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 21-053

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)	29 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: EPSDFOI
Subject: FOI Request - Kippax Feasibility Study
Date: Wednesday, 12 May 2021 4:36:48 PM
Attachments: FOI Request - Kippax Feasibility Study.pdf
image001.png
image002.jpg
image003.jpg
image004.jpg
image005.jpg

Good afternoon,

Please find attached an FOI request from [redacted]

Kind regards,

[redacted]

ACT Government
Transport Canberra and City Services

Ms [redacted]

Dear [redacted]

Freedom of Information Request - Reference 21-053

I refer to your application for access to government information received by Transport Canberra and City Services (TCCS) on 4 June 2021 under the *Freedom of Information Act 2016* (FOI Act) seeking the following government information:

- *The completed Kippax Group Centre Feasibility Study (Kippax FS) conducted by Harris Hobbs Landscapes.*
- *Any summary documents related to this feasibility study.*
- *Any briefing documents related to this feasibility study.*

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 FOI Act.

A decision was initially due on 5 July 2021. Thank you for agreeing to an extension until 16 July 2021.

Decision on access
In accordance with the FOI Act, a search was conducted of records held by TCCS. This search identified three records, including appendices, as relevant to your request.

As is standard with feasibility studies, it is important to note that the information within the document is conceptual and proposed options or plans are likely to vary . As the purpose of a study is to ascertain if a proposed project could be successfully achieved, consultation is limited. It is standard practice that, should a feasibility study lead to a project, community consultation is sought during the design stage.

No briefing documents or summary documents were identified. I find that the search was reasonable and no relevant information is held by TCCS.

In reviewing the information within this document, I have found it contrary to the public interest to disclose some information. As such, I have decided to provide you with partial access to this government information. My reasons for this decision are detailed in the statement of reasons below.

Statement of Reasons
In making my decision on disclosing government information, I must identify all relevant factors in schedule 2 of the FOI Act and determine, on balance, where the public interest lies. In reaching my access decision, I have taken the following into account:

Factors favouring disclosure in the public interest (Schedule 2, Section 2.1)

- Section 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability;
- Section 2.1(a)(ii) - contribute to positive and informed debate on important issues or matters of public interest;
- Section 2.1(a)(ii) - 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.

Factors favouring non-disclosure (Schedule 2, Section 2.2)

- Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016;*
- Schedule 2.2(a)(xii) - prejudice the competitive commercial activities of an agency.

I consider that it is in the public interest to release most of the information within the records identified as relevant to your application. However, in some instances, I have found that the disclosure of some information to be contrary to the public interest.

Personal information and privacy
Personal information means information or an opinion whether true or not about an individual whose identity is apparent or can be ascertained from the information or opinion. The *Information Privacy Act 2014* prescribes how government collects, uses, shares, and stores this information.

I have considered the reason that TCCS has come into the possession of the personal or sensitive information together with the Territory Privacy Principles. As a general rule an agency that holds personal or sensitive information about an individual that has been collected for a particular purpose must not disclose the information to a third party without consent (*Information Privacy Act 2014* - Territory Privacy Principle 6).

I have further found that disclosing this information is likely to prejudice an individual's right to privacy or any other right under the *Human Rights Act 2004.*

In this instance I have found that, on balance, the disclosure of the personal or sensitive information is contrary to the public interest.

Competitive commercial activities
I have also identified cost estimates which are significant to future procurement negotiations within records 10 and 13. I have found that the disclosure of this information is likely to prejudice the competitive commercial activities of TCCS and are therefore contrary to the public interest to disclose.

Out of scope

Some information within the records includes information, which is not relevant to the Kippax Feasibility Study, particularly within meeting minutes. As the information is not relevant to the study, it has been removed from the records.

A copy of the information, with deletions applied to information, which is contrary to the public interest, is enclosed at Attachment B.

Charges

Pursuant to *Freedom of Information (Fees) Determination 2018* processing charges are applicable for this request because the total number of pages to release to you exceeds the charging threshold of 50 pages. However, the charges have been waived in accordance with section 107(2)(e) of the Act.

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 will be published in the TCCS disclosure log between 3 – 10 business days from the date of this decision.

Your personal contact details will not be published. You may view the TCCS' disclosure log at https://www.cityservices.act.gov.au/about-us/freedom_of_information/disclosure-log .

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 an 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: actfoi@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

Under section 84 of the Act, if a decision is made under section 82 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 queries concerning the directorate's processing of your request, or would like further information, please contact the TCCS FOI team on (02) 6207 2987 or email to tccs.foi@act.gov.au.

Yours sincerely

Chelsie Hughes
Information Officer

14 July 2021

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: https://www.tccs.act.gov.au/about-us/freedom_of_information/disclosure-log

Factors favouring non-disclosure:

Schedule 2.2(a)(ii) - prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2016.*

Schedule 2.2(a)(xii) - prejudice the competitive commercial activities of an agency.

File number			WHAT ARE THE PARAMETERS OF THE REQUEST			
FOI – 21-053			**Kippax Group Centre Feasibility Study**			
Ref No	**Page numbers**	**Description**	**Date**	**Status**	**Reason for non-release or deferral**	**Open Access release status**
1	**1 - 45**	Kippax Feasibility Study Report	May 2021	Full disclosure	N/A	Documents to be published on the TCCS Disclosure Log.
2	**46 - 48**	Appendix A-Kippax Centre Landscape Concept Plan	March 2021	Full disclosure	N/A	
3	**49 - 51**	Appendix B-General Arrangement Options	December 2020	Full disclosure	N/A	
4	**52**	Appendix C-Tree Canopy Cover Plan	February 2021	Full disclosure	N/A	
5	**53 - 54**	Appendix D-Lighting Specification	Undated	Full disclosure	N/A	

6	**55 -76**	Appendix C - Accessibility Review	19 March 2021	Partial disclosure	Schedule 2.2(a)(ii)	
7	**77 - 82**	Appendix E1-Engineering Background Review-Civil	12 March 2021	Partial disclosure	Schedule 2.2(a)(ii)	
8	**83 - 90**	Appendix E2-Engineering Background Review-Traffic	16 March 2021	Partial disclosure	Schedule 2.2(a)(ii)	
9	**91 - 111**	Appendix F-Stakeholder Presentation	17 November 2020	Full disclosure	N/A	
10	**112 - 129**	Appendix G-Meeting Minutes	Multiple	Partial disclosure	Schedule 2.2(a)(ii) Schedule 2.2(a)(xii) Out of scope	
11	**130 - 132**	Opportunities & Constraints	December 2020	Full disclosure	N/A	
12	**133 - 159**	Presentation Design Principles Kippax	December 2020	Full disclosure	N/A	
13	**-**	Cost Plan Kippax FS_RevC	March 20201	Access refused	Schedule 2.2(a)(xii)	

KIPPAX GROUP CENTRE FEASIBILITY STUDY & CONCEPT PLAN

FINAL REV F
MAY 2021

[redacted] PLACE LABORATORY

PREPARED FOR

[redacted]

Acknowledgment of Country

The land on which we live and work is aboriginal land. Aboriginal people have lived on the Australian continent for at least 65,000 years. Non-aboriginal people have lived in Australia for just 230 years.
As a practice, we are working towards an understanding of that fact, and how it might inform our relationship to the land, its original people, and the work that we do. We acknowledge that we have a long way to go. Our studios are located on Ngunnawal and Whadjuk country in Canberra and Perth respectively.

HARRIS HOBBS LANDSCAPES

PLACE LABORATORY
Landscape Architecture | Urban Design | Place Shaping

CLIENT

ACT Government

PROJECT TEAM

Lead +Landscape Architecture	Harris Hobbs Landscapes
Landscape Architecture	PLACE Laboratory
Civil | Structural | Hydraulic | Electrical	WSP
Quantity Surveyor	AF Project Consulting

DOCUMENT CONTROL

Revision	Description	Date of Issue
A	Kippax Group Centre Feasibility Study & Concept Plan Draft	5 March 2021
B	Kippax Group Centre Feasibility Study & Concept Plan Draft	16 March 2021
C	Kippax Group Centre Feasibility Study & Concept Plan Final	23 March 2021
D	Kippax Group Centre Feasibility Study & Concept Plan Final	6 April 2021
E	Kippax Group Centre Feasibility Study & Concept Plan Final	28 April 2021
F	Kippax Group Centre Feasibility Study & Concept Plan Final	17 May 2021

CONTENTS

EXECUTIVE SUMMARY

This project delivers a concept plan and feasibility study for future public realm upgrades at Kippax Group Centre in Belconnen, Canberra. It implements the Kippax Group Centre Master Plan 2019 (Masterplan) prepared by ACT Government in consultation with community and government stakeholders.

The Masterplan identified that:

- Public spaces at the centre would benefit from being enhanced, particularly on Hardwick Crescent and at the central plaza south of the Kippax library.
- Safety and convenience for pedestrians and cyclists needs to improve within the centre and for access from surrounding suburbs.
- The centre is well placed to build and strengthen its role as a major public transport hub for the west Belconnen area.
- Adequate and accessible car parking is a drawcard for the area but could be better organised and traffic circulation improved.

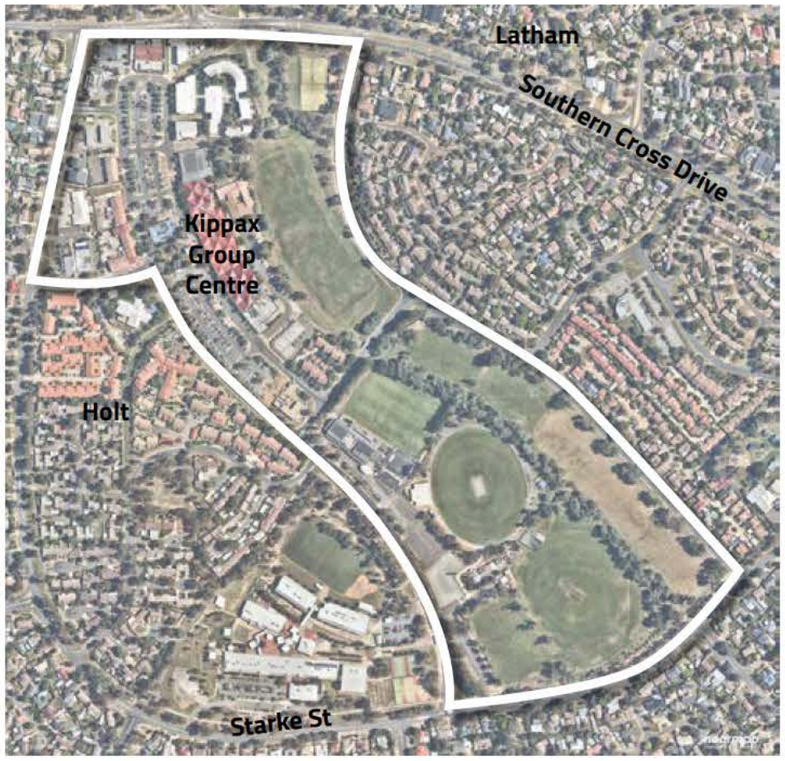
This concept plan focusses on the western portion of the Kippax Group Centre area that is identified in the Masterplan, public realm upgrades that could be delivered independently of land release and rezoning that is to take place to the east and north of the Group Centre.

The concept design proposes:

- Enhancing the amenity and infrastructure of public spaces particularly on Hardwick Crescent.
- Creating a central plaza with a unique identity, south of the public library as a community focus and activity hub.
- Creating an overall public domain that reinforces street-based activity.
- Improving path infrastructure and connectivity within and into the centre in a way that improves access, encourages walking, cycling and public transport use.
- Proposing design solutions that recognise Kippax as a public transport hub.
- Recommending improvements that have flexibility that allows for changing community needs and an increasing local population.
- Proposing cost effective recommendations and concept design with view to reducing long term public space maintenance costs.
- Increasing tree canopy cover to meet current government policy of 30% canopy cover to the public realm.
- Maintaining current on-grade car parking capacity.
- Identifying upgrade opportunities that include water sensitive urban design, climate
- Incorporating change adaptation strategies and ecological enhancement.

The concept plan has been developed in close consultation with key government stakeholders. Key elements of the Masterplan for the public realm areas have been addressed, noting that the concept design proposes another location for the bus interchange than that proposed in the Masterplan. The alternative location was identified during detailed discussions on design options with the relevant key stakeholders.

Figure 1. Master Plan Study Area



1. PROJECT BACKGROUND

This project delivers a concept plan and feasibility study (Study) for future public realm upgrades at Kippax Group Centre (Centre) in Belconnen, Canberra, and implements the Kippax Group Centre Master Plan 2019 (Masterplan), prepared by ACT Government in consultation with community and government stakeholders. The Master Plan sets the vision, planning principles, spatial framework and planning strategies to guide growth and development at the Centre over time.

The Group Centre was established in the 1970s as a weekly shopping destination for the adjacent suburbs of Holt, Higgins, Latham and Macgregor. Recent development in West Belconnen has generated increased visitation and demand for services and amenity at the Centre.

There are many diverse businesses at the Centre as well as community facilities which include the Kippax Library, West Belconnen Child and Family Centre, YMCA Early Learning Centre, Kippax Uniting Church, Masonic Village Aged Care and Kingsford Smith School south of Kippax Fair which is a large retail outlet. There are extensive recreation facilities to the east and south of the Centre, along an open space spine with a central floodway that runs from playing fields in the south between Moyes Crescent and the commercial precinct to the west.

The Master Plan identified that:

- Public spaces at the Centre would benefit from being enhanced, particularly on Hardwick Crescent and at the central plaza south of the Kippax library.
- Safety and convenience for pedestrians and cyclists needs to improve within the Centre and for access from surrounding suburbs.
- The Centre is well placed to build and strengthen its role as a major public transport hub for the West Belconnen area.
- Adequate and accessible car parking is a drawcard for the area but could be better organised and traffic circulation improved.

The following informed this Feasibility Study:

- Kippax Group Centre Master Plan 2019 - ACT Government
- Kippax Group Centre Flood Study 2020 - Calibre Professional Services Ltd
- Community and Recreational Facilities Assessment – Additional Advice for Kippax Group Centre 2020 - SGS Economics and Planning
- Kippax Group Centre Traffic and Transport Study 2016 - AECOM
- Kippax Community Hub and Plaza Site Investigation Report 2020 - JPS Engineering Consultants

The Kippax Group Centre as defined in the Masterplan is extensive. It includes proposals for land release for commercial sites east of the existing Group Centre. The land sale may be subject to developer contributions, for example off site works associated with land sales. The timing for the land releases is beyond the scope of this study, hence the focus for a feasible concept design is the public realm west of Kippax Fair and design for a public plaza south of the Kippax library and north of a proposed community facility building, that will link to existing community facilities in Luke Street. The focus on the western zone, and the proposed construction staging methodology for the concept plan, allows for other projects such as the land release, the community facility design and other transport and connectivity changes to occur in a staged manner and allows for flexibility in the delivery of the other programs under consideration within the Group Centre.

The concept design proposes:

- Enhancing the amenity and infrastructure of public spaces particularly on Hardwick Crescent.
- Creating a central plaza with a unique identity, south of the public library as a community focus and activity hub.
- Creating an overall public domain that reinforces street-based activity improving pedestrian infrastructure and connectivity within and into the centre in a way that improves access, encourages walking, cycling and public transport use.
- Proposing design solutions that recognise Kippax as public transport hub recommending improvements that have flexibility that allows for changing community needs and an increasing local population.
- Proposing cost effective recommendations and concept design with view to reducing long term public space maintenance costs.
- Identifying upgrade opportunities that include water sensitive urban design, climate change adaptation strategies and promote ecological enhancement.

Figure 2. Feasibility Study Area

The design team also reviewed:

Car parking:

The Kippax Group Centre car parks are valued by the community and the current capacity is expected to be retained across the whole precinct. The siting of the community facility building and the relocated bus interchange will have an impact on car park locations and numbers in the southern car park, however the southern car park capacity is proposed to be increased, from a two aisle internal circulation to a three-aisle circulation. There are opportunities to enhance this public realm with increased tree planting. Through planting strategies including cell tree pits and water sensitive urban design, allied with appropriate tree species selection, the longevity and appeal of the tree canopy cover within the car parking zones could be strengthened.

Stormwater and flooding:

The Kippax Group Centre Flood Study 2020 identified opportunities for larger and smaller scope works to mitigate flooding issues. Several of the smaller scoped elements have been included in the design response.

Tree condition and tree cover:

A preliminary condition assessment of existing trees within the project area was undertaken. The concept designs propose an increase in tree canopy cover from 15-33%, which is in line with current ACT Government policy. See https://www.cmtedd.act.gov.au/open_government/inform/act_government_media_releases/chris-steel-mla-media-releases/2020/a-plan-for-canberras-urban-forest

Services:

Inground services were identified through a desktop Dial Before You Dig. The engineering subconsultant WSP prepared a GAP analysis of existing service information and where known, service locations have informed the design. Further design stages will need to ground truth services on-site to accurately determine locations to ensure design incorporates the required offsets from key services infrastructure.

Transport connections

Refer to Figure 3

Bus Interchange and bus routes:

The existing bus interchange caters for almost 500 bus movements each weekday. The 2019 Master Plan and 2016 Traffic Study suggested moving the bus interchange to the north of the library. The design team developed two options for a location north of the library. During the stakeholder consultations it was found that a northern location did not necessarily provide the best functional outcome for the public realm. It also presented several difficulties regarding traffic flow. The design team subsequently proposed an option south of the proposed community facility which better served the future development proposals for the precinct.

Traffic:

The master plan proposals for the new east/west link will have significant bearing on traffic movements to the northern section of the precinct. It is noted that the timing for the road extension is uncertain. The design for the concept plan and commentary on traffic implications therefore focusses on the current situation and proposed changes such as the shared zone to the immediate west of the Centre and the car parking/bus interchange modifications, The design team tested all three design options with regard to implications for traffic. Traffic consultants summary of the preferred option is at Appendix E2.

Pedestrian and cycling access & circulation:

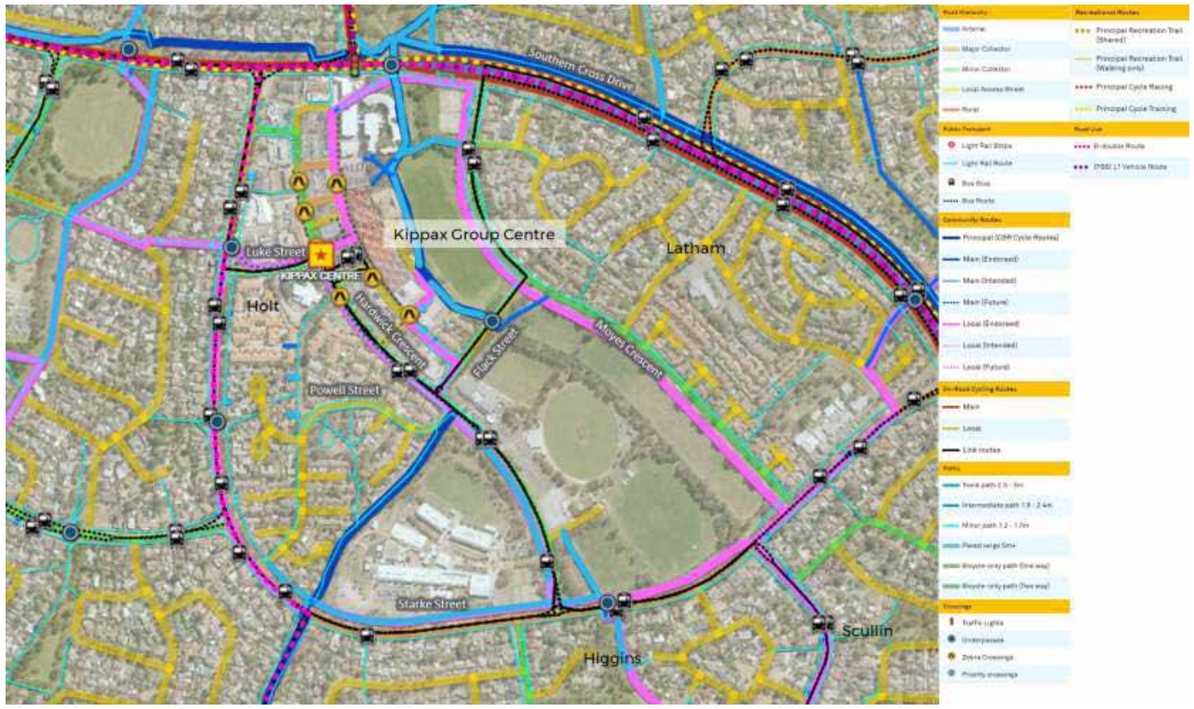
The Centre has connections through existing open space spines to the west and north, and across the playing fields to the east. Connections from the south are along existing roads – Starke Street and Hardwick Crescent.

The centre is reasonably well connected to adjacent suburbs for walking and cycling. However, the masterplan noted that challenges arise for pedestrians and cyclists within the centre itself. The key walking and cycling challenges include:

- The layout of the centre is restricted by being located on the perimeter of the Hardwick Crescent car parks.
- Poor pedestrian access through the Hardwick Crescent car parks.
- lack of formal connections between the existing Holt District Playing Fields and the centre.

In addition, the existing underpasses at major roads

Figure 3. Surrounding transport network



Source: https://activeinfrastructure.net.au/ visited 11 December 2020

surrounding the site are not located on key desire lines and often involve pedestrian detours. They also have poor natural surveillance, poor drainage and a lack of lighting. These poor pedestrian connections are diagrammatically shown in Figure 4 following.

For cyclists, limited formal cycling paths are provided, resulting in a lack of separation from vehicle traffic.

The concept design proposes enhancements to the pedestrian/cycle links to the Centre, through upgrading lighting, increasing footpath widths to current design standards and increasing tree planting where services easements permit. Internal movement through the car parks to the retail facilities and across Hardwick Crescent has been improved through additional crossing points, increased footpath widths and ensuring accessible paths of travel to the Library and the proposed community facility are compliant with design standards and AS 1428.1.

Community Hub:

The Master Plan proposals suggested a 413m2 approx one-storey community facility. Libraries ACT commented during development of the draft plans that their preferred option was a co-located library and community facility. The design team has assumed a single level building, sited to provide for a roughly square shaped plaza, between the southern side of the library and the proposed community facility. The option of a co-located facility could be considered during the next iteration of the design. The plaza design may change, as it will increase the size of the plaza, possibly allowing for a larger play zone and larger irrigated grass area. A built edge could still sit along the southern boundary of plaza – as a shelter/bus platform associated with the bus interchange. The covered link may or may not be appropriate given the changed function of the space however it would still offer a useful all-weather link /extended shaded area within the plaza that links to the bus interchange.

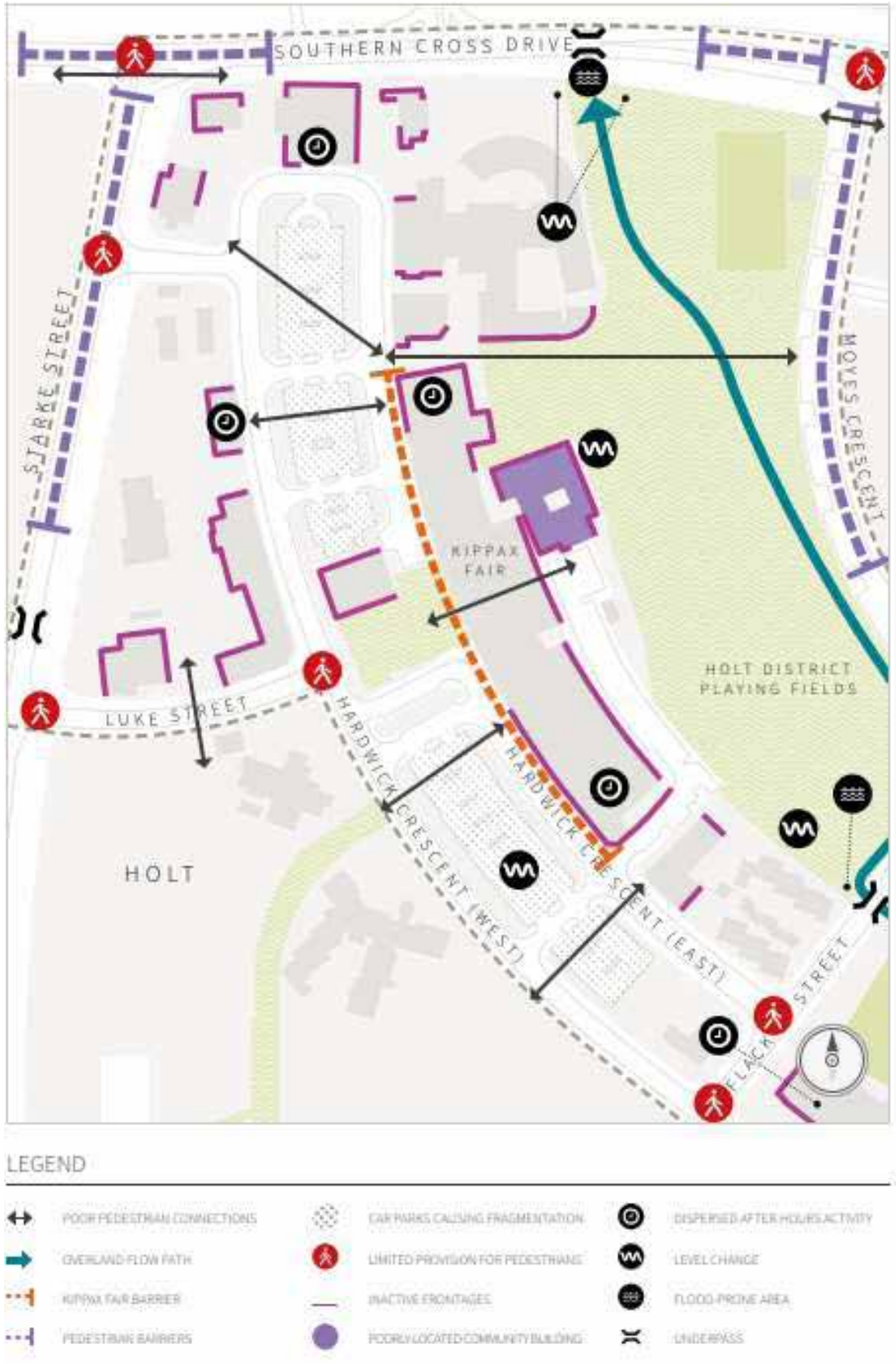
Library:

The Kippax Library was completed in 2005. The main entry is from the east, through a series of steps or ramps from the lower pedestrian pavement. There are doorways to each façade. Currently, the library uses the eastern door as the main entry, and the northern door for internal deliveries of materials and for book deliveries to residents, a practice that increased dramatically during the last year with the pandemic reducing public visitation to the library. The western and southern doors are not used operationally due to staffing issues.

Urban open space / Plaza:

The existing open space proposed as the plaza space contains a playground, a public artwork and various seating options. The new design will maintain all current functions, as well as incorporating some of the local centre stories and place themes. Refer to section 7 and 8 of the report.

Figure 4. Existing pedestrian constraints and barriers



Source: Kippax Group Centre Masterplan

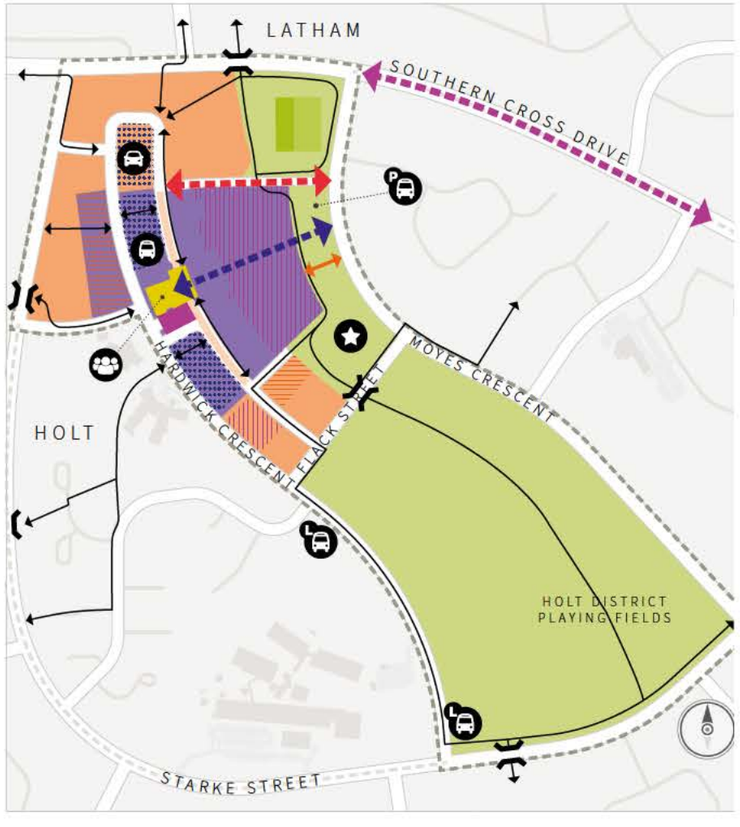
2. MASTER PLAN REVIEW

"The Kippax Group Centre will be an inviting, safe and accessible centre that connects people with their community. It will provide opportunities for diversity and choice through offering a range of shops, services, transport and housing. "

- Kippax Group Centre Master Plan Vision

The Masterplan recommended several changes to the public realm. ACT Government stakeholders were engaged to work through changes proposed to the Masterplan. The proposed changes and the concept design responses are summarised in the following table:

Figure 5. Master Plan Spatial Framework - Kippax Group Centre Master Plan March 2019



Recommendations	Concept Design Proposals
Improve lighting, signage and pedestrian/cycle infrastructure along key pedestrian pathways and cycle ways throughout the centre.	Pedestrian and cycle links are proposed to be improved by upgrading lighting, increasing footpath widths, improving path continuity and accessibility, introducing new pedestrian links, and increasing tree canopy cover. Refer to plans and images in sections 7 and 8.
Relocate the existing Kippax bus station to the north of the Kippax Library.	Concept design development and consultations with Action and Libraries ACT determined that locations north of the library were more constraining than a location south of the library. The southern proposed location is very close to the existing footprint, with an enhanced layover facility proposed on-road south of Kippax Fair. An additional option for a larger bus interchange, with three platforms has been designed. The larger bus interchange caters for potential increased public transport use through the West Belconnen region. Refer to the stakeholder consultation log at Appendix G.
Relocate the existing bus layovers to either Hardwick Crescent northbound near the Gungahlin Raiders Club or Hardwick Crescent southbound near the Starke Street intersection (opposite the Kingsford Smith School).	Following consultation with Action, the bus layover facility is proposed to be relocated south on Hardwick Crescent, opposite Kingsford Smith School. The bus layover proposed can accommodate up to 10 buses and includes end of trip facilities for drivers within a freestanding building.
Provide new bus shelter, cycle facilities and signage to support the Park and Ride facilities on Moyes Crescent.	The concept design has focussed on areas west of Kippax Fair. Design options for Moyes Crescent Park and Ride facilities are for future consideration.
Kippax Plaza to be developed as a key pedestrian hub, south of the existing library and north of the proposed Community Facility, with enhanced connections from Hardwick Street West and Luke Street into The Plaza.	The concept plan highlights the central plaza area. The concept plan includes pedestrian enhancements to key pedestrian links from the north, west and southwest of Kippax Fair.
Hardwick Crescent east to be developed as a pedestrian friendly environment.	Hardwick Crescent East has enhanced pedestrian connections along the full length. A shared zone is proposed as a one-way section that allows for vehicular servicing of ground floor retail and provides enhanced surveillance along the street. The pedestrian zone is widened and will contain a range of street furniture and retained/new street trees incorporate water sensitive urban design features.
Hardwick Crescent West (north end) to be developed as a pedestrian friendly environment.	The design proposes carriage way width reductions (Action buses do not traverse this section of Hardwick Crescent). The reduced carriageway allows for an increased pedestrian realm to the western side, allowing for additional outdoor seating opportunities along the retail shopping strip.
Community Facilities Building	The proposed Community Facilities building is located at the south of the enhanced plaza area and directly engages with the plaza to the north and east. The community facility building abuts the new bus interchange, and the roof structure can act as an awning/bus shelter for the inbound City platform. End of trip facilities for bus drivers (toilets and hot water) are proposed to be co-located within the building, accessed separately from the main building functions.
Flood Study minor works	Several flood mitigation works are proposed to be included in the works, as developer contributions to off-site works ▪ Improvements to the overland flow path between Starke Street and Flack Street ▪ Construct a levee with an inlet into the existing stormwater network on the corner of Flack Street and Moyes Crescent ▪ Improvements to overland flow path between Flack Street and Southern Cross Drive ▪ Double the width of Southern Cross Drive Underpass to increase the hydraulic capacity

3. STAKEHOLDER ENGAGEMENT

The project control group (PCG) met fortnightly through the project. Design development was progressed from information briefings from TCCS asset managers and stakeholders as well as other government agency stakeholders. Design was progressed in response to their feedback.

The project team attended several ACT Government stakeholder sessions to canvas their input. Attendees from Suburban Land Agency, EPSDD, Libraries ACT, ACTION, Urban Trees TCCS Place Management and TCCS Strategic Transport contributed to developing key design principles and place themes for Kippax Group Centre.

The initial stakeholder session drew on the place managers and relevant agencies' direct knowledge of the study area to allow the project team to prepare a Principles Plan that identified the core values of the place.

This led to an analysis and discussion of the specific opportunities and constraints within the project area.

The meetings canvassed key constraints, and the design and development issued that are yet to be fully resolved. These constraints and the design solutions are summarised in the table following:

Constraints	Design Solution
Kippax Library, while only constructed in 2005, is at capacity and potential expansion space should be considered so that expansion opportunities are not restricted by the development of the central plaza.	The concept design provide a buffer to the north of the existing library as a potential expansion zone. The northern car park design provides for a 10m wide potential expansion zone along the northern façade.
Bus Interchange and Layover location needs to be considered in the absence of a strategic transport plan	The bus interchange and bus layover location was key to the resolution of the concept plan. After review of several design options, it was decided by key stakeholders that a location very close to the existing location allowed for the most efficient operation of the bus interchange with regard to pedestrian access to the key functions of the space, while minimising impact of the number of bus movements generated by the interchange
Land release and rezoning	The concept design was being delivered concurrently with the proposals for land release. To avoid conflicts with either program, the concept design has focussed on the public realm west of Kippax Fair, on existing and recently rezoned community facilities land.
Community Centre footprint and location	The concept design tested other options for the location for the community facility, and determined that the proposed location south of the library offered the best fit and best opportunity for connections to existing pedestrian movement paths through the Centre and between existing community facilities in Luke Street and the Kippax Library.

Core values of the future Kippax Group Centre public space - key messages from the government stakeholder engagement on the

Bus Interchange and Layover

Two options for a relocated bus interchange north of the Library were recommended in the Masterplan. Stakeholders informed that the northern locations was not preferred. As noted by Transport attendees:

Stakeholder identified constraints:

- Buses adjacent residential building could lead to complaints about noise.
- New end of trip facilities would be needed.
- Will be some distance from practical bus layover locations.
- Would be very close to an already very congested Hardwick Crescent spur to Starke Street, a short linking road that has multiple entries to the petrol station and McDonalds. No buses currently use this spur due to congestion.

Stakeholder identified opportunities:

- The new east west link may provide a good option to access the relocated interchange, but the internal arrangements and exit to the west remained problematic – and a bus layover could be located east of Kippax Fair, as part of the land sales/new development
- Proposed signalizing of Moyes/Southern Cross would also assist (as proposed in the Master Plan)

On balance, it seemed that the relocation north of the library would not practically improve the public realm and would be at very significant cost for no balancing benefit.

Disadvantages identified were:

- Buses needing to use Hardwick west to travel south
- Increased costs of new civil works remaking car parks
- Loss of car parking during construction and flow on effect to increase capacity to other car parks at cascading costs
- Bus stop at low point of the site, requiring uphill and longer walks to library/shop entries
- Noise issue for adjacent apartments
- Traffic issues linking to Starke Street

The design team proposed a third option (Figure 7) of proposing the bus interchange south, into the northernmost part of the north car park (N1):

- Car park loss of capacity can be addressed by re-designing one car park cluster (N1 and S1) instead of three.
- Existing end of trip facility building could remain in place for the short to medium term.
- Layover to south on Hardwick East side can stay as current arrangements, for medium term until other arrangement come on-line possibly with the land release to the east.
- All the east/west pedestrian improvements across Hardwick Street and past the north and south sides of the library can be realised without Hardwick Crescent bus routes impeding
- The staging of the works could proceed much more swiftly and easily with much less disruption to the centre.
- This option can be realised at a significant discount for civil engineering scope to the northern locations, as the northern options would significantly reduce parking capacity. Reinstating carparking capacity would be possible, however it would require redesign of both northern carparks, and significant additional cost and additional construction time.

Refer to consultation log for PCG and stakeholder meeting minutes at Appendix G.

Figure 6. Existing Bus Stop and Facility Location

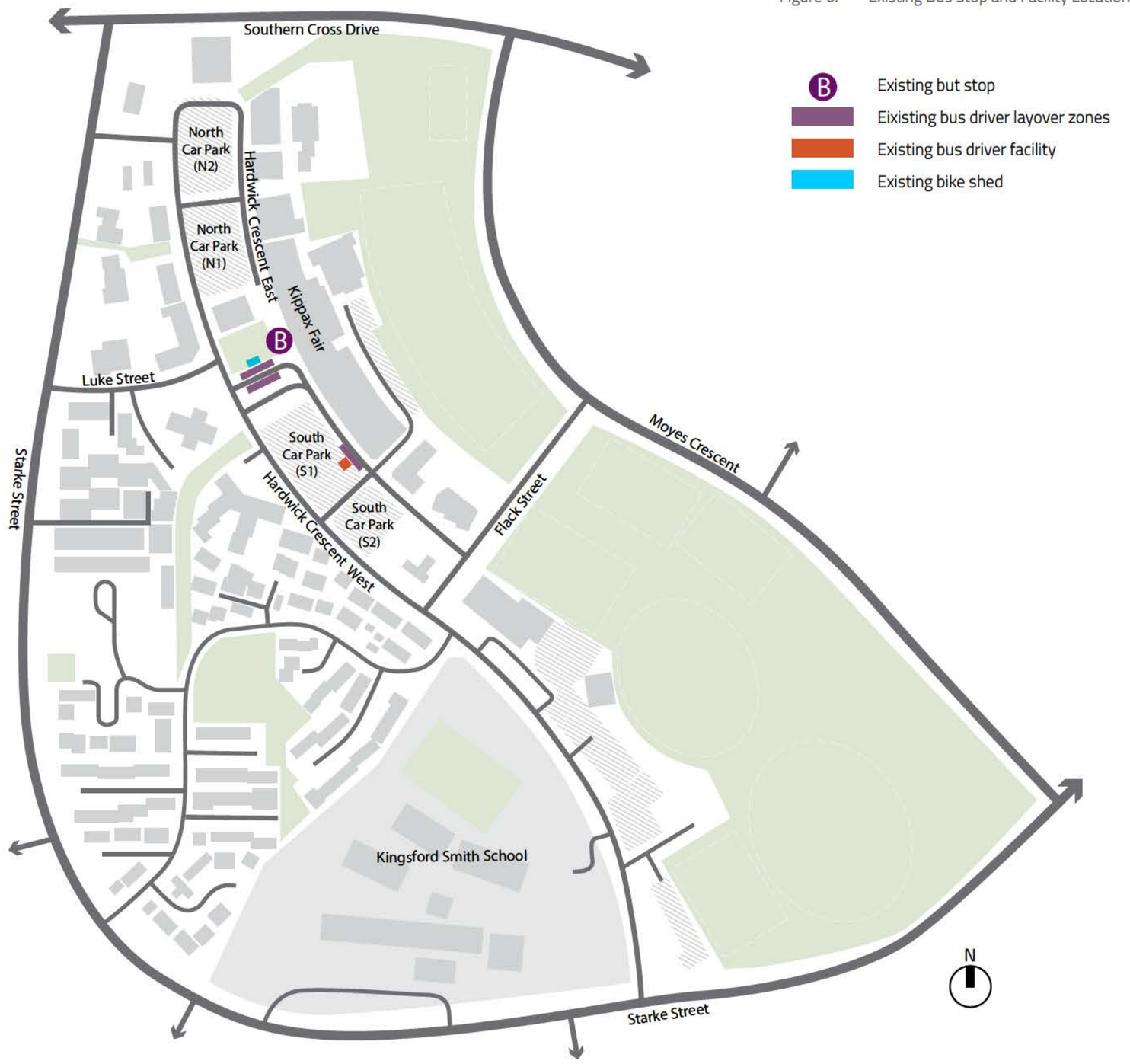


Figure 7. Indicative Location of Future Bus Interchange

Stakeholder feedback on landscape concept design

The proposed design including the concept plaza designs were distributed for a final round of stakeholder comments. The table lists the stakeholder comments at 95% design stage and the design teams response:

Entity	Comment	Design team response
City Presentation	1. Many of the soft landscape options are too small/narrow and unmaintainable as proposed. 2. Soft landscaping crossing pedestrian links in the N2 car park need to be replaced with hard surface. 3. Soft landscape around short stay parking along Hardwick Crescent (adjacent to ALDI) needs to be removed and replaced with hard surface. 4. If the proposed grass area is to go ahead it would need to be irrigated to a commercial standard with a suitable ongoing maintenance budget. 5. Trees planted in the grassed area have different requirements to turf and will result in poor turf outcomes or tree decline. 6. It is not clear from the concept how maintenance vehicles and mowers would enter the area to conduct maintenance activities while preventing unauthorised vehicles. 7. Garbage bins should be placed in pairs one general waste (red lid) and one recycling (yellow lid) in locations that can be reached by the service vehicle. They must be 240L capacity and opened with a triangle key. 8. All lighting needs to go to Roads Maintenance for ownership and ongoing maintenance. 9. Timber should not be used in the construction of the playground or in any furniture.	1. Soft landscape extents in the final plans have been adjusted to reflect comments. 2. N2 car park links have been replaced with concrete 3. Soft landscape in these areas has been replaced by concrete. 4. Noted. The irrigated grass is considered a key element to the successful use of the space. 5. The comment is noted. The trees in the irrigated grass area are considered a key strategy to provide summer shade to the north facade and paving to the community facility. It may be that detail design allows for a tree pit design that can accommodate both materials or the trees are placed in a permeable paved strip with appropriate tree pit cells to the subgrade. 6. The final design incorporates a right turn into the space from the shared zone that is accessed by removing a removable bollard. 7. Pairs of garbage bins have been indicated at various location along the shared way and by the bus interchange – all accessible to a maintenance vehicle. 8. Lighting comment noted – we are pursuing a comment from ACT Property Group re 'feature' or non-standard lighting to new built elements in the Plaza. 9. Comment is noted – furniture suite is to be further developed at subsequent design stages. 'Permawood' is a recently available product that has a compliant slip resistance rating for public areas.
Urban Treescapes	1. Urban Treescapes (UTS) gives In principle support for the project, however the removal of the mature trees is conditional and depends on the improved growing methodology of the new trees. Urban Treescapes recognise how difficult it is to establish new trees in an area such as this, with compacted soil in and around the existing car park. 2. UTS do not agree with many of the tree ratings in the feasibility study, however, are willing to support the removal of poor and medium quality trees if a better outcome is proposed. 3. UTS look forward to reviewing the detail design including the improved growing conditions, species, soil volumes and spacings of new trees, and will provide further comment when this is received. 4. Urban Treescapes give in principle support the removal of the *Populus alba* trees in the car park as they are a declared Pest Species under the provisions of Pest Plants and Animals (Pest Plants) Declaration 2015 (No 1)	1. Response noted. Further design stages will develop specific tree planting methods for the various tree locations. It is noted that many trees can be planted in quite large mulched beds or dryland grassed areas. Trees in close proximity to the car park or trees in paved and permeable paved areas are proposed to be planted in cell-type soil profiles. 2. The tree rating methodology was to assess for visual amenity and suitability in the current and future design, as well as any obvious sign of street or poor form/ structure. The design team notes that a comprehensive tree assessment should be conducted at the next stage of the design. 3. Noted, the next stages of the design will develop proposals for the various locations with specific growing conditions provided for each tree type. 4. Noted. 5. Noted.

Entity	Comment	Design team response
Libraries ACT	1. It was our understanding that covered way was going down to the front of the library. We may/may not open the side door due to staffing/security issues. A covered link that went to the eastern door would be more suitable 2. Preferred option is a co-located library and community facility.	1. Bringing the covered way all the way around to the front door makes for a rather lumpy structure / may intrude on the plaza space too much. If the Casuarinas are retained, as would be desirable for shading purposes, it will cause a maintenance issue with leaf fall on the roof. It is preferable to leave the covered link connecting with the southern elevation/ or stopping a few metres short. The design teams notes this should be able to be resolved in subsequent design stages. 2. Libraries ACT's preference is noted. The report allows for both options and notes that the plaza design would change with a co-located community facility and library. This option can be explored in future design studies.
RMS Street Lighting	1. TCCS will not accept strip lighting on the public street light network. 2. We will not accept light fittings that have not been installed in the network, this will need to be signed off at DA for the light fittings and columns/colours etc.	1. Strip lighting is proposed to the Community facility building/other assets that will be handed over to ACT Property Group 2. Noted
Transport Canberra	1. The plans show the existing layover sites and driver toilet facility have been removed. 2. As part of the project scope, Bus layover and toilet facilities are required to be constructed along Hardwick Crescent across from the Kingsford Smith School (adjacent to the playing fields) 3. The design for layover to cater for 10 buses allowing room to manoeuvre independently. 4. In regard to staging, TC would need to review plans to ensure continuity of service 5. While the concept plan bus interchange and layover facilities are supported at this stage, the potential commercial development may significantly alter the way that pedestrians use the centre (for example the 'front door' to the commercial centre could move to the east or south, rather than the current location to the west of Kippax Fair). This could influence location of the bus interchange. Further, the bus layover location could move closer to a new southern entrance.	1. Driver toilet facilities are noted as being collocated within the community facility building – accessed from a separate door opening onto the bus interchange 2. Noted – refer to Figure 7 3. Noted, as above 4. Noted – to be resolved during future design stages. Hardwick Crescent East southern end noted as a potential temporary bus stop location. 5. The uncertainty surrounding the land release and potential new focus to Kippax Fair is noted, however as the timing for the land release is beyond the scope of this feasibility study it is not possible to predict the outcomes. It is noted that the concept designs are fluid, in staging and subject to future design. Some flexibility has been added through the additional design concept for a larger bus interchange that has minimal impact on the carparking or the central plaza areas.

4. EXISTING CONDITIONS

4.1 EXISTING VEGETATION

Refer to Figure 8 Tree Condition Assessment. A tree condition assessment has been undertaken to identify existing canopy cover extent, a visual assessment of tree condition and landscape amenity value. A tree assessment consistent with the Tree Protection Act 2006 will be required to inform the next stages design.

The existing tree cover is 15.8%, based on an average tree canopy diameter of 7 metres. The ASCT Government has a policy to increase tree canopy cover in the public realm to 30%. [1]

Existing tree species and condition are summarised below:

- Hardwick Crescent East and West adjacent to the retain edges: *Styphnolobium japonicum*, (Japanese Pagoda Tree), in varying condition, best individual trees located outside Aldi
- N1 and N2 car parks – east and west edges contain rows of *Populus alba* (White Poplar). Tree are in fair to poor condition. This species is listed as a class 4 pest plant in the ACT and supply is prohibited within the ACT.
- N1 and N2 central car parks contain a few single *Eucalypt ssp.* in bays within the car park. These three are in very poor condition.
- The Library environs comprise plantings of E*ucalyptus mannifera, Eucalyptus nicholli, Casuarina cunninghamia* and *Populus alba.* The Eucalypts and Casuarina are in good condition.
- The existing bus interchange is shaded by a row of Casuarina cunninghamiana. The southern side (not an active platform) has a stand of Eucalyptus ssp. in good condition.
- The S1 car park mirrors the northern car parks. The flanking *Populus alba* are smaller and possibly a more recent planting that the rows to the northern car parks.
- Connecting pedestrian laneways have little tree planting. The link to the southwest near the aged care home and the church has some *Pistachia chinensis* (Chinese Pistachia) in good condition.

Figure 8. Tree Condition Assessment.

1. https://www.cmtedd.act.gov.au/open_government/inform/act_government_media_releases/chris-steel-mla-media-releases/2020/a-plan-for-canberras-urban-forest

4.2 EXISTING PUBLIC REALM INFRASTRUCTURE

The existing public realm is cluttered and degraded. Tree planting and tree condition lacks coherency.

The pavement pattern of curved coloured concrete shapes and precast pavers is tired. The pattern and flow is disrupted by service box intrusions, kerbs and roadways and the incoherent tree plantings. The concept design proposes new pedestrian pavements and a new shared zone. The new public realm works will replace the existing pavements and will provide a hierarchy to assist movement and legibility of the spaces. For instance, key pedestrian routes will be a single concrete treatment. Breakout spaces and areas around seats, play spaces and other amenities will be a feature coloured concrete treatment.

Figure 9. Site Photos

Plaza paving and furniture

Main entry to the mall

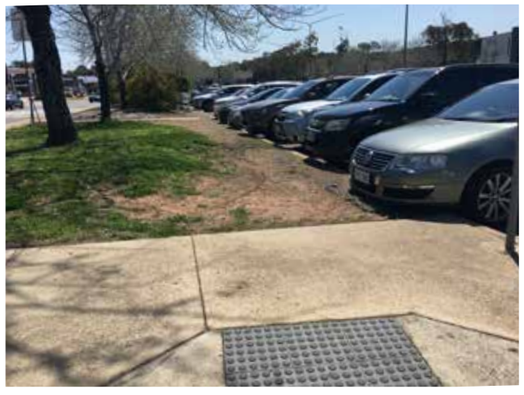
Library entry on Hardwick Crescent West

Library interface with the plaza

Small stage in the plaza

Bus stop and bike shed

'Eat street' on Hardwick Crescent East



Planting area along the car park

4.3 CONSTRAINTS

	Constraints	Design Response
1	Plaza space relatively small for the number of functions that the spaces need to meet	Design the space to support inclusive and intergenerational activities and maintain flexibility to event uses. Propose single storey community facilities building. Propose tall/narrow play element to act partly as a locating device for the space (beacon/tower) and also to maximise play value within a confined site area.
2	Level changes across the plaza	Ensure sufficient flat area for flexible event use.
3	Inactive library facade interfacing with the plaza	Explore opportunities to provide direct access between the library and plaza.
4	Lack of legibility at library entrances	Explore opportunities to provide direct access between the library and plaza.
5	Substation need to be retained at its location	Retain the existing substation and general arrangement of the library forecourt. Improve user's experience through increased greenery.
6	Lack of pedestrian comfort along Hardwick Crescent	Increase tree canopy coverage and upgrade garden area.
7	Dispersed community facilities and lack of high-quality pedestrian connections	Enhance pedestrian links between community facility buildings.
8	Car parking highly valued – project outcome requires maintain current car parking capacity while introducing more trees and improved pedestrian amenity	Existing car park provision with central islands is at a relatively low density and can be increased while allowing for enhanced public realm, enhanced tree planting opportunities and improved WSUD opportunities.
9	Bus movements at 500 approx daily	Bus interchange sited to allow for ease of bus movements through and into space with minimal bus routes traversing key pedestrian streets and active pedestrian frontage areas.

Figure 10. Site Constraints Diagram

4.4 SITE OPPORTUNITIES

A number of design and improvement opportunities in the public realm are identified as below:

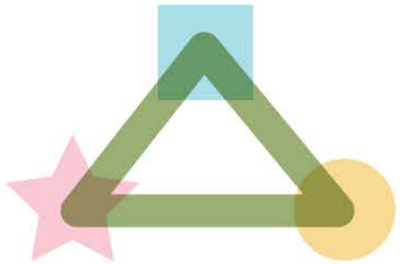
1. Upgrade central plaza for more diverse uses
2. Improve the library interface with the plaza and legibility of library entrance
3. Improve library forecourt areas for better legibility and human comfort
4. Improve pedestrian connections between the east and west of Hardwick Crescent
5. Improve pedestrian connections along Hardwick Crescent
6. Introduce shared street on Hardwick Crescent East
7. Create a pedestrian friendly core area
8. Improve car park boundaries to create continuous and shaded pedestrian link
9. Improve arrival experience from Luke Street
10. Improve human comfort and legibility of Kippax Fair entrances
11. Improve streetscape on Hardwick Crescent West
12. Improve the green link between the Centre and future lightrail stop to enhance pedestrian/bike link and arrival experiences

Figure 11. Site Opportunities Diagram

5. DESIGN PRINCIPLES

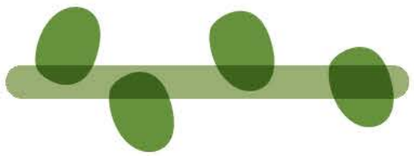
Based on the key messages from the community and government stakeholders, and the physical attributes of the site, six design principles were identified to guide the concept design of the public realm.

Create a range of flexible spaces to support diverse user groups and vibrant public life

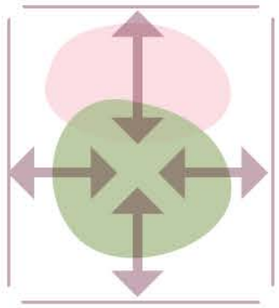


Create strong pedestrian link between community facilities across the site to form a core area of community services

Emphasis a landscape setting with layers of green shades with embedded sustainable design principles



Design the shared street as a magnet for public life in its own rights



Plan holistically of the community facilities and public space to support community activities year-round

Embed local and indigenous storytelling in the landscape design

6. PLACE THEMES

"Themes are statements, often based on well-established and tested urban design principles, that describe the attributes a place needs to be preserved or enhanced, and the community's aspirations for the place in order to deliver on the vision."

- Great Place Guide, City Renewal Authority

Place themes have been developed in response to the vision and community aspiration of the future Kippax Group Centre. Four place themes are identified which create a more tangible image of the future public realm to guide the concept design of the public realm. Each theme is described through two aspects: hardware- how the place look and feel like; and software - what happens there.

The list of the potential programs here is only a starting point of the investigation of the public realm. New opportunities will certainly appear with further consultation with the stakeholders at detail design stage. The continuously evolving community needs and advancing technology will also open up new possibilities to the future Kippax Centre.

THEME 1: COMMUNITY SPIRITED

SOFTWARE

What the place look and feel like under this theme?

- diverse user groups includes many family users
- many things to do
- regular community events in the public space
- community workshops in the library and centre can be seen from outside
- large and small groups gathering and socialising
- somewhere to relax and people-watching
- things created by the local community
- feel safe
- easy access to community facilities
- easy to arrive to

HARDWARE

What are the activities here?

Daily Activities:

- children's play
- sit, relax, meet and socialise with friends
- visit community services
- shopping, dining, eat or take coffee in the plaza
- use public transport
- pump/repair bike
- regular library and community centre programs

Organised Activities:

- markets, eg, flea market, produce market
- community events, eg. family day, play day, community forum
- special community services, eg. for homeless people
- school holiday programs, eg, children's performance, story time, outdoor games
- online information hub of the centre with updates of activities, services and events

THEME 2: DIVERSE PLACE

SOFTWARE

What the place look and feel like under this theme?

- diverse users, eg. age, gender, ethnicity ability
- diverse street and plaza uses
- feel comfortable to be in the public space or participate in community activities
- many opportunities to mingle with other users
- places for people to stay in the plaza and on the shared street
- special events to celebrate multiculturalism
- places for community groups to gather

HARDWARE

What are the activities here?

Daily Activities:

- a range of passive,active and intergenerational activities for people to participate
- spontaneous group activities, eg. social gathering, exercise, performance

Organised Activities:

- markets eg, flea market, produce
- cultural festivals
- intergenerational and inter-cultural events, eg. community day in the plaza and shared street, fun run, cycling events, community party
- outdoor community workshops, eg. gardening workshop
- online information

THEME 3: GREEN & SUSTAINABLE

SOFTWARE

What the place look and feel like under this theme?

- greenery at ground and canopy level
- seating area amongst green
- seasonal plants colours
- climate responsive planting
- infrastructure powered by clean energy, eg. solar power
- pollinator friendly gardens
- cool temperature plaza during summer
- sustainable construction materials
- permeable surfacing
- integrated WSUD in landscape
- bike friendly
- ease access to public transport
- green car park
- information about urban sustainability

HARDWARE

What are the activities here?

Daily Activities:

- community garden care program
- picking garden

Organised Activities:

- outdoor community workshops, eg. sustainable gardening workshop, bike maintenance workshop, sustainable knowledge sharing sessions
- Floriade community planting
- sustainable related events, eg. cycling event, information session
- online information

THEME 4: A PLACE WITH STORIES

SOFTWARE

What the place look and feel like under this theme?

- indigenous and local stories and history for people to discovery
- stories integrated in the landscape design
- opportunities to meet and mingle with other people
- a place to find out what is happening in the community
- public artwork

HARDWARE

What are the activities here?

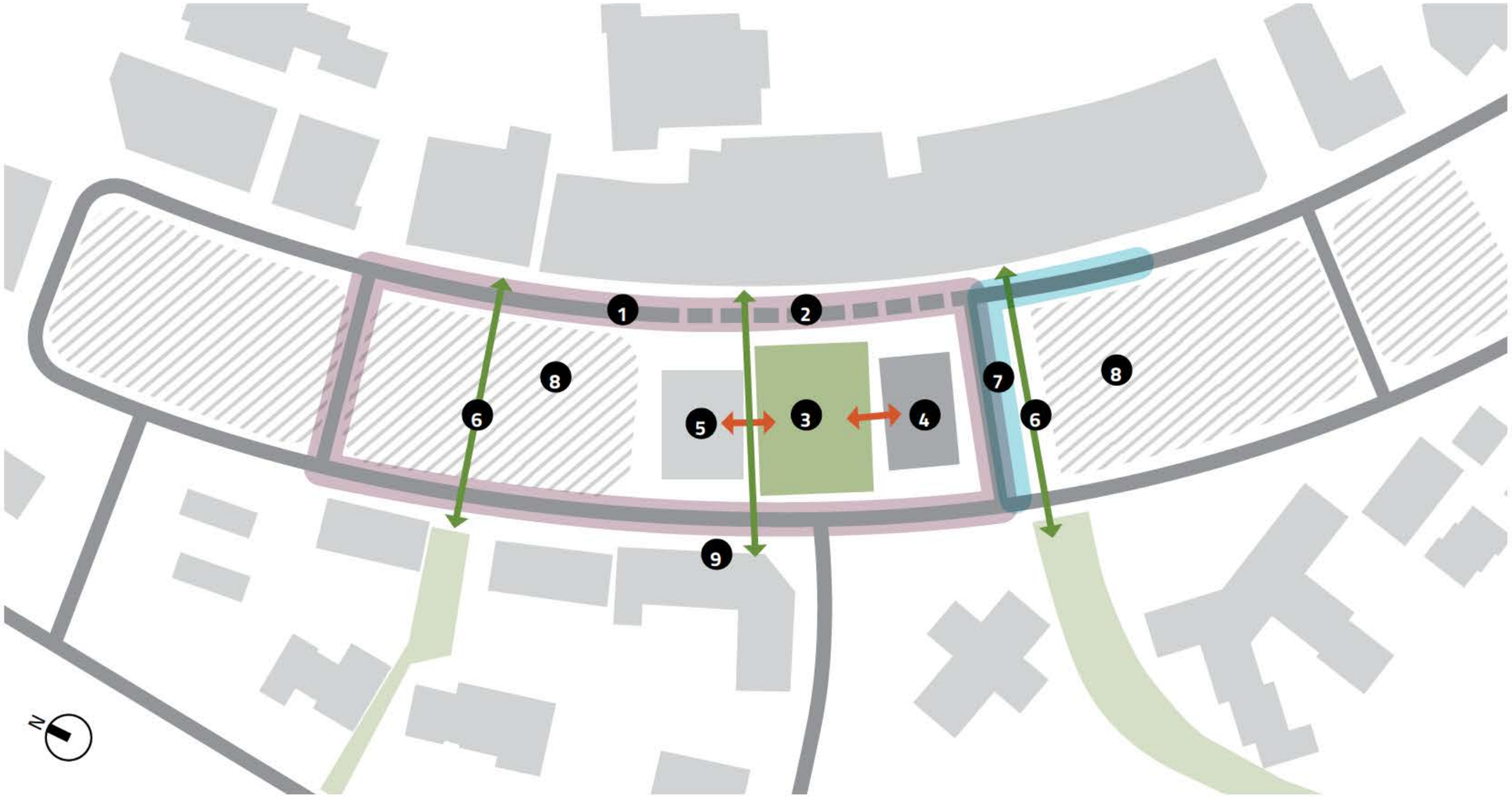
Organised Activities:

- indigenous cultural events, eg. storytelling workshop, native gardening, traditional cultural activity workshop
- local community events, eg. community forum, community party
- school program, storytelling, art exhibition
- online information

7. LANDSCAPE CONCEPT PLAN

7.1 PUBLIC REALM KEY STRATEGIES

Figure 12. Public Realm Key Strategies Diagram

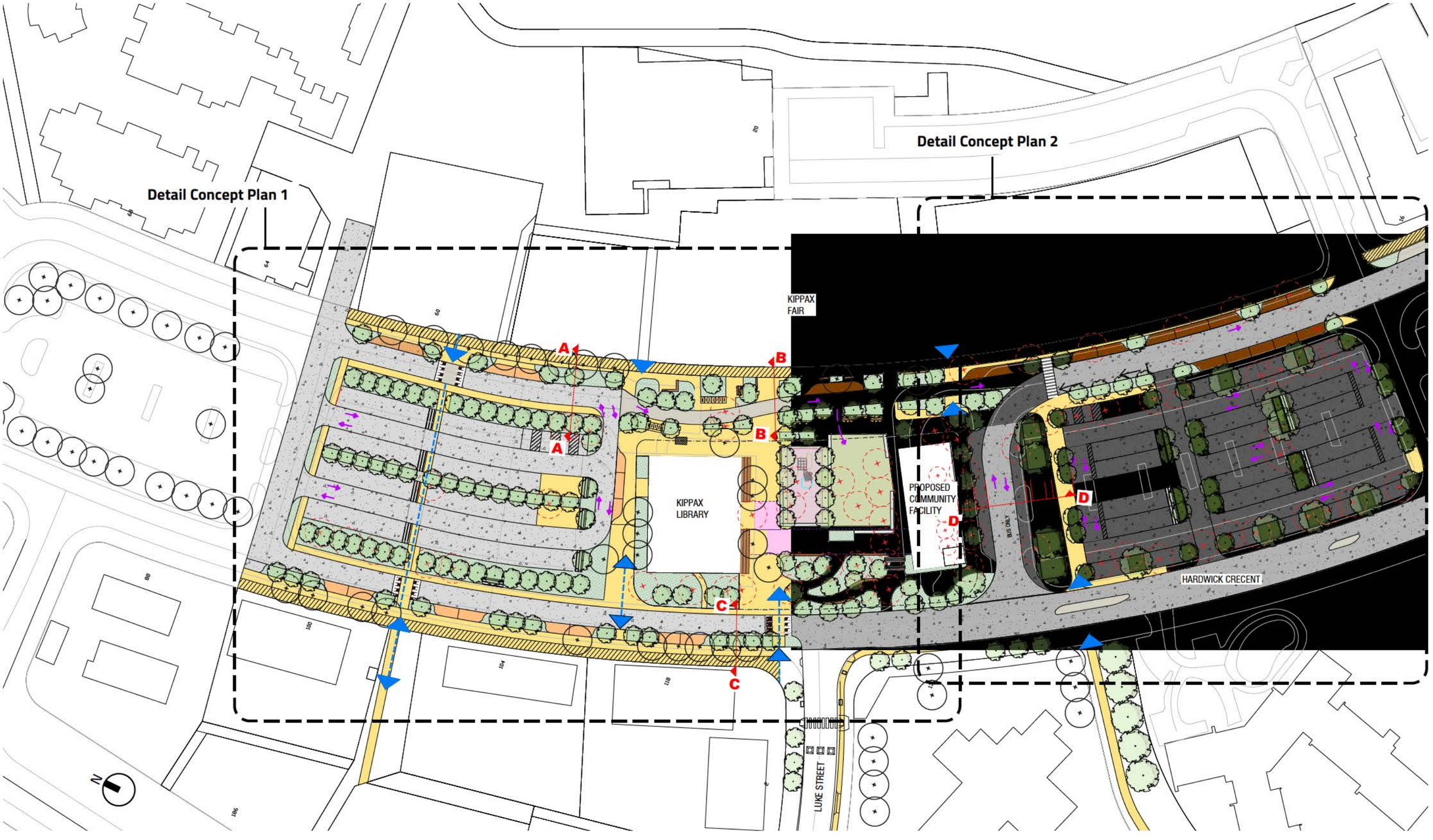


The feasibility study proposed some key strategies to ensure the public realm will be pedestrian friendly, encouraging diverse public activities and supporting business growth.

1. Create pedestrian friendly core area to enhance pedestrian comfort and connectivity
2. Create one-way shared street in front of the central plaza
3. Upgrade central plaza to improve community amenity and activate public life
4. Provide single level community building with active interface with the central plaza
5. Upgrade existing library to create active interface with the central plaza
6. Create dedicated pedestrian routes across the car park and connect the centre with existing pedestrian pathways
7. Located bus interchange south to the community centre and create bus-only street to improve traffic flow and pedestrian safety
8. Reconfigure the car park to improve efficiency and pedestrian comfort
9. Widen the pedestrian path on Hardwick Crescent West to improve the dining/ retail street environment

7.2 LANDSCAPE CONCEPT PLAN

Figure 13. OverallLandscapeConceptPlan



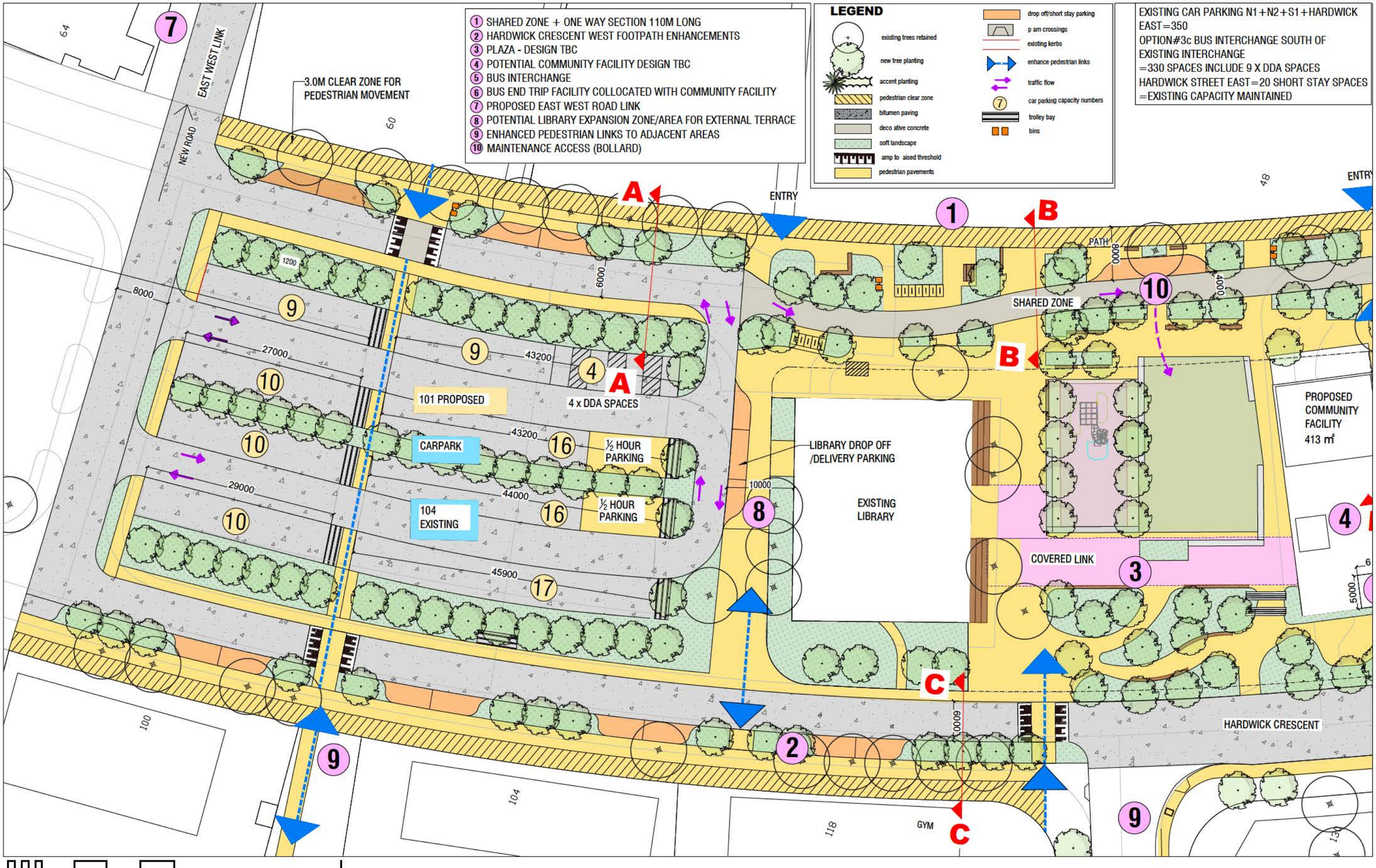
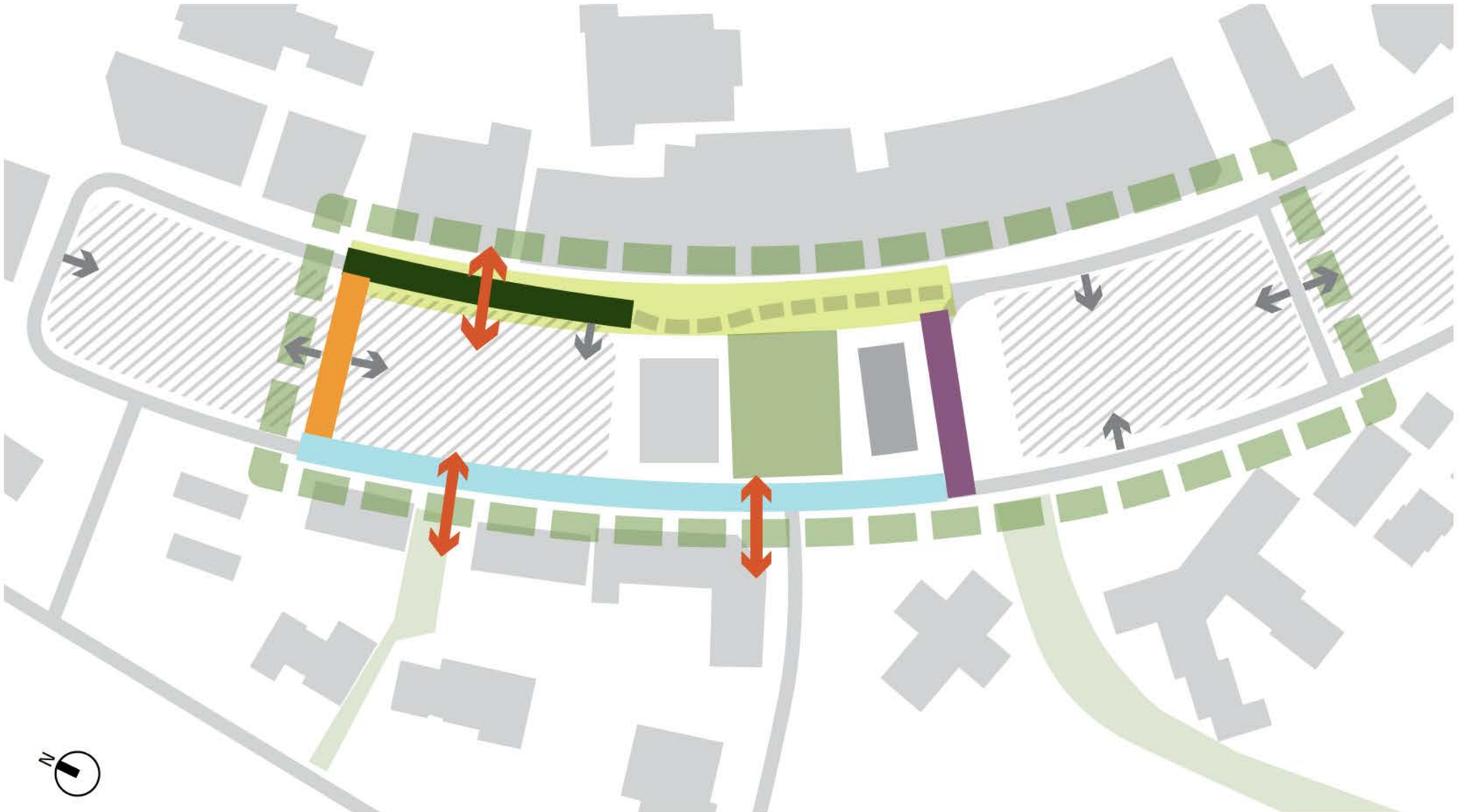

1 SHARED ZONE + ONE WAY SECTION 110M LONG
2 HARDWICK CRESCENT WEST FOOTPATH ENHANCEMENTS
3 PLAZA - DESIGN TBC
4 POTENTIAL COMMUNITY FACILITY DESIGN TBC
5 BUS INTERCHANGE
6 BUS END TRIP FACILITY COLLOCATED WITH COMMUNITY FACILITY
7 PROPOSED EAST WEST ROAD LINK
8 POTENTIAL LIBRARY EXPANSION ZONE/AREA FOR EXTERNAL TERRACE
9 ENHANCED PEDESTRIAN LINKS TO ADJACENT AREAS
10 MAINTENANCE ACCESS (BOLLARD)
LEGEND
existing trees retained
new tree planting
accent planting
pedestrian clear zone
bitumen paving
deco ative concrete
soft landscape
amp to aised threshold
pedestrian pavements
drop off/short stay parking
p arn crossings
existing kerbs
enhance pedestrian links
traffic flow
car parking capacity numbers
trolley bay
bins
EXISTING CAR PARKING N1+N2+S1+HARDWICK EAST=350
OPTION#3c BUS INTERCHANGE SOUTH OF EXISTING INTERCHANGE
=330 SPACES INCLUDE 9 X DDA SPACES
HARDWICK STREET EAST=20 SHORT STAY SPACES
=EXISTING CAPACITY MAINTAINED
EAST WEST LINK
NEW ROAD
3.0M CLEAR ZONE FOR PEDESTRIAN MOVEMENT
ENTRY
SHARED ZONE
PATH
101 PROPOSED
4 x DDA SPACES
CARPARK
½ HOUR PARKING
104 EXISTING
LIBRARY DROP OFF /DELIVERY PARKING
EXISTING LIBRARY
COVERED LINK
PROPOSED COMMUNITY FACILITY 413 m²
HARDWICK CRESCENT
GYM
8000
27000
43200
29000
44000
45900
10000
6000
4000
0 5 10 15 20 25 50m

Figure 15. Detail Concept Plan 2

Figure 16. Bus Interchange Additional Platform Option

7.3 STREET TYPOLOGY

Figure 17. Street Typology Diagram



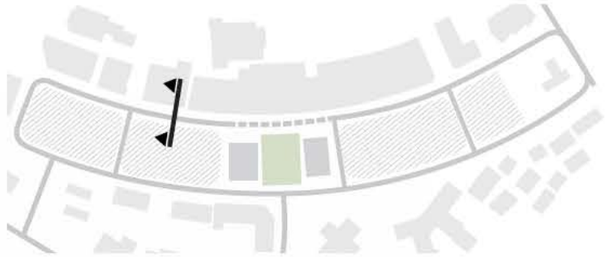
Five new street types were proposed for the central area to support these key objectives:

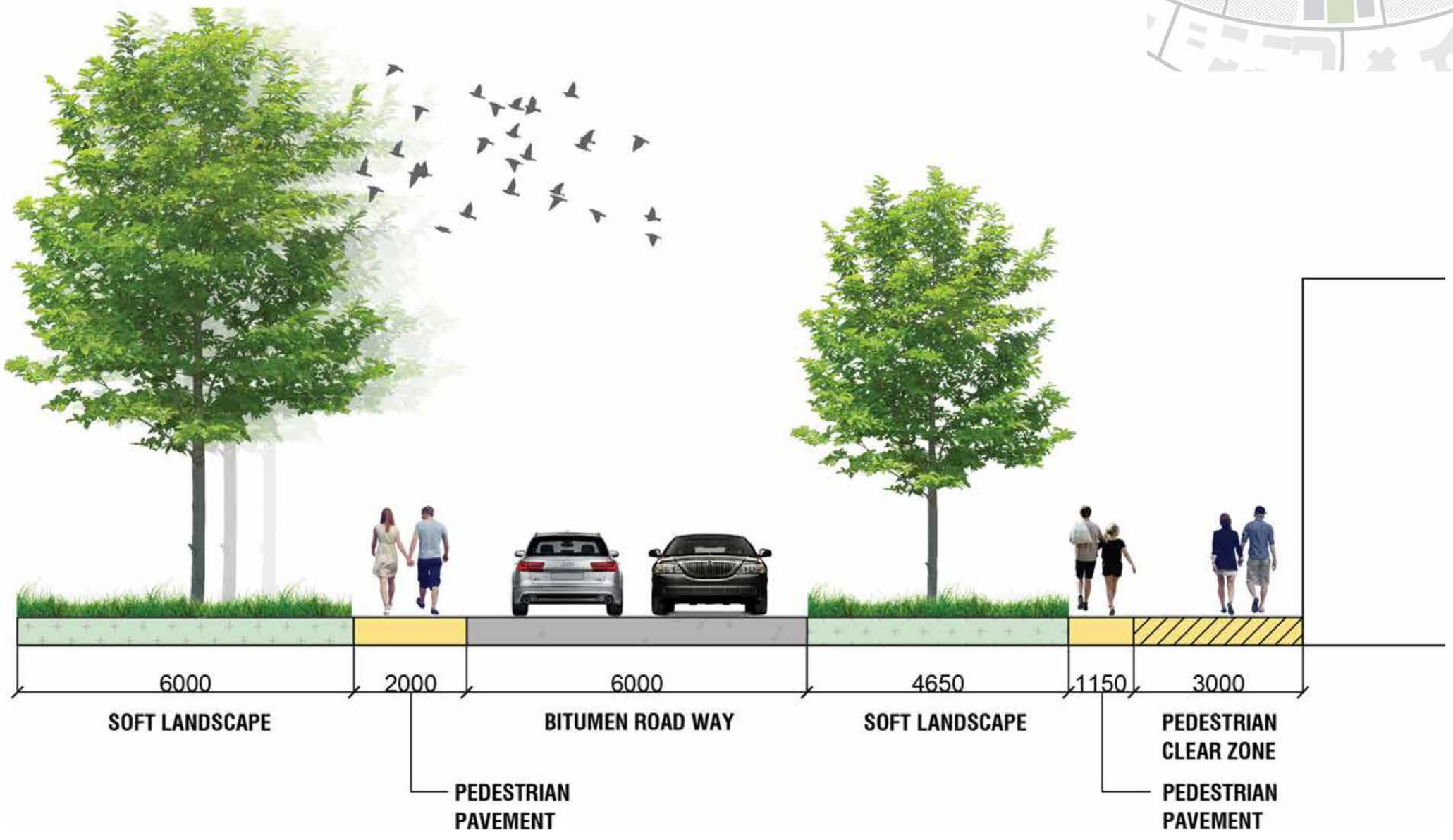
- Create a core pedestrian friendly zone.
- Greening the streets to improve pedestrian comfort.
- Create a shared street along Kippax Fair, ensuring the shared street is an attraction of public life in its own right.
- Improve the dining street environment on Hardwick Crescent West.
- Improve the comfort and legibility of east-west pedestrian connections.
- Ensure continuous and tree shade pedestrian paths along Hardwick Crescent in the core pedestrian area.

7.4 STREET SECTIONS

Cross Section A

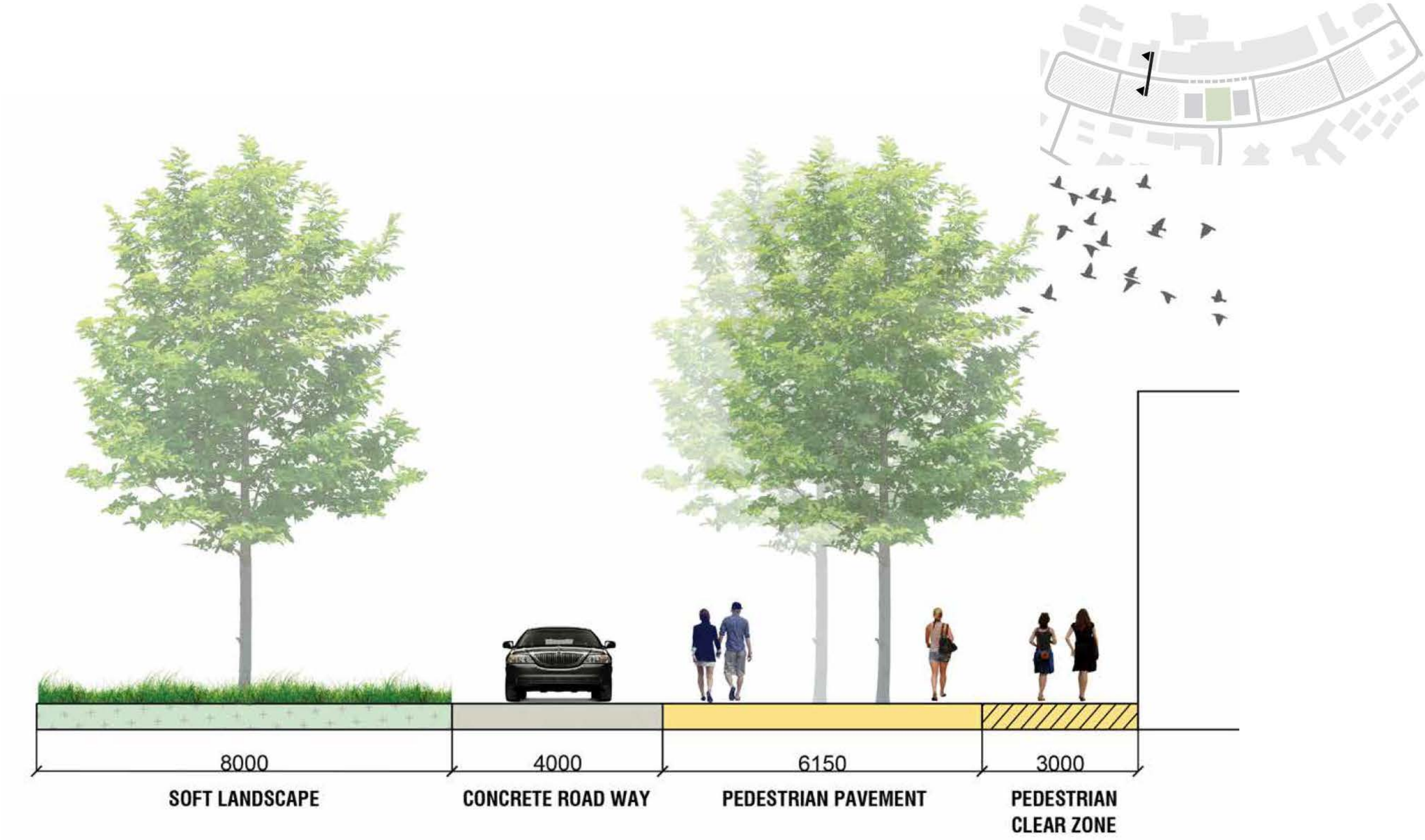
Figure 18. Street Cross Section A





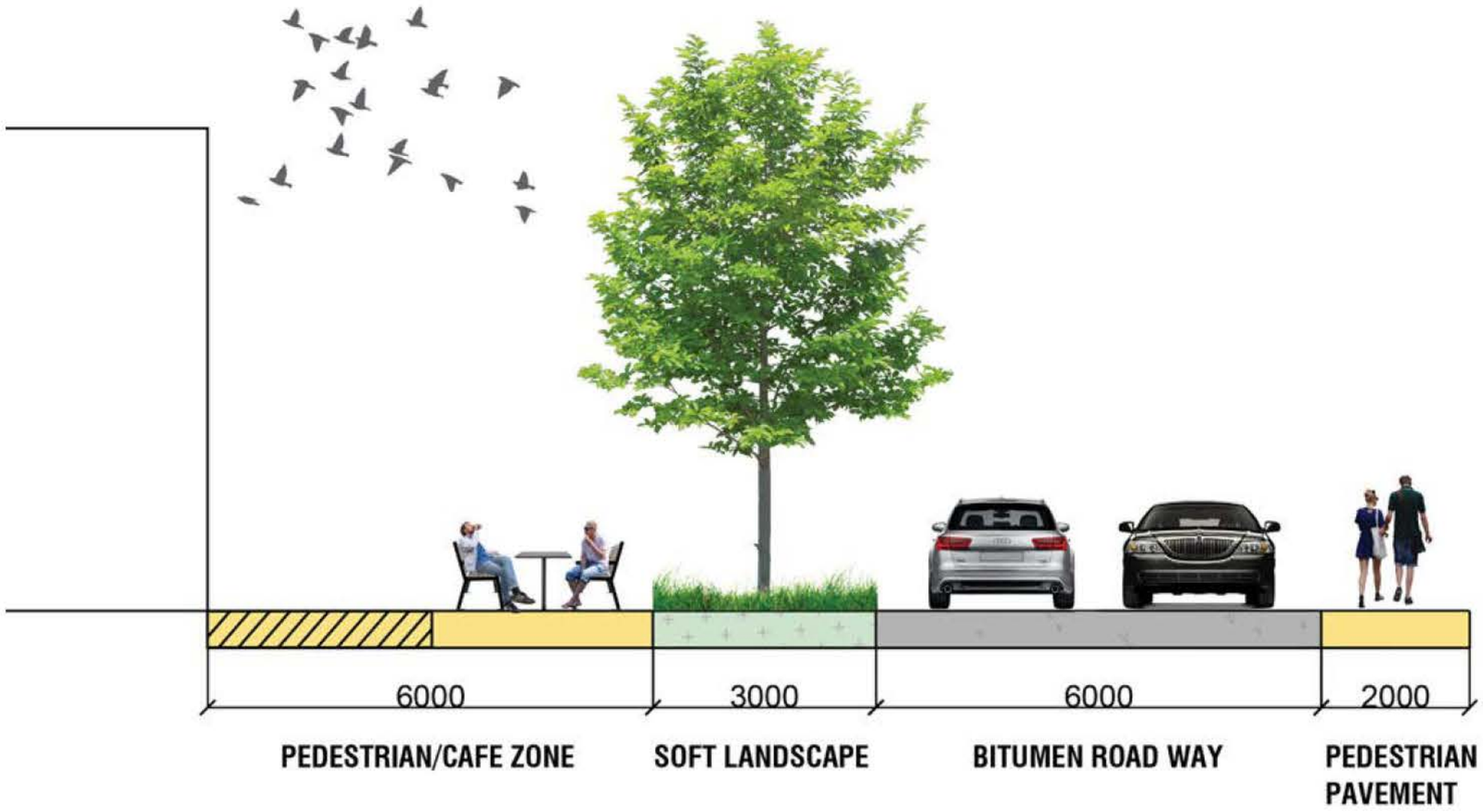
Cross Section B

Figure 19. Street Cross Section B



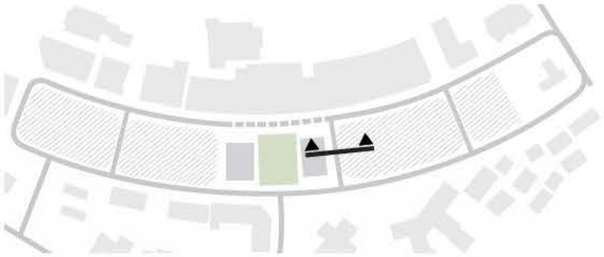
Cross Section C

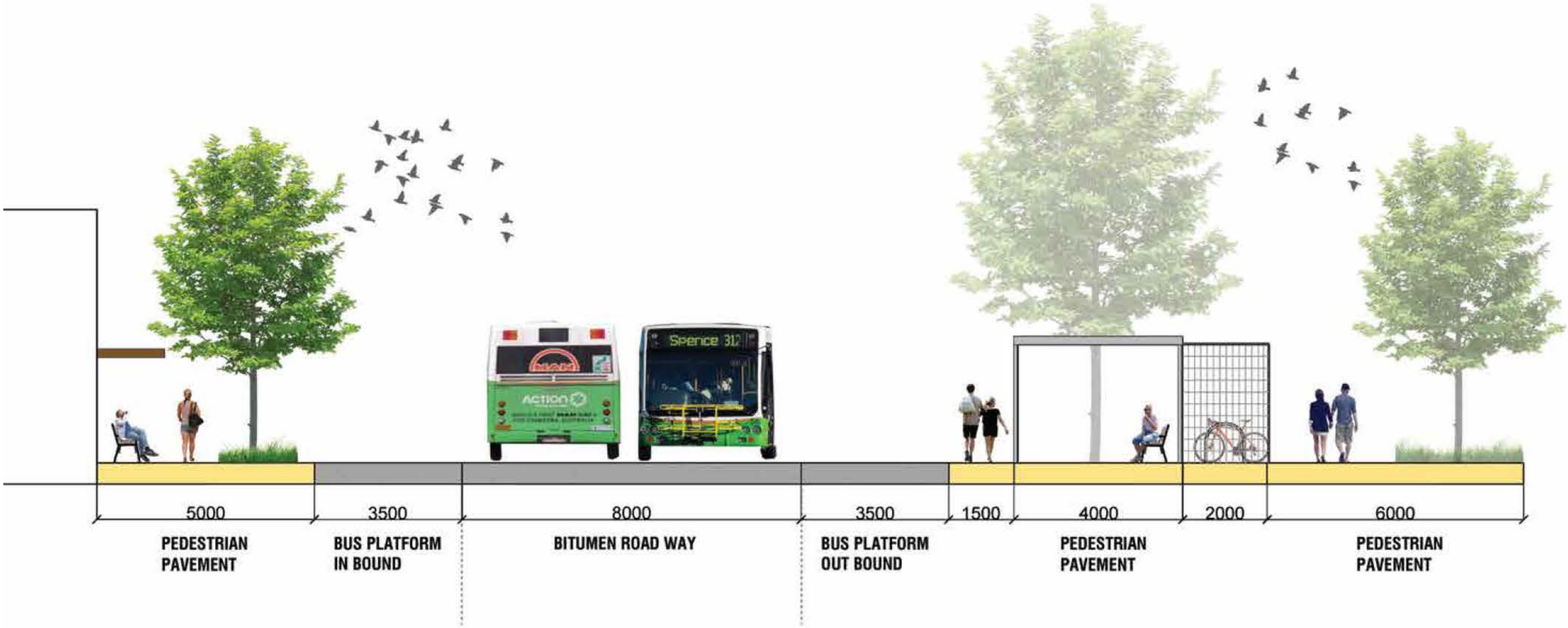
Figure 20. Street Cross Section C



Cross Section D

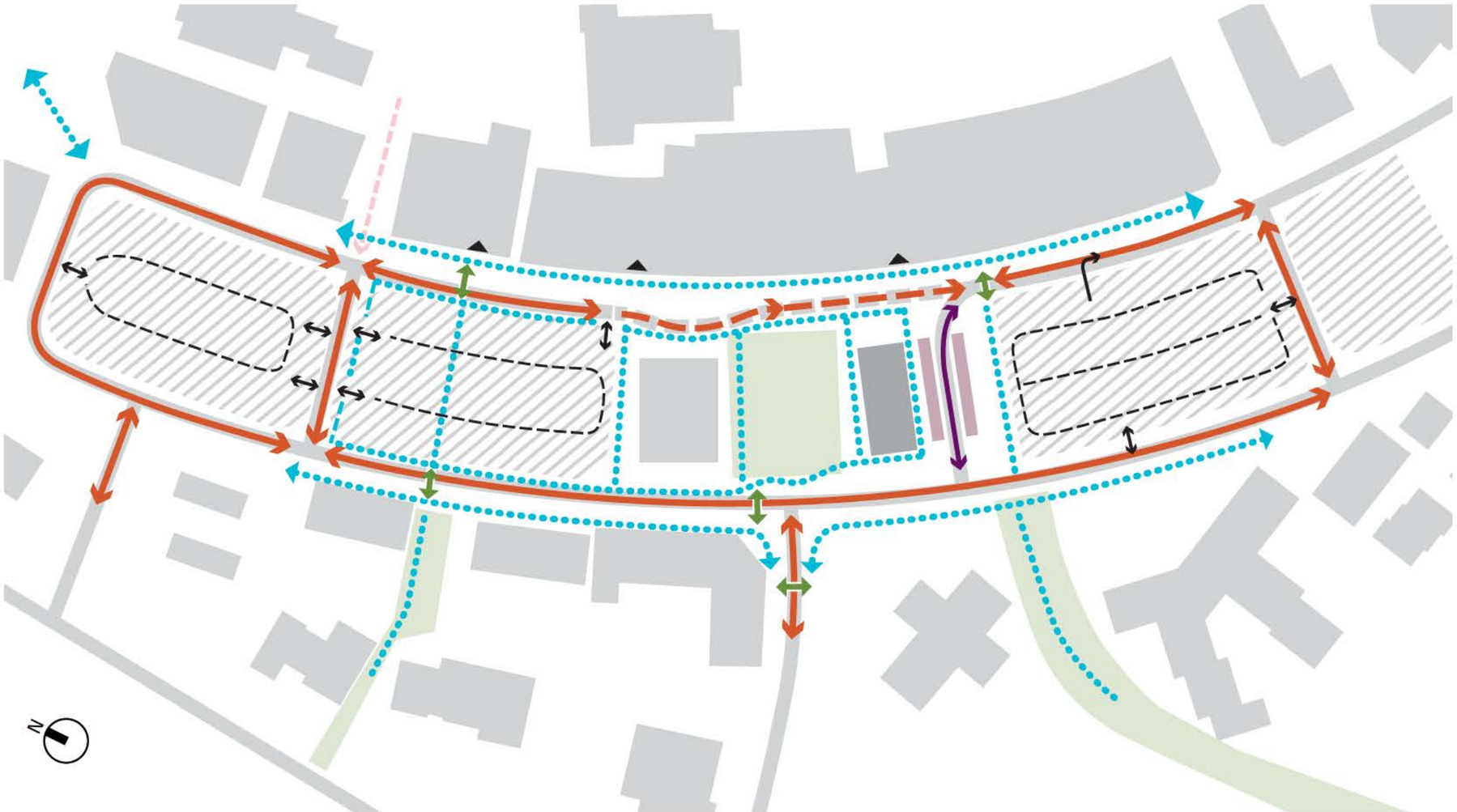
Figure 21. Street Cross Section D





7.5 CIRCULATION

Figure 22. Circulation Diagram

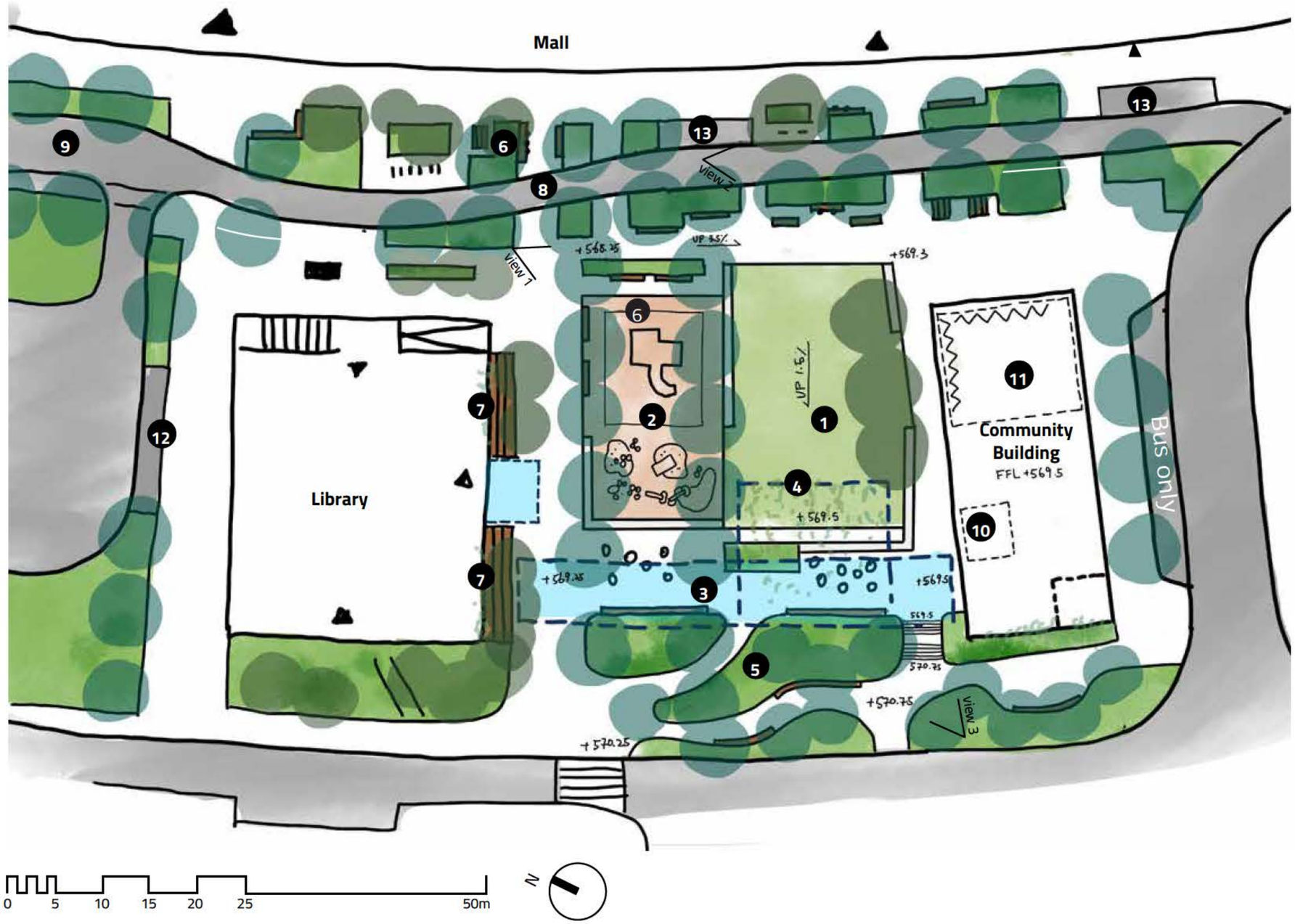


The key strategies to improve the pedestrian and vehicular circulation include:

- Introduce shared street environment along the retail shops at Hardwick Crescent East to encourage pedestrian activities.
- Locate bus stop to the south of the community building to eliminate pedestrian and bus conflict on the shared street.
- Reduce car park access from Hardwick Crescent East and West to improve continuity of pedestrian paths.
- Along key east-west pedestrian links with the public green corridors.
- Ensure legible and inclusive pedestrian movement space through the central plaza.

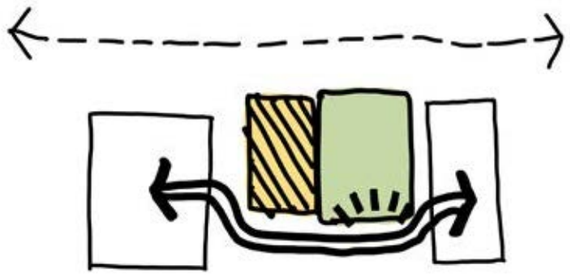
8. CENTRAL PLAZA LANDSCAPE CONCEPT

Figure 23. Central Plaza Concept Plan



1. Central lawn for spontaneous activities and organized community events. Potential stormwater tank to be located under the lawn area.
2. Play space surrounded by many seating areas to encourage social interaction
3. Shelter
4. Trellis canopy and moveable furniture, which can be potentially manged by cafe
5. Garden seating area.
6. Gardens along the streets and a range of seating options, such as benches, chairs, high tables and picnic set.
7. Bleachers along the library building facade
8. One-lane street
9. Two-lane shared street
10. Take away cafe. Potential moveable seating under the trellis.
11. Community function room with folding doors opening towards the square
12. Library drop-off bay
13. Drop off bay or short term parking for pick-ups

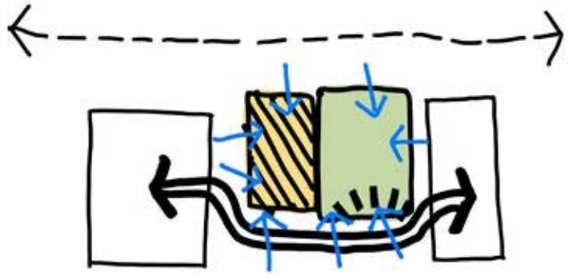
8.1 DESIGN STRATEGY



Create an attractive focal point

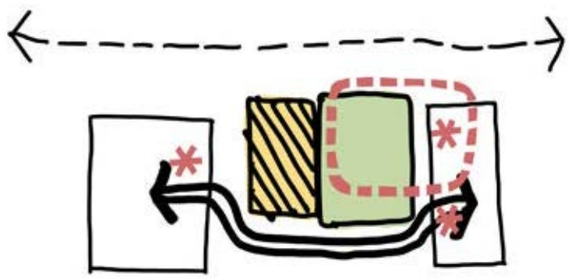
The plaza is anchored by the central lawn and play space which provide opportunities for intergeneration activities and flexible event space.

A pedestrian link with weather protection connects the two community facility buildings and functions as an integral component of the plaza.



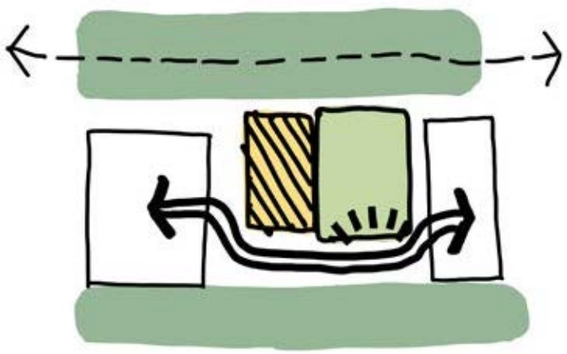
Many seating options

Provide diverse seating options in the public realm to encourage people to linger and create opportunities for social interaction.



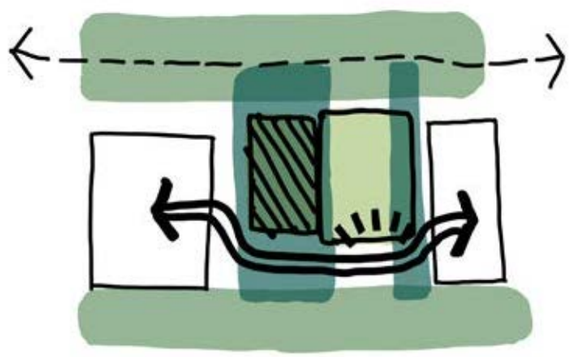
Active building interface

Make building interface permeable for indoor and outdoor activities, and take advantage of the community facility to activate the plaza.



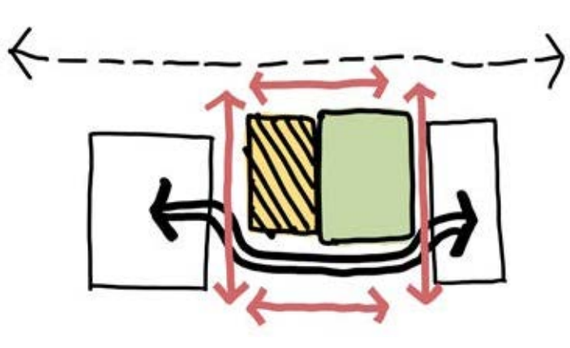
Garden streets

Maximise green areas and tree canopies in the streetscape, making the street a place to linger and an attraction in its own rights.



Green plaza

Establish structural tree planning in the central plaza to provide shade and sun light in different seasons.



Legible circulation

Create legible and convenient pedestrian circulation routes across the plaza, and ensure accessibility.

8.2 CENTRAL PLAZA IMAGE BOARD

Tree lined plaza

Utilise vertical space to provide play opportunities and maintain the ground level flexible for pedestrian movement

Provide play space for toddlers and young children in a natural setting

Provide diverse seating options and ample greenery in the streetscape

Tree lined plaza

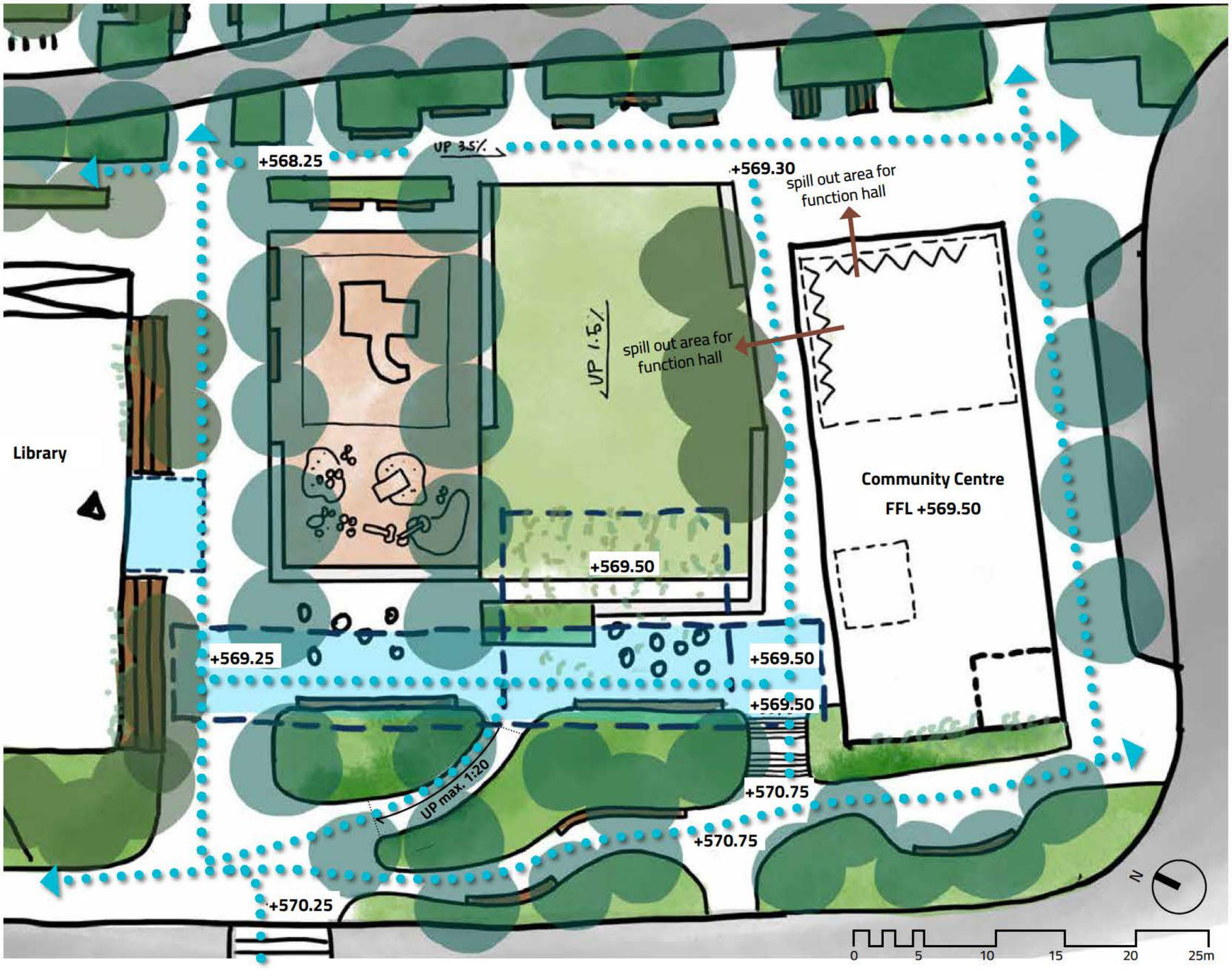
Utilise vertical space to provide play opportunities and maintain the ground level flexible for pedestrian movement

Provide play space for toddlers and young children in a natural setting

Bleachers outside the existing library

8.3 CENTRAL PLAZA DETAILED PLAN

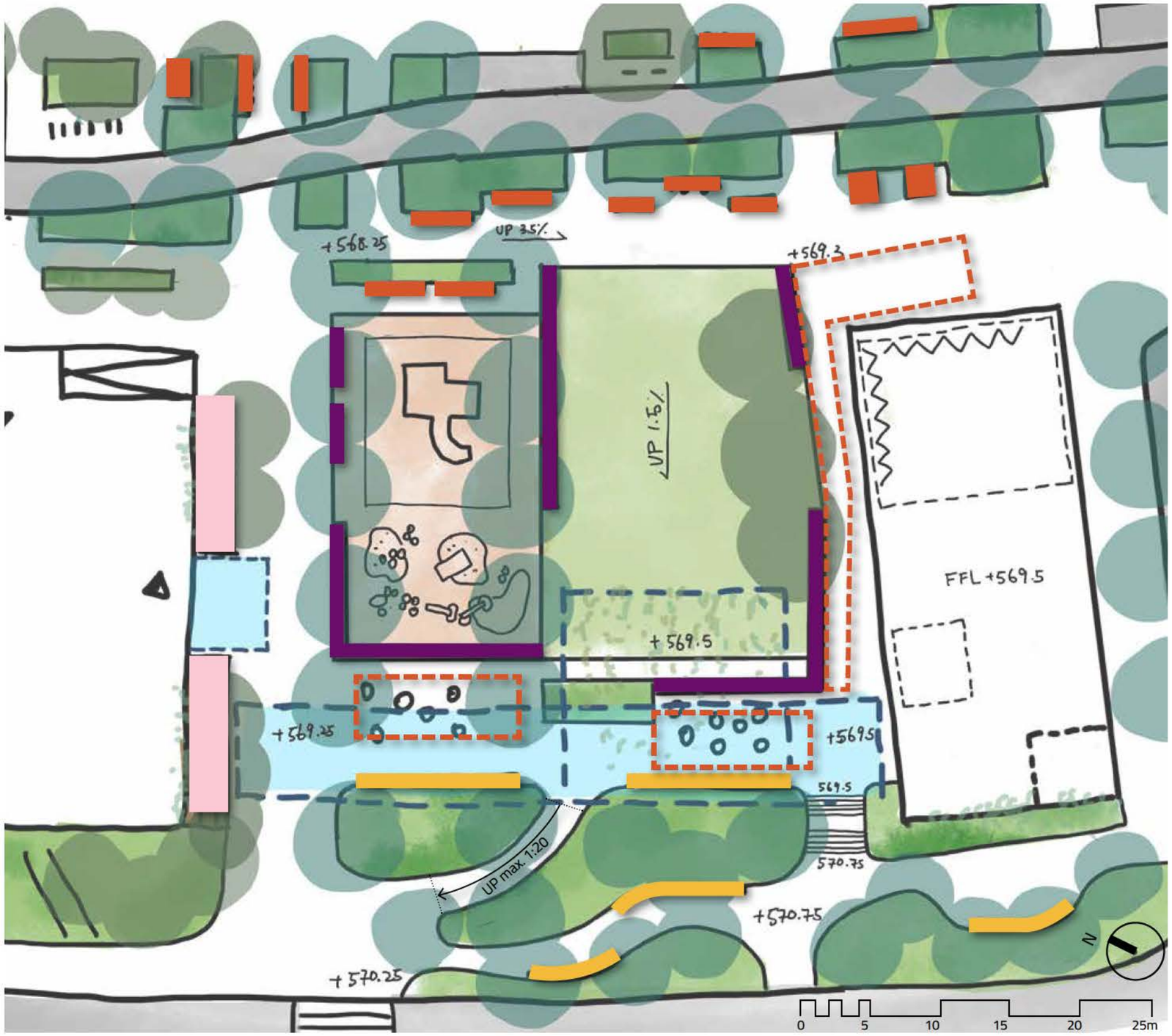
Figure 24. Central Plaza Detail Concept Plan



Pedestrian circulation

8.4 CENTRAL PLAZA FUNCTIONS - SEATING OPTIONS

Figure 25. Central Plaza Seating Plan



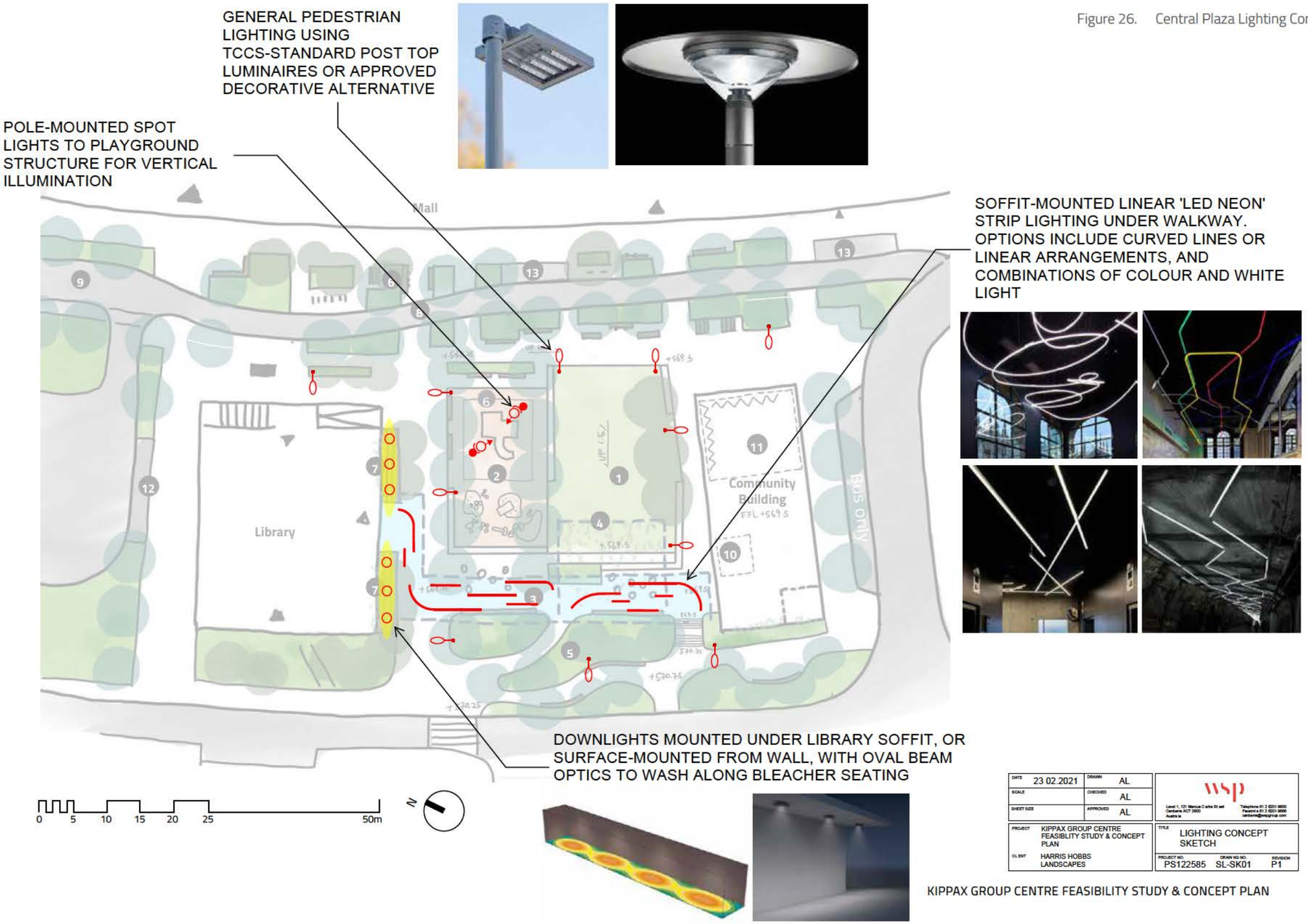
Availability of seating is one of the most important factors contributing to the success of public space. The arrangement and design of seating elements, to large extent, determine how people use the space. Many public activities are directly associated with seating design, such as relaxation, socialising, people-watching, family gathering, outdoor board games, study and reading.

The concept design proposed a suite of the seating options to support a vibrant community hub.

- A suite of benches, chairs, high tables, picnic sets and table seats
- Seating walls with varied profiles, such as bench chairs, lounge chairs etc. Artwork can be integrated with the wall design.
- Long benches with backrests amongst gardens
- Bleachers
- Moveable seating

8.5 LIGHTING CONCEPT

Figure 26. Central Plaza Lighting Concept Plan



KIPPAX GROUP CENTRE FEASIBILITY STUDY & CONCEPT PLAN

8.6 ARTIST'S IMPRESSION

Figure 27. Artist's Impression View 1

Figure 28. Artist's Impression View 2

Figure 29. Artist's Impression View 3

9. STAGING PLAN

Refer to Figure 30 for the proposed construction stages. The site has been broken into portions of work that could be delivered sequentially, or realised over time. There are 6 contiguous areas, delineated such that each could be constructed while minimising impact to the balance of the group centre. The six areas and associated implementation strategies are shown in the table below:

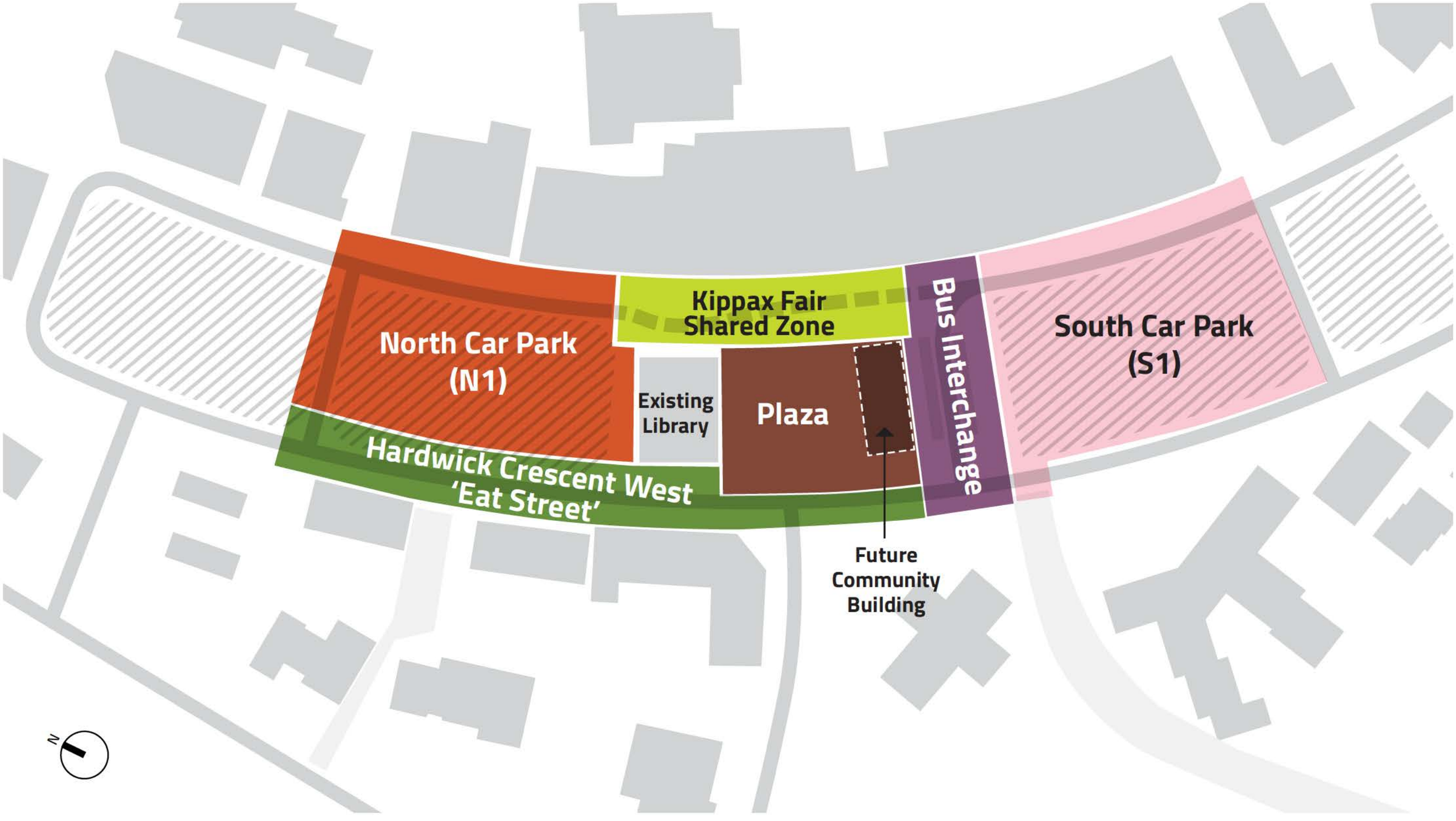
It is noted that public area upgrades can have a deleterious effect on adjacent businesses. Noise and dust issues, as well as reduced car parking/reduced accessibility for a period of time are all a necessary part of any construction works in the public realm. To this end, staging the works that allow for a high visibility/ significant change to the public realm as the first stage may bring public opinion along with it.

The design team recommends the following sequencing of the areas:

1. Kippax Fair West: This allows for some high impact/ highly visible changes as a first step to the upgrades;
2. Bus Interchange: The new bus interchange and associated works opens up the adjacent area to allow for the community facility to follow. Note that some temporary relocation of the bus platforms will have to be negotiated with Action Buses – perhaps to Hardwick Crescent East – southern section.
3. Community facility and plaza: This will see the delivery of the balance of the high quality new public realm
4. South car park: There will be reduced capacity for car parking until the southern car park is redeveloped. Once completed, the overall parking capacity of the group centre will be similar to existing capacity
5. Hardwick Crescent West - Eat Street: This will provide a high quality public realm to the western side of the group centre.
6. North car park: Parking capacity is not proposed to be substantially altered. The new configuration allows for a significant number of new trees to replace poorly performing trees and weed species.

Kippax Fair Shared Zone	Plaza & Community Building (separate project)	Bus Interchange	North Car Park (N1)	South Car Park (S1)	Hardwick Crescent West 'Eat Street'
▪ New shared zone ▪ New and existing landscaped areas and tree planting ▪ New public realm paving ▪ New street lighting ▪ New urban furniture, including seating, bins, bike racks, etc. ▪ Modify stormwater and drainage infrastructure	▪ Community building incorporating some bus driver end of trip facilities ▪ Covered way link across plaza ▪ New playground for a wide range of age groups ▪ Reinstated/new public art ▪ Irrigated lawn ▪ New paving, ramps, steps ▪ New standard and feature lighting ▪ New urban furniture, including seating/retaining walls, bleachers against the southern façade of the library, bins, drinking fountain, bike racks, etc. ▪ New landscaped area and trees ▪ Re-grading of the plaza area ▪ New playground and central lawn area ▪ Modify stormwater and drainage infrastructure	▪ New bus platforms ▪ New shade/shelter associated with bus facilities ▪ New street lighting ▪ New covered and enclosed bicycle parking ▪ New landscaped areas and tree planting ▪ Modify stormwater and drainage infrastructure	▪ Existing 2 x aisle parking layout retained. ▪ New kerbs, road surface and pedestrian paving ▪ New lighting and trolley bays ▪ New landscaped areas and tree planting in natural ground ▪ New tree planting in stratavault soil profile in roadway ▪ Modify stormwater and drainage infrastructure	▪ Car park reconfigured to have 3 x aisles of parking ▪ New kerbs, road surface and pedestrian paving ▪ New tree planting in stratavault soil profile in roadway ▪ New lighting ▪ Modify stormwater and drainage infrastructure	▪ Widened footpath with new pedestrian paving ▪ New configuration and surfacing of on-street parking bays ▪ New street lighting ▪ Reduced road carriageway ▪ New and retained landscaped areas and street tree plantings ▪ New urban furniture, including seating, bins, bike racks, etc. ▪ New raised pedestrian crossing on Hardwick Crescent West

Figure 30. Staging Plan



10. FURTHER STUDIES

The Feasibility Study identified a list of studies that need to be undertaken in the next steps, in order to further understand the possibilities, constraints and budget for the proposed design:

- Detail survey, including underground utilities
- Tree assessment
- Ecological, environmental and geotechnical assessments
- Traffic study of the centre and surrounding area with proposed streets and bus interchange configuration
- Detail design and installation of bus layover (on existing road network) and bus driver amenity building to adjacent open space
- Detailed landscape architectural design
- Architectural design of community centre
- Architectural and structural investigation of library upgrade
- Electrical engineering study of relocating sub-station

Figure List

KIPPAX
FAIR

KIPPAX
LIBRARY

PROPOSED
COMMUNITY
FACILITY

BUS ONLY

HARDWICK CRECENT

LUKE STREET

A
B
C
D

OPTION 3c

REV.	DESCRIPTION	DRAWN	APPROVED	DATE
A	FOR REVIEW	JS	NH	09MAR21
B	FOR REVIEW	JS	NH	18MAR21
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

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SCALE @ A1 1:500

0 5 10 20 30 40 50m

DATE MARCH 2021

PROJECT KIPPAX FEASIBILITY STUDY

CLIENT TCCS

DRAWING TITLE OVERALL LANDSCAPE PLAN

STATUS FOR REVIEW

N

JOB 20153

REV B

DWG 400

1. SHARED ZONE + ONE WAY SECTION 110M LONG
2. HARDWICK CRESCENT WEST FOOTPATH ENHANCEMENTS
3. PLAZA - DESIGN TBC
4. POTENTIAL COMMUNITY FACILITY DESIGN TBC
5. BUS INTERCHANGE
6. BUS END TRIP FACILITY COLLOCATED WITH COMMUNITY FACILITY
7. PROPOSED EAST WEST ROAD LINK
8. POTENTIAL LIBRARY EXPANSION ZONE/AREA FOR EXTERNAL TERRACE
9. ENHANCED PEDESTRIAN LINKS TO ADJACENT AREAS
10. MAINTENANCE ACCESS (BOLLARD)

LEGEND

- existing trees retained
- new tree planting
- accent planting
- pedestrian clear zone
- bitumen paving
- decorative concrete
- soft landscape
- ramp to raised threshold
- pedestrian pavements
- drop off/short stay parking
- pram crossings
- existing kerbs
- enhance pedestrian links
- traffic flow
- car parking capacity numbers
- trolley bay
- bins

EXISTING CAR PARKING N1+N2+S1+HARDWICK EAST=350
OPTION#3c BUS INTERCHANGE SOUTH OF EXISTING INTERCHANGE
=330 SPACES INCLUDE 9 X DDA SPACES
HARDWICK STREET EAST=20 SHORT STAY SPACES
=EXISTING CAPACITY MAINTAINED

EAST WEST LINK
NEW ROAD
3.0M CLEAR ZONE FOR PEDESTRIAN MOVEMENT
ENTRY
ENTRY
SHARED ZONE
PATH
101 PROPOSED
4 x DDA SPACES
CARPARK
104 EXISTING
½ HOUR PARKING
½ HOUR PARKING
LIBRARY DROP OFF /DELIVERY PARKING
EXISTING LIBRARY
PROPOSED COMMUNITY FACILITY 413 m²
COVERED LINK
HARDWICK CRESCENT
GYM
8000
27000
43200
43200
29000
44000
45900
10000
6000
6000
8000
4000
5000
1200
64
60
48
100
104
118
13

SHEET 1/2

REV.	DESCRIPTION	DRAWN	APPROVED	DATE
J	FOR REVIEW	JS	NH	18MAR21
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

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SCALE @ A1 1:250
0 1 2 3 4 5 10 15 20 25m
DATE MARCH 2021
PROJECT KIPPAX FEASIBILITY STUDY
CLIENT TCCS
DRAWING TITLE GENERAL LANDSCAPE PLAN
STATUS FOR REVIEW
N
JOB 20153
REV J
DWG 401

1. SHARED ZONE + ONE WAY SECTION 110M LONG
2. HARDWICK CRESCENT WEST FOOTPATH ENHANCEMENTS
3. PLAZA - DESIGN TBC
4. POTENTIAL COMMUNITY FACILITY DESIGN TBC
5. BUS INTERCHANGE
6. BUS END TRIP FACILITY COLLOCATED WITH COMMUNITY FACILITY
7. PROPOSED EAST WEST ROAD LINK
8. POTENTIAL LIBRARY EXPANSION ZONE/AREA FOR EXTERNAL TERRACE
9. ENHANCED PEDESTRIAN LINKS TO ADJACENT AREAS
10. MAINTENANCE ACCESS (BOLLARD)

EXISTING CAR PARKING N1+N2+S1+HARDWICK EAST=350
OPTION#3c BUS INTERCHANGE SOUTH OF EXISTING INTERCHANGE
=330 SPACES INCLUDE 9 X DDA SPACES
HARDWICK STREET EAST=20 SHORT STAY SPACES
=EXISTING CAPACITY MAINTAINED

LEGEND

- existing trees retained
- new tree planting
- accent planting
- pedestrian clear zone
- bitumen paving
- decorative concrete
- soft landscape
- ramp to raised threshold
- pedestrian pavements
- drop off/short stay parking
- pram crossings
- existing kerbs
- enhance pedestrian links
- traffic flow
- car parking capacity numbers
- trolley bay
- bins

ENTRY
BUS ONLY
SHORT STAY PARKING
8000
2000
4800
1000
11000
6200
5 x DDA SPACES
AISLE 1
27557.22
129 PROPOSED
CAR PARK
S1
132
EXISTING
AISLE 2
AISLE 3
18900
8100
10800
21600
1200
6000
5400
6200
4800
2000
PROPOSED
COMMUNITY
FACILITY
413 m²
5000
30000
3500
8000
D
SHELTER+
BIKE STORE
AWNING OVER
PLATFORM
BUS ONLY
HARDWICK CRESCENT
RELOCATED BUS DRIVE
END OF TRIP FACILITY 30 m²
36
16
148
138

SHEET 2/2

REV.	DESCRIPTION	DRAWN	APPROVED	DATE
J	FOR REVIEW	JS	NH	18MAR21
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-	-	-	-	-

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SCALE @ A1 1:250
0 1 2 3 4 5 10 15 20 25m

DATE MARCH 2021
PROJECT KIPPAX FEASIBILITY STUDY
CLIENT TCCS
DRAWING TITLE GENERAL LANDSCAPE PLAN

STATUS FOR REVIEW
JOB 20153
REV J
DWG 402

EXISTING CAR PARKING N1+N2 = 236

OPTION#1 BUS INTERCHANGE NORTH OF EAST WEST ROAD
203 = -33 SPACE SHORTFALL
CAN BE MADE UP WITH INCREASED CAPACITY TO CENTRE PARKING LOT

1. SHARED ZONE + ONE WAY / GIVE WAY SECTION 80M LONG
2. HARDWICK CRESECENT WEST FOOTPATH ENHANCEMENTS
3. PLAZA - DESIGN TBC
4. POTENTIAL COMMUNITY FACILITY DESIGN TBC
5. BUS INTERCHANGE
6. EXISTING BUS END TRIP FACILITY
7. PROPSOED EAST WEST ROAD LINK

OPTION 1

REV.	DESCRIPTION	DRAWN	APPROVED	DATE
A	DRAFT	JS	NH	16DEC20
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SCALE @ A1 1:500

0 5 10 20 30 40 50m

DATE DECEMBER 2020

PROJECT KIPPAX FEASIBILITY STUDY

CLIENT TCCS

DRAWING TITLE GENERAL LANDSCAPE PLAN

STATUS DRAFT

N

JOB 20153

REV A

DWG 401

EXISTING CAR PARKING N1+N2 = 236

OPTION#2 BUS INTERCHANGE SOUTH OF EAST WEST ROAD:
188 = 48 SHORTFALL
CAN BE MADE UP WITH INCREASED CAPACITY TO CENTRE PARKING LOT

1. SHARED ZONE + ONE WAY / GIVE WAY SECTION 80M LONG
2. HARDWICK CRESECENT WEST FOOTPATH ENHANCEMENTS
3. PLAZA - DESIGN TBC
4. POTENTIAL COMMUNITY FACILITY DESIGN TBC
5. BUS INTERCHANGE
6. EXISTING BUS END TRIP FACILITY
7. PROPSOED EAST WEST ROAD LINK

OPTION 2

REV.	DESCRIPTION	DRAWN	APPROVED	DATE
A	DRAFT	JS	NH	16DEC20
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-	-	-	-	-
-	-	-	-	-

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SCALE @ A1 1:500

0 5 10 20 30 40 50m

DATE DECEMBER 2020

PROJECT KIPPAX FEASIBILITY STUDY

CLIENT TCCS

DRAWING TITLE GENERAL LANDSCAPE PLAN

STATUS DRAFT

N

JOB 20153

REV A

DWG 402

EXISTING CAR PARKING N1+N2 = 236

OPTION#3 BUS INTERCHANGE NORTH OF EAST WEST ROAD
203 = -33 SPACE SHORTFALL
CAN BE MADE UP WITH INCREASED CAPACITY TO CENTRE PARKING LOT

1. SHARED ZONE + ONE WAY / GIVE WAY SECTION 80M LONG
2. HARDWICK CRESECENT WEST FOOTPATH ENHANCEMENTS
3. PLAZA - DESIGN TBC
4. POTENTIAL COMMUNITY FACILITY DESIGN TBC
5. BUS INTERCHANGE
6. EXISTING BUS END TRIP FACILITY
7. PROPSOED EAST WEST ROAD LINK

OPTION 3

REV.	DESCRIPTION	DRAWN	APPROVED	DATE
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-	-	-	-	-

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SCALE @ A1 1:500

0 5 10 20 30 40 50m

DATE DECEMBER 2020

PROJECT KIPPAX FEASIBILITY STUDY

CLIENT TCCS

DRAWING TITLE GENERAL LANDSCAPE PLAN

STATUS DRAFT

N

JOB 20153

REV A

DWG 403

LEGEND

existing tree removed area: 2807.9 m²
(7m Ø canopy)(71 NO.)

existing tree retained area: 1077 m²
(7m Ø canopy)(30 NO.)

total existing tree cover area: 3884.9 m²
existing tree cover rate: 15.6%

proposed tree area: 7154.5 m²
(7m Ø canopy)(186 NO.)

site area: 24772.6 m²

total tree cover area: 12903.8 m²
total tree cover rate: 33.2%

PARKVIEW
EAST WEST LINK
NEW ROAD
KIPPAX FAIR
HARDWICK CRESCENT
GARAGE
PORTSEA
LUKE STREET
KALPARRIN HOSTEL
3.0M CLEAR ZONE FOR PEDESTRIAN MOVEMENT
ALDI
ENTRY
ENTRY
GREEN STREET
PATH
4 x DDA SPACES
EXISTING LIBRARY
COVERED LINK
53 X 17 = 544 m²
BUS ONLY
BIKES
BUS ONLY
SHORT STAY PARKING
5 x DDA SPACES
AISLE 1
AISLE 2
AISLE 3
BUS LAYBY
BUS 1
BUS 2
BUS 3
35751.43
RETAIN
RELOCATED BUS DRIVE
END OF TRIP FACILITY 30 m²
2.5M PATH
GYM
CHURCH

OPTION 3c

REV.	DESCRIPTION	DRAWN	APPROVED	DATE
A	FOR REVIEW	JS	NH	04FEB21
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
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-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

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SCALE @ A1 1:500
0 5 10 20 30 40 50m

DATE FEBRUARY 2021

PROJECT KIPPAX FEASIBILITY STUDY

CLIENT TCCS

DRAWING TITLE TREE CANOPY COVER SHEET

STATUS FOR REVIEW

N

JOB 20153 REV A DWG 104

APPENDIX D: LIGHTING SPECIFICATION

Twilight

Design iGuzzini **iGuzzini**

Last information update December 2020

Product configuration: EJ42
EJ42 Pole mounted system for urban and residential parks and gardens NEMA

Product code
EJ42 Pole mounted system for urban and residential parks and gardens NEMA

Technical description
Outdoor luminaire with symmetrical optic designed to use LED lamps he optical assembly and the pole attachment system are made of EN 706AC 46 00LF aluminium alloy and subjected to a multi step pre treatment process in which the main phases are degreasing fluorozirconation (a protective surface film) and sealing (with a nano structured silane layer) he painting stage consists of a primer and a liquid acrylic paint cured at 50 °C with a high level of weather and UV ray resistance Diffusor made of shockproof UV stabilised injection moulded polycarbonate Complete with circuit fitted with Warm White monochrome LEDs Optical assembly consisting of an anodized super pure aluminium upper reflector a methacrylate lens and a lower reflector made of metallised PC Replaceable leds and driver Product fitted with a multi pole NEMA 7 P N socket including an P65 cap Dali selv driver with automatic internal temperature control system All external screws are made of stainless steel

Installation
he spotlight can be installed with a pole top mounting on poles with ø 60mm and 76mm end part using X 02 and X 26 accessories Secured to the pole by two bolts

Colour
Grey (5)

Weight (Kg)
4

Mounting
pole top

Wiring
he product is supplied wired and with an outlet cable

Complies wi h EN60598 1 and per inen regula ions

IK10 IP66 pending

Technical data

lm system	3560
W system	30 2
lm source	
W source	
Luminous efficiency (lm/W real value)	7 9
lm in emergency mode	
otal light flux at or above an angle of 90° [Lm	74
Light Output Ratio (L O R) [%	00
CR	80
Colour temperature [K	3000
MacAdam Step	2
Life ime LED	00 000h L80 B 0 (a 25°C)
Life ime LED 2	00 000h L80 B 0 (a 40°C)
Ballast losses [W	3 2

Voltage [Vin	230
Lamp code	LED
Number of lamps for optical assembly	
ZVE Code	LED
Number of optical assemblies	
Ambient operating temperature range	from 40°C to 50°C
Lifetime of product at ambient operating temperature	≥ 80 000h a 40°C
Power factor	See installation instructions
nrush current	2 A / 300 µs
Maximum number of luminaires of this type per miniature circuit breaker	B 0A 3 luminaires B 6A 2 luminaires C 0A 2 luminaires C 6A 35 luminaires
Overvoltage protection	0kV Common mode & 6kV Differential mode
Dimming mode	CCR
Control	DAL

VFL530 LED

108-1163

1/4

we-ef

Description
IP66, Class I or Class II. IK08. Marine-grade die-cast aluminium alloy. 5CE superior corrosion protection including PCS hardware. Silicone CCG® Controlled Compression Gasket. UV stabilised acrylic panel in RFC® technology. Integrated heat sinks. Easy removal and replacement of LED board. CAD optimised OLC® PMMA lens for superior illumination and glare control. The luminaire is factory-sealed and does not need to be opened during the installation. Optional 2200 K version available. To be specified at time of ordering. Spigot D: 76 x 80 mm (optional 60 x 80 mm).

Beam Type	Streetlighting distribution [S65]
Light Source	LED-24/24W / 350 mA - 4000 K
CRI	80
Gear Type	EC

Nominal Luminous Flux (lm)

LED Lumens	134.5 lm
LEDs	24
Total Lumens	3228 lm
Tj	85 °C

Rated Luminous Flux (lm)

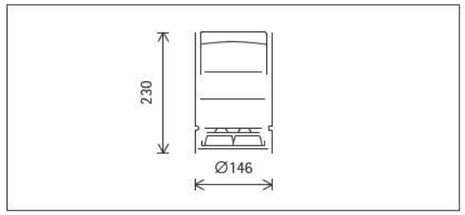
LED Lumens	126.5 lm
Total Lumens	3036.1 lm
Ta	25 °C

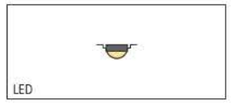
Rated Input Power 27 W

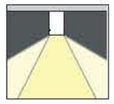
WE-EF LIGHTING Pty Ltd
6/13 Downard Street | 3195 Braeside, Victoria | Australia | Tel +61 3 8587 0444 | Fax +61 3 8587 0499 | info.australia@we-ef.com | www.we-ef.com | 03-02-2021 17:52

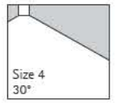
ERCO

Compact Surface-mounted downlight oval flood

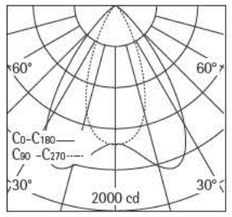








IP 65



84533.000 Graphit m
LED 16W 1680lm 3000K warm white
Phase dimmable
Version 5
Size 4
Lens system, oval flood

Product description
Cylinder and ceiling fixture: corrosion-resistant cast aluminium, No-Rinse surface treatment. Double powder-coated. Tamper-proof screw.
Control gear, dimmable. 2 cable entries. Through-wiring poss ble. 3 terminals.
LED module: high-power LEDs on metal-core PCB. Lens system made of optical polymer.
Anti-glare ring with cross-baffle: polymer, aluminium vaporised, silver, r bbed.
Optical cut-off 30°.
Non-reflective safety glass.
Dimming with external dimmers possible (trailing edge).
Protection mode IP65: dust-proof and water jet-proof.
Weight 3.50kg
Version with 3000K CRI 97 or 2700K, 3500K, 4000K CRI 92 available on request.

h(m)	E(lx)	D(m) C0 73°	C90 45°
1	1356	1.48	0.83
2	339	2.96	1.66
3	151	4.44	2.49
4	85	5.92	3.31
5	54	7.40	4.14

Technical data

Luminous flux of the luminaire	1340lm
Connected load	18.0W
Luminaire efficacy	74lm/W
Colour deviation	1.5 SDCM
Colour rendition index	CRI 92
Lumen maintenance (LED manufacturer specifications)	L90/B10 ≤50000h L90 ≤100000h
LED failure rate	0.1% ≤50000h
Dimming range	10%-100%
Dimming method	CCR
LMF	E
Energy efficiency class	EEI A+
Standby power per control gear	--
Luminaires per circuit breaker B16	65

For your regional contact in the ERCO Sales network click he e
www.erco.com/contact

Technical Region: 220-240V 50/60Hz
We reserve the right to make technical and design changes.
Edition: 21.12.2020
Current version under
www.erco.com/84533.000

VUELITE | NEON-SIDE

SILICONE LED FLEX | INTERIOR, EXTERIOR & UNDERWATER APPLICATIONS

LITEsource and controls

IP67	IP68	IK10	UV RESISTANT	FLAME RESISTANT	SALTWATER RESISTANT	RGBW

FEATURES

- IP67 / IP68
- Even light distributions (Dot-Free)
- Continuous Flexible lighting
- Customise Lengths (made to order)
- Food grade Silicone Housing
- Beam angle 110°
- Operating Temperature Up to 90°C & 100% Humidity

Applications
- Commercial Kitchens, Freezers
- Interior, Exterior installation
- Underwater, Water features
- Swimming Pools
- Steam Room & Sauna (Max 8 watts/mt)

Colour Temperature Options
- 2700K, 3000K, 4000K (Other CCT - Special Request)
- RGBW
- Tuneable White (Special Request)
- PIXEL - Programable (Special Request)

Colour Rendering Index
- CRI: >80

Technical Information

Type	IP Rating	Luminous Flux** (3000K)	Bending Ø(mm)	Cutting Increment	Continuous Run
NEON-SIDE	IP68	8W @ 450lmm 12W @ 650lmm 15W @800lmm 14W (RGBW)	> Ø100mm	50mm (White) 71.5mm (RGBW)	Max 15 mt (Single Feed) Max 20 mt (Double Feed)

** Measure of the useful power emitted by a light source (amount of light produced out of the fixture).

Ordering

NEON-SIDE	-	67	-	15	-	27K	-	BTM	-	ND
Fitting		**IP Rating**		**Output (watt)**		**Colour Temp**		**Cable Opion**		**Dimming**
NEON-SIDE		67		12		27K (2700K)		BTM (Bottom Feed)		ND (Non-dim)
		68		15		3K (3000K)		END (End Feed)		DIM (1-10V)
		68-STEAM		8 (Steam)		4K (4000K)		SIDEA (Side Feed)		DALI
		68-SAUNA		8 (Sauna)		TW (Tuneable White)		SIDEB (Side Feed)		DMX
				14 (RGBW)		RGBW				

Specifications and Dimensions subject to change without notice
Consult your representative for additional options and finishes

Accessibility Appraisal Report

Project Title:	**Kippax Group Centre ACT** **Corner Hardwick Crescent and Kippax Lane, Holt**
Job Number:	**21095**
Date:	**19 March 2021**
Prepared For:	**ACT Government C/- Harris Hobbs Architects**
Report Version:	**AAR _21095_v1.1**

ACCESSIBILITY • ESSENTIAL FIRE SAFETY SERVICES

ABE Consulting Pty Ltd | ABN 69 163 787 826
Ph: 02 8065 0400
Level 1 | 280 Norton Street, Leichhardt NSW 2040
info@abeconsulting.com.au | www.abeconsulting.com.au

Contents

Report	Revision	Date	Details
Draft	1.0	17/03/2021	Draft for comment/review
Final	1.1	19/03/2021	Final issue

ACCESSIBILITY APPRAISAL REPORT

PROJECT: Kippax Group Centre ACT
LOCATION: Corner Hardwick Crescent and Kippax Lane, Holt

1.0 INTRODUCTION

This report has been prepared as an appraisal of the concept design for the Kippax Group Centre ACT. The assessment has been carried out in accordance with the Deemed-to-Satisfy Accessibility Provisions of the Building Code of Australia 2019 Amendment 1 and the Commonwealth Disability (Access to Premises – Buildings) Standards 2010.

Note: This is not an exhaustive list of compliance departures but rather an overview of key compliance matters that need to be adhered to as part of the design development process.

1.1 Project Information & Classification

The subject site consists of existing community library, playground, amenities, landscaped areas, bus shelter and off street carparking.

The proposed concept involves the redevelopment of the existing facilities (excluding the library) and includes the construction of a new community hall/function centre with an internal café.

It is understood the following Building Code of Australia 2019 Amendment 1 building classification(s) apply to the subject Building Part (to be confirmed by the BCA Consultant / PCA) –

Level	Building Classification	Use
Ground Floor	Class 6	Retail shops (existing)
	Class 7a	Carparking (existing)
	Class 9b	Library (existing)
	Class 6/9b	Community Hall and Café (proposed new building)
	Class 10a	Bus Shelter (existing)
	Class 10b	Landscaped areas (existing)

1.2 Purpose of the Report

Harris Hobbs Landscapes engaged the services of ABE Consulting as Accessibility Consultants for this project to undertake an assessment of the existing conditions of the tenancy in relation to the accessibility related requirements as identified in Part 1.3 of this report.

1.3 Report Scope

This report provides an appraisal of the existing building and pathways from the allotment boundary in the context of the following accessibility related controls –

- Part D3, Clause F2.4 and Clause E3.6 'deemed-to-satisfy' (DtS) requirements of Building Code of Australia 2019 Amendment 1 (BCA); and
- The Disability (Access to Premises - Buildings) Standards 2010.

This Accessibility Audit Review is based on –

- Site inspection carried out on 11th March 2021.
- The Guide to the BCA 2019 Amdt. 1, prepared by the Australian Building Codes Board.

- The Disability (Access to Premises – Building) Standards 2010.
- Australian Standards AS 1428.1-2009 - Design for Access and Mobility - Part 1: General requirements for access - New building work.
- Australian Standards AS/NZS 2890.6-2009 – Off-street parking for people with disabilities.
- Australian Standards AS/NZS 1428.4.1-2009 - Design for Access and Mobility - Part 4.1: Means to assist the orientation of people with vision impairment – Tactile ground surface indicators.
- NI2008-27 - Access and Mobility General Code.

1.4 Limitations of the Report

The Disability Discrimination Act (DDA - 1992) is a Federal Government legislation enacted in 1993 that seeks to ensure all new building infrastructure, refurbishments, services and transport projects provide functional, equitable and independent accessibility. The DDA is a complaints-based legislation, which is administered by the Australian Human Rights Commission (AHRC). For any built environment the key requirement of the DDA is to ensure functionality, equity and independence of movement by people with disabilities, their companions, family and care givers.

A key component of compliance to the DDA is the use of the Disability (Access to Premises - Buildings) Standards 2010, Part D3, Clause F2.4 and Clause E3.6 of the Building Code of Australia 2011 (BCA) and the relevant referenced standards primarily being Australian Standards Suite AS1428 and Australian Standards AS2890.6 – Off-street parking for people with disabilities. The AS 1428 series details technical requirements related to design for access and mobility.

The Building Code of Australia has adopted key accessibility and DDA legislation into the 2011 BCA. In particular adherence to the Access to Premises Standard (2010); AS1428.1 2009; AS1428.4.1 2009 and AS2890.6 2009 has become mandatory. However, compliance with these elements does not necessarily result in compliance with the Disability Discrimination Act if the elements of equality, independence and functionality remain compromised within an environment.

This report does not include or assess the following –

- The provisions of the BCA not directly referenced in Part 1.3 of this report;
- Review of the existing building/site other than those specifically identified in this report;
- Standards not directly referenced in Part 1.3 of this report;
- Disability Discrimination Act 1992 (as explored earlier);
- Federal / State / Local planning policies and/or guidelines unless otherwise explicitly specified in Part 1.3 of this report;
- Work Health & Safety considerations or Work Cover Authority requirements;
- This report does not provide any performance based assessments (Performance Solutions) of the BCA;
- This report does not provide any exemptions from the requirements of the BCA;
- This report is not a Part 4A compliance certificate under the Environmental Planning & Assessment Act 1979 or Regulation 2000; and
- Review or specification of slip-resistance classification(s) for floor surface finishes / materials. We recommend surface finish advise be sought from an independent specialist slip safety consultant.

1.5 The Disability Discrimination Act

The Disability Discrimination Act (DDA - 1992) is Federal Government legislation enacted in 1993 that seeks to ensure all new building infrastructure, refurbishments, services and transport projects provide functional, equitable and independent accessibility. The DDA is complaints-based legislation, which is administered by the Australian Human Rights Commission (AHRC). For any built environment the key requirement of the DDA is to ensure functionality, equity and independence of movement by people with disabilities, their companions, family and carer givers.

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The Building Code of Australia adopted key accessibility and DDA legislation into the 2011 BCA. In particular, adherence to the Access to Premises Standard (2010); AS1428.1 2009; AS1428.4.1 2009 and AS2890.6 2009 has become mandatory. However, compliance with these elements does not necessarily result in compliance with the Disability Discrimination Act if the elements of equality, independence and functionality remain compromised within an environment.

Section 23 Access to Premises of the DDA makes it unlawful to discriminate against people with a disability, or their associates, in ratio to access to, and use of, premises that the public is allowed to enter or use.

Premises is defined very broadly to include structures, buildings and places (whether enclosed or built on or not). This would include, for example, public parks, playgrounds, streetscapes, outdoor areas and road crossings.

It is noted that major of the proposed works do not relate to a building new or existing, the requirements of the DDA extend beyond the confines of a building to include outdoor spaces. This means delivering equality, dignity and independence to people with a range of disabilities inclusive of:

- **People with sensory impairments;**
- **People with mobility impairments – wheelchair users and people who have ambulatory disabilities;**
- **People with dexterity impairments; and**
- **People with cognitive impairments.**

2.0 ACCESSIBILITY FEASIBILITY DESIGN REVIEW

Feasibility Study Overview:

The figure below depicts an overview of key compliance areas including:

- Pedestrian links and accessible pathways;
- Accessible car parking locations;
- Bus shelter zone;
- New community building zone; and
- Interface with existing buildings and shopfronts.

Figure 1 – Feasibility Design Plan

Blue – Main pedestrian throughfares and links

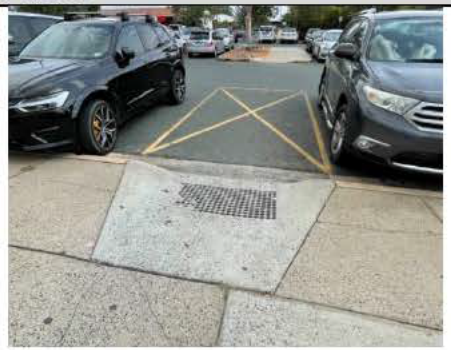
Red – Accessible car parking, new community building and bus shelter

Green – Interface with existing buildings and shopfronts.

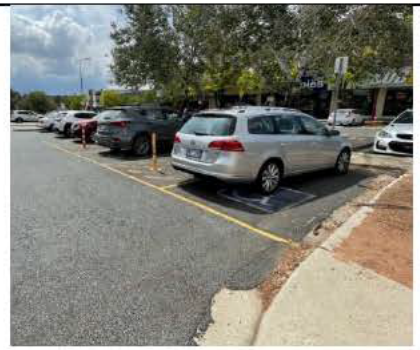
Feasibility Compliance Assessment

An assessment of the feasibility design documentation has been carried out against the **key** DtS provisions of the BCA / Premises Standards in the context as outlined in Part 1 of this report. The following commentary is noted:

Table 1.1 – Existing Site Conditions

Item	Description	Photos	Comments
1.	Non-compliant accessways have between identified across the site as follows: • Access between buildings and landscaped areas: o Non-compliant ramping and crossfalls; o Non-compliant landings; and o Trip hazards and insufficient heel protection. • Accessway to and from between fixtures and fittings (i.e. bench seating, tables, post boxes and the like).	   	New works will involve the re-grading of the entire site. As part of this scope, it will be critical to achieve compliant accessways through all areas (as identified). The feasibility design is capable of achieving compliance and further details will be required as part of the detailed design stage.

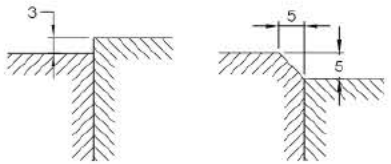
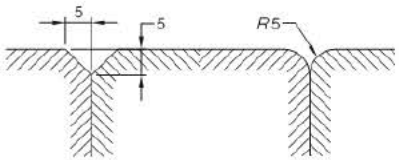
		 	

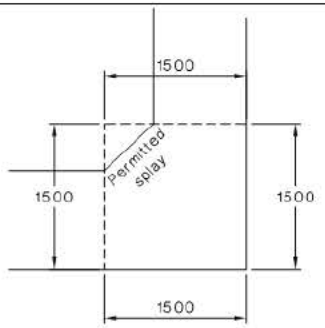
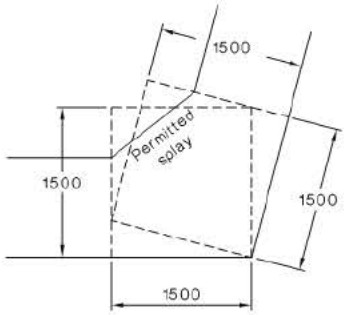
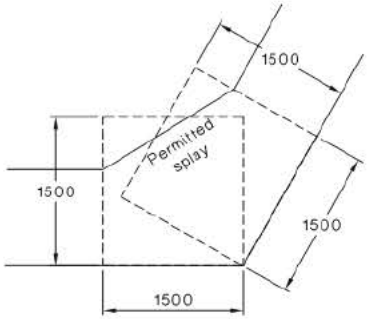
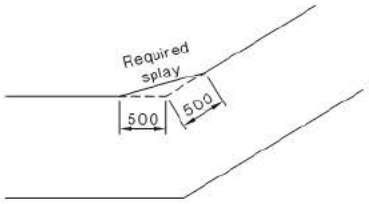
	• Access to and from accessible car parking to adjoining buildings and landscaped areas:
	  ○ Non-compliant accessways to adjoining buildings / landscaped areas;
	  ○ Kerb ramps and crossfall issues;
	  ○ Non-compliant signage and bollard protection in shared zones; and
	  ○ Non-compliant line marking.
	• Number accessible car spaces vs. overall car parking numbers (new works to comply with Table D3.5)
		 	

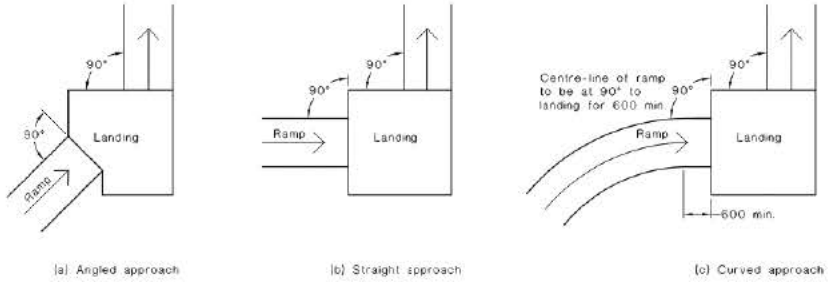
	• Interface between pedestrian areas and existing shopfronts/building entries: ○ Non-compliant ramping and crossfalls; and ○ Step at door thresholds (no access provided); ○ Trip hazards; and ○ Non-compliant landings.	   	

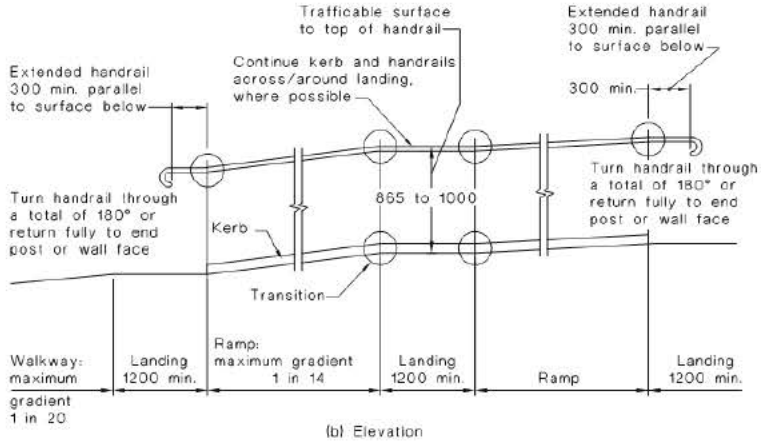
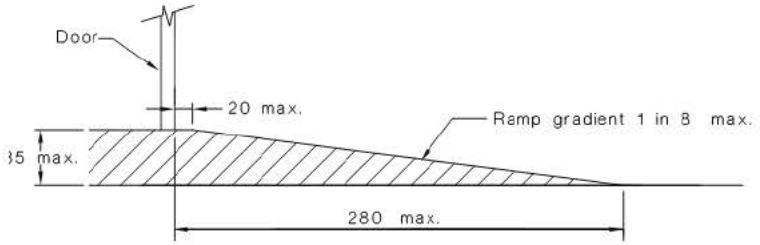
2.	Pedestrian crossings and interface with vehicular carriageways: • Non-complying ramp gradients; • Non-compliant ramp design; • Trip hazards; and • Tactile ground surface indicators missing.	   	Refer to comments under item 1 of this table (Table 1.1).
3.	Bus Shelter: • Non-compliant gradient within the shelter; • Non-compliant accessway to adjoining buildings and landscaped areas; and • Obstructions along the accessible path of travel.	 	Refer to comments under item 1 of this table (Table 1.1).

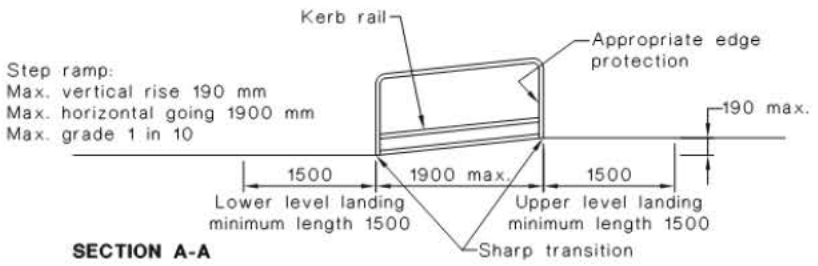
Table 1.2 - Key Compliance Details

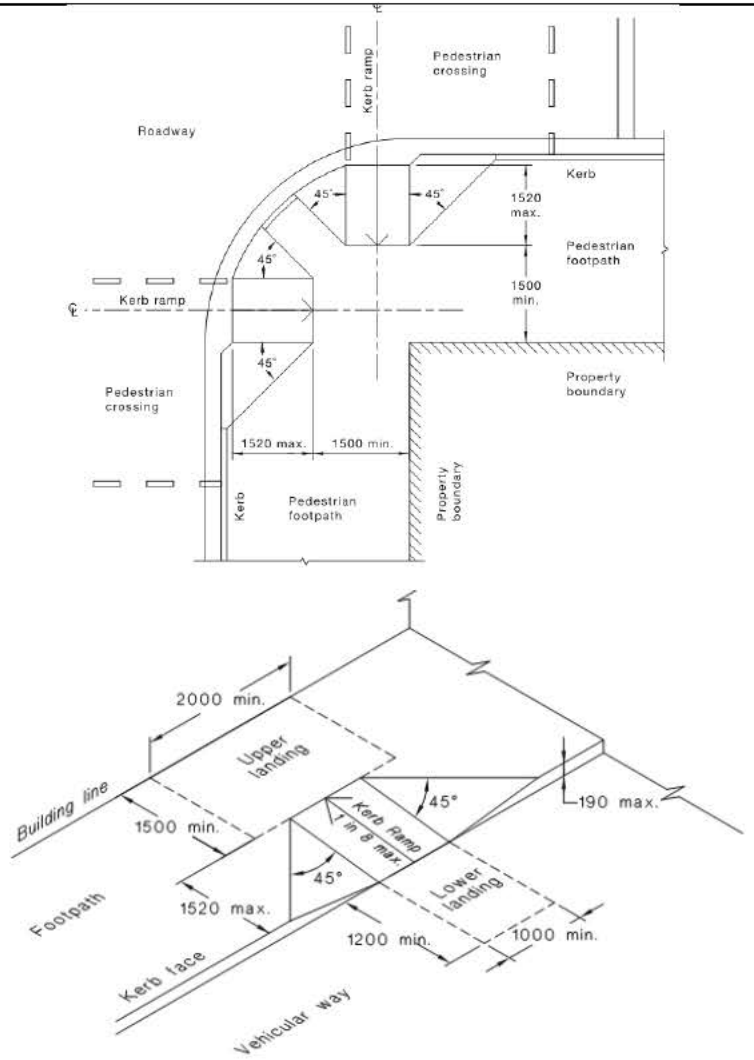
Item	Description / Details from AS1428.1-2009	Extract from AS1428.1-2009	Comments
1.	**Pedestrian links and accessways:** Floor or ground surfaces on continuous accessible paths of travel and circulation spaces – • A continuous accessible path of travel and any circulation spaces shall have a slip-resistant surface. The texture of the surface shall be traversable by people who use a wheelchair and those with ambulant or sensory disability. • Abutment of surfaces shall have a smooth transition. Design transition shall be 0mm, however, construction tolerances are as follows – o 0 ±3mm vertical change in level o 0 ±5mm change in level provided the edges have a bevelled or rounded edge to reduce the likelihood of tripping. o Various tolerances for raked joint pavers – see Figure/s 3a - level surfaces, 3b - irregular surfaces & 3c - domed surfaces. • Grates – o Circular openings shall be not greater than 13 mm in diameter. o Slotted openings shall be not greater than 13 mm wide and be oriented so that the long dimension is transverse to the dominant direction of travel.	 (a) Change in level  (b) Continuous paving units–flush–jointed with level surfaces DIMENSIONS IN MILLIMETRES AND ARE MAXIMUM FIGURE 6 ACCEPTABLE CONSTRUCTION TOLERANCES FOR ABUTMENT OF SURFACES	Feasibility design is capable of achieving compliance with the BCA, subject to further design details to be provided during the design development phase.

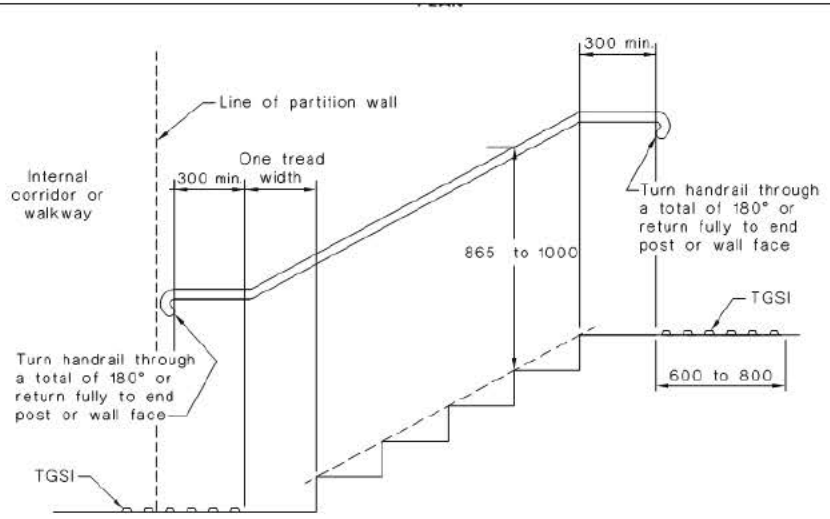
2.	**Walkways:**
	
	<u>Clause 10.2 – Walkways –</u>
	
	• The floor or ground surface abutting the sides of the walkway shall provide a firm and level surface of a different material to that of the walkway at the same level of the walkway, follow the grade of the walkway and extend horizontally for a minimum of 600 mm unless one of the following is provided:
	  o Kerb in accordance with Figure 18.
	  o Kerb rail and handrail in accordance with Figure 19.
	  o A wall not less than 450 mm in height.
	• Landings at top and bottom and at:
	  o 25m intervals or less for 1:33,
	  o 15m intervals or less for 1:20,
	• For walkways shallower than 1 in 33, no landings are required.
		
		Turn 90° in path of travel
		Corridor less than 1500 mm wide
		requires widening at turn
		
		 
		Turn 75° in path of travel
		Corridor less than 1500 mm wide
		requires widening at turn
		
		 
		Turn 60° in path of travel
		Corridor less than 1500 mm wide
		requires widening at turn
		
		 
			Refer to comments under item 1 of this table (Table 1.2).

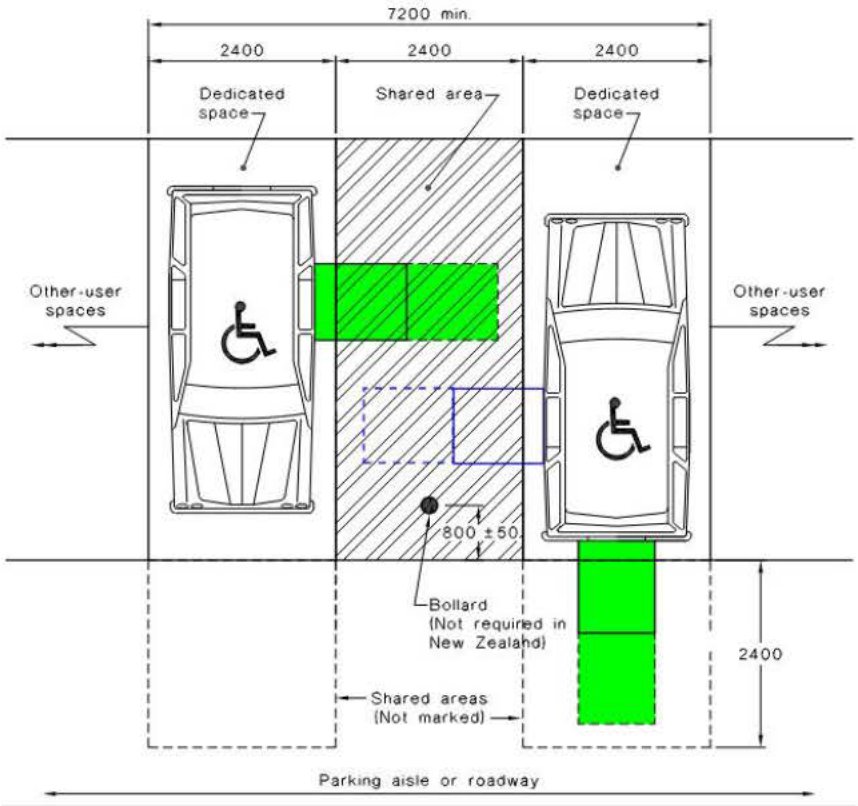
3.	**Landings:** <u>Clause 10.8 – Landings –</u> Landings for walkways (up to 1:33) and ramps shall comply with one of the following: • min. 1.2m if no change in direction as per Figure 25(A), • min. 1.5m where change in direction not exceeding 90o internal corner to be truncated for min. 500mm in both directions as per Figure 25(B), • 180o turn, landing as per Figure 25(C). • Landings for step ramps shall be min. 1.2m in length as per Figure 22(A) and (B). Where a change in direction, the length of the step ramp landing to be min. 1.5m as per Figure 22(A). At doorways, landings as per Clause 13.3 for circulation spaces at doorways shown in Figure 25(D). • Landings at kerb ramps shall be min. 1.2m in length, or 1.5m X 2.0m at 'T' junctions. Where a single change in direction is required, landings to be min. 1.5m X 1.5m.	 (a) Angled approach (b) Straight approach (c) Curved approach	Refer to comments under item 1 of this table (Table 1.2).

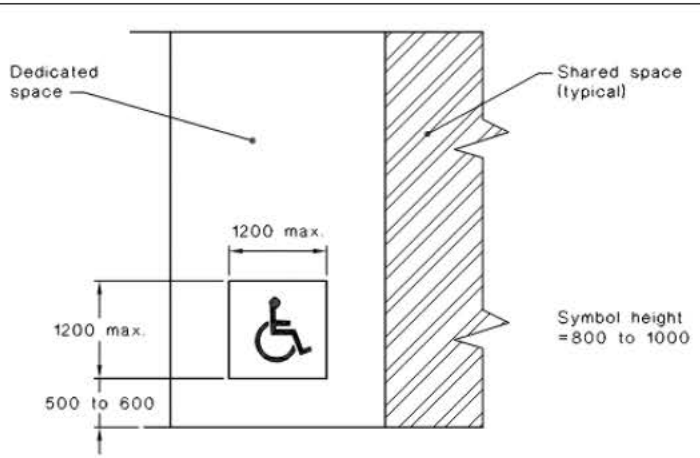
4.	**Ramps – 1:14 – 1:19 gradient:**
	
	<u>Clause 10.3 – Ramps</u>
	
	Ramps shall comply with the following:
	• Max 1:14 gradient for ramps exceeding 1.9m,
	• Gradient constant throughout with max. 3% tolerance and max 1:14 gradient,
	• Landings at top and bottom and at:
	  o 9m intervals or less for 1:14,
	  o 15m intervals or less for 1:20,
	• Change in direction to have 90° angle of approach as per Figure 13,
	• Handrails on each side as per Clause 12,
	• Set back min. 900mm from boundary,
	• Intersections at internal corridors to be set back min. 0.4m,
	• Handrails to extend min. 300mm horizontally past transition point at top and bottom, except where inner handrail is continuous at intermediate landings,
	• Kerbs and kerb rails on both sides at min. height of 65mm, not be between 75mm and 150mm high and have no gaps or slots greater than 20mm within the range of 75mm to 150mm,
	• Kerbs and kerb rails to be located so that ramp-side face is either flush or no greater than 100mm away from handrail (Figure 19), min. 150mm high if handrails have vertical posts (Figure 19 a, b, c), and be min. 200mm between 65mm-75mm kerb to support posts (Figure 19 d).
		
		(b) Elevation
		
		 
		DIMENSIONS IN MILLIMETRES
		
		FIGURE 21 THRESHOLD RAMP
			Refer to comments under item 1 of this table (Table 1.2).

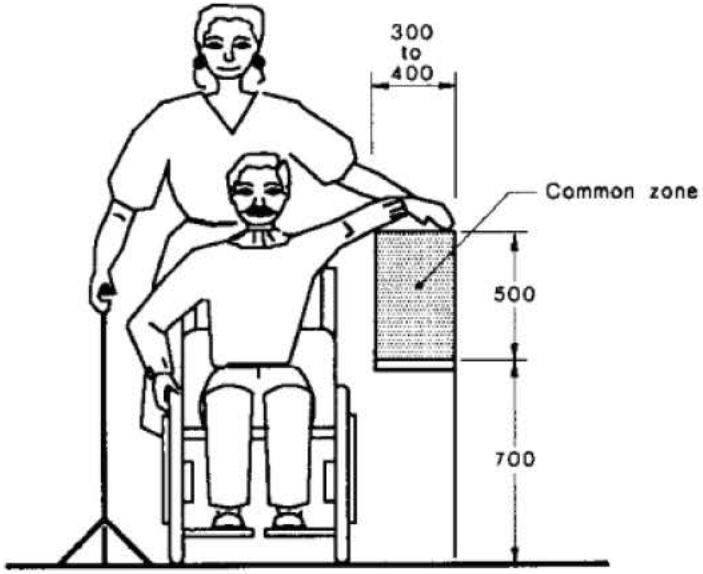
	<u>Clause 10.5 - Threshold ramps</u> • Threshold ramps at doorways to have a max. rise of 35mm, max length of 280mm, max gradient of 1:8 and be located within 20mm of the door leaf. • Edges of the threshold ramp shall be tapered or splayed at max 45° if not abutting a wall. <u>Clause 10.6 - Step ramps</u> • Step ramps shall have max. rise of 190mm, max. length of 1.9m, max. gradient of 1:10. • Edges of the step ramp to have 45o splay where there is pedestrian traffic or otherwise be protected by suitable barrier such as a min. 450mm wall or kerb / kerb rail with open balustrade. • Step ramps to have slip-resistant surfaces.	 **SECTION A-A**	

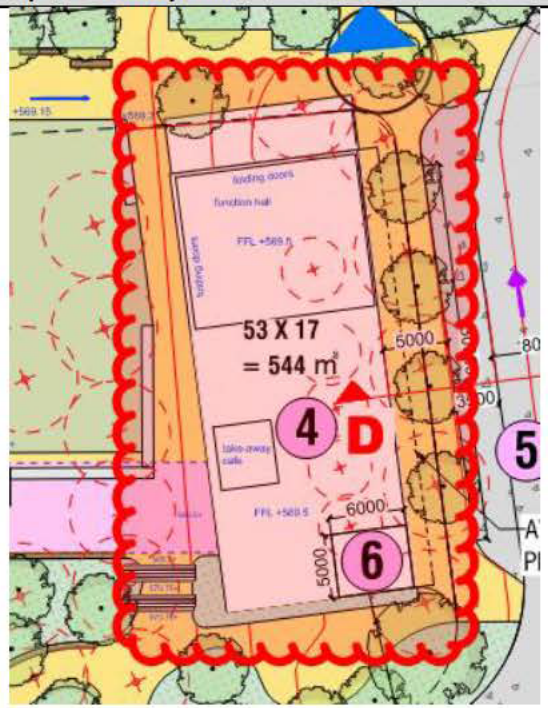
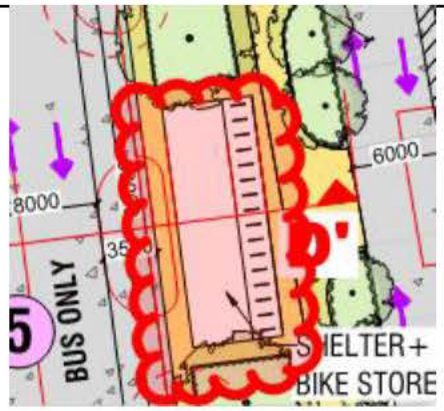
5.	**Kerb ramp construction:** Clause 10.7 - Kerb ramps shall have— • a maximum rise of 190 mm; • a length not greater than 1520 mm; and • a gradient not steeper than 1 in 8, located within or attached to a kerb.		**Refer to comments under item 1 of this table (Table 1.2).**

6.	**Stairway Construction:** <u>Clause 11.1 - Stair construction –</u> Stairs to be constructed as follows: • Set back min. 0.9m from boundary, • Where intersection is at an internal corridor, the stair to be set back as per Figure 26(A), • Have opaque risers, • Nosings shall not project beyond the face of the riser and the riser may be vertical of 25mm backwards splay, • Nosing profiles to have a sharp intersection, be rounded up to 5mm radius or be chamfered up to 5mm x 5mm, • 50mm – 75mm strip to full length of nosing, set back a max. 15mm from the front of the nosing, with a 30% min. luminance contrast. If not set back, luminance contrast to extend down the riser by max 10mm. • TGSIs installed as per AS1428.4.1. • Handrails to comply with clause 11.2 and 12 of AS1428.1-2009	 **SECTIONAL VIEW**	**Refer to comments under item 1 of this table (Table 1.2).**

Item	Description / Details from the BCA	Extract from AS/NZS2890.6-2009	Comments
7.	**Accessible car parking:** Number of accessible car spaces to be provided in accordance with Table D3.5 of the BCA. **<u>Summary of AS2890.6-2009</u>** <u>Clause 2.3 – Pavement slope & surface</u> • Accessible parking space and shared zones are to have a firm plane surface with a fall not exceeding 1:40 in any direction (1:33 if the surface is a bituminous seal and the parking space is out of doors). • These areas shall have a slip-resistant surface. <u>Clause 3.1 – Space identification</u> • Each dedicated space shall be identified by means of a white symbol of access in accordance with AS 1428.1 between 800 mm and 1000 mm high placed on a blue rectangle with no side more than 1200 mm, placed as a pavement marking in the centre of the space between 500 mm and 600 mm from its entry point as illustrated in Figure 3.1. <u>Clause 3.2 – Space delineation</u> • Pavement markings specified in Items (a) and (b) of this Clause shall be yellow and shall have a slip resistant surface. Raised pavement markers shall not be used for space delineation.		Refer to comments under item 1 of this table (Table 1.2).

	• Pavement markings shall be provided as follows:
	  ○ Dedicated parking spaces shall be outlined with unbroken lines 80 to 100 mm wide on all sides excepting any side delineated by a kerb, barrier or wall.
	  ○ Shared areas shall be marked as follows:
	  - Walkways within or partly within a shared area shall be marked with unbroken longitudinal lines on both sides of the walkway excepting any side delineated by a kerb, barrier or wall.
	  - Other vacant non-trafficked areas, which may be intentionally or unintentionally obstructed (e.g. by unintended parking), shall be outlined with unbroken lines 80 to 100 mm wide on all sides excepting any side delineated by a kerb, barrier or wall, and marked with diagonal stripes 150 to 200 mm wide with spaces 200 mm to 300 mm between stripes. The stripes shall be at an angle of 45 ±10 degrees to the side of the space.
	  - No shared area markings shall be placed in trafficked areas.
			

8.	**Fixtures and Fittings:** <u>Chairs:</u> • Provide a range of seating types to accommodate all users (varied heights; with and without backrests). • Seats should be 400-450mm height; 400-500 deep and have a minimum of 150mm clear space between the front edge of the seat and any legs/seat base. • If armrests are provided they should be 260mm (+40mm) above the seat. If a backrest is provided it should rise a minimum of 750-790mm and with a maximum angle of 105° from the seat. <u>Tables:</u> • Seating space widths between table legs to be not less than 850mm. • Clearance beneath tables to be 680mm minimum <u>Miscellaneous Items:</u> • Phone booths; • Post/mail boxes; • Rubbish bins; • or the like Miscellaneous items will need to be designed with consideration towards accessibility, including: • Compliant heights – 700-1200mm; and • Common reach range – 300-400mm.		Refer to comments under item 1 of this table (Table 1.2).

Item	Description / Details from the BCA	Location Mark Up – Feasibility Plan	Comments
9.	**New Community Building:** • To comply with the accessibility provisions BCA – Part D3, F2.4 and E3.6 (if a lift is required). • Key items to consider: o Access is provided from the allotment boundary; o Access to and from any accessible car spaces; o Access is provided between buildings and along pedestrian links; o Provision for accessible sanitary facilities; and o Provision for internal access within the building (i.e. passenger lift – if required).		Refer to comments under item 1 of this table (Table 1.2).
10.	**New Bus Shelter:** • To comply with Part H2 of the BCA. • Key items to consider: o Access to be provided from the shelter to adjoining building and landscaped areas; and o Accessway to comply with AS1428.2-1992.		Refer to comments under item 1 of this table (Table 1.2).

3.0 ACCESSIBILITY COMPLIANCE SUMMARY

This report has provided a review of the feasibility report and feasibility design documentation to determine the compliance status of the proposed development against Part D3, Clauses E3.6, F2.4 and Part H2 the 'deemed-to-satisfy' (DtS) requirements of the Building Code of Australia 2019 Amendment 1 (BCA), The Disability (Access to Premises - Buildings) Standards 2010 and the pertinent Australian Standards.

Following this review and with the adoption of the recommendations proposed, ABE Consulting are able that the feasibility design is capable of achieving compliance with the aforementioned BCA provisions.

4.0 REVIEW PROVIDED BY

[redacted]

MEMO

SUBJECT:	**Kippax Masterplan**
FROM:	[redacted]
OUR REF:	PS122585
DATE:	**12th March 2021**

CIVIL ENGINEERING COMMENTARY ON HARDWICK CRESCENT WORKS

Harris Hobbs Landscapes engaged WSP to provide civil engineering inputs into a feasibility study for the proposed Kippax Group Centre Masterplan (2019) prepared by the ACT Government.

WSP civil has had some minor involvement in the development of the concept design. This memorandum summarises the key civil engineering changes, their intent and the next steps that may be needed to resolve the design.

SITE FEATURES

The majority of the works are comprised of:

- Amendment of carparking layouts to provide additional bays;
- Provision of improved accessibility;
- Inclusion of more planting/WSUD;
- Provision of a new building near the library precinct; and
- Improved vehicular circulation through 'Green Street'.

These amendments will need to be reviewed in accordance with the traffic findings and civil findings below.

STORMWATER

Pits and pipes are located within Hardwick Crescent and collect run-off for minor storm events from the existing carpark and buildings.

Further to a review of Landscape plans prepared by Harris Hobbs Landscapes a minor increase in impervious area is proposed. The proposed development will need to ensure non worsening of run-off (water quantity) and OSD tanks may be required to attenuate runoff.

Water quality will also need to be assessed in accordance with Councils Planning Scheme. The following Water Sensitive Urban Design (WSUD) measures can be explored at design stage (as noted on the attached civil markup):

- Rainwater tanks which assist with water quality but have the added benefit of assisting with water balance, and re-use for toilet flushing and irrigation. It may also be possible to combine a detention and rainwater tank;
- Bio-retention which provides effective removal of nitrates from the plants and phosphates from the filter media. Runoff is then intercepted by a transition layer (sand) and then a drainage layer which discharges treated water to a downstream pit via a subsoil drain;

PO Box 99
Spring Hill QLD

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www.wsp.com

- Filter cartridges – these can be provided within tanks, if a detention tank is required these can share the chamber. Alternatively, these can be in standalone chamber;
- Tree pits provide a similar form of treatment to bio-retention basins – stormwater is captured and discharges runoff down into a filter media much like bio-retention basins. It is intercepted by a transition layer (sand) and then a drainage layer which discharges treated water to a downstream pit via a subsoil drain;
- Gross pollutant traps which provide removal of gross pollutants ie. Litter, sediment and some hydrocarbon removal;
- Pit baskets which can often be provided as a cheaper and easier alternative to gross pollutant traps. These simply get installed within a pit and require maintenance in accordance with manufacturers recommendations;

The attached markup (Appendix A) shows potential locations for WSUD and different options can be investigated at design stages once a full survey with services (traced with sizes and invert levels) is undertaken.

Minor events (10% AEP) will need to be captured with pits and pipes and major events will need to be conveyed overland. Pit

The proposed building will require a minimum of 300mm freeboard above the 1% AEP flood event.

The landscape plans show speed humps (raised tables) which have the potential to impede stormwater run-off. Careful placement of these as well as allowing run-off to pass either side (continue through kerb and channel with metal plate on top) will assist with the stormwater strategy.

Review of 'Blocks 4 and 5 Section 88 Holt – Kippax Community Hub and Plaza Site Investigation Report' prepared by JPS Engineering Consultants dated 18 November 2020 recommends that to accommodate the overland flow, a DN375 stormwater pipe with a minimum grading of 1% would be required to drain all areas within the subject site. Therefore, a DN375 stormwater pipe is proposed at the lowest point of the site (northeast corner) to service the entire site. This can discharge to the existing DN525 main along with the site boundary. The remaining capacity of this DN525 stormwater main would need to be verified prior to discharging this additional flow into it.

ROADS, PARKING AREAS AND GRADING

The following items have been reviewed:

- Regrading of 'Green Street' to allow overland flow conveyance could form a major part of the stormwater and road design strategy. This can be reviewed at design stage but would need to be incorporated into the TUFLOW model to ascertain the impacts;
- The parking arrangement has been reviewed with respect to compliance with AS2890 only. The traffic memorandum covers vehicle movements;
- Upon receipt of the detailed survey, potential grading strategies can also be reviewed. There may be scope to form a ridge within the carparks and discharge runoff in easterly and westerly directions as shown and capture within the existing stormwater network;
- It is recommended that a minimum of 1% is adopted within the carparking areas and grade is limited to 5%;
- Verges and footpaths should have 2.5% crossfall; and
- Road crossfall should be 3%.

GAP ANALYSIS

Detailed survey (including services and contours) will be required to further assess the development at DA stage. Additionally, once the design is completed in Civil 3D or 12d, the TUFLOW model will need to be re-run to assess any changes as a result of amended topography and fraction impervious of the catchment.

CONCLUSIONS/RECOMMENDATIONS

Based on the findings of this memorandum, the following conclusions/recommendations are provided:

- Detention and water quality treatment will likely be required as a result of the development. WSUD measures as indicated within this document can be explored at design stage;
- Once the layout is finalized and a design has progressed to PSP level and drainage design can be explored in Civil 3D or 12d, the TUFLOW model may need to be updated to include the proposed surface profile to assess the impacts;
- Raised tables will need to ensure minimum impact to overland flows. Raised tables could terminate sort of the kerb and channel to allow passage of run-off;
- The new building will need 300mm freeboard from the 1% AEP flood event;
- Parking bays will need to comply with the requirements of AS2890;
- It is recommended that a minimum of 1% is adopted within the carparking areas and grade is limited to 5%;
- Verges and footpaths should have 2.5% crossfall;
- Road crossfall should be 3%;
- Some services may need to be lowered/relocated once detailed survey (with services traced) and potholing has been received; and
- Capacity checks for all services will need to be undertaken at concept/DA stage.

APPENDIX A

CIVIL MARKUP

NOTES

VEHICLES MAY OVERHANG THE KERB PROVIDED THAT THE REQUIREMENTS OF AS2890.1 CL2.4.5.2 ARE MET.

CLASS 3A (SHOPPING CENTRE) BAYS ARE COMPLIANT IF 2.7x5.4 WITH A 6.2m AISLE

DETAILED SURVEY AND POTHOLING WILL BE REQUIRED AT DESIGN STAGE TO ASCERTAIN SERVICES LOCATIONS, SIZES AND DEPTHS. SOME SERVICES MAY NEED TO BE RELOCATED

PIT BASKETS TO BE PROVIDED WITHIN KERB INLET PITS AND GULLY PITS.

1. SHARED ZONE + ONE WAY SECTION 110M LONG
2. HARDWICK CRESCENT WEST FOOTPATH ENHANCEMENTS
3. PLAZA - DESIGN TBC
4. POTENTIAL COMMUNITY FACILITY DESIGN TBC
5. BUS INTERCHANGE
6. BUS END TRIP FACILITY COLLOCATED WITH COMMUNITY FACILITY
7. PROPOSED EAST WEST ROAD LINK
8. POTENTIAL LIBRARY EXPANSION ZONE/AREA FOR EXTERNAL TERRACE
9. ENHANCED PEDESTRIAN LINKS TO ADJACENT AREAS
10. MAINTENANCE ACCESS (BOLLARD)

LEGEND

existing trees retained
existing trees removed
new tree planting
accent planting
pedestrian clear zone
bitumen paving
decorative concrete
soft landscape
ramp to rais
pedestrian
drop off/sh
pram cross
existing kerb
enhance pe
traffic flow
car parking
trolley bay
bins

LEGEND

EXISTING STORMWATER DRAIN
EXISTING STORMWATER PIT/MANHOLE
PROPOSED STORMWATER DRAIN
PROPOSED STORMWATER PIT/MANHOLE
PROPOSED RAINWATER TANK
PROPOSED BIO-RETENTION BASIN
PROPOSED TREEPIT SUBSOIL DRAIN
OSD TANK
RWT
BIO
OSD

PARALLEL BAYS COMPLY WITH AS2890.1 CL2.4.4 AND FIGURE 2.5

POTENTIAL TO PROVIDE DETENTION TANK AND FILTER CARTRIDGE COMPARTMENT FOR WATER QUALITY

TREE PITS

POTENTIAL TO REGRADE CARPARK DEPENDING ON EXISTING SITE LEVELS

POTENTIAL TO REGRADE TO ASSIST WITH OVERLAND FLOW CONVEYANCE. ONCE DETAILED SURVEY IS RECEIVED A REVIEW OF EXISTING SERVICES BENEATH THE ROAD WILL BE REQUIRED TO ASCERTAIN WHETHER DIVERSIONS/LOWERING OF EXISTING SERVICES IS REQUIRED.

SPACING OF RAISED TABLES TO BE REVIEWED AT DESIGN STAGE. RAISED TABLE TO STOP SHORT OF KERB AND CHANNEL WITH PROVISION OF METAL PLATE TO ENSURE RUN-OFF IS NOT FULLY IMPEDED

POTENTIAL TO PROVIDE TREE PITS

POTENTIAL TO PROVIDE RAINWATER TANKS TO IMPROVE WATER QUALITY AND FOR RE-USE. COULD BE POTENTIAL TO INCORPORATE DETENTION INTO THE TANK.

POTENTIAL TO PROVIDE BIO-RETENTION IN SOFT LANDSCAPED AREA

POTENTIAL TO PROVIDE RAINWATER TANKS TO IMPROVE WATER QUALITY AND FOR RE-USE. COULD BE POTENTIAL TO INCORPORATE DETENTION INTO THE TANK.

THIS BUILDING WILL NEED A MINIMUM OF 300mm FREEBOARD FROM THE 1% AEP EVENT. ONCE DETAILED SURVEY IS RECEIVED, A REVIEW OF EXISTING SERVICES BENEATH THE FOOTPRINT WILL BE REQUIRED AS DIVERSIONS MAY BE REQUIRED.

WSP MARKUP
SK01
12.03.2021

REV.	DESCRIPTION	DRAWN	APPROVED	DATE
A	DRAFT	JS	NH	21DEC20
B	FOR REVIEW	JS	NH	14JAN21
C	FOR REVIEW	JS	NH	18JAN21
D	FOR REVIEW	JS	NH	27JAN21
E	FOR REVIEW	JS	NH	02FEB21
F	FOR REVIEW	JS	NH	04FEB21
G	FOR REVIEW	JS	NH	04FEB21
H	FOR REVIEW	JS	NH	17FEB21
I	FOR REVIEW	JS	NH	09MAR21

PLACE LABORATORY

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Landscape Architect
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e hhl@hhl.com.au
w www.hhl.com.au

Harris Hobbs Landscapes acknowledges the Ngunnawal people, the traditional custodians of the land on which we live, work, rest and play.

SCALE @ A1 1:250
0 1 2 3 4 5 10 15 20 25m
DATE MARCH 2021
PROJECT KIPPAX FEASIBILITY STUDY
CLIENT TCCS
DRAWING TITLE GENERAL LANDSCAPE PLAN
STATUS FOR REVIEW
N
JOB 20153
REV I
DWG 401

NOTES

VEHICLES MAY OVERHANG THE KERB PROVIDED THAT THE REQUIREMENTS OF AS2890.1 CL2.4.5.2 ARE MET.

CLASS 3A (SHOPPING CENTRE) BAYS ARE COMPLIANT IF 2.7x5.4 WITH A 6.2m AISLE

DETAILED SURVEY AND POTHOLING WILL BE REQUIRED AT DESIGN STAGE TO ASCERTAIN SERVICES LOCATIONS, SIZES AND DEPTHS. SOME SERVICES MAY NEED TO BE RELOCATED

PIT BASKETS TO BE PROVIDED WITHIN KERB INLET PITS AND GULLY PITS.

LEGEND

EXISTING STORMWATER DRAIN	
EXISTING STORMWATER PIT/MANHOLE	
PROPOSED STORMWATER DRAIN	
PROPOSED STORMWATER PIT/MANHOLE	
PROPOSED RAINWATER TANK	RWT
PROPOSED BIO-RETENTION BASIN	BIO
PROPOSED TREEPIT SUBSOIL DRAIN	
OSD TANK	OSD

bitumen paving
decorative concrete
soft landscape
ramp to raised threshold
pedestrian pavements
drop off/short stay parking
pram crossings
existing kerbs
enhance pedestrian links
traffic flow
car parking capacity numbers
trolley bay
bins

SHEET 2/2

REV.	DESCRIPTION	DRAWN	APPROVED	DATE
A	DRAFT	JS	NH	21DEC20
B	FOR REVIEW	JS	NH	14JAN21
C	FOR REVIEW	JS	NH	18JAN21
D	FOR REVIEW	JS	NH	27JAN21
E	FOR REVIEW	JS	NH	02FEB21
F	FOR REVIEW	JS	NH	04FEB21
G	FOR REVIEW	JS	NH	04FEB21
H	FOR REVIEW	JS	NH	17FEB21
I	FOR REVIEW	JS	NH	09MAR21

PLACE LABORATORY

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Harris Hobbs Landscapes acknowledges the Ngunnawal people, the traditional custodians of the land on which we live, work, rest and play.

SCALE @ A1 1:250

0 1 2 3 4 5 10 15 20 25m

MARCH 20

TC

STATUS FOR REVIEW

N

JOB 201

WSP MARKUP
SK02
12.03.2021

MEMO

TO:	Neil Hobbs
FROM:	[redacted]
SUBJECT:	**Kippax Group Centre Feasibility Study and Concept Plan Traffic Engineering Inputs**
OUR REF:	PS122585-P&M-MEM-001 Transport Background Review.docx
DATE:	**16 March 2021**

Harris Hobbs Landscapes engaged WSP to provide traffic engineering inputs into a feasibility study for the proposed Kippax Group Centre Masterplan (2019) prepared by the ACT Government.

WSP traffic has had some minor involvement in the development of the concept design and have been asked to prepare this memorandum to summarise the key traffic and transport design changes, their intent and the next steps that may be needed to resolve the design.

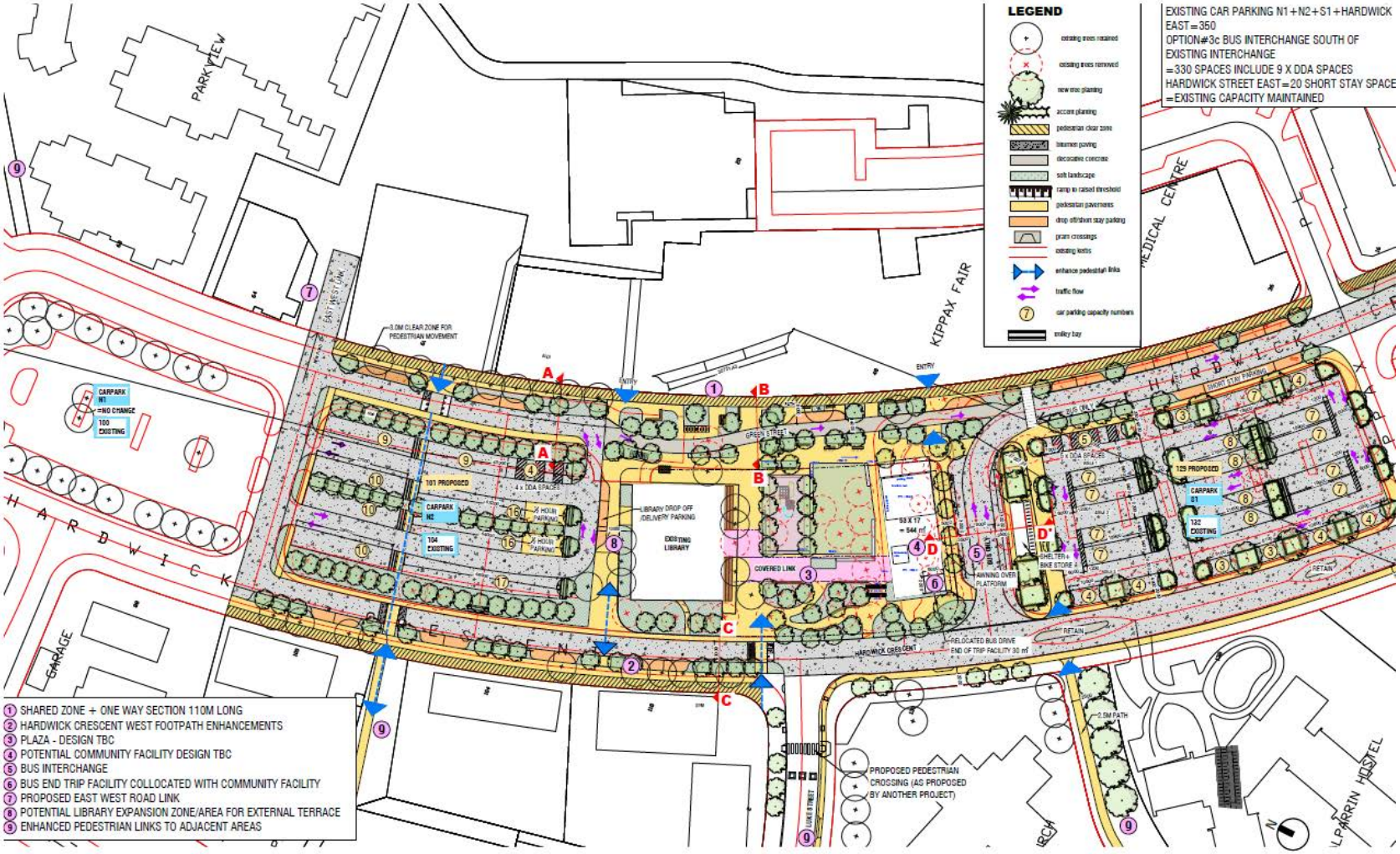
CONCEPT PLAN

The preferred concept plan is shown in Figure 1 and includes the following traffic and transport elements:

- Green Street, a new one-way southbound shared zone along the eastern side of the library and linking the northern and southern car parks
- Bus only area to the south of the library with two-way operation and bus stops on both sides
- Potential bus layby area on Hardwick Crescent adjacent to Kingsford Smith School
- Revised car park layouts in both the northern and southern car parks
- Improved pedestrian connections including an east-west pedestrian path between the bus stops and the southern car park.

We understand that the key transport related objectives of the concept plan are to:

- Improve and expand the bus interchange and layover opportunities
- Improve pedestrian connections to the surrounding path network and improve crossing facilities
- Improve vehicle circulation between the northern and southern car parks
- Minimise the loss of any car parking.



Kippax Group Centre Feasibility Study and Concept Plan, March 2021, Harris Hobbs Landscapes

Figure 1 Landscape concept plan

STREET TYPOLOGIES

The proposed street typologies comprise the following:

- One-way shared zone (Green Street) - a slow-speed environment for pedestrians, vehicles and cyclists, with some indented bays for set-down/pick-up and loading, to offset the lost existing loading zone spaces.
- Two-way shared street – slow speed environment on approach to the shared zone and also providing some car park access and circulation.
- Bus interchange street – two-way street restricted to buses only, to minimise any interaction with other transport users, particularly avoiding any unsafe intersection with pedestrians.
- Dining street – two-way street with outdoor dining opportunities (as currently available), maintaining 40km/h slow speed environment and with safe pedestrian crossing opportunities that tie into the existing surrounding path network.
- Access street - primarily accommodates vehicle access to the adjacent car parks.

The four provided cross-sections have been reviewed, as summarised in Table 1.

Table 1 Cross-section review

Section name	Proposed cross-section	Comment/ suggestions
A – two-way shared street	— 6m carriageway — 2m wide footpath on the west, 1.15m footpath on the east, adjacent to a 3m wide pedestrian clear zone	— 6m wide carriageway may require vehicle size restrictions
B – Green Street	— 4m carriageway — 6.15m wide footpath on the east, adjacent to a 3m wide pedestrian clear zone	— Could be reduced to 3.5m-3.7m wide per the Estate Code for a shared use street
C – Dining Street	— 6m wide carriageway — 6m wide pedestrian/café zone on the west size and 2m wide pedestrian footpath on the east side	— Cross-section should be suitable assuming the street function is similar to that of an access street, as set out in the Estate Plan
D – Bus only area	— 15, wide carriageway with a 8m wide road and two 3.5m wide bus stops	No comment. However, during the next design phase swept path assessment should be conducted to confirm the operation of the bus interchange.

Kippax Group Centre Feasibility Study and Concept Plan, March 2021, Harris Hobbs Landscapes

Figure 2 Street typologies

MOVEMENT AND CIRCULATION

The proposed concept plan's movement and circulation is shown in Figure 3 and described below.

PEDESTRIANS

The concept plan results in improved pedestrian connections.

To the south, a new east-west pedestrian footpath is proposed adjacent to the new bus interchange and tying in with the existing pedestrian crossing facilities on Hardwick Crescent. At the eastern end of the path, a raised pedestrian crossing is proposed across Hardwick Crescent East. The existing pedestrian refuges on Hardwick Crescent West would be maintained for safe crossing opportunities.

To the north, the pedestrian path through the northern car park would be improved by realigning the path and the Hardwick Crescent West pedestrian crossing to be aligned with the Hardwick Crescent East pedestrian crossing. However, this moves the western pedestrian crossing closer to an existing driveway. Therefore, the road safety implications of the proposed pedestrian crossing relocation need to be further investigated during the subsequent design phases.

Along the Kippax Group Centre, a 3m wide pedestrian clear zone area is proposed, with some widening in sections. This combined with the slow speed environment within the two-way shared street and the shared zone (Green Street) would improve pedestrian amenity along the Centre frontage.

CYCLISTS

No new dedicated cycling facilities are proposed. However, the combination of slow street environments and widened footpaths would also improve bicycle accessibility and circulation.

Bike parking is proposed in to the north and south of the bus interchange including some covered spaces collocated within the community facility.

BUSES

The new bus interchange includes 30m long bus stops on the east and west sides of an 8m wide two-way bus only road. It is noted that earlier investigations for this project suggested that a minimum of 45m length was required for capacity of two buses in a head of queue arrangement. The 30m length would likely require buses to manoeuvre around each other, typically requiring reversing manoeuvres. Therefore, pedestrian access within this area should be minimised as much as practical. Nevertheless, it is understood that the relevant stakeholder have been consulted on the preferred concept plan and throughout its development.

A new bus layover is proposed on the eastern side of Hardwick Crescent near the Kingsford Smith School. Pedestrian access and safe crossing opportunities around these bus layovers needs to be further investigated in conjunction with the relevant stakeholder groups.

It is recommended that the capacity of the bus interchange and the bus layover be further investigated to confirm that the proposed layout is suitable to accommodate the relevant forecast year bus demands.

GENERAL TRAFFIC

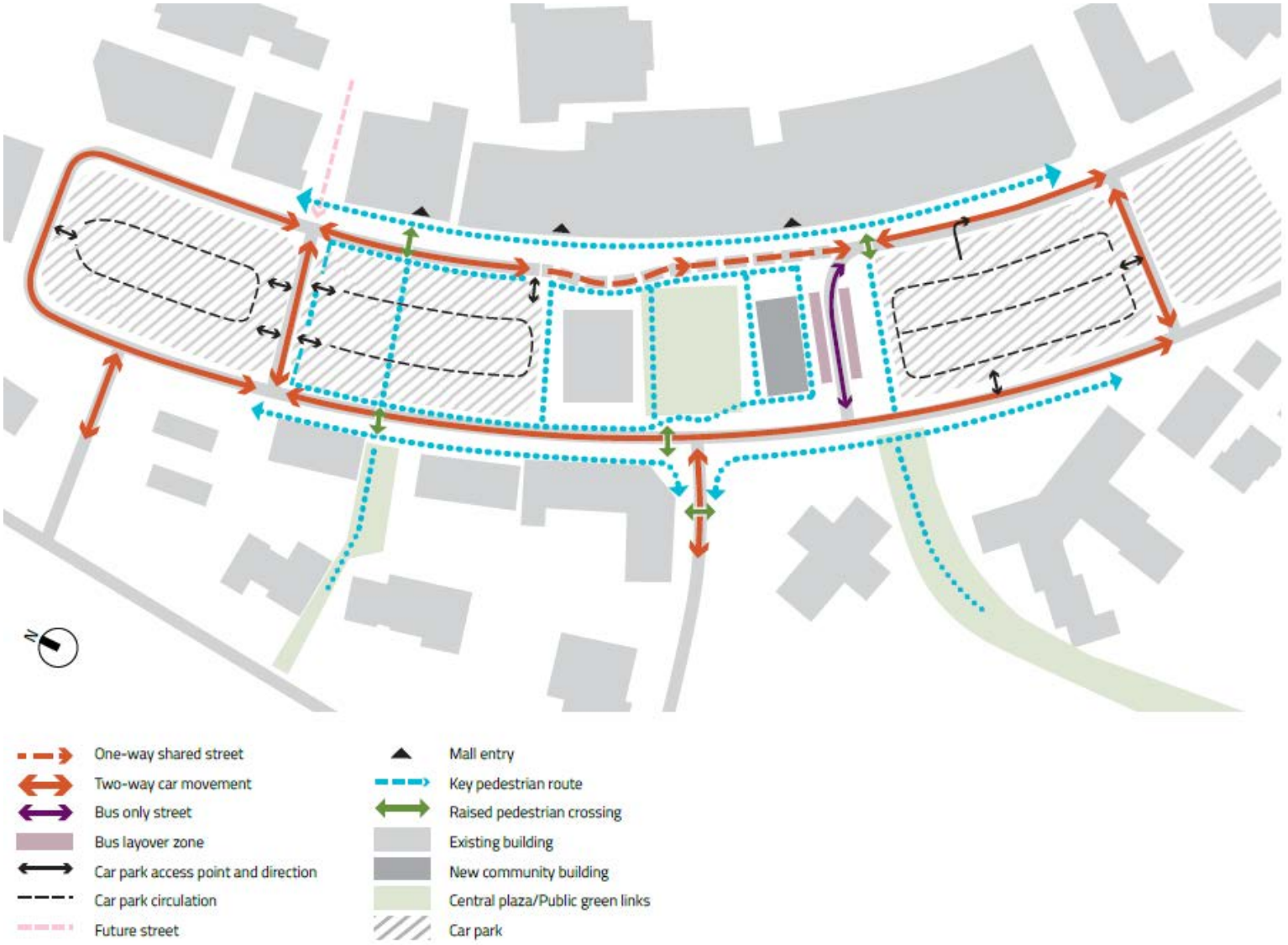
The current circulation principles for general traffic throughout the precinct have generally been maintained. The car park aisles would generally be maintained as two-way. Albeit some

one-way circulation suggestions for the southern car park are shown in Figure 4. These suggestions would help to reduce conflict points at the southern most access point and are thought to improve the overall car park efficiency.

Two-way traffic would also be maintained along Hardwick Crescent. However, the shared zone would be one-way southbound and the bus interchange, as well as a small section of Hardwick Crescent would be restricted to buses only (no general traffic access).

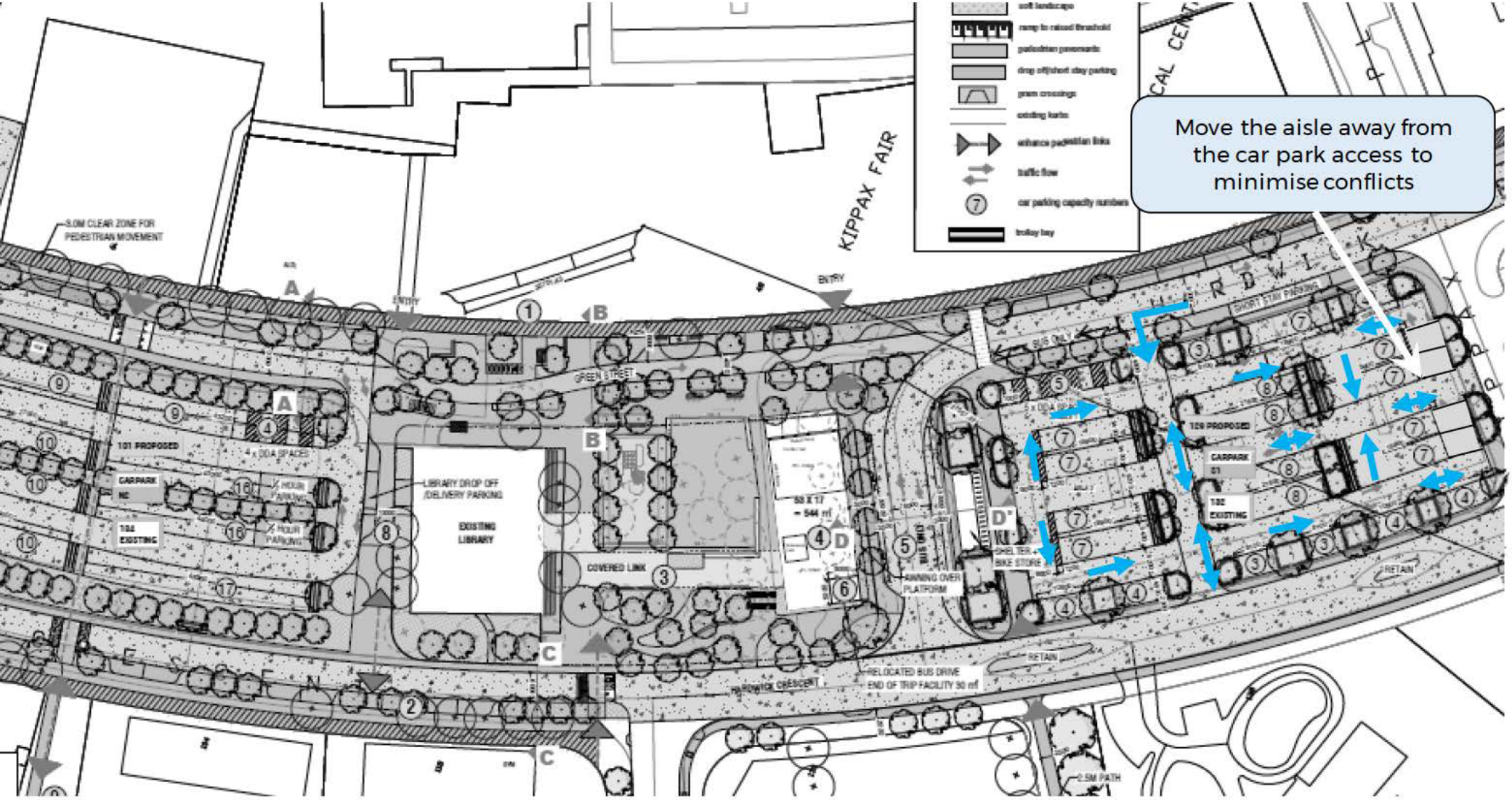
These restrictions mean that access to the set-down/pick-up spaces on the eastern side of Hardwick Crescent along the Kippax Centre (opposite the southern car park) would be via the southbound shared zone only. Similarly, all vehicles using the set-down/pick-up spaces on the western side of Hardwick Crescent adjacent to the southern car park would need to circulate through the southern car park to exit onto Hardwick Crescent West. These access restrictions are considered to have minimal impact on the operation of the centre, based on our understanding of the low traffic volumes in this area. However, further investigation and analysis may be needed to understand the impacts of these access restrictions and/or the forecast intersection operations if traffic demands within the centre are expected to substantially increase in the future, particularly once the new East-West Link is developed.

It is noted that the proposed car park layouts result in a decrease in car parking of around 3 spaces in each the northern and southern car parks. This is considered a minor impact to the parking supply of the centre.



Kippax Group Centre Feasibility Study and Concept Plan, March 2021, Harris Hobbs Landscapes

Figure 3 Movement and circulation



Kippax Group Centre Feasibility Study and Concept Plan, March 2021, Harris Hobbs Landscapes

Figure 4 Southern car park circulation suggestions

KIPPAX CENTRE FEASIBILITY STUDY

STAKEHOLDER WORKSHOP

17 Nov 2020

HARRIS HOBBS LANDSCAPES

PLACE LABORATORY

Purpose of the workshop

Understand the challenges and opportunities of the site.

Understand the priorities of the Master Plan.

Confirm the aspiration of stakeholders.

Discuss how the study and concept design could support the aspirations of the Kippax community.

Project Process

Understanding the site and master plan

→

Develop principles and themes

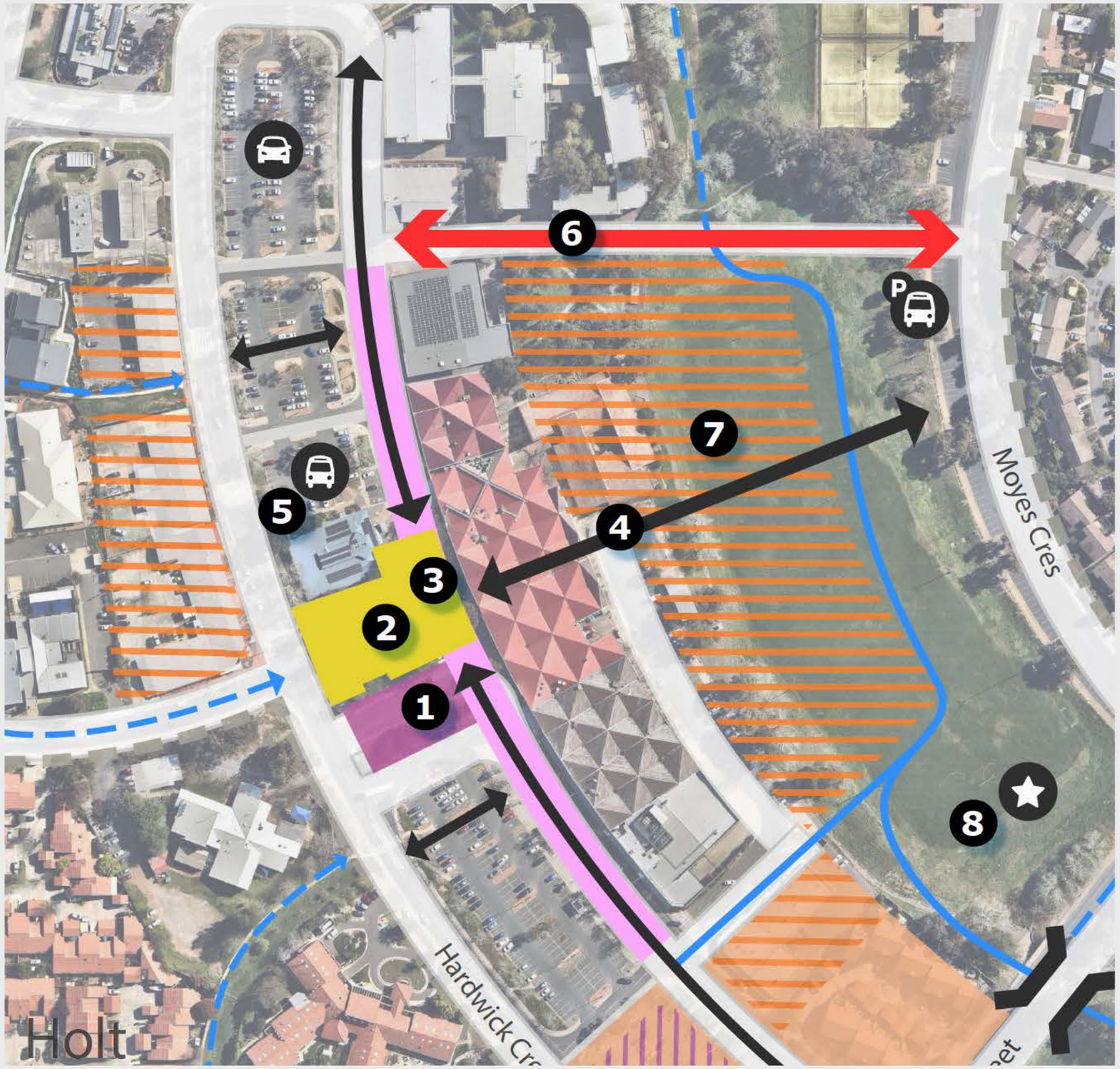
→

Concept Design

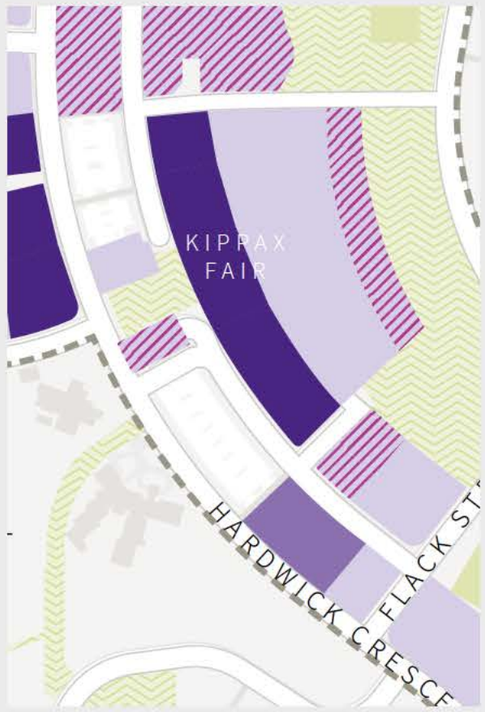
→

Costing

Master Plan Key Moves



1. Community building
2. Central plaza
3. Shared street
4. Key pedestrian link
5. Bus interchange
6. New street
7. Development site
8. Skate park
9. Increased building height



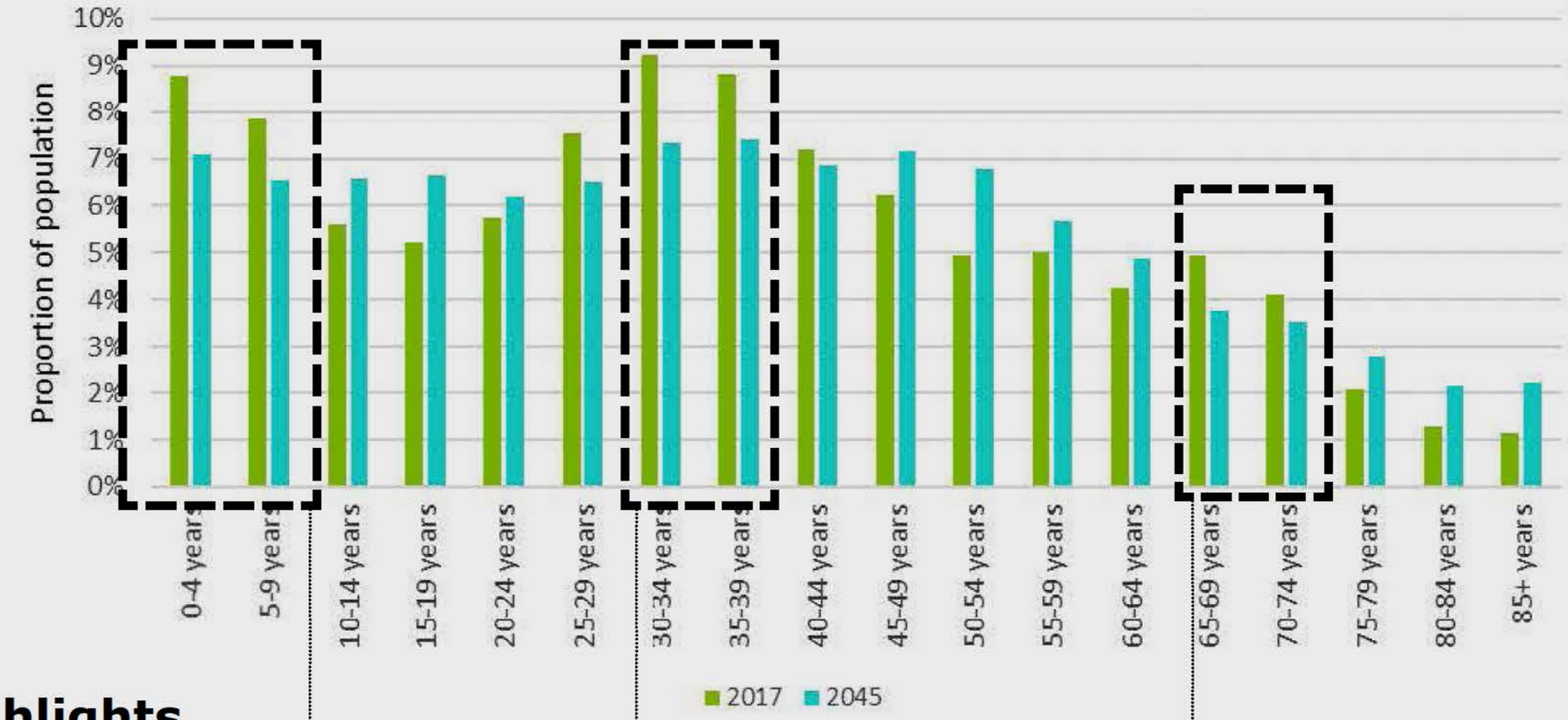
up to 6 storeys

up to 5 storeys

up to 3 storeys

up to 2 storeys

Demographic Profile



Highlights

Higher proportion of children aged under 10 now. In 30 years time will shift towards teenage years.

Aboriginal and Torres Strait Islander population 2.3% comparing to ACT 1.6%

Higher proportion of adults aged 30-39 both now and future.

Higher proportion of elderly 65-74 in parts of the established communities comparing to ACT average.

Demographic - Key Message

Catering for young families

Sensitive to aboriginal culture

Be age friendly

Build a sense of community

Site Condition

Site Condition - Plaza

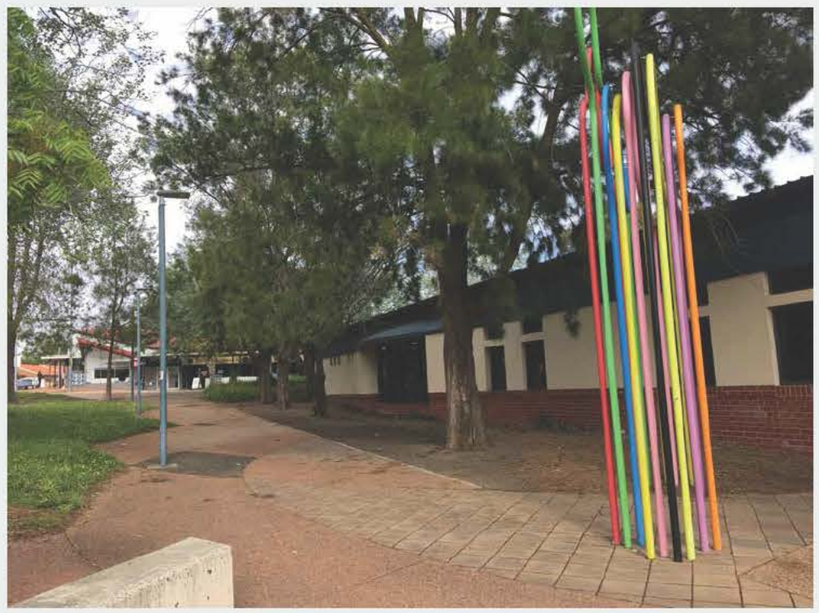
Site Condition - Plaza

plaza

main entry to the mall

path along the mall

library main entry



library interface with the plaza

bus stop and bike shelter

Site Condition - Hardwick Cres

library entry on Hardwick Cres

alfresco on Hardwick Cres

crossing on Hardwick Cres

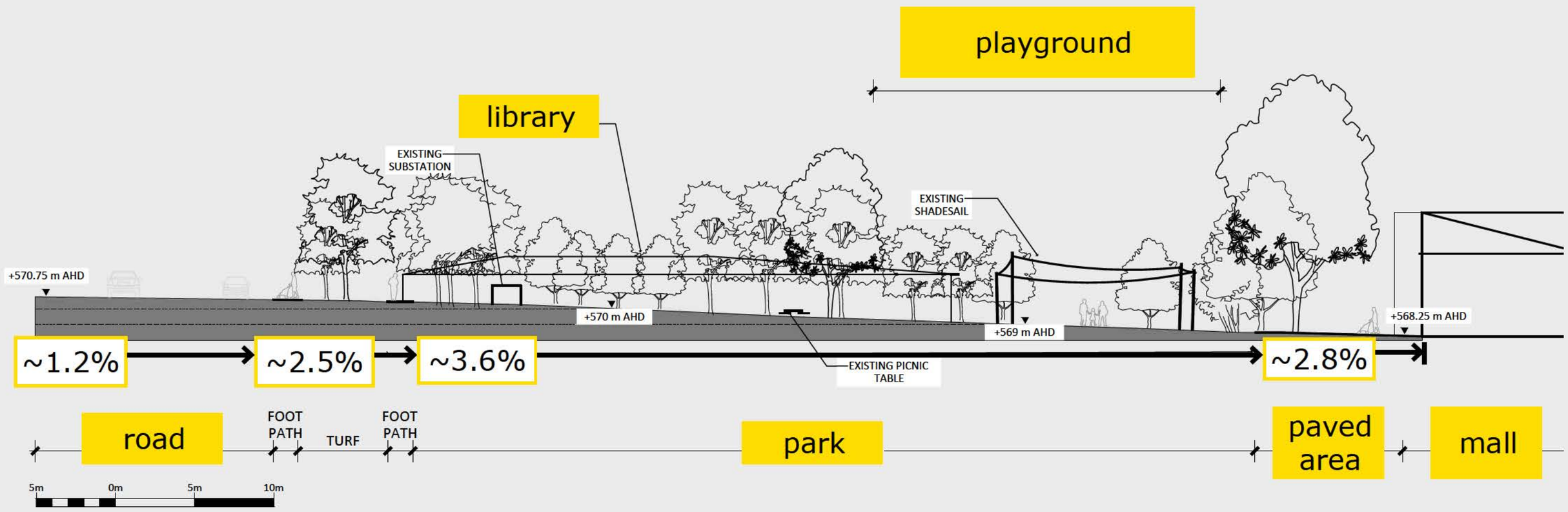
Hardwick Cres

path along Hardwick Cres

access path to car park

Site Condition - Plaza

the existing site grades gently down towards the shopping centre, with the central area around the park currently seeing the steepest slope (~3.6%)



Site Condition - Plaza

9 am

12 pm

3 pm

Any other observations?

Vegetation

Drainage

Movement

Interfaces

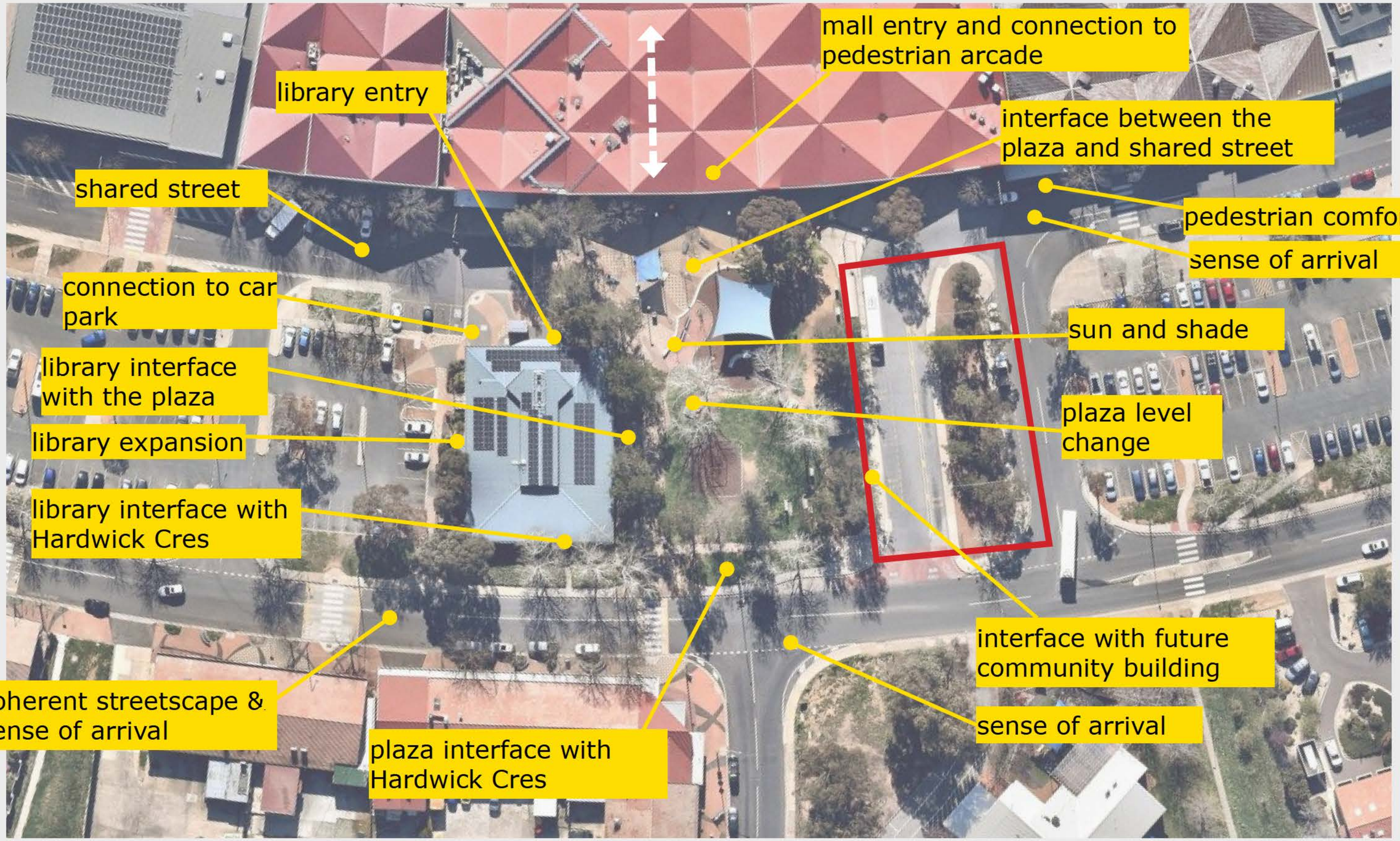
User groups

Activities

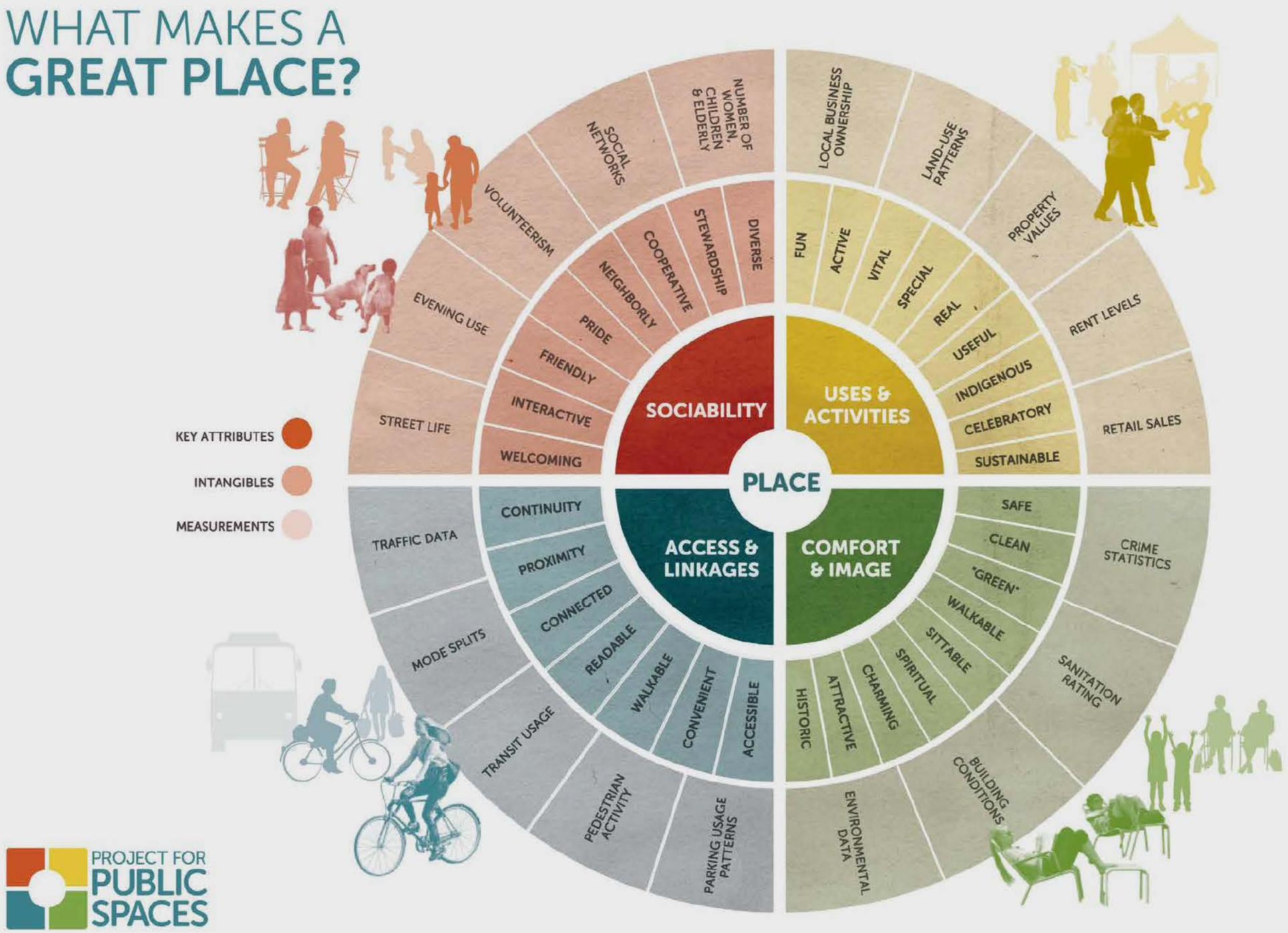
Streetscape

Hardscape

Key issues to be addressed



Ingredients for a great place ?



PROJECT FOR PUBLIC SPACES

SWOT

What is here now

Look into the future

What are the good and bad ingredients can support or undermine a good place?

Strength
What works?

Weakness
What doesn't work?

Opportunity
What will make it a better place?

Threat
What may prevent us from making a great place?

What works?


existing amenities: playground, bike shed, bus stop
library: existing community amenity
a lot of parking space
church: existing activity anchor
Hardwick Cres: active street front

What doesn't work?

What will make it a better place?

Vegetation

Drainage

Movement

Interfaces

User groups

Activities

Streetscape

Hardscape

Community participation

What may prevent us from making a great place?

What will make Kipaax Centre special?

What would be the soul of Kippax?

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Agenda

Kippax Group Centre Feasibility Study

Date	21 October 2020
Time	2.00pm – 2.30pm
Venue	480 Northbourne Avenue, Dickson

Attendees

IDPG – Steven Gaunt	SG
IDPG – Briar Champness– Apology	BC
IDPG – Barry Ingram - Apology	BI
TCCS – Anne Breckwoldt	AB
HHL - Neil Hobbs	NH
PL – [redacted] - Apology	[redacted]
	Distribution as above + [redacted]

Item No.	Details	Action/Date
1.1	Welcome and introductions	Note
1.2	Project Status/ Contract Update LOA has been sent to HHL, contract will be issued for signature shortly	HHL
1.3	PMARS Setup and invoicing SG to send HHL log in/procedure for submitting invoices through PMARS [redacted]	SG NH
1.4	Program and budget Program to be updated post initial stakeholder meeting on Thursday 22nd Budget for construction not determined – project team to provide costing to support concept designs	[redacted] Note
1.5	Meeting procedures and schedule Fortnightly PCG meetings – minuted by NH 3 x key stakeholder meetings – to be coordinated by AB, minuted by NH	NH AB/NH

1.6	Stakeholder meetings and schedule Dates to be confirmed post initial stakeholder meeting on 22nd. Project team would like to convene a 'Place Planning Workshop' on site with key stakeholders in mid November	[redacted]
1.7	Design Discussion Feasibility to review master plan to determine what can be done now, mid-term and later, consistent with the master plan Factors which influence design are: • Flood Impact • Land release program • Link Road • Buses – desire to relocate 'depot' elsewhere and have a smaller footprint with better connectivity 'stop and go' rather than wait around– but contingent on ACTION identifying a suitable layover area nearby. For a redesign, Gungahlin is a good model but doesn't need to be as big • Recreation study – [redacted] • Traffic – recommend possible measures to ease bottlenecks and/or recommend further studies to confirm best approach • Library and Community centre insertion into park • Playground and accessibility • Carpark and functionality • Trees and general landscape condition	[redacted] + [redacted] – all WSP – buses and traffic [redacted] carpark WSUD options
1.8	**Project Requirements** As per brief	NH + [redacted]
1.9	**Consultation** Internal + external stakeholders: Tomorrow's meeting is with EPSDD + others Niah Donaldson - land release program Peter Johns – Community Recreation study Peter Steele – Buses External stakeholders: BCC rep Kippax fair contact – possibly library.	Note
1.10	**Other business**	Nil

Next meeting Stakeholder meeting Thursday 22nd October

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Kippax Group Centre Feasibility Study – PCG Meeting No. 1

Date	5 November 2020
Time	3.00-3.30pm
Venue	Teams

Attendees

IDPG – Steven Gaunt	SG
IDPG – Briar Champness (apology)	BC
TCCS – Anne Breckwoldt	AB
HHL - Neil Hobbs	NH
PL – [redacted]	[redacted]
EPSDD – Nyah Donaldson	ND

Item No.	Details	Action/Date
1.1	Issues discussed: General update from all parties as below:	Note
1.2	**EPSDD update** • ND discussed the TP variation in relation to the community facility and the plaza, and some scenarios for development east of Kippax Fair - - broadly the pedestrian link east from the plaza will be internal and only available during trading hours. Vehicle and servicing access would come from Road A-B or from Kippax place to south • Status of Community Facilities assessment and SIR – very close to being able to be distributed • SIR to include inground service information – noting some information is very old. (DBYD to be obtained by design team - WSP) • Community building will be 500m2 approx, placed over current bus zone, flexible meeting rooms, 120m2 hall, splittable to 2 x 60m2 • Tree assessment not yet done (possibly some info in SIR) but will be a recommendation as well as ecological assessment for current open space/treed zone as part of future design stage • Existing on grade carparks are noted as 'future land release' Design team to keep in mind	HH/PL to note
1.3	**Anne B notes:** • Discussion with ACT Libraries – Library is considering an expansion to the north, would like to have some clarity on location of bus station • Peter Steele is an apology for the stakeholder meeting on 17th – AB to seek his preferred size/location of bus station prior to the meeting;	HH/PL to Note

1.4	[redacted] • PL are working on the opportunities and constraints/swot analysis, to be tabled/discussed at the stakeholder meeting; • [redacted] and ND to liaise over the SWOT prior to the 17th meeting	HH/PL
1.5	**Steve Gaunt** • No issues – noted that project is on program	Note
1.6	**NH** • Neil noted that the team has data from the library construction which provides levels and grades to the building periphery which will assist concept design for the plaza	Note
1.7	**Next meeting – 2 weeks 19/11/20 – after the stakeholder meeting on 17th**	Note

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Kippax Group Centre Feasibility Study – PCG Meeting No. 2

Date	19 November 2020
Time	3.00-3.30pm
Venue	Teams

Attendees

IDPG – Steven Gaunt	SG
IDPG – Briar Champness (apology)	BC
TCCS – Anne Breckwoldt	AB
HHL - Neil Hobbs	NH
PL – [redacted] (apology)	[redacted]
PL- [redacted]	
EPSDD – Nyah Donaldson	ND

Item No.	Details	Action/Date
2.1	Issues discussed: General update from all parties as below:	Note
2.2	**Stakeholder meeting outcomes** In spite of technical difficulties the design team got very useful information from the stakeholders. Broad discussion on the opps and cons of the space, which design team can weave into the feasibility report and the key differences of Kippax from other centres was established – diversity of users was the key message, and to make (maintain)? a caring and safe environment for all users Key things to develop with the design is the rationale/decision/design thinking to having a separate community facility - separate from the library. 1. Design team spoke of the potential to link all three community facilities: WBCFC, Library and the new Community facility through a landscape treatment that link all buildings – can be a partially covered link/series of operable walls or screen linking from south side library to the new building + open pergola/vines/landscape and a civil/landscape response that potentially widens the Luke street footpath on north side and provides an elevated pedestrian link across Hardwick – as a pedestrian crossing and raised threshold or a longer raised shared zone; (on a financial and practical note, NH view is that a rebuild/refurb/addition to the library would be a much more expensive construction task than a standalone building taking into consideration decanting and disruption cause to the library during the build and make good/updates to library to update to current BCA etc).	HH/PL

2.3	Concept design progressions: Design team to progress some design objectives and develop graphic representations of the key landscape concepts to support the three building construct 1. Bus stop may need to be moved a distance from north façade of library – not up to design team to resolve, however we will place it in a location that suits the concept plan for the draft plan; 2. Discussion re the existing carparks and the viability of any landscape works proceeding to enhance, given the plaza will be a priority and the potential for land release in the future – that said, design team will develop concept sketch of a reconfigured carpark and have WSP traffic and civil test the concept; 3. The carpark reconfiguration could also include better pedestrian links across the space east/west 4. Design team to consider grades and accessibility to maintain/reinstate north south pedestrian cycle path from Southern cross drive into Kippax fair and further south in and around the eastern land release	HH/PL
2.4	**Around the PCG people:** Steve G - please update program [redacted] Anne B – yes re program update and please proceed with information at hand – no return to stakeholder group until plans further developed [redacted]	HH/PL
2.5	**Next meeting – 2 weeks 3/12/20**	Note

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Kippax Group Centre Feasibility Study – PCG Meeting No. 3

Date	3 December 2020
Time	3.00- 4.15pm
Venue	Teams

Attendees

IDPG – Steven Gaunt (apology)	SG
IDPG – Briar Champness	BC
TCCS – Anne Breckwoldt	AB
HHL - Neil Hobbs	NH
PL – [redacted]	[redacted]
PL- [redacted]	
EPSDD – Nyah Donaldson	ND
WSP – [redacted] (apology)	[redacted]

Item No.	Details	Action/Date
3.1	Actions since last meeting: Program updated [redacted] Principles and objectives presentation prepared.	Note
3.2	**Principles and objectives presentation** [redacted] presented the principles and opportunities paper. The paper identified four themes about the place from the stakeholder session: Kippax is: 1. Community spirited 2. A Diverse place 3. Wish to be Green and sustainable 4. It is a place with stories. Presentation then discussed three street types and the plaza design opportunities. The presentation suggested 3 options for the plaza/community facility/library. Some discussion followed on the risks of revisiting master plan decisions – and need to engage with key stakeholder quickly to resolve bus stop location and how that may impact on Hardwick Crescent – west side • AB subsequently set up a meeting for Wednesday 9th with ACT libraries and Action Buses	HH/PL

3.3	Notes from Friday 4th conversation NH/AB Post meeting discussion between AB and NH was to revise presentation for next weeks discussion with ACT Libraries and Action, to focus on: 1. **Hardwick street east and west, and** 2. **The plaza accepting the building/rezoning as per master plan** 3. **Traffic changes relating to bus changes** 4. **Shared zone** Other edits requested: • Remove commentary on the library and the community buildings so much (accept that they are a given) • Slide re analysis of spaces – Sizes of spaces related to town centres rather than group centres: - review sizes and add in another suburban group centre examples Dickson/ Curtin/Mawson etc • Need to recognise the community facility document – need to stick to those decisions from master plan and the cf doc, as these took a lot of time to be resolved Need to have textural argument for changes – explain in words as well as pictures	HH/PL
3.4	**Next steps** Key meeting next Wednesday to discuss bus stop location and possible changes to bus routes. Also to gauge possible area for Library expansion (only to note – not part of scope of this project) Then concept plans can commence when there is certainty (or at least agreed location) for bus stop and routes Concept to consider loss of parking due to relocation of bus stop – can the loss of spaces be accommodated with other design changes?	HH/PL
3.5	**Next meeting – 2 weeks 17/12/20**	Note

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Kippax Group Centre Feasibility Study – PCG Meeting No. 4

Date	17 December 2020
Time	3.00- 3.30pm
Venue	Teams

Attendees

IDPG – Steven Gaunt	SG
IDPG – Briar Champness (apology)	BC
TCCS – Anne Breckwoldt	AB
HHL - Neil Hobbs	NH
PL – [redacted]	[redacted]
PL- [redacted]	
EPSDD – Nyah Donaldson (apology)	ND
WSP – [redacted] (apology)	[redacted]

Item No.	Details	Action/Date
4.1	Actions since last meeting: Meeting with transport/libraries #1 held 9th December – no decision reached so additional meeting held 16th December with same parties – agreement reached to develop option 3 as below:	Note
4.2	Stakeholder meeting 16th December Option 3 – bus interchange relocated south of existing interchange to be developed as preferred key civil and traffic changes. One way shared zone (two way traffic but one lane section ie traffic gives way to oncoming vehicles) Refer to appended email for summary of discussions	HH/PL
4.3	Subconsultant Work in Progress WSP have provided comment on initial parking/traffic explorations WSP have submitted draft traffic and civil review including DBYD explorations	Note
4.4	**Next steps** Deliverables for/prior to next meeting: • Pencil sketch of plaza design; • Updated option 3 bus/traffic/parking plan • Report skeleton./structure • Design tam to brief/update cost planner and access consultant tre timing for their inputs	HH/PL
4.5	**Next meeting – Wednesday 20th January time tbc** **(NH in Sydney Thursday 15th and in Lismore January 21st)**	AB to amend meeting time

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Kippax Group Centre Feasibility Study – PCG Meeting No. 5

Date	20 January 2021
Time	3.00- 3.45pm
Venue	Teams

Attendees

IDPG – Steven Gaunt	SG
IDPG – Briar Champness	BC
TCCS – Anne Breckwoldt	AB
HHL - Neil Hobbs	NH
PL – [redacted] (apology)	[redacted]
PL- [redacted]	
EPSDD – Nyah Donaldson	ND
WSP – [redacted] (apology)	[redacted]

Item No.	Details	Action/Date
5.1	**Actions since last meeting:** Option 3 issued prior to Christmas closedown has been modified slightly and concept plan prepared. Plans have been reviewed by WSP – their comments to be reviewed and plans amended. Sketch design presentation to PCG group Report skeleton structure issued for TCCS comment	HH/PL to update plans AB to comment on report structure
5.2	Subconsultant Work in Progress WSP have provided comment on General arrangement re traffic and civil and lighting	Note
5.3	**Next steps** Deliverables for/prior to next meeting: • Developed General Arrangements plan based on PCG comments + WSP comments • Lighting concept sketch plan added to presentation • Play equipment/play art item identified on the concept plan (ensure multi aged play opportunities);	HH/PL
5.4	**Stakeholder consultation:** Following next PCG on 3rd Feb, presentation to ACT Libraries and Transport (Action) to be arranged for the following week	AB to arrange meeting week starting 8th February
5.5	**Program** 1. Resolve plans by mid February, issue to TCCS for comment; 2. Prepare draft report and costings second half February 3. Client review, then finalise project by mid/late March 2021	Note
5.5	**Next meeting – Wednesday 3rd February 3.00pm**	AB to issue meeting invite

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Kippax Group Centre Feasibility Study – PCG Meeting No. 6

Date	4 February 2021
Time	3.00- 3.45pm
Venue	Teams

Attendees

IDPG – Steven Gaunt	SG
IDPG – Briar Champness	BC
TCCS – Anne Breckwoldt	AB
HHL - Neil Hobbs	NH
PL – [redacted] (apology)	[redacted]
PL- [redacted]	[redacted]
EPSDD – Nyah Donaldson	ND
WSP – [redacted] (apology)	[redacted]

Item No.	Details	Action/Date
6.1	**Actions since last meeting:** Option 3 further updated EPSDD comments received and responded to - issues resolved, to be tabled/noted in report in due course Updated sketch design presentation to PCG group	HH/PL to update plans
6.2	Subconsultant Work in Progress WSP have provided comment on General arrangement re traffic and civil and lighting	Note - ongoing
6.3	**Next steps** Deliverables for/prior to next meeting: • Minor updates to the plans based on feedback from meeting – more clarity to the Tree canopy drawing; minor revisions to maximise tree retention • Lighting concept sketch plan added to presentation • Report to include justifications for actions/enhancements/departures from Master Plan	HH/PL
6.4	**Stakeholder consultation:** Presentation to ACT Libraries and Transport (Action) scheduled for Thursday 11 February. Additional stakeholder review from Urban Treescapes and Other AACTGS to occur post meeting	AB
6.5	**Program** 1. Update presentation based on comments from meeting – for 11 February 2. Prepare draft report and costings second half February 3. Client review, then finalise project by mid/late March 2021	Note
6.5	**Next meeting – Wednesday 18th February 3.00pm**	Invite issued to calendars

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Kippax Group Centre Feasibility Study – Meeting notes

Date	22 October 2020
Time	3.30-4.30PM
Venue	Teams

Attendees

IDPG – Steven Gaunt	SG
IDPG – Briar Champness	BC
TCCS – Anne Breckwoldt	AB
HHL - Neil Hobbs	NH
PL – [redacted]	[redacted]
WSP – [redacted]	
EPSDD – Nyah Donaldson	ND
Patrick Paynter	PP
Meagan Cousins	MC
Peter Johns	PJ

Item No.	Details	Action/Date
1.1	Welcome and introductions	Note
1.2	**Project Status – EPSDD update** ND and PJ discussed current progress of community facility assessment and site investigation report – note these are expected to be complete by end of October. Feasibility team to respond once reports are issued Consultation stakeholders discussed – • Urban Renewal requested that any community engagement should be in accordance with a project engagement plan and UR would be happy to facilitate that plan with TCCS. • Caretaker guidelines would need to be considered until we have a formed government. • UR would support engaging with ACT Government agencies only at this stage - consistent with the approach adopted for the new community facility - ACT Libraries, ACTPG and Peter Steele, TCCS would be beneficial for the study. • Engaging with community on plaza should be undertaken at the same time as for the new community facility - the two have a close 'relationship' and would benefit from being developed together - at least at the early stages • Broader community engagement needs to recognise that some groups may be participants in the Expression Of Interest process for the future expansion site to the east of the group centre - questions of probity need to be considered if we are to consult with such groups at an early stage - hence developing the project engagement plan.	HHL +PL

1.3	**Design decisions flowing from Master Plan TP variation** PL and HHL to review and develop a visual diagram of central issues and broader issues Discussion of flood study and possible inclusion of several small easy tasks within the feasibility scope – can be included as potential works without requiring further design team investigation or time – just include as a line item in tasks and costings (see extract from email later in notes Discussion on bus interchange - moving to north of library, stop and go, assuming a layover site can be found nearby (design team to assume a layover will be found, and can adopt the new location of bus interchange (similar to Gungahlin model but smaller) Community facility will be built south of library, with buses moving the will allow public realm to extend south over bus hardstand Discussion on zoning and other master plan changes. Territory Plan variation has been approved Road A and Road B will be built, as part of offsite works for land release east of Kippax Fair. This opens up scope for the community building south of library on new Community zoned land (from former commercial zoning)	Note
1.4	**Stakeholder meetings and schedule** Dates to be confirmed once community needs assessment and SIR report are provided Project team would like to convene a 'Place Planning Workshop' on site with key stakeholders in mid November – Note post meeting decision to focus on Govt stakeholders and needs to be offsite as room on site not available. To be set up for 17th November	[redacted]

1.5	**Flood study items:** The two proposed items near Flack St (see picture below and longer email attached to notes) could be packaged with the developers off-site works and the two items of work near Starke St could be undertaken as part of public realm improvements. 1. Improvements to overland Flow Path between Starke Street and Flack Street $[redacted] 2. Construct a levee with an inlet into the existing stormwater network on the corner of Flack Street and Moyes Crescent $[redacted] 3. Improvements to overland Flow Path between Flack Street and Southern Cross Drive $[redacted] 4. Double the width of Southern Cross Drive Underpass to increase the hydraulic capacity $[redacted]  Figure 1-2: Recommended Mitigation Measures to Alleviate Existing Flooding	Note

Next meeting PCG meeting Thursday 5th November

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Kippax Group Centre Feasibility Study – ACT GOVERMENT STAKEHOLDER MEETING

Date	17 NOVEMBER 2020
Time	2.30 - 4.10PM
Venue	Teams + in person

Attendees

TCCS – Andrew Forster	AF
TCCS – Anne Breckwoldt	AB
TCCS – Mark Diehm	MD
HHL - Neil Hobbs	NH
PL – [redacted]	[redacted]
EPSDD – Adam Azzopardi	AA
EPSDD – Nyah Donaldson	ND
Libraries – Vanessa Little	VL
Libraries – Jan Furling	JF
ACT Property – Phil Wales	PW
ACT Property – Tanya Shaw	TS
WBFC centre – [redacted]	[redacted]
Active Travel – Colin xxx	C
Active Travel – Vanessa xxx	V
Infrastructure planning – Owen xxx	O

Item No.	Details	Action/Date
1.1	Workshop intent – AC spoke to the purpose of the workshop and intent of the meeting • Understand the challenges and opportunities of the site • Understand the priorities of the masterplan • Confirm aspirations of stakeholders • Discuss how the study and concept design could support the aspirations of the Kippax community	Note
1.2	AC spoke of the Community Facilities Assessment (CFA) that has been prepared by EPSDD – VL asked for a copy, ND noted it is a draft document, and will forward the report to VL/others	ND to issue CFA
1.3	Slide showing Master plan opportunities: Key issue being the demolition of existing community building and new building proposed west of Kippax Fair. VL spoke about the Community building being shown separated (across the plaza) from the library. VL queried the location AA stated that the location was not set in stone. General discussion followed regarding benefits or otherwise of a collocated library and community building, given that Kippax library has connections with many of the likely users and/or tenants of such a facility. Key is community is very diverse	Note

1.4	Site conditions discussed: Sun diagrams for winter - morning shade but midday sun, afternoon shade from existing trees Sun diagrams for summer sunny from 9.00am onwards, some shade from existing trees to plaza Discussion on grades, (not too steep) Some infrastructure could restrict new works: 2 x substations, Library access door to east may not be best aspect to connect to plaza	Note
1.5	Community: Discussion on demographics – Kippax (Holt) has a much more varied age profile than some other areas of Canberra. This is reflected in the Library user profiles Wish for a culturally safe environment, for the varied users including playgroups, legal aid clients, ATSI community is a larger % than other areas in Canberra.	
1.6	Transport and active travel issues Bus 'stop' suggested in Master Plan to be relocated north of library [redacted] VL noted that proximity of busses to library not ideal. – there are options for it to move further north or be located on Hardwick East or west, to be determined Kippax fair changes to east may cause level changes – pedestrian path link critical so any level change issues to be considered Ginninderry development will influence changes required over time: Links to Strathnairn for cycles and pedestrian links Crossing Hardwick Crescent a big issue – also for WBCFC accessing library Underpass to Umbagong Park and Latham /Macgregor is a good connection to Ginninderra Creek and beyond	

1.7	Issues to be addressed • Ensure space is integrated, to be a place for people; • Ongoing management of any softscape – TCCS budget limited but could be augmented by building owner levy /building user volunteer time • Some public realm upgrades will be required as offsite works as part of the future land releases – these are in process of being costed by ND (I am reminded that there was an earlier discussion that EPSDD may send their external works costing for a review by the design team to assist in reaching an appropriate level of risk on the construction cost); • Urban Treescapes – MD – would support removal of pest species (White poplars). Existing carparks are a big area of hard, hot pavement significant heat island effect in summer. Some large shade trees required, but costly – strata vaults are the best method to ensure effective growth, but costly, could be built in to the off site works program of items to assist in delivery;	
1.8	Stimulus package funding (needs to meet specific criteria) VL noted that Kippax Library had some funds to be expended by December 31st – stimulus funding for external work and upgrades. Meeting considered this and offered the following street furniture/umbrellas that could be placed now./relocated later Pots and planting (need irrigation – water is on site – was used for Floriade) Agreed to take off line but design team to consider other potential and advise	Note
1.9	Discussion what makes a space great? • Being a sustainable space – roof water reuse, either from library or Community building • Having things to do, lots of activities to suit the diverse users; • Easy to get to – good linkages and good access; • Support for all in the community (inc homeless – orange lanundry etc)	Note

1.10	What works in Kippax? • Diversity of users • As a group centre, it is actually very accessible • The availability of parking • Interesting cross section of users (library) • Intergenerational learning and activity; What doesn't work • Street/carpark/separation caused by Hardwick Street • Library is not a 21C library • Library is limited by lack of access to external spaces • Hardwick Crescent is a barrier between WBCFC and the library and Kippax fair;	Note
1.11	Opportunities • Collocate library and community centre (note – post meeting discussion between design team that this could be achieved with a combination of covered way/pergola/vines creating a series of external spaces that link two separate building; • Ginninderra Creek, Ginninderry Catchment Group, and links to Umbagong park - link the plaza to the park, link to Indigenous heritage elements (grinding grooves) and bring the pathways back from the river to a culturally appropriate ATSI space in the plaza; • Provide Indigenous plant garden around library (note that there is a group of Xanthorrea to north side of library that could be the start of such a garden); • Build other connections between other building and uses – WBCFC + Library + a community facility – with coordination between managers • Create a green environment Threats • Community concerns with change • Loss of parking • Inground constraints – contamination/tree assessment/ • Traffic / bus / traffic	Note
1.12	What makes Kippax Special? • The diversity of the users • Caring community • Welcoming and flow, spaces allow for diverse use • Family space, lots of little kids and other age groups all using the space together – play items + benches for older people	Note
1.13	What kind of person is Kippax? • Colourful, caring, best friend, innovative, adaptive, comfortable, joyous, happy, calming, a teenager	Note

KIPPAX CENTRE FEASIBILITY STUDY

Opportunities & Constraints

December 2020

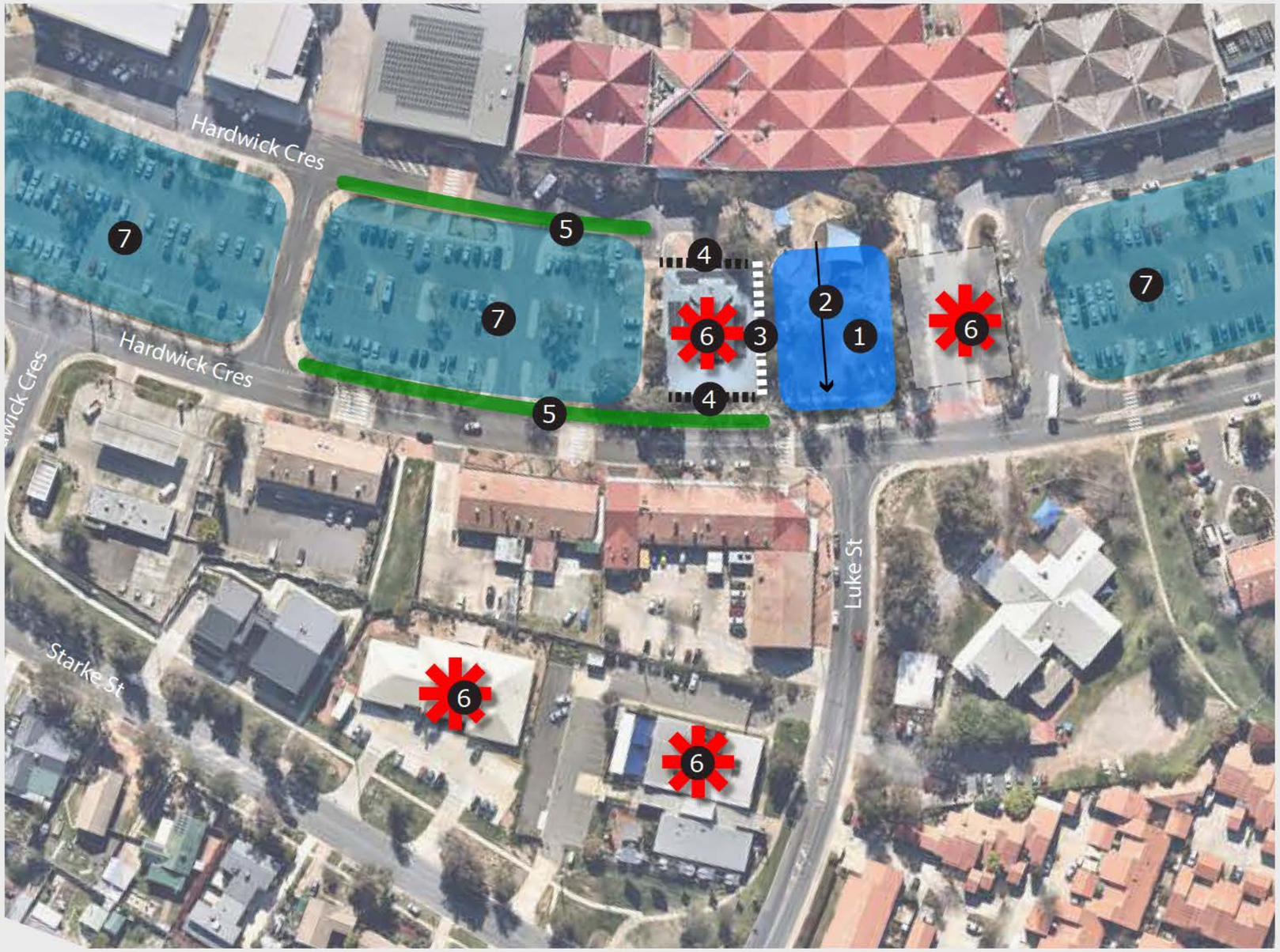
HARRIS HOBBS LANDSCAPES

PLACE LABORATORY

Opportunities

1. Upgrade central plaza for more diverse uses
2. Improve library interface with the plaza
3. Improve library forecourt areas
4. Improve pedestrian connections between the east and west streets
5. Improve pedestrian connections along Hardwick Cres
6. Improve shared streetscape
7. Create a pedestrian core area
8. Improve car park interface
9. Improve arrival experience
10. Improve pedestrian/bike link and arrival experience for pedestrians and cyclists

Constraints



10 50 100m

1. Constraint plaza space
2. Level changes across the plaza
3. Inactive library facade
4. Library entries lack of visibility
5. Inactive street frontage
6. Dispersed community facilities
7. Parking bay requirement

KIPPAX CENTRE FEASIBILITY STUDY

THEMES & PRINCIPLES

December 2020

HARRIS HOBBS LANDSCAPES

PLACE LABORATORY

Project Process

Understanding the site and master plan

We are here

Develop principles and themes

Concept Design

Costing

1. Place Themes
2. Principles
3. Shared street
4. Plaza, library, community centre

What we've heard from the stakeholders?

Diverse service/ commercial offers

Diverse uses in public space

Family friendly

Welcoming

Accessible

Cultural diversity

Community minded

Local landscape and stories

Indigenous stories

Collaborative community facilities

Colourful

Caring

Best friend

Innovative

Adaptive

Innovative

Colourful

Joyous

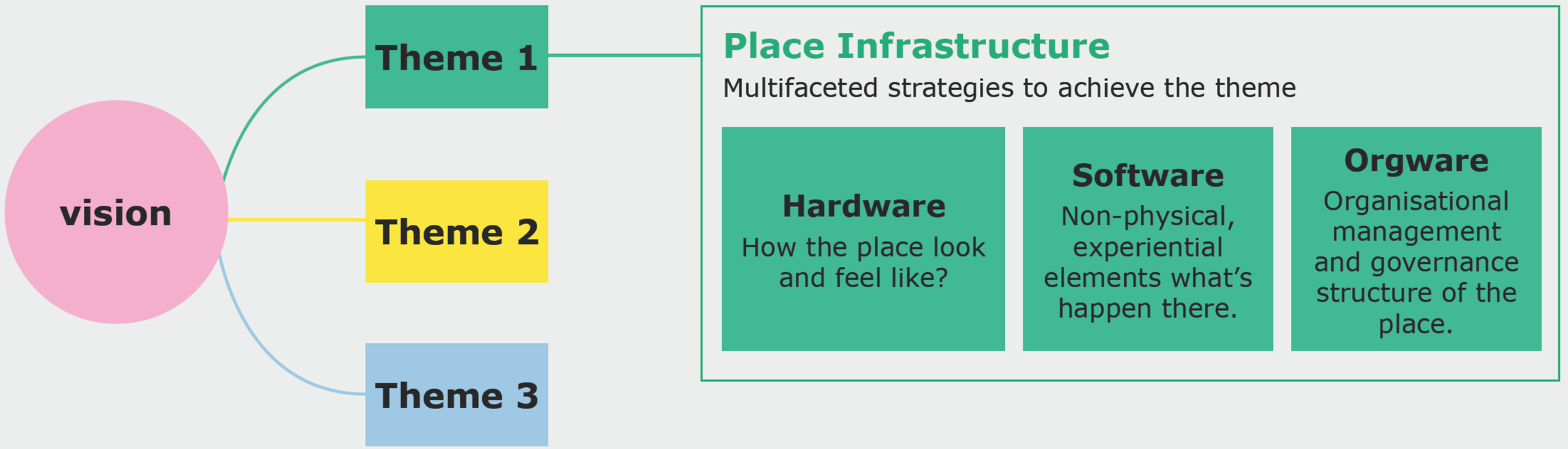
Calming

Teenager-spirited

Themes

The key attributes of Kippax Centre

Themes are statements, often based on well-established and tested urban design principles, that describe the attributes a place needs to be preserved or enhanced, and the community's aspirations for the place in order to deliver on the vision.



Theme 1: Community Spirited

Look and feel

What the place look and feel like under this theme?

- many family users
- diverse user groups
- many things to do
- regular community events in the public space
- community workshops in the library and centre can be seen from outside
- large and small groups gathering and socialising
- somewhere to relax and people-watching
- things created by the local community
- feel safe
- easy access to community facilities
- easy to arrive to

Activities

What are the activities here?

Daily Activities:

- children's play
- sit and relax
- visit community services
- shopping, dining, eat or take coffee in the plaza
- use public transport
- pump/repair bike
- meet and socialise with friends
- regular library and community centre programs

Organised Activities:

- markets, eg, flea market, produce market
- community events, eg. family day, play day, community forum
- special community services, eg. for homeless people
- school holiday programs, eg, children's performance, story time, outdoor games
- online community hub

Theme 2: Diverse Place

Look and feel

What the place look and feel like under this theme?

- diverse users, eg. age, gender, ethnicity ability
- diverse street and plaza uses
- feel comfortable to be in the public space or participate in community activities
- many opportunities to mingle with other users
- places for people to stay in the plaza and on the shared street
- special events to celebrate multiculturalism
- places for community groups to gather

Activities

What are the activities here?

Daily Activities:

- a range of passive,active and intergenerational activities for people to participate
- spontaneous group activities, eg. social gathering, exercise, performance

Organised Activities:

- markets eg, flea market, produce
- cultural festivals
- intergenerational and inter-cultural events, eg. community day in the plaza and shared street, fun run, cycling events, community party
- outdoor community workshops, eg. gardening workshop
- online information

Theme 3: Green & Sustainable

Look and feel

What the place look and feel like under this theme?

- greenery at ground and canopy level
- seating area amongst green
- seasonal plants colours
- climate responsive planting
- infrastructure powered by clean energy, eg. solar power
- pollinator friendly gardens
- cool temperature plaza during summer
- sustainable construction materials
- permeable surfacing
- integrated WSUD in landscape
- bike friendly
- ease access to public transport
- green car park
- information about urban sustainability

Activities

What are the activities here?

Daily Activities:

- community garden care program
- picking garden

Organised Activities:

- outdoor community workshops, eg. sustainable gardening workshop, bike maintenance workshop, sustainable knowledge sharing sessions
- Floriade community planting
- sustainable related events, eg. cycling event, information session
- online information

Theme 4: A Place with Stories

Look and feel

What the place look and feel like under this theme?

- indigenous and local stories and history for people to discovery
- stories integrated in the landscape design
- opportunities to meet and mingle with other people
- a place to find out what is happening in the community
- public artwork

Activities

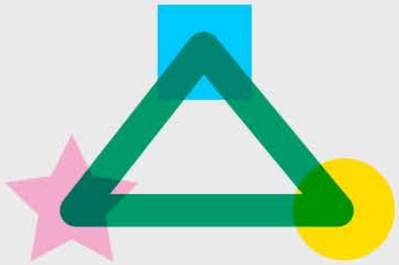
What are the activities here?

Organised Activities:

- indigenous cultural events, eg. storytelling workshop, native gardening, traditional cultural activity workshop
- local community events, eg. community forum, community party
- school program, storytelling, art exhibition
- online information

Principles

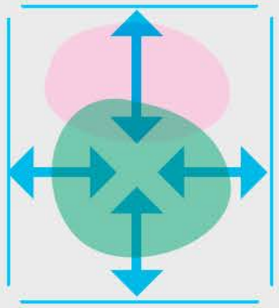
Create diverse spaces to support diverse uses



Create a community service core through enhanced pedestrian connection

Provide layers of green

Design street as destination in its own right



Create dialogues between buildings and open spaces

Embed stories and playful elements in detail design

Difference between conventional street and shared street

Conventional Street

Street as movement corridor

Design Objective: **save time**

Shared Street

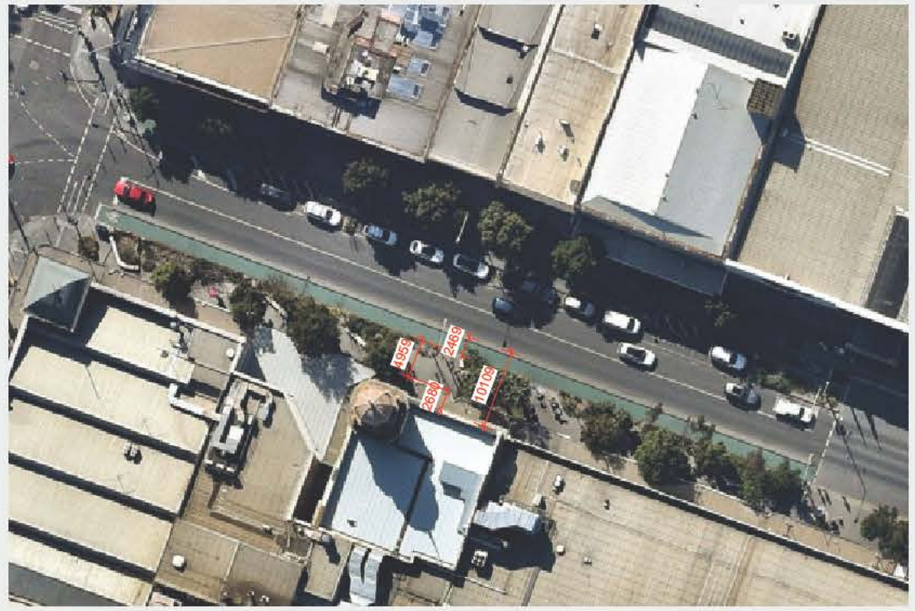
Street as a destination in its own rights

Design Objective: **spend time**

Scale Comparison: Shared Street

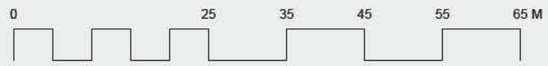
Canberra Centre

Central Dandenong

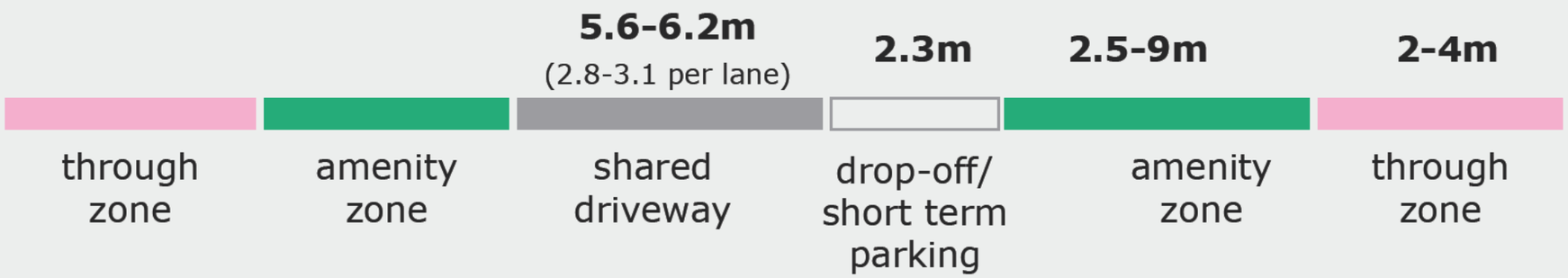


Malop Street, Geelong

Hargreaves Mall, Bendigo



Key Design Component of Shared Street



What can be in the amenity zone?

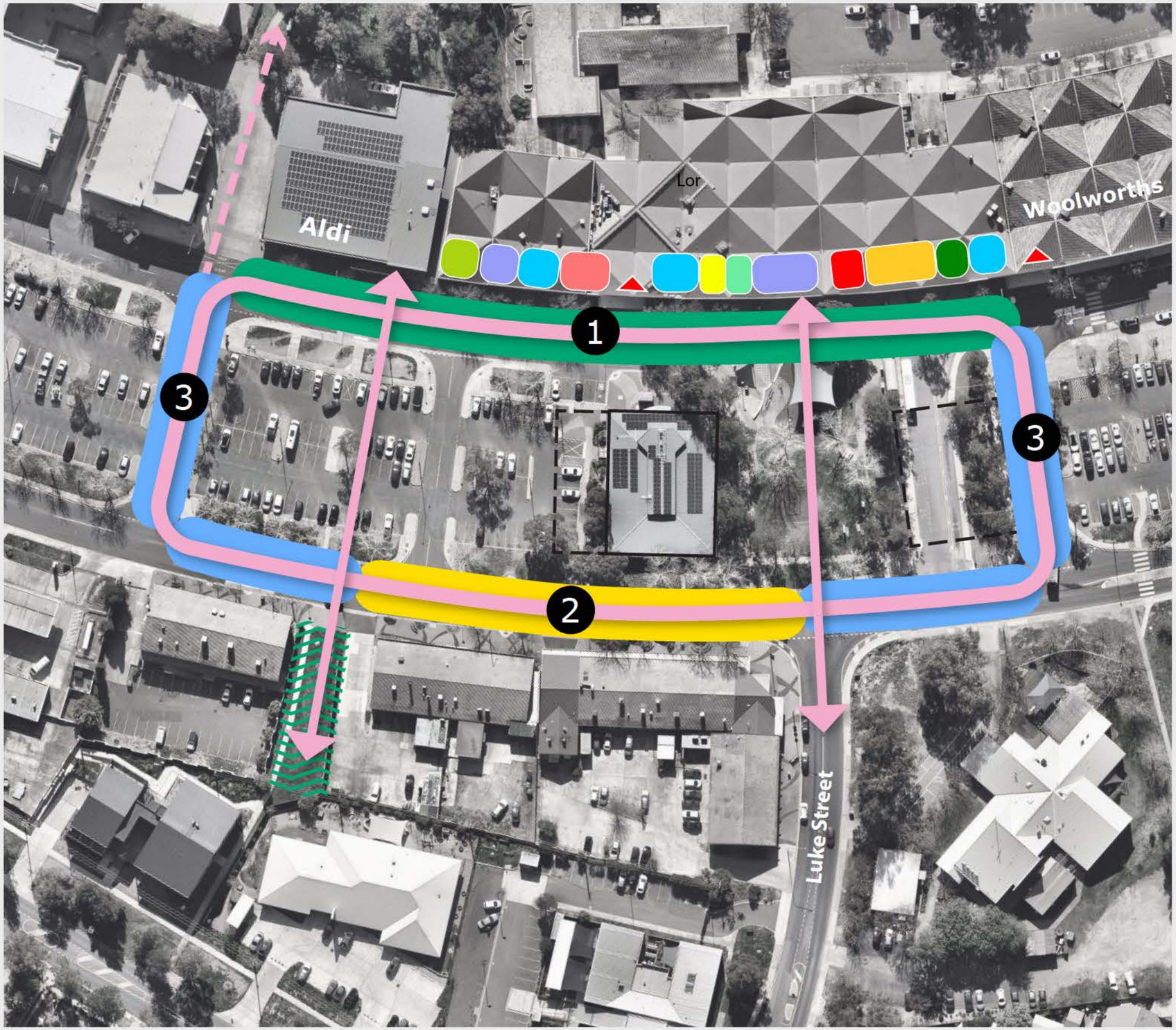
2m: tree planting, urban furniture suite (bench, bin, bike racks, light poles)

3m: tree planting, ground planting, outdoor dining, urban furniture suite

5-6m: tree planting, large ground planting, outdoor dining, urban furniture suite, informal play opportunities, informal gathering space

9m:linear street plaza, rows of trees, large ground planting, play space, gathering space, flexible event space, urban furniture suite

Shared Street Typology



Core pedestrian zone

Pedestrian link

Street type 1

Street type 2

Street type 3

Linear park

Shops:

Low price goods grocer

Op shop

Food and beverage

Cellar

Cafe

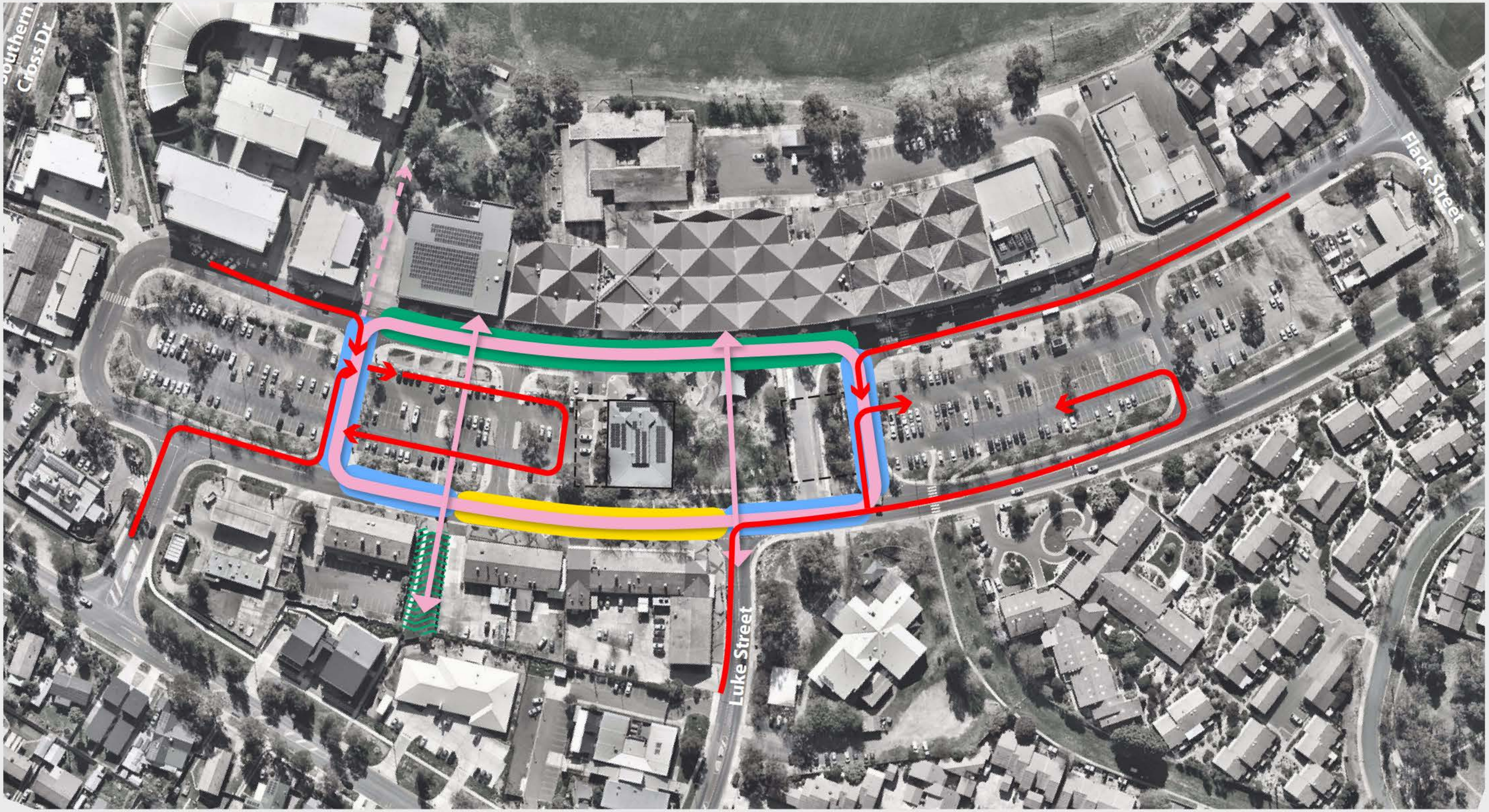
Jewellery

Post office

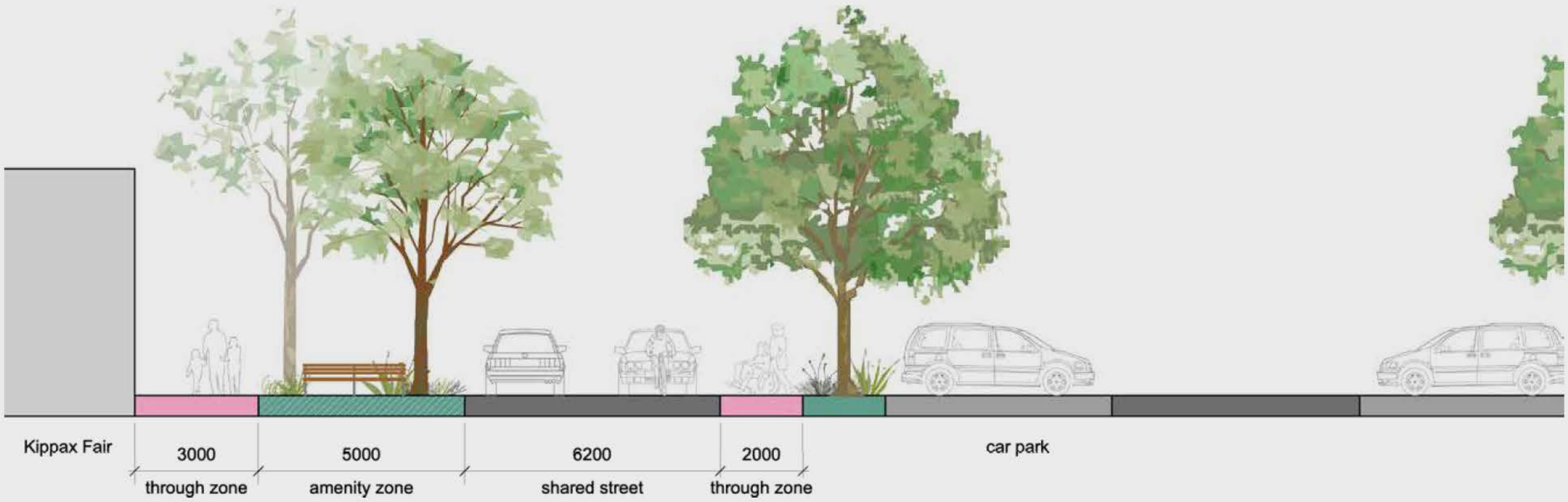
Bank

Asian grocer

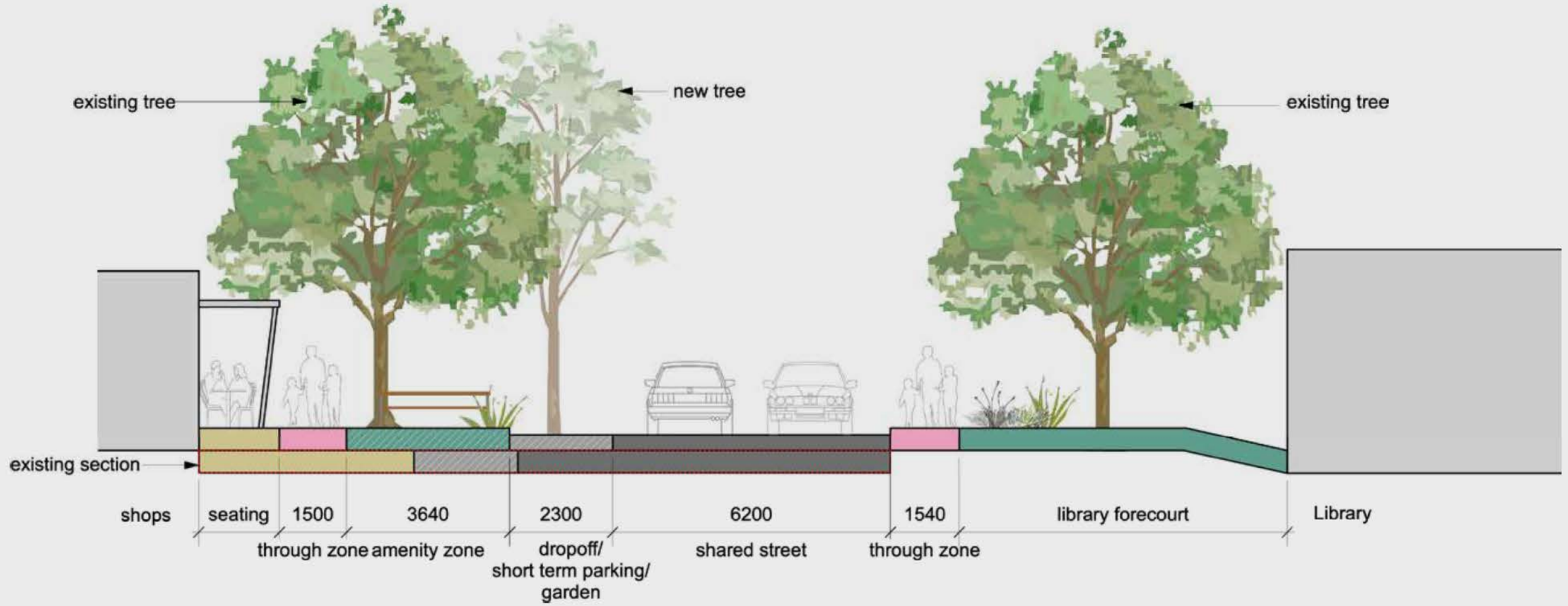
Car Park Access



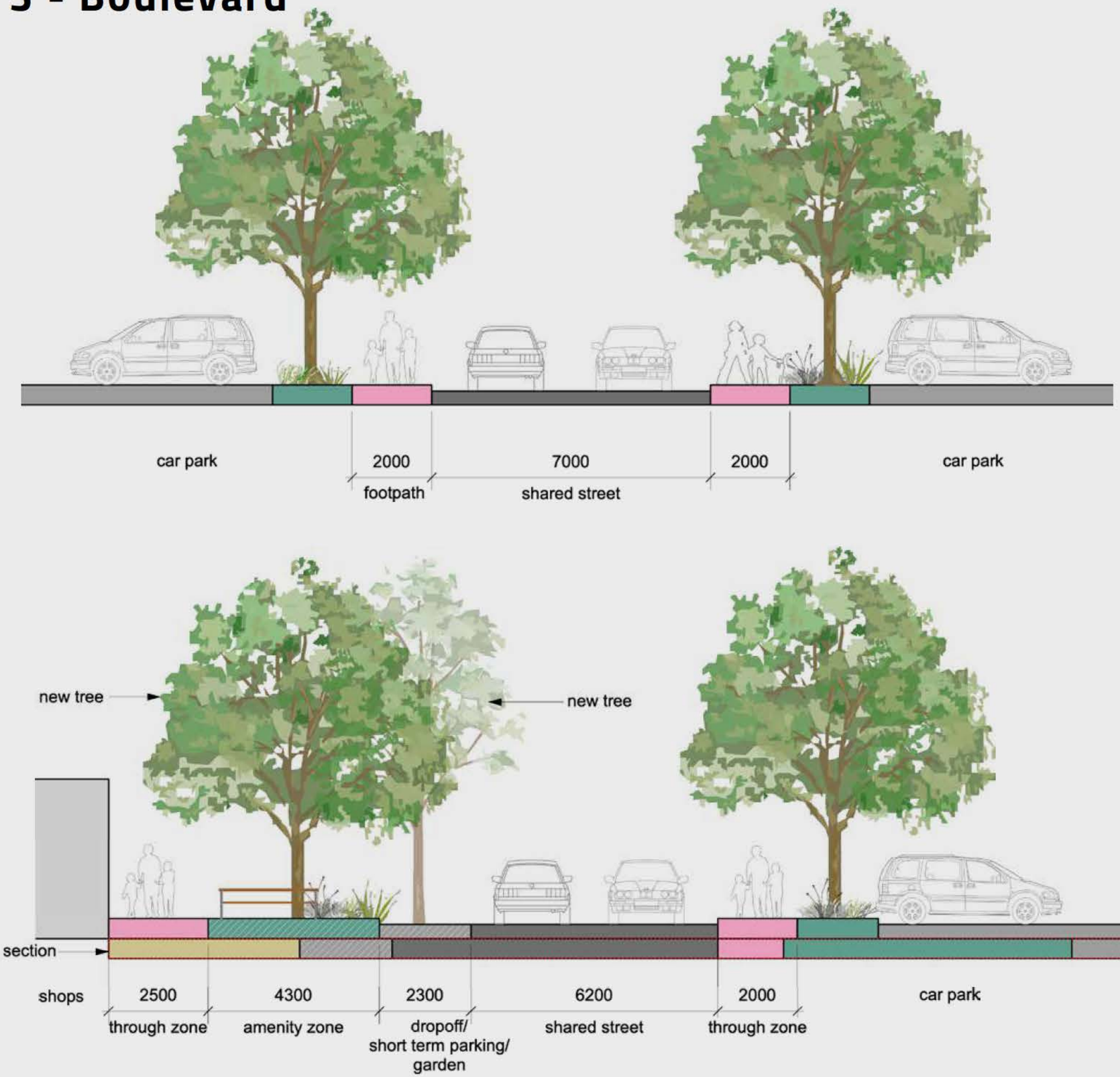
Street Type 1 - Garden Street



Street Type 2 - Dining Street



Street Type 3 - Boulevard



Scale Comparison: Plaza

Kippax

Docklands, Melbourne

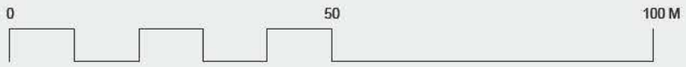
Docklands, Melbour

Pods Playground, Canberra

Marickville Library, Sydney

Woden Centre, ACT

Northbridge Piazza



Key Design Component of Plaza

Design objectives:

- Encourage intergenerational activities
- Encourage spending more time in the plaza

Design objectives:

- Encourage diverse community activities and community participation in public life

Design objectives:

- Foster a sense of community proud and belonging
- Tell local stories

Design objectives:

- Amplify a green landscape setting
- Reduce urban heart
- Encourage spending more time in the plaza

Design objectives:

- Make community activities visible
- Activate the plaza

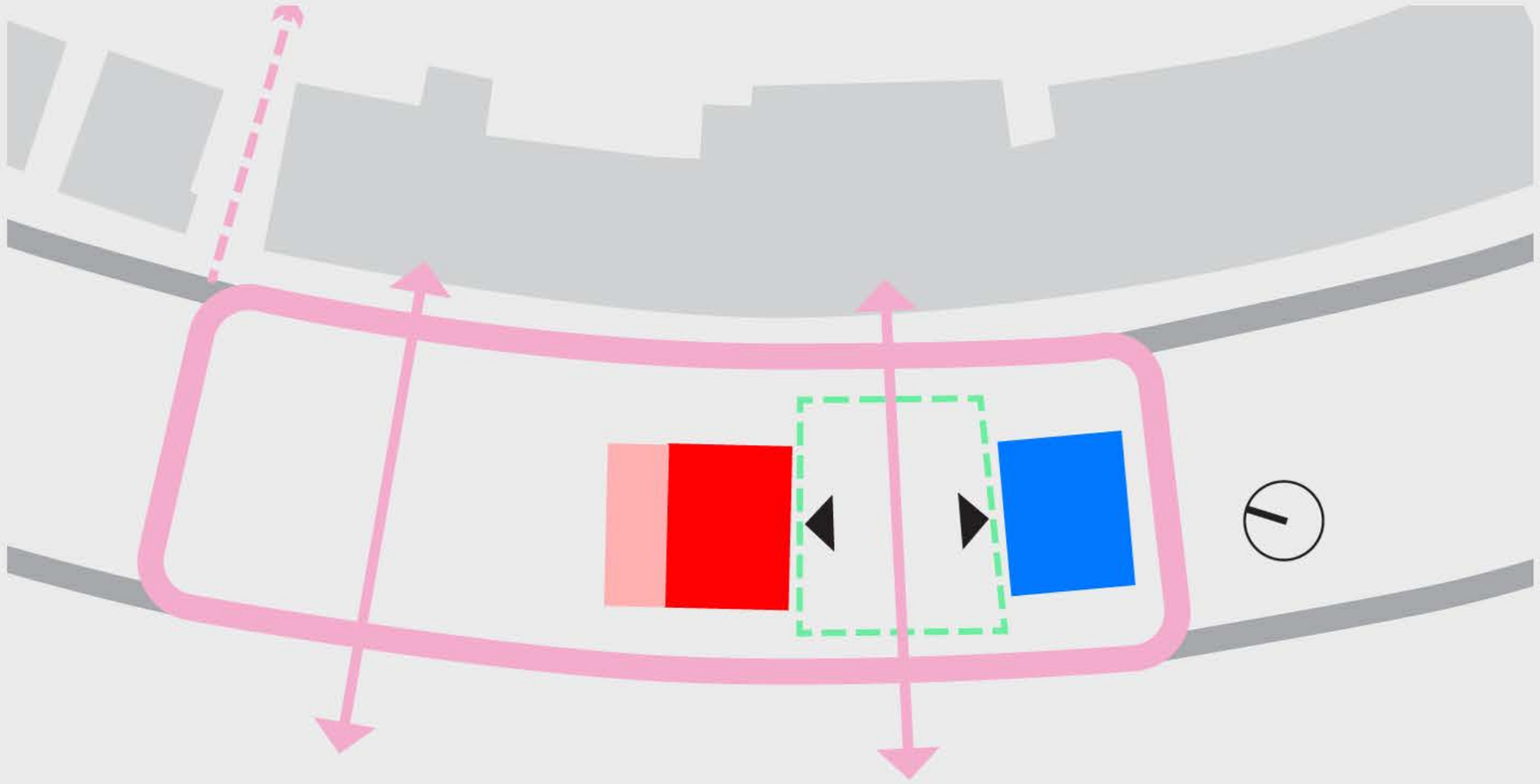
Design objectives:

- Connect street to street
- Improve spatial legibility

Design objectives:

- Encourage social interaction
- Encourage spending more time in the plaza

Option 1



Library

Library expansion

Community centre

Plaza

Key moves:

- Expand library
- Modify the southern facade of library to interact with the plaza
- New stand-alone community building

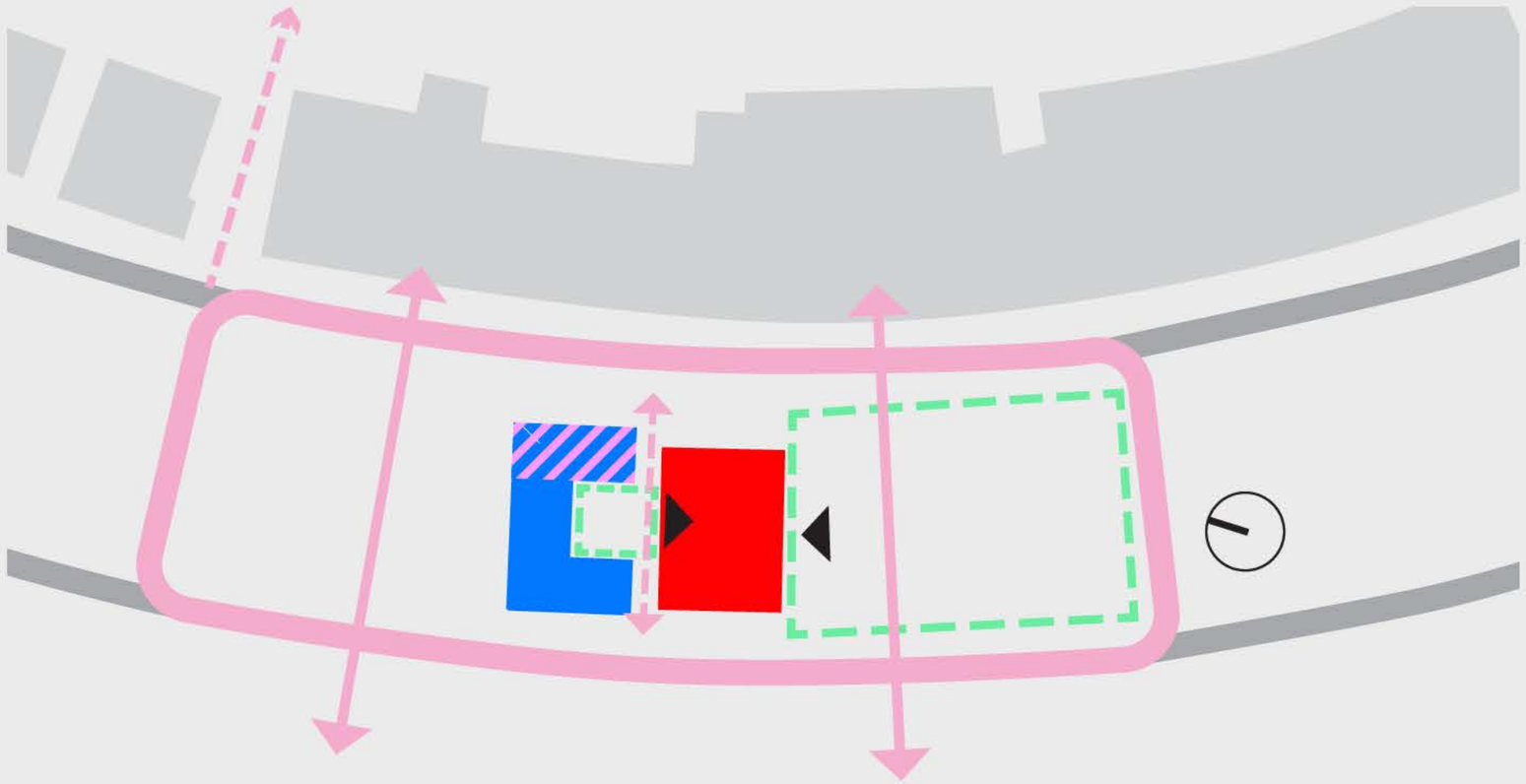
Pros:

- Utilise existing library building
- Easy to manage the construction of new community building and library expansion as two separate projects

Cons:

- Limited space for library expansion
- Require modification of the library to respond the plaza
- Not sufficient plaza space to accommodate the essential components for a lively public space as part of the community hub.

Option 2



Library
Library expansion
Community centre
Open space (plaza / courtyard)
Library + community centre

Key moves:

- Modify the northern and southern facade of library to interact with the plaza and internal courtyard
- New stand-alone community building incorporate some new library functions

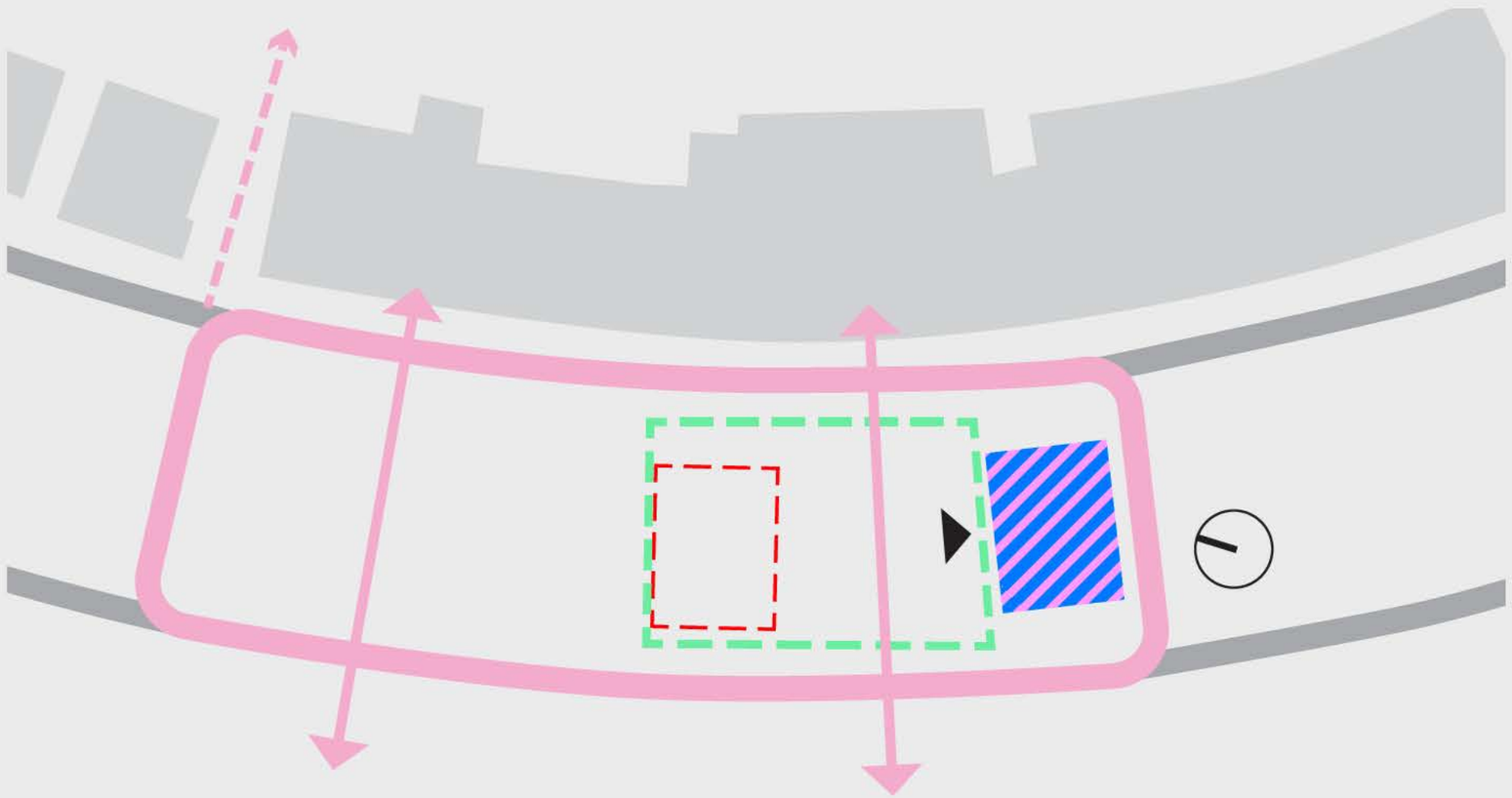
Pros:

- Utilise existing library building
- Generous plaza space to support diverse uses
- Semi-private courtyard for community uses or child care play

Cons:

- Require modification of the library to respond the plaza and courtyard
- Construction of the new building and modification of the library need to happen concurrently (impact on loading area)
- Reduced parking bays in the central car park

Option 3



Plaza

Library + community centre

Key moves:

- Consolidate library and community building

Pros:

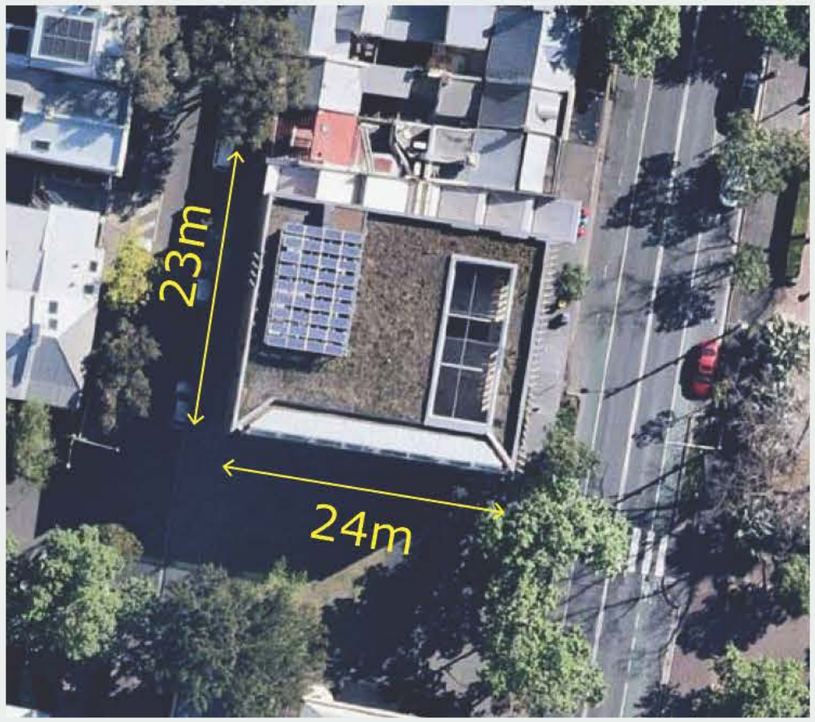
- Generous north-facing plaza space to support diverse uses
- Architectural design can respond to the changing needs and management of modern community centre/library (more flexible and small footprint)
- Allow for holistic design of the building and plaza
- The existing library can maintain its function during the construction
- Maintain existing car park capacity
- More shops have park views

Cons:

- More investment of the new building

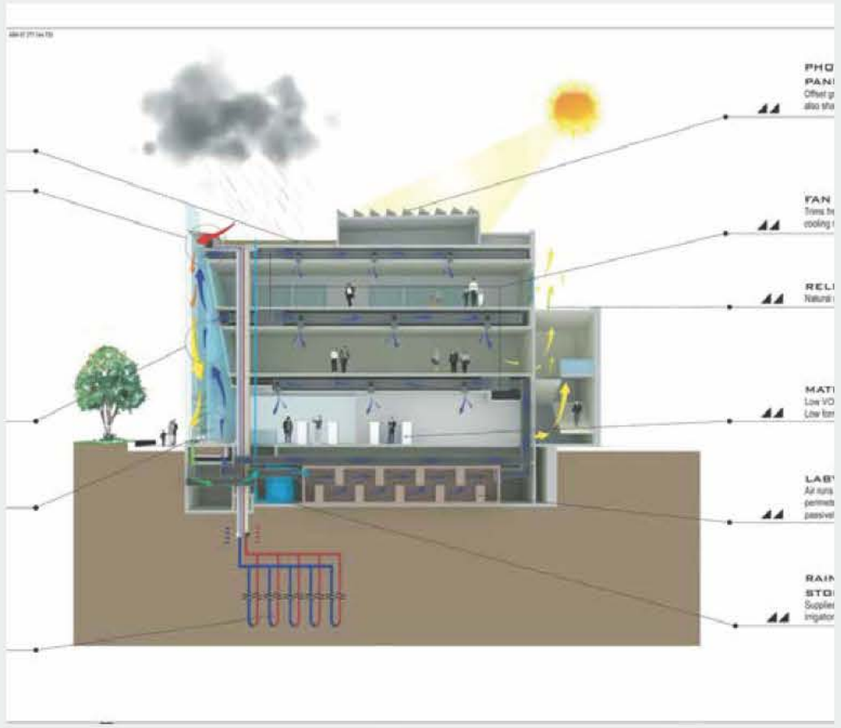
Compact library/community centre

Surry Hills Library



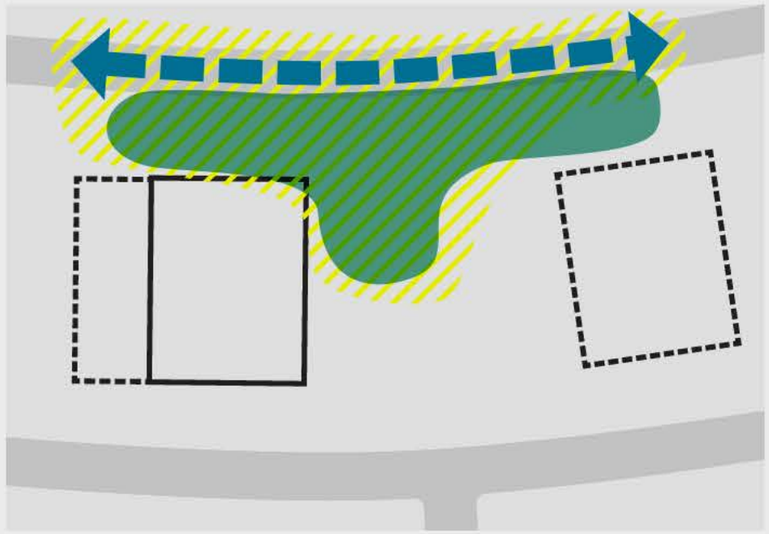
Key spaces:

- Atrium
- Lobby on each floor
- Library
- Reading rooms
- Meeting room
- Conference room
- Administration office on each floor
- Neighbourhood centre
- Language learning space
- Childcare and outdoor play
- Children's lounge
- Library cafe
- Elevator
- Water storage
- Geothermal plant
- Solar panels
- Airflow labyrinth



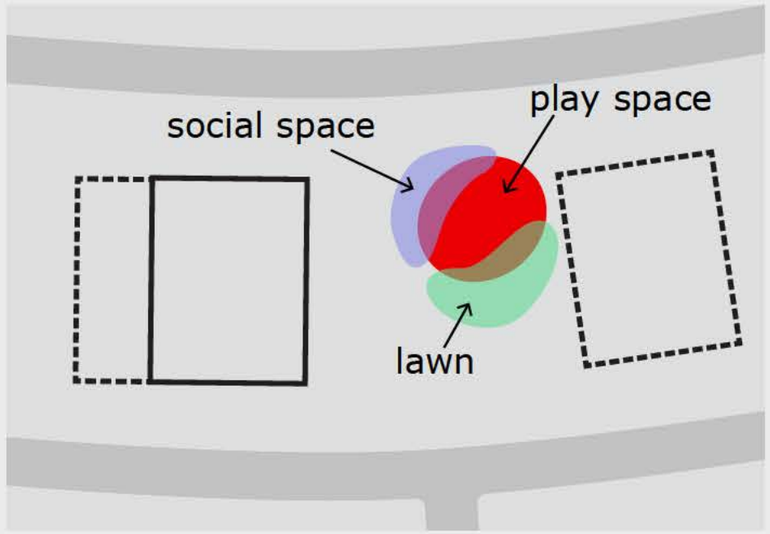
Key Design Component of Plaza

Green Plaza



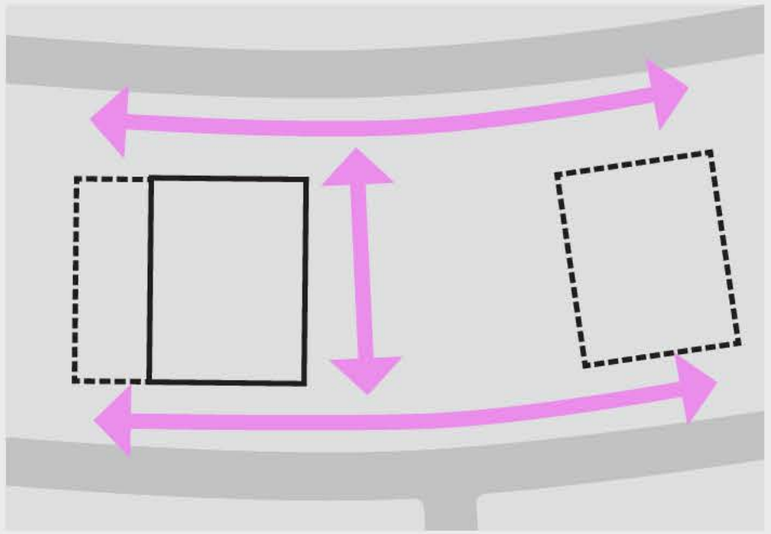
- Tree shade flexible space
- Combine with the shared street for big events

Playspace



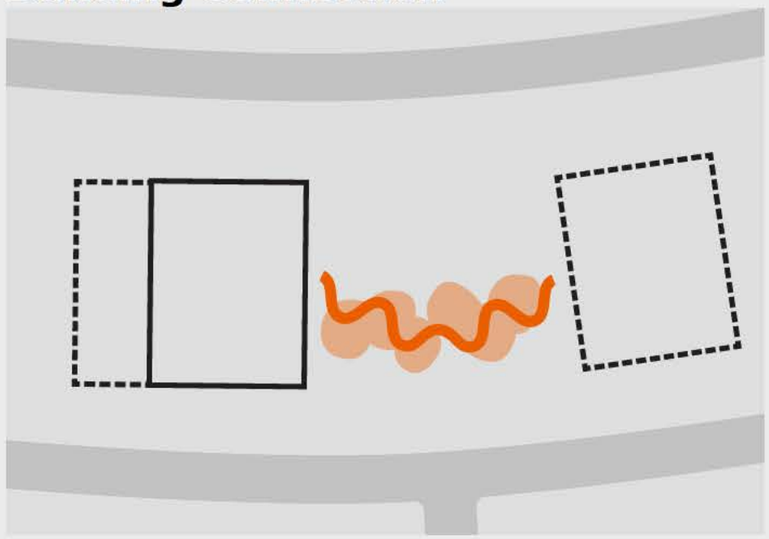
- Playspace for young children
- Provide seating and social space around the playspace to encourage intergenerational activities

Pedestrian Links



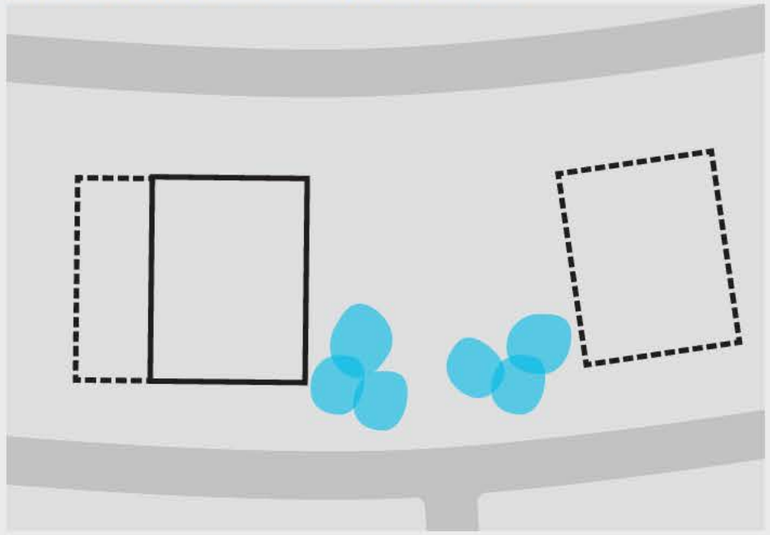
- Shades and continuous pedestrian links

Building Connection



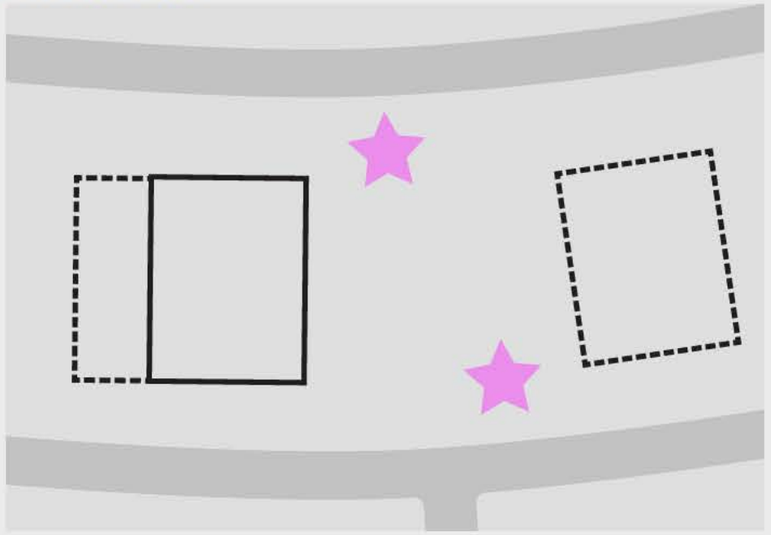
- Weather protected pedestrian link between community facilities
- Connection as an integral component of the plaza

Hardwick Cres interface



- Varied small gathering and seating space
- Interesting interface with the street to invite people in

Public Art



- Artwork as focuses and wayfinding elements