design.

For more information on this project, visit www.cityservices.act.gov.au or contact Access Canberra on 13 22 81.

ACT Legislative Assembly

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Chris Steel MLA

Minister for City Services
Minister for Multicultural Affairs
Minister for Recycling and Waste Reduction
Minister for Roads and Active Travel
Minister for Transport
Member for Murrumbidgee

Statement ends

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ACT Legislative Assembly

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ACT
Government

Transport Canberra and
City Services

RECEIVED
DATE 15 JAN 2021 BY

Critical Date:

Critical Reason:

MINISTERS OFFICE CLEARANCE SHEET

Title: Car Park - Cooleman Court	
Objective	MIN S2019/3133

CLEARANCE

(electronic clearance in Trim/Objective or initial)

- Deputy Director-General Electronically cleared or _____ initial. Date: _____
- Executive Group Manager Electronically cleared or _____ initial. Date: _____
- Executive Branch Manager Electronically cleared or _____ initial. Date: _____
- Action Officer Electronically cleared or _____ initial. Date: _____

COMMENTS:

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E-MAILED
22-01-20

Chris Steel MLA

Minister for City Services
Minister for Multicultural Affairs
Minister for Recycling and Waste Reduction
Minister for Roads and Active Travel
Minister for Transport
Member for Murrumbidgee

Dear [REDACTED]

Thank you for your email of 23 December 2019 regarding the carpark at Cooleman Court.

To address parking congestion issues around Cooleman Court and encourage public transport use, the ACT Government provided funding in the ACT Budget to provide additional car parking spaces. The project aims to deliver a parking facility at Cooleman Court to assist the immediate need of the local community until such time that a retail facility in Molonglo is provided.

The preliminary designs have been developed by a design consultant. The final mix of short and long term parking will be reviewed in the context of the entire Cooleman Court parking precinct, following community consultation and finalisation of the design.

Thank you for raising this matter. I trust this information is of assistance.

Yours sincerely

Chris Steel MLA
Minister for City Services

22 JAN 2020

ACT Legislative Assembly

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ACT
Government

Transport Canberra and
City Services

RECEIVED
DATE 15 JAN 2020

Critical Date:

Critical Reason:

MINISTERS OFFICE CLEARANCE SHEET

Title: Car Park at Cooleman Court	
Objective	MIN S2019/3131

CLEARANCE

(electronic clearance in Trim/Objective or Initial)

- Deputy Director-General Electronically cleared or _____ initial. Date: _____
- Executive Group Manager Electronically cleared or _____ initial. Date: _____
- Executive Branch Manager Electronically cleared or _____ initial. Date: _____
- Action Officer Electronically cleared or _____ initial. Date: _____

COMMENTS:

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E-MAILED
22-01-20

Chris Steel MLA

Minister for City Services
Minister for Multicultural Affairs
Minister for Recycling and Waste Reduction
Minister for Roads and Active Travel
Minister for Transport
Member for Murrumbidgee

Dear [REDACTED]

Thank you for your email of 20 December 2019 regarding car parking proposed on the corner of Parkinson Street and Brierly Street at Cooleman Court.

To address the parking congestion issues around Cooleman Court and encourage public transport use, the ACT Government provided funding in the ACT Budget to provide additional car parking spaces. The project aims to deliver a parking facility at Cooleman Court to assist the immediate need of the local community until such time that a retail facility in Molonglo is provided.

The preliminary designs have been developed by a consultant. The final mix of short and long term parking will be reviewed in the context of the entire Cooleman Court parking precinct, following community consultation and the finalisation of the design.

I have been advised that key stakeholders impacted by these works including the Weston Creek Community Council, local businesses and nearby residents will be contacted in the coming weeks, seeking feedback on the design. Comments received as part of this process will be incorporated in the final design, where feasible, and progressed to construction. Every effort will be made to minimise disruption.

I have requested officers from my Directorate to ensure that the lighting design for this car park is undertaken in a manner that does not encroach adjacent residents and that the overall design minimises the use of the green space available at this location.

Thank you for raising this matter. I trust this information is of assistance.

Yours sincerely

Chris Steel MLA
Minister for Roads and Active Travel

22 JAN 2020

ACT Legislative Assembly

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COPY

Dear Mr Hanson

Thank you for your letter of 9 December 2019 on behalf of your constituents regarding the temporary carpark at Coleman Court in Weston.

Transport Canberra and City Services is currently in the process of assessing the feasibility of the proposed carpark layout, with the intention to provide additional parking at Coleman Court, while mitigating any impact on nearby households.

The planned car park is expected to increase patronage for businesses and adjoining recreational area as well as provide better access to public. Other benefits for the community will be increased safety on the adjacent streets and walking areas.

I have also been advised that officers from my department will meet with key stakeholders, including those impacted by these works, in the near future to discuss the process in more detail.

Thank you for raising this matter. I trust this information is of assistance.

Yours sincerely



Chris Steel MLA
Minister for City Services

23 DEC 2019

10/12
FM

Australian Capital Territory

Mr Chris Steel MLA
Minister for City Services
GPO Box 1020
Canberra ACT 2612

Dear Minister, *Chris,*

I have recently been contacted by and met with residents regarding the planned temporary car park adjacent to Cooleman Court.

The residents raised significant concerns; in particular the loss of green space to the community. I have attached a copy their correspondence, for your information and reference. I understand that you have also been received this correspondence directly.

Minister, could you please advise the details of the planned, temporary car park including:

- timelines of any development applications for the site,
- timelines for construction of the car park,
- and the proposed plan for the site when the car park is no longer required.

I look forward to your response.

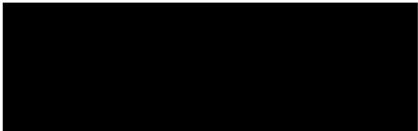
Kind Regards,

[Signature]
9 December 2019



Chris Steel MLA

Minister for City Services
Minister for Multicultural Affairs
Minister for Recycling and Waste Reduction
Minister for Roads and Active Travel
Minister for Transport
Member for Murrumbidgee



Dear Ms Swan

Thank you for your email of the 29 August 2019 on behalf of the residents of [redacted] in Weston, regarding the carpark at Coleman Court. I apologise for the delay.

I have been advised that arrangements are currently being finalised to secure a design consultant to undertake the design of the carpark. I anticipate this should be completed in the coming months.

The consultant will engage with the Weston Creek Community Council, local businesses, residents and other stakeholders impacted by these works to further discuss their concerns and provide measures that address these where required.

I have also been advised that the installation of traffic lights on Hindmarsh Drive to Brierly Street is not part of the project plan for the development of the carpark. However, Transport Canberra and City Services will monitor this intersection following the completion of the current proposed works to ensure it is working as designed.

Thank you for raising this matter. I trust this information is of assistance.

Yours sincerely

Chris Steel MLA
Minister for Roads and Active Travel

24 OCT 2019

Minister for City Services
Minister for Multicultural Affairs
Minister for Recycling and Waste Reduction
Minister for Roads and Active Travel
Minister for Transport
Member for Murrumbidgee

E-MAILED
17/9

Dear [REDACTED]

Thank you for your letter of 13 August 2019 regarding the Coleman Court carpark upgrade. Thank you also for meeting with me on 4 September where I felt we were able to discuss this issue and many others constructively.

As you are aware funding was recently approved in the ACT Budget for the construction of additional parking and a Park and Ride facility at Coleman Court.

This project is expected to ease current parking issues identified in the area. The Government will also undertake a review of car parking available to outline if changes are needed to the locations of timed parking and Park and Ride spaces. In addition, and as you have suggested, provision of a pedestrian crossing on Parkinson Street will also be considered in conjunction with the carpark.

I acknowledge your concerns about pollution, trees and access to the proposed site for the carpark. I have been advised that officers from Transport Canberra and City Services (TCCS) are currently working on the preliminary design and options available for achieving the desired outcomes of the project.

Once these options are finalised, a design consultant will be engaged to progress the design to construction. Key stakeholders impacted by these works, including the Weston Creek Community Council, local businesses and residents, will be contacted and presented with a preferred option as part of this process. This would be the appropriate time to raise specific questions or concerns.

In addition, a Development Application (DA) of the final design will be submitted to the Environment Planning and Sustainable Development Directorate (EPSDD) for public notification and approval. Any outstanding concerns can be also raised during this period.

During our meeting, I note you recommended some alternative sites for a Park and Ride, including Dillon Close. I have sought advice from TCCS on this and some of the other topics we discussed and myself or my office will be in touch when we receive this.

Thank you for raising this matter. I trust this information is of assistance.



Chris Steel MLA
Minister for Roads and Active Travel

17 SEP 2019



Minister for Community Services and Facilities
Minister for Multicultural Affairs
Minister for Transport and City Services
Member for Murrumbidgee

E-MAILED
9.8.19

Dear [REDACTED]

Thank you for your email of 11 July 2019 regarding the Coleman Court car park development.

As you are aware, funding was provided in the recent ACT Budget for the construction of up to 150 additional car parking spaces at the Coleman Court Shopping Centre.

The funding seeks to deliver additional car parking arrangements to improve parking facilities at the corner of Parkinson and Brierly Streets to improve parking for visitors at Coleman Court and the new nurse-led walk-in centre. The parking site will also provide car parking designated to Park and Ride on public transport.

I have been advised that stakeholders and those residents directly impacted by these proposed arrangements will be contacted in coming months to comment of the draft design prior to the commencement of construction. I also recently attended a published meeting of Weston Creek Community Council to discuss the project.

Thank you for raising this matter. I trust this information is of assistance.

Yours sincerely



Chris Steel MLA
Minister for Transport and City Services

- 9 AUG 2019