

Attachment H – Summary of Impacts on the Human Environment

Table reviews nominated development sites as well as preliminary sketch plans for the proposed bus street (GHD), taking into consideration current and future populations as residents, workers and visitors. The framework for this assessment uses a range of social dimensions to undertake the review.

Human Environment Impact Assessment

Proposed development on specified sites	Access to employment	Access to welfare/ community/ health services	Access to recreation/ leisure/ culture	Shopping/ retail	Traffic, parking, public transport	Access, mobility, walkability	Safety	Public environments legibility amenity connectivity
<p>Site A (Block 24 Section 52)</p> <p>site area 5648sqm</p> <p>8 – 10 storey; 2 residential towers 8 – 10 storeys, 5,648m²; max GFA 18,000 includes retail 903, commercial 2,209, restaurants and drinks 400m²</p> <p>(Capital Planners, 2005)</p>	Good.	<p>Physical access is good (walking, cycling, bus).</p> <p>Population growth will put a strain on some services over time.</p> <p>There would be an opportunity for affordable housing.</p>	<p>Good access to the Lake and open space network.</p> <p>Night access to most cafes, restaurants & recreation by foot is beyond 400m.</p> <p>Good access to future arts facility.</p>	Good.	<p>Good cycle access.</p> <p>Safe and efficient vehicle access.</p> <p>Need safe, separate pedestrian route to bus lounge.</p> <p>Design and layout of parking for Mall to include high quality, safe pedestrian routes to mixed use area, bus lounge and Mall.</p> <p>Provide safe cycle storage and staff amenities.</p>	<p>Ensure pedestrian access provided at grade from site to bus lounge and mixed use area.</p> <p>Ensure safe pedestrian access across Emu Bank.</p> <p>Amenity for pedestrian network upgraded along Emu Bank to café precinct to facilitate walking and cycling</p> <p>Use of CPTED guidelines in design.</p>	<p>Separate residential from commercial entry.</p> <p>Ensure controlled access to residential areas.</p> <p>Public areas do not provide areas of entrapment and have good sightlines.</p> <p>Apply CPTED principles to car park design.</p>	<p>Good integrated design for public/private interface.</p> <p>Defined entry/exits – residential/ commercial.</p> <p>Need legibility of access to foreshore.</p> <p>Public art can contribute to amenity and site character.</p>

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<p>Site B (Block 25 Section 52)</p> <p>Assume use for multi level car parking</p>	Good.	N/A	N/A	Good.	<p>Assuming use as car parking structure, ensure safe pedestrian movements to/from Mall and bus lounge.</p> <p>Adequate disabled parking bays.</p> <p>Adequate provision of trolley bays.</p> <p>Provide some shaded areas</p> <p>Apply CPTED principles.</p>	Provide multiple safe pedestrian access across Lathlain Street.	<p>Car parks do not provide areas of entrapment and have good sightlines.</p> <p>Appropriate night lighting for pedestrian safety.</p>	Refer to previous comments re access and safety.

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<p>Site E (Block 1 Section 151)</p> <p>10storey mixed use residential 200 units and 3,700m² commercial GFA at ground</p> <p>(source: LDA preliminary draft PA)</p>	<p>Good.</p>	<p>Physical access is good (walking, cycle, bus).</p> <p>Population growth may put a strain on some community services over time.</p> <p>There would be an opportunity for affordable housing.</p> <p>Within 400 m of a range of private health and fitness centres.</p>	<p>Excellent access to lake and open space network.</p> <p>Access to restaurants, cafes and recreation - by foot is generally beyond 400 m.</p> <p>Good walking access to proposed new arts facility.</p>	<p>Good proximity to mall Pedestrian routes need to be defined</p> <p>Anticipate future need for pedestrian crossings at lights.</p>	<p>Good cycle access - need to consider safe cycle storage and staff amenities.</p> <p>Need to provide safe and efficient vehicle access for residents & business.</p>	<p>Ensure pedestrian access at grade to mixed use area and bus lounge.</p>	<p>Need to ensure separate pedestrian access to commercial/ retail from residential.</p> <p>Ensure controlled access to residential.</p> <p>Ensure public areas do not provide areas of entrapment and have good sightlines.</p> <p>Apply CPTED principles to car park design.</p>	<p>Need good integrated design for public/private interface:-define entry exit areas for residential/ Commercial.</p> <p>Ensure good legibility to street with clear access to foreshore.</p> <p>Consider use of public art to contribute to amenity and character of the area.</p> <p>High quality public environment to support activation e.g. paving, planting shelter lighting, seating signage</p> <p>Use CPTED principles in design.</p>

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<p>Site F (Block 8 Section 50)</p> <p>site area 5400m²;</p> <p>commercial GFA 5,000m² ground floor convenience retailing similar to precinct B say 500m² *;</p> <p>undercroft parking for site/ on-street for visitor & short stay; 90 degree parking west side Lathlain St;</p> <p>(concepts prepared by Study Team)</p>	<p>Good.</p>	<p>Physical access is good (walking cycling bus).</p> <p>Within 400 m of a range of private health and fitness centres.</p>	<p>Good day time access to cafes.</p> <p>Just over 400m to lake and 800m to swim centre.</p>	<p>Good.</p>	<p>Adjacent to cycle way – need to provide safe cycle storage and staff amenities.</p> <p>Agree with parking proposals of Colin Stewart</p> <p>Public transport will be improved with provision of bus lounge.</p>	<p>Potential for bus way development sequencing to impact on access & mobility to Mall - ensure footbridge maintains access until bus lounge.</p> <p>Provide safe pedestrian access across Cohen & Lathlain Streets.</p> <p>Wales & Lathlain Sts intersection to have defined pedestrian crossings.</p>	<p>Ensure design of green space promotes good sight lines & does not create areas of entrapment.</p> <p>Proposed street helps legibility however need to consider safe cycle and pedestrian links to DIMIA and cycle way.</p>	<p>Courtyard space has good north easterly aspect and protection from winter winds.</p> <p>Need good integrated design for public/private interface.</p> <p>Boulevard streetscape for Lathlain St should improve amenity.</p> <p>Consider use of public art to contribute to amenity and character of the area – consider a public art plan for full length of Lathlain St as a significant boulevard.</p>

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<p>Site G (Block 5 Section 152)</p> <p>site area 3,900m², 18 storey mixed use:- 105 units;1,500m² retail at ground; max GFA 16,500m²</p> <p>(concepts prepared by study team)</p>	<p>Good.</p>	<p>Good - site in close proximity to community and health facilities and services.</p> <p>There would be an opportunity for affordable housing.</p> <p>Population growth will in future put strain on some community services.</p>	<p>Good - close proximity to cafes & recreation facilities including CISAC, Club, future arts centre, cinemas.</p> <p>Topography presents issues for access/mobility to venues - more detailed consideration needs to be given to pedestrian access to recreation facilities east of Chandler Street.</p> <p>Good access to foreshore and open space network along Benjamin Way.</p> <p>Swanson Court concept sets urban design principles which will significantly enhance the current poor quality environment.</p>	<p>Good - provides good opportunity for local shopping (specialty retail, café, personal services).</p> <p>Support active frontages along Swanson Court and between sites G and H.</p>	<p>Good - provide public parking for the area.</p> <p>Support 90 degree parking along southern side of Swanson Court.</p> <p>Retain vehicles access and bus parking for Aged Day Care centre.</p> <p>Provide dedicated parking for community nursing – will need to be negotiated with Community Health Centre & ACT Health.</p> <p>Public parking on street (northern side of Swanson Court adjacent to health centre) provides for disabled parking.</p>	<p>Good - ensure proposal for crossings are built at the intersection of Benjamin Way and Swanson Court and on intersection of Benjamin Way and Cohen Street extension Also at proposed pedestrian route from the central bus stops through 'Green Square' to Margaret Timpson Park.</p> <p>Support pedestrian crossing in the bus station.</p> <p>Steep grade to community facilities presents access and mobility issues needs to be picked up in DA</p>	<p>Good - mixed use promotes increased activity and natural surveillance.</p> <p>Need to separate residential from commercial entry.</p> <p>Ensure controlled access to residential.</p> <p>Ensure design of green space promotes good sight lines & does not create areas of entrapment.</p> <p>Proposed new street helps legibility and safety.</p> <p>Apply CPTED principles to car park design.</p>	<p>Good - wider street with generous pedestrian zone maximises north-easterly aspect.</p> <p>Need good integrated design for public/private interface.</p> <p>Define entry exit areas for residential/ Commercial.</p> <p>Benjamin Way is poor quality environment for pedestrians – lack of shade, shelter and activation.</p> <p>Consider use of public art to contribute to amenity and character of the area.</p>

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			Concept diversifies the current character		<p>Good at grade access to new bus stops.</p> <p>Support proposed on-route cycling.</p> <p>Provide safe cycle storage and staff amenities.</p>	conditions.		

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<p>Site H (Block 6 Section152)</p> <p>site area 7,500m², 18 storey tower and podium levels, public parking levels above ground, residential mixed use; 246 units; 3,500m² retail at ground</p> <p>(concepts prepared by study team)</p>	<p>Good.</p>	<p>Good - site in close proximity to community and health facilities and services.</p> <p>There would be an opportunity for affordable housing.</p> <p>Population growth will in future put strain on some community services.</p>	<p>Good – site in close proximity to cafes & recreation facilities including CIRSACT, Club, future arts centre, cinemas.</p> <p>Topography presents issues for access and mobility to venues – more detailed consideration needs to be given to pedestrian access to recreation facilities east of Chandler Street.</p> <p>Good access to foreshore and open space network along Benjamin Way.</p> <p>Swanson Court concept sets urban design principles which will significantly enhance the current poor quality environment.</p> <p>Concept diversifies</p>	<p>Good - provides good opportunity for local shopping (specialty retail, café, personal services).</p> <p>Support active frontages along Swanson Court and between sites G and H.</p> <p>Consideration should be given to pedestrian access from bus street on Cohen Street to Swanson Court through Site H.</p>	<p>Good - provide public parking for the area.</p> <p>Support 90 degree parking along southern side of Swanson Court.</p> <p>Need to provide dedicated parking for outreach community services staff at Community Centre and Therapy ACT.</p> <p>Provides for extra designated disabled parking in recognition of concentration of services for people with access and mobility concerns.</p> <p>Above ground public parking</p>	<p>Fair – topography presents challenges for access and mobility due to concentration of health and community service activities – provide appropriate street furniture (this includes seating and possibly hand rails) at regular intervals.</p> <p>Suggest pedestrian crossing from Site H to entry of community centre.</p> <p>Steep grade to community facilities presents access and mobility issues needs to be picked up in DA conditions.</p>	<p>Good - mixed use promotes increased activity and natural surveillance.</p> <p>Need to separate residential from commercial entry.</p> <p>Ensure controlled access to residential.</p> <p>Ensure design of green space promotes good sight lines & does not create areas of entrapment.</p> <p>Proposed new street helps legibility and safety.</p> <p>Apply CPTED principles to car park design.</p>	<p>Good – support for urban design concept for the site (improves legibility and connectivity).</p> <p>Wider street with generous pedestrian zone maximises north-easterly aspect.</p> <p>Need good integrated design for public/private interface.</p> <p>Define entry exit areas for residential/ Commercial.</p> <p>Consider use of public art to contribute to amenity and character of the area.</p> <p>Design details for public/private interface to be picked up in DA conditions.</p>

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			the current character which is dominated by community facilities/ services, transport & parking to include leisure/ lifestyle experiences.		<p>supports access for people attending evening functions and activities at the Community Centre including theatre as well as Library.</p> <p>Traffic management plan needs to take into account night time uses at the community centre as well as a loading/un-loading requirements</p>			

[Table prepared by Susan Conroy, April 2006.]