



Planning Report

Canberra Light Rail Stage 2A Works Approval Application

Prepared for:

Major Projects Canberra

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Executive Summary

This planning report accompanies the submission of a Works Approval (WA) application for Canberra Light Rail Stage 2A City to Commonwealth Park (the Project).

This planning report provides an assessment of the proposed works against the relevant provisions of the *ACT Planning and Land Management Act 1988* (PALM Act), and the relevant provisions of the National Capital Plan (NCP).

The proposed works address all relevant statutory planning controls and considerations, and therefore it is concluded that the Project facilitates the achievement of a number of key objectives contained within the NCP. Accordingly, the proposal warrants the support of the NCA through a positive determination of the WA application.

1

Introduction

1.1 Purpose and Structure of Report

This report has been prepared to accompany the submission of a Works Approval (WA) application for Canberra Light Rail Stage 2A (the Project).

The report has been structured in accordance with the requirements of the National Capital Authority (NCA). Specifically, this report considers and assesses the proposed work having regard to the provisions of the *ACT (Planning and Land Management) Act 1988* and National Capital Plan.

The table below provides a list of all supporting documents and drawings forming part of the WA submission.

Table 1 – Major Works Approval Applications document requirements

Document	Reference
Application Form	Included in submission
Locality Plan	Included in this submission
Letters of Authorisation	Provided for land custodians of unleased land and road reserves
Written description of Proposed Works	Included in the Environmental Assessment
Plans or drawings describing the works with drawing numbers	Refer to separate drawing packages
Planning Report	This report
Site Plan	Included in this submission
Environmental Assessment	Included in this submission
Civil Plans	Included in this submission
Landscaping Plans	Included in this submission
Pavement Plans	Included in this submission
Tree Management Plans	Included in this submission
Drawing Schedule	Included in this submission
Site Establishment & Construction Management Plan	Included in this submission
Temporary Traffic Management Plans	Included in this submission

External Agency Clearances	To be provided
Lighting & Electrical Plans	Included in this submission
Other Documents	Refer to Appendices included with Environmental Assessment
	Crime Prevention Through Environmental Design Report
	Flood Modelling Report
	Turning Templates Report
	Water Sensitive Urban Design Report
	Report on Provisions for People With Disabilities
	Site Survey Plans
	Project Costs and Bill of Quantities
	Moral Rights consent

1.2 Project approvals

The Project extends from the City Centre to Commonwealth Park through land that is subject to the National Capital Plan and land that is subject to the Territory Plan.

The delivery phase area is subject to environmental approval requirements under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

The Project therefore requires the following statutory environmental and planning approvals:

- Environmental approval through the Commonwealth Department of Climate Change, Energy, the Environment and Water for works involving a Matter of National Environmental Significance, outlined in Section 4 of this report and in the Environmental Assessment included in this application
- Development Application through the Environment, Planning and Sustainable Development Directorate for works on Territory land
- Works Approval through the National Capital Authority for works on Designated land

This application is for Works Approval for the Project for the works proposed on Designated land under the National Capital Plan.

A separate Development Application for works located on Territory land is being progressed through the Environment, Planning and Sustainable Development Directorate concurrently to this Works Approval application.

1.3 Site Description

The subject lands within which the works are located include the following:

- Northbourne Avenue road reserve from Bunda Street to the intersection with London Circuit
- London Circuit road reserve along the southern extending from the intersection with Northbourne Avenue to the intersection with Commonwealth Avenue
- Edinburgh Avenue road reserve west of London Circuit to the intersection with Marcus Clarke Street, and east of London Circuit adjoining Section 63 City
- Land comprising the Parkes Way and London Circuit cloverleafs, including Block 1 Section 119 City
- Part of the Parkes Way road reserve eastbound, east of the Commonwealth Avenue bridge adjacent to the vehicle off-ramp to Commonwealth Avenue
- Commonwealth Avenue road reserve to the east and southbound vehicle off-ramps at Parkes Way
- Blocks 2 and 3 Section 20 City, which is to accommodate a Site Compound (Marcus Clarke Street as indicated on Figure 2)
- Part Block Section 116 City, which is to accommodate a Site Compound (Constitution Avenue Carpark as indicated on Figure 2)
- Parkes Way/Southwest Clover leaf (Parkes Way/Southwest Clover Leaf as indicated on Figure 2)
- Part Block 24 Section 33 Acton, which is to accommodate a secondary Site Compound (Acton Waterfront Central and Southern Carparks as indicated on Figure 2)
- Parkes Way Bridge
- Commonwealth Avenue between Parkes Way and Lake Burley Griffin.

The works are primarily located on Designated land under the National Capital Plan.

Works within the delivery phase area that are subject to the Territory Plan are to be assessed as part of a separate Development Application to the Environment, Planning and Sustainable Development Directorate, which comprise:

- Blocks 2 and 3 Section 20 City
- London Circuit road reserve between Petrie Plaza and Northbourne Avenue
- London Circuit road reserve between Northbourne Avenue and University Avenue
- London Circuit road reserve between University Avenue and Edinburgh Avenue
- Alinga Street road reserve
- West Row road reserve
- Hobart Place road reserve
- Gordon Street road reserve
- Farrell Place road reserve.

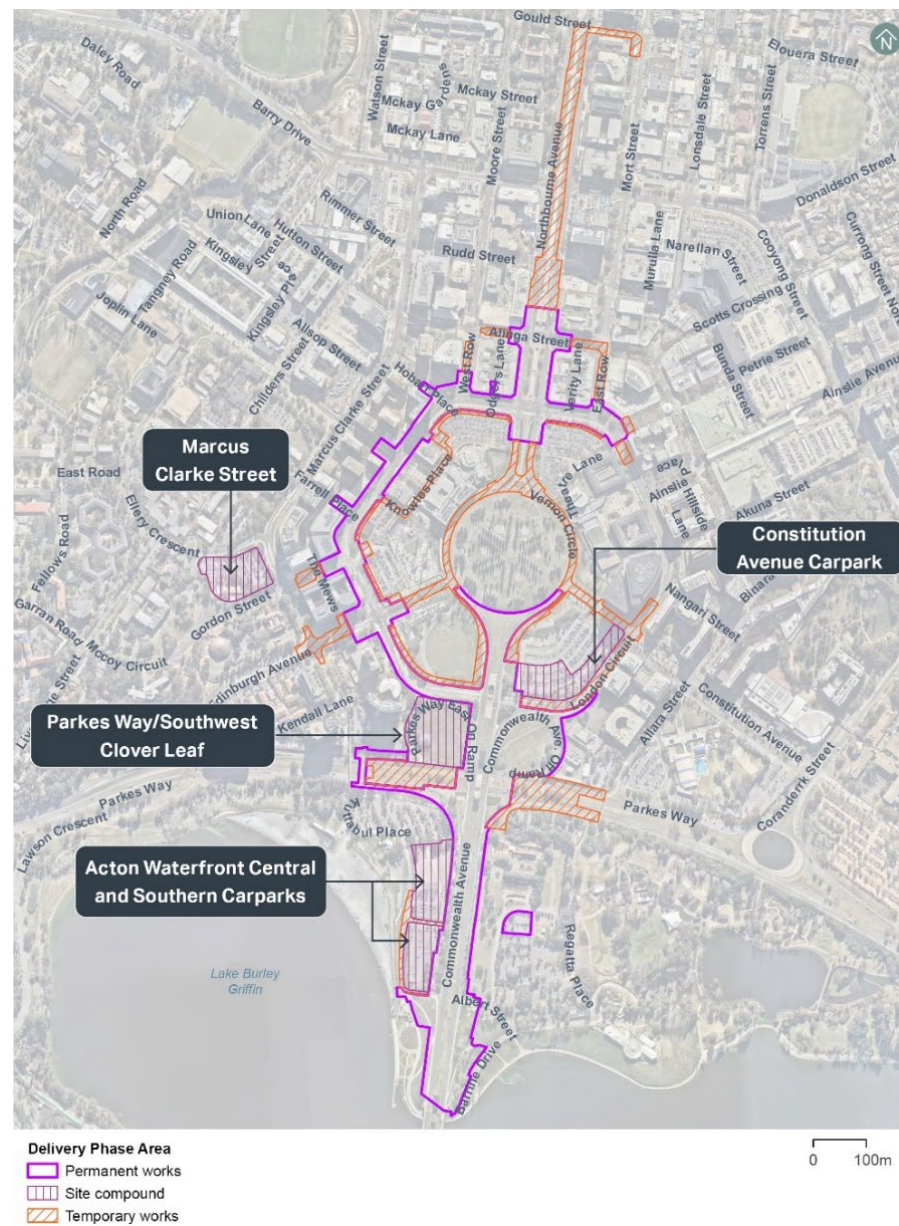


Figure 2 – Delivery phase area

1.4 Site Context

The site comprises land located within the divisions of City, Parkes and Acton. The site of the proposed works is Designated land under the National Capital Plan and subject to the land use policies of the respective Precinct Codes that apply to different areas of the site as outlined in Section 6 of this report.

1.5 Land Custodianship

Figure 3 below indicates the land custodianship for the delivery phase area.

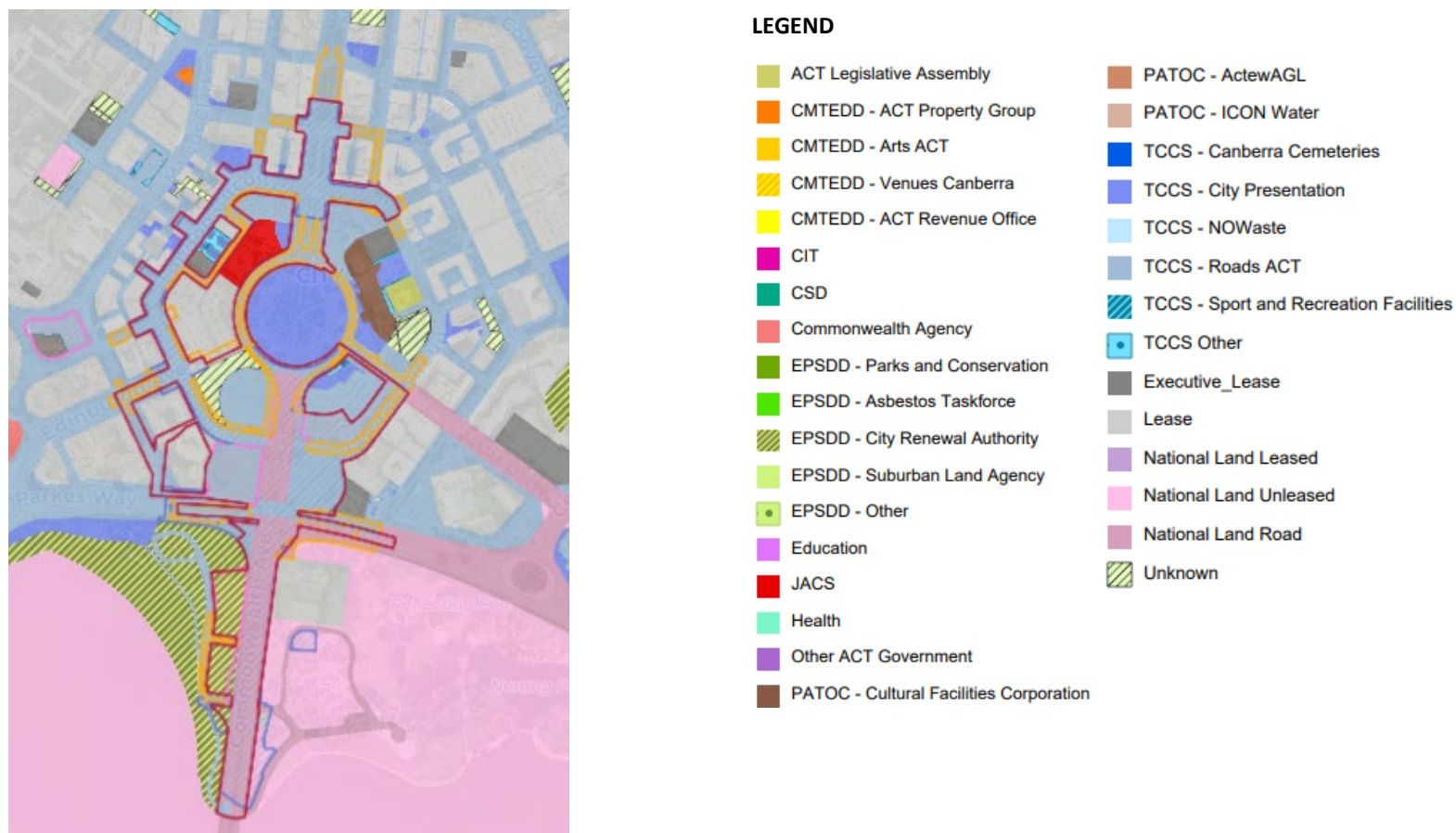


Figure 3 – Delivery phase area land custodianship

Noting the location of the proposed works in the constrained CBD environment, and the interface with the adjacent public realm along London Circuit particularly, some interfaces with future development and any necessary interim arrangements are currently being developed in consultation with relevant land custodians, Lessees and other stakeholders.

2

Description of Works

Provided below is a description of the proposed works, including construction methodology and delivery.

2.1 General Description

The Project would involve extending the light rail network from the current southern terminus at Alinga Street to a new stop at Commonwealth Park.

The Project would include the following key elements:

- An extension of approximately 1.7 km of track, southbound from the current Alinga Street terminus to a new stop at Commonwealth Park. The alignment would extend southbound via the western half of London Circuit before continuing on Commonwealth Avenue, to a new terminus at Commonwealth Park
- Three new stops, one located on London Circuit and two located on Commonwealth Avenue
- One scissor crossover (crossover of railway tracks) to allow Light Rail Vehicles (LRVs) to reverse direction
- 'Green tracks' running along Commonwealth Avenue and Northbourne Place that involve planting grass or shrubs between and besides the alignment
- Intersection layout, traffic signal phasing and road traffic speed changes along the alignment, including new intersections and modifications to existing intersections
- Road widening and verge and kerb line changes
- Pedestrian footpaths and crossing upgrades and modifications
- Utility, stormwater drainage and streetlighting adjustments, relocations and provisions
- A new bridge across Parkes Way for the light rail
- Landscaping features sympathetic with Canberra's design as envisioned by the Griffins' along with requirements set out in other Territory and Australian Government policy

A detailed project description is provided in Chapter 3.0 of the Environmental Assessment.

2.2 Construction Methodology

The Project Construction Methodology is outlined in detail in Section 3.2 of the Environmental Assessment.

2.3 Timing

Construction of the Project is anticipated to commence in 2024, with works being carried out in blocks to minimise disruption to residents, businesses and existing transport operations in the local vicinity. Works within a construction zone are likely to occur concurrently with other block closure works.

Main construction works are being planned for completion in 2026. However, the duration of the construction would be dependent on final construction methodology and staging selected by the delivery contractor, as well as any efficiencies identified during the program.

Testing and commissioning will commence in the latter stages of construction and continue for a period of up to nine months following the conclusion of main works.

2.4 Consultation

The proponent has met with representatives of the National Capital Authority in relation to the proposal and engaged with stakeholders from the ACT government including Transport Canberra and City Services and the City Renewal Authority.

Consultation has also included ongoing discussions with relevant utility providers and government entities in relation to site servicing to facilitate the proposed works.

Consultation and engagement for the Project has been integrated with complementary consultation activities that have been undertaken for the City to Commonwealth Park component of the Light Rail to Woden project since 2019. Consultation activities have included face to face meetings, project information pop ups, key stakeholder briefings, phone calls, letterbox drops, project updates and e-newsletters.

Details of consultation activities undertaken as part of the Project are included in Chapter 7 of the Environmental Assessment provided in this submission.

3

Approvals Context of this Proposal

3.1 Overview of National Capital Plan Approval Requirements

The tasks and steps associated with the Works Approval process is shown below.

Start Dialogue

- Early discussions with the National Capital Authority (NCA) are undertaken to help identify appropriate design solutions and requirements of NCP to inform design.
- Discussions progressed and centre on the National Capital Plan Requirements and compliancy. As part of this process, the project team have met with the NCA on multiple occasions to discuss approach to Urban Design, Traffic and licensing of land in relation to the proposal.

Design Development

- Proponent prepares sketch designs and submit to NCA for comment before proceeding with design development.
- Continue collaborative design development with NCA (may include numerous submissions, discussions and meetings)
- More detailed design drawings are submitted at a later stage to facilitate a more detailed assessment and 'support in principle' before construction documentation is prepared.
- Works Approval Documents are prepared ready for formal submission

Works Approval Submission and Notification

- Formal submission of Works Approval which is the subject of this application (Formal application lodged with working drawings and supporting documents)
- Mandatory Public Notification (to the specification of the National Capital Authority and at proponents' cost)
- Application Fees invoiced and paid by the proponent while assessment continues

Proposal Assessment and Issue of Decision

- NCA considers formal application and final documentation as submitted.
- Once satisfied that all relevant matters are resolved, and proposal meets the planning controls applicable, the NCA may issue works approval.

3.2 Statement of Compliance

This Statement of Compliance is provided to demonstrate to the National Capital Authority the performance of the proposal against the applicable strategic and statutory planning requirements in the determination of a decision on this Works Approval application.

This application for Light Rail achieves the key policy objectives of the National Capital Plan and ACT government strategic plans, policies and guidelines which are demonstrated in Section 6 of this report and in the plans and reports included in this Works Approval submission.

The ACT Government made a clear commitment in the *Canberra: A Statement of Ambition 2016* (ACT Government, 2016) and the *City Plan 2014* (ACT Government, 2014) to construct the CLR network over the coming years to help achieve its vision for Canberra and to:

- Deliver an attractive public transport choice for Canberra City
- Support and generate urban renewal
- Diversify the Canberra economy.

The vision and objectives have been developed for the Project, taking into account the Project's role in responding to the planning and development vision in the NCP, Territory Plan and the other strategies and plans discussed in this Chapter.

The project vision is aligned with the matters of national significance in the planning and development of Canberra under the National Capital Plan, supporting:

- The pre-eminence of the role of Canberra and the Territory as the centre of National Capital functions, and as the symbol of Australian national life and values, as the Project enhances the physical, symbolic and visual setting of Central Canberra in its integration with the formal geometry of the Griffin Plan and public realm improvements that enhance the experience of the journey from the City to Commonwealth Park.
- Conservation and enhancement of the landscape features which give the National Capital its character and setting and which contribute to the integration of natural and urban environments through; and the delivery of a formal landscaping strategy that harmonises with the existing landscape and strengthens the landscape structure within the Central National Area through the Commonwealth Avenue Master Plan.
- Creation, conservation and enhancement of fitting sites, approaches and backdrops for national institutions and ceremonies as well as National Capital Uses by providing infrastructure and public realm improvements that support future development in the City Centre and Acton.
- The development of a city which both respects environmental values and reflects national concerns with the sustainability of Australia's urban areas; through the conservation of environmental values identified within the project area under the EBPC approval obtained for the Project, as well as providing infrastructure that supports sustainable movement within the City Centre.

4

Environmental Matters

4.1 EPBC Approval Summary

Major Projects Canberra received Conditional Approval from Department of Climate Change, Energy, the Environment and Water (DCCEEW) on 2 February 2020 (EPBC 2019/8582). Conditional Approval included controlling provisions for Listed Threatened Species and Communities (*Synemon plana* (Golden Sun Moth)) in Section 18 and 18A and Commonwealth Land in Section 26 and 27A (refer to Environmental Assessment).

The approval was based on preliminary documentation which included the RLC project (subject to a separate Environmental Assessment and Works Approval), and the Project, and subsequently the EPBC approval applies to both of these projects. A variation to this approval, reflecting a change in location but not size or significance of impacts to MNES, was subsequently requested and was approved on 23 December 2021.

4.2 Environmental matters

The Project is a major civil works undertaking that would take place over a number of years. Given the magnitude of the Project, and the nature of the issues involved in the construction, a comprehensive Environmental Assessment has been prepared to examine and take into account to the greatest extent possible, relevant matters affecting or likely to affect the environment by reason of the activity.

The Environmental Assessment proposed a series of mitigation and management measures which when implemented are expected to ensure that any environmental impacts associated with the Project could be managed appropriately. The Environmental Assessment provides a comprehensive documentation of environmental matters.

5

Statutory Planning Context

This section sets out the planning context of the development proposal included in this submission against the relevant legislation and planning instruments, including the National Capital Plan.

An assessment of the Statutory Planning legislation has identified the following relevant codes and legislation applicable to the areas of the Project located on Designated land:

Table 4 - Applicable Planning Legislation

National Capital Plan	Relevance
National Capital Plan	Relevant – See Section 6 this report
National Capital Plan General Codes	Relevant – See Section 6 of this report
National Capital Plan Guidelines for Development	Relevant. Outdoor Lighting Policy applies – section Section 6.12 of this report.
Environment	Relevance
Environmental Protection and Biodiversity Conservation (EPBC) Act 1999	Relevant – See Section 5 of this report

5.1 Australian Capital Territory Planning and Land Management Act 1988 (the Act)

This Commonwealth legislation provides for the planning of the ACT and the management of land in the Territory. Part II of the *Australian Capital Territory (Planning and Land Management) Act 1988* (PALM Act) establishes the National Capital Authority, and provides the functions of the authority, with one of their functions to prepare and administer a National Capital Plan (NCP) and to keep it under constant review and propose amendments when necessary.

In prescribing matters to be covered in the National Capital Plan, the Australian Capital Territory Planning and Land Management Act 1988 (the Act) requires the Plan to set out:

- the planning principles and policies for giving effect to the object of the Plan;
- general standards and aesthetic principles to be adhered to in the development of the National Capital; and
- general policies for land use, and for the planning of national and arterial road systems throughout the Territory.

The Act also provides that the Plan may specify:

- areas of land that have the special characteristics of the National Capital as Designated Areas. The Plan may set out detailed conditions of planning, design and development in Designated Areas, including priorities for carrying out these activities.

A definition of works is provided in this Act;

works includes:

- (a) **the construction, alteration, extension or demolition of buildings or structures;**
- (b) **landscaping;**
- (c) **tree felling; or**
- (d) **excavations;**

but excludes anything done inside buildings or structures.

*: our underline

It also sets out the requirements for works in designated areas to be subject to planning and approval by the National Capital Authority.

The proposed activities would be defined as “works” under the Act and therefore require a works approval.

Therefore, the National Capital Authority is the consent authority for planning/development approval and the proposal must be assessed as a Works Approval (which is the context of this submission).

6

National Capital Plan

6.1 National Capital Plan

The National Capital Plan (NCP) is the strategic Plan for Canberra and the Territory, and “...is the strategy and blueprint giving effect to the Commonwealth’s interests and intentions for planning, designing and developing Canberra and the Territory”.

The NCP maintains a broad oversight of planning in the Territory as a whole and an important interest in the planning, design and development of those areas having the special characteristics of the National Capital. At its broadest level the Plan prescribes broad land use controls across the whole of the Territory and include more detailed planning provisions for areas to which the Commonwealth have a specific interest and intentions.

The object of the National Capital Plan is “to ensure that Canberra and the Territory are planned and developed in accordance with their national significance.” The National Capital Plan sets out the general planning principles and policies of land use for all of Canberra and provides detailed planning controls for areas of national significance such as designated areas and National land. The following parts of the NCP apply to the proposed development:

- Part One – The National Significance of Canberra and Territory
- Part Two – Statement of Planning Principles
- Part Three – Land Use Plans and General Land Use Controls – The Project is situated in Urban Areas
- Part Four(A) – Principles and Policies for Designated Areas and Special Requirements for National Land Outside Designated Areas:
 - Designated Areas
 - The Central National Area
- Precinct Codes
 - The Parliamentary Zone and its Setting
 - 4.6 City Hill Precinct Code
 - 4.7 West Basin Precinct Code
 - 4.8 Constitution Avenue and ANZAC Parade Precinct Code
 - 4.12 Lake Burley Griffin and Foreshores Precinct Code
 - 4.15 Main Avenues and Approach Routes Precinct Code
- General Codes
 - Signs General Code
 - Telecommunications General Code
- Outdoor Lighting Policy

The relevant policies and codes are addressed overleaf.

6.2 Land Use Definitions

The works proposed as part of the Project fall within the National Capital Plan definitions of *road*, *public transport facility* and *public utility*.

Road means:

Any way or street, whether in existence or under reserve, open to the public which is provided and maintained for the passage of vehicles, persons and animals and which may include footpaths, community paths, bus lay-bys, turning areas or traffic controls.

Public Transport Facility means:

The use of land for the assembly, transport or dispersal of passengers travelling by any form of public transport, whether or not such public transport is provided by a public or private agency, and include facilities for the manoeuvring and temporary layover of public transport vehicles and driver amenities.

Public Utility means:

The use of land for the following utility undertakings:

- headwork and network undertakings for the provision of sewerage and drainage services or the reticulation of water, electricity, or gas except for gas manufacture and storage
- communication facilities, including postal facilities, telecommunication facilities, television/radio broadcasting facilities, and air navigation communication facilities
- municipal uses, including street cleaning depots, public toilets, parks and gardens depots, works depots and associated uses.

Public transport facility is permitted within the definition of road, which permits the passage of vehicles and persons.

Use of land within areas identified as 'Road' to accommodate proposed works is considered to be appropriate as it forms part of the broader project which has been demonstrated to be consistent with the policies and principles of the National Capital Plan as addressed under the respective Precinct Code responses in the following sections of this report.

6.3 Statement of Planning Principles

The Statement of Planning Principles describes the principles that give effect to the object of the PALM Act. The overarching objectives are addressed in the Environmental Assessment included in this submission.

The primary objectives are detailed below, together with how the proposal addresses each of these themes.

Table 5 - Assessment against the Statement of Planning Principles

Control	Response
2.1 General matters	
The hills, ridges and other major open space which form the separation between towns will be kept largely free of urban development. The planning and development of urban areas will encourage measures through which urban intensification may occur and will be sympathetic to the landscape setting of the National Capital.	<p>The Project is located within Urban Areas and does not impact on the hills, ridges and other major open space areas.</p> <p>The proposed works have been designed to be sympathetic to the landscape setting of the National Capital, retaining and enhancing landscape features on Main Avenues and the Central National Area.</p>
2.2 Productivity	
Objective one – Infrastructure and employment	
<ul style="list-style-type: none"> Infrastructure must support the effective functioning of Canberra with proper consideration of the environmental and visual impact and be integrated with land use decisions. 	<p>The Project supports the effective functioning of Canberra with proper consideration of environmental impacts, as addressed in the Environmental Assessment included in this submission and as granted under the project's EPBC Act approval. Visual impact for the project has been extensively addressed as demonstrated in the visual material presented with this application and section 13.5 of the Environmental Assessment.</p>
<ul style="list-style-type: none"> Infrastructure must be planned and provided in an integrated and timely manner to facilitate the development of Canberra and the Territory and ensure safety and security of supply and operation. 	<p>The Light Rail Stage 2A project has been planned in an integrated manner scheduled to be implemented in a timely manner to support the realisation of the National Capital Plan aspirations with respect to Canberra generally, and the City Hill Precinct specifically. The design for the Project has considered safety implications of operating the light rail system in the context of it being an extension to the existing Stage1 Light Rail System.</p>

Control	Response
<ul style="list-style-type: none"> Energy and water supply and security issues will be given due consideration in the planning and development of any new infrastructure. 	<p>The Project's consideration of energy and water supply and security issues is addressed in the Environmental Assessment included in this submission.</p>
<p>The infrastructure of Canberra and the Territory must be planned and provided to:</p>	
<ul style="list-style-type: none"> ensure that public utilities infrastructure is available and maintained for Commonwealth and ACT Government needs and activities. 	<p>Light Rail Stage 2A provides public utility infrastructure for the benefit of Canberrans and to accommodate the needs and activities of the Commonwealth and ACT government.</p>
<ul style="list-style-type: none"> minimise the visual impact of electricity and telecommunication facilities, particularly along major vistas, corridors and major open space. 	<p>The visual impact of electrical and telecommunication infrastructure proposed in the Project has been considered in design and the minimisation of these impacts has been adopted for project areas along major vistas within the Central National Area.</p>
<ul style="list-style-type: none"> give due consideration to energy and water, supply and security issues. 	<p>Energy and water supply and security has been considered in the design of the project and measures to manage these factors are outlined in the Environmental Assessment included in this submission.</p>
<ul style="list-style-type: none"> ensure safety and security of supply and operation. 	<p>The safety and security of supply and operation of the Light Rail Stage 2A project has been central to the design of the proposal. The Project is an extension of the existing Stage 1 Light Rail System, and would be operated under the same regime as the existing system.</p>
<p>Objective two – Infrastructure and employment</p>	
<ul style="list-style-type: none"> The location of employment in Canberra and the Territory should enhance rather than detract from the city's role as the National Capital. 	<p>Light Rail Stage 2A will assist in improving the access and servicing of employment land within the City centre, which is a Defined Activity Centre, including key future land releases in the City centre.</p>

Control	Response
<ul style="list-style-type: none"> Major employment generating land uses will be located within Defined Activity Centres. Major employment location proposals must be determined with regard to their transportation and environmental impacts. 	<p>The proposed works seek to enhance Canberra's role as the National Capital and through the provision of improved transport infrastructure, seek to improve the amenity of the City as a major employment location.</p>
2.3 Sustainability	
<p>Objective one – Environmental sustainability and open space</p> <ul style="list-style-type: none"> Urban expansion should be contained so as to minimise impacts on valuable natural and rural areas. A substantial portion of new development must be located within existing urban areas such as town centres and along public transport routes or other strategic sites that allow for efficient use of infrastructure. The natural environment of Canberra and the Territory will be protected and improved by reducing resource consumption and waste, improving water security and quality, energy and food security and improving and protecting soil quality. Ecological communities, threatened flora and fauna species, water catchments and water quality will be protected and supported by sustainable resource management. Development will respect environmental values including water catchments and water quality and ensure resilience to the impacts of climate change. 	<p>The Project is located within an existing urban area that is subject to environmental values.</p> <p>These aspects of the Project are to be managed to minimise environmental impacts as outlined in the Environmental Assessment included in this submission.</p> <p>Works proposed within areas that are subject to environmental approval under the EPBC Act (as described in Section 4 of this report) are to be undertaken in accordance with the conditions of EPBC approval and any other environmental management requirements to ensure ecological communities are protected and supported.</p> <p>Furthermore, the proposed works are to be managed in accordance with the Project's mitigation measures outlined in the Environmental Assessment to preserve water quality.</p> <p>The Project seeks to minimise the requirement for new materials as far as practical, through reuse and recycling of materials from demolition, clearing and grubbing activities.</p> <p>The Project aims to achieve net zero emissions, in alignment with the ACT Climate Change Strategy 2019-2025.</p>

Control	Response
	<p>Whilst the extent of climate change beyond 2030 is uncertain, climate change adaptation actions have been identified around key climate variables, for example drainage structures designed to accommodate a 20 per cent increase in peak rainfall and stormwater. These actions are outlined further in the Environmental Assessment.</p>
2.4 Liveability	
Objective one – Urban design and heritage	
<ul style="list-style-type: none"> The National Capital role requires that planning and development, in Canberra Central in particular, and generally throughout the Territory, should reflect contemporary thinking in urban design practice. Planning controls should seek to ensure that development in all forms, including landscaping in urban and non-urban areas, complements and enriches its surroundings. 	<p>The Light Rail Stage 2A project reflects contemporary urban design thinking and practice, providing a public transport infrastructure and public realm improvement project that achieves high standards of urban design, sustainability and accessibility.</p>
<ul style="list-style-type: none"> Substantial works of architecture, engineering and landscape within the Territory should be designed to contribute positively to the overall composition, symbolism and dignity of the National Capital. 	<p>The project is a substantial work of engineering and landscaping that has been designed to contribute positively to the overall composition, symbolism and dignity of the National Capital through its consideration of the Griffin Plan, existing landscape structure of the Main Avenues and the retention of key vistas to City Hill and Parliament House.</p>
<ul style="list-style-type: none"> Development in the National Capital should seek to achieve harmony between architecture and landscape to give continuing effect to the City Beautiful and Garden City characters of the city. 	<p>The arrangement of plantings and pedestrian infrastructure and street furniture is to complement the existing Garden City character of the City and further contribute to framing and protecting key vistas along the Main Avenues.</p>
<ul style="list-style-type: none"> Within Canberra Central, roads, bridges, waterways and public landscaping projects should reinforce and complement the geometric lines of the Main Avenues. 	<p>The Project includes road infrastructure and public landscaping works that reinforce and complement the geometric lines of the Main Avenues of Northbourne Avenue, Commonwealth Avenue and London Circuit.</p>

Control	Response
<ul style="list-style-type: none"> Vistas to major landscape features must be protected from and enhanced by development. 	Vistas to major landscape features including City Hill to Parliament House are protected and enhanced by the proposed development.
<ul style="list-style-type: none"> Buildings in Canberra Central should be of a height generally not greater than the height of the mature tree canopy (typically 3-4 storeys), except where otherwise permitted by the Plan. In Canberra Central no building or structure which protrudes substantially above the tree canopy must exceed a height of RL617. 	Buildings are not proposed as part of this application.
<ul style="list-style-type: none"> Opportunities should be encouraged for the enhancement and reinforcement of the physical, symbolic and visual linkages to adjoining areas of the Inner Hills and the Central National Area. 	Light Rail Stage 2A enhances and reinforces the physical, symbolic and visual linkages within the Central National Area to strengthen the formal geometry of the Griffin Plan.
<ul style="list-style-type: none"> Urban development will be planned in a manner which promotes community vitality and safety, applies the principles of crime prevention through environmental design and recognises the needs of people with disabilities. 	The Project facilitate future development and redevelopment within the City Centre through consideration of safety, public realm interface, access and streetscape design to address design crime prevention through environmental design and the needs of people with disabilities.

Control	Response
<p>New development, including public spaces, should:</p> <ul style="list-style-type: none"> • exemplify sustainability principles • demonstrate excellence in urban design, landscape and architecture • facilitate pedestrian connectivity and bicycle movements where appropriate • encourage energy efficient development and land use. 	<p>The Light Rail Stage 2A project:</p> <ul style="list-style-type: none"> ○ exemplifies best practice sustainability principles, as detailed in the Environmental Assessment; ○ Demonstrates excellence in urban design, landscape and architecture as detailed in the plans included in this submission and the Urban Design Vision outlined in section 3.4 of the Environmental Assessment; ○ Facilitates improved pedestrian connectivity and bicycle movements throughout the extent of the delivery phase area as detailed in the plans included in this submission; and ○ Encourages energy efficient development and land use through the provision of frequent, reliable, sustainable public transport through the centre of the City.
<p>Objective two – Urban design and heritage</p>	
<ul style="list-style-type: none"> • The National Capital Authority will consider heritage places in Designated Areas as Commonwealth Areas for the purposes of protecting the environment in the manner currently afforded under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) and any subsequent legislation. • Within Designated Areas, the National Capital Authority may require Heritage (or Conservation) Management Plans to accompany development applications for heritage places which should be prepared to meet requirements equivalent to those in the EPBC Act. The National Capital Authority may require Heritage Impact Statements to accompany development applications for a heritage place. 	<p>No heritage provisions were determined under the EPBC Act Referral and Approval (2019 / 8582).</p>
<ul style="list-style-type: none"> • Development should be consistent with the requirements of any relevant Heritage (or Conservation) Management Plan for that particular place. 	<p>Assets within the City Hill precinct are subject to ACT Heritage Council listing, and further parts of the delivery phase area are subject to EPBC Approval (as outlined in Section 4 of this report). The proposed works would not impact on the features intrinsic as identified by ACT Heritage.</p> <p>The project team have engaged with the ACT Heritage Council in relation to the Project and works have been designed with reference to applicable Conservation Management Plans and policies as relevant to particular places.</p>

Control	Response
<ul style="list-style-type: none"> The management of heritage places should ensure that their use and presentation is consistent with their heritage values. Heritage places will be presented and interpreted to increase public awareness, understanding and enjoyment of the natural and cultural heritage of the National Capital and its conservation, subject to any reasonable requirements for privacy or confidentiality. The National Capital Authority will adopt the Australian Natural Heritage Charter and the Burra Charter as key guiding documents respectively for natural and cultural heritage places within Designated Areas. 	<p>The proposed works are to be undertaken in accordance with the conditions of the EPBC Approval and further entity requirements as required. The Environmental Assessment provides mitigation and management measures associated with heritage.</p>

2.5 Accessibility

Transport and movement

<ul style="list-style-type: none"> Accessible movement systems for a diversity of pedestrian, cycle, public transport and private transport modes will be provided, with good connections between different modes of transport. 	<p>Light Rail Stage 2A would enhance the accessibility of movement systems for a diverse range of users by providing public transport within the City Centre and works to enhance pedestrian and cyclist infrastructure connectivity along the Light Rail corridor.</p>
<ul style="list-style-type: none"> An accessible movement system will be achieved by: <ul style="list-style-type: none"> maintaining the national and arterial road systems supporting efficient and sustainable pedestrian, bicycle and public transport systems that reduce car dependency maintaining movement around the city for a diversity of pedestrian, cycle, public transport and private transport modes providing streets that foster a connected and pedestrian-friendly environment reducing the barriers created by major roads to make it easier for people to access the public spaces of the city, particularly in the Central National Area. 	<p>Works are designed to significantly improve the safety, function and amenity of the road reserve to make it easier for people to access the city's public spaces and will facilitate more efficient access to future development sites within the City.</p> <p>Public realm improvement works that form part of this will enhance the appeal and experience of public spaces in the southern part of the City, and encourage sustainable transport alternatives in the provision of better cyclist and pedestrian infrastructure.</p> <p>The Canberra Light Rail Stage 2A alignment expands the availability of sustainable transport options to more parts of Canberra, and making these options available to more Canberrans.</p>

6.4 General Policy Plans

The site is located under the Urban Area zone as depicted in the General Policy Plan for Metropolitan Canberra.

The National Capital Plan states that Urban Areas:

- *“should be organised as a series of distinct and relatively self-contained towns separated from adjacent towns by hills, ridges and other major open spaces...”*
- *One of the key principles of Canberra’s urban structure has been that a hierarchy of centres has been developed, with each town having a centre acting as a focal point for higher order retail functions, commercial services, offices and community facilities.*
- *This hierarchical principle, at the metropolitan level, means that:*
 - *Canberra Central continues to be the main location of office employment*
 - *City is to be encouraged to develop as the most specialised retail, commercial, cultural, entertainment and tourist centre*

Permitted uses within the Urban Areas zone include:

- uses compatible with residential, commercial, community, cultural, recreational and industrial activity, other than uses not permitted in the Territory Plan.
- Parliamentary Use, National Capital Use, and Diplomatic Missions, within Designated Areas; other Commonwealth purposes on National Land.

The works proposed are consistent with the general policy for Urban Areas as the works facilitate the operation of Canberra’s City centre to support a movement strategy that will continue to effectively service the retail, commercial, residential, cultural, community and other uses that operate within the City.

6.5 Main Avenues

The site is located along the major approach routes of Northbourne Avenue, University Avenue, Edinburgh Avenue, London Circuit and Commonwealth Avenue as identified in the Main Avenues of the National Capital Plan (Refer Figure 7 below).



Figure 6 Main Avenues under the National Capital Plan

National and Arterial Roads

National roads are deemed to include the major approach routes to the city which link Canberra with other capital cities and with the national highway network.

Policies for national and arterial roads include:

- The National and Arterial Roads System will:
 - generally not provide frontage access to development, except where such access will meet appropriate design standards and road safety needs; and
 - generally intersect with the local road network through distributor roads.
- Final alignment of proposed arterial roads is subject to consultation with the National Capital Authority.

The proposed works include areas along Northbourne Avenue and Commonwealth Avenue defined under the *National Capital Plan* as National Roads. Infrastructure works include alterations to the intersections of arterial roads, and civil designs have been developed to meet relevant standards of the road hierarchy as detailed in the plans and reports included in this submission, in consultation with stakeholders.

Inter-town Public Transport System

Policies for Inter-town Public Transport System include:

- Public transport planning and provision will reserve a route for the development of a public transport service to link major employment nodes. As far as practicable the service will be segregated from other transport systems and will operate with priority of right-of-way.
- A corridor between the city centre, the town centres and major employment nodes, suitable for priority or segregated right-of-way for use by public transport services will be reserved against a possible future need to develop a system of inter town and express routes suitable for buses or other public transit modes as appropriate.

The proposed works will facilitate the efficient operation of existing public transport routes through the City Centre public transport corridor by providing an expanded Light Rail network that is segregated from other transport systems, and that continues to facilitate public transport bus services through the City Centre.

6.6 Designated Areas

Figure 1 of the National Capital Plan (**Figure 7** in this report) identifies the Designated Areas, and the subject site is located within the eastern extent of the Designated Areas. Therefore, the National Capital Authority is the consent authority for planning/development approval and the proposal must be assessed as a Works Approval (which is the context of this submission).

The site is located within the Central National Area, which includes the City Hill, Constitution Avenue and ANZAC Parade, Lake Burley Griffin and Foreshores and West Basin Precincts as outlined in Section 6.9 of this report.

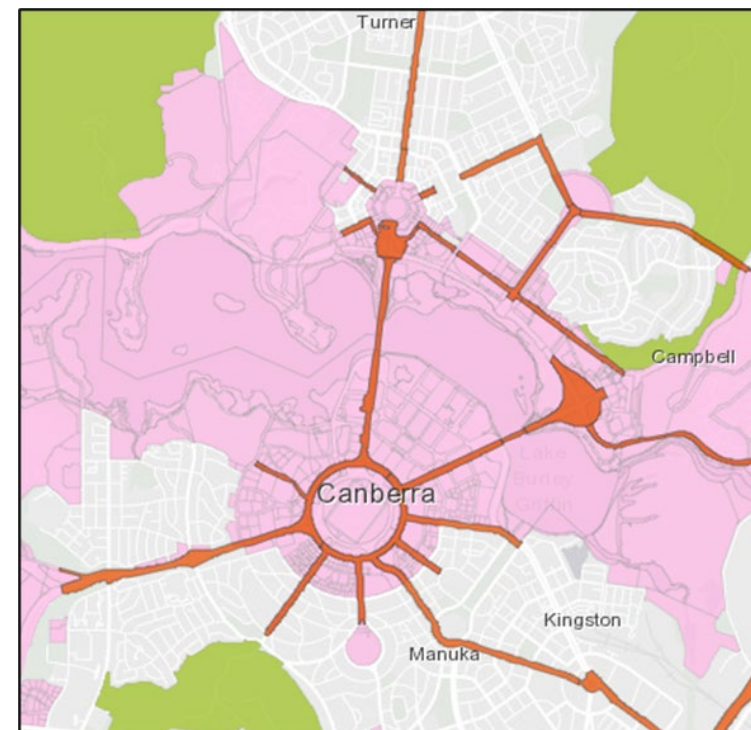


Figure 7 Extract from Designated Areas Map, NCP (November 2022)

6.7 General Policies for the Central National Area

Development in the Central National Area within which the subject proposal is located is to be guided by the following principles as outlined under the National Capital Plan.

Table 8 - Assessment against the General Policies for the Central National Area

Control	Response
4.1.1 General policies for the Central National Area	
Protect the Griffins' vision by: <ul style="list-style-type: none"> fostering recognition of the 1918 Griffin Plan as a work of national and international cultural significance, and conserve those elements that contribute to this significance in a sustainable manner whilst allowing for the evolution of the city in contemporary terms recognising that Canberra is a young city and ensure that future development continues to give expression to the visual geometry, built form, landscape and cultural vitality of the 1918 Griffin Plan recognising that some elements (for example, the Australian War Memorial and Parliament House) are successful reinterpretations of the 1918 Griffin Plan which are consistent with and strengthen the framework and spirit of the Plan. 	<p>The Project conserves the significant elements of the Griffin Plan and strengthens the city as a focal point in the National Triangle by improving access and encouraging the evolution of the city.</p> <p>The Project reinforces the visual geometry of the Griffin Plan and contributes to the landscape character and cultural vitality of the City Centre.</p>
Building on the Griffins' vision by: <ul style="list-style-type: none"> maintaining the 1918 Griffin Plan as the primary organising framework of the city's urban form, landscape and symbolism fostering Canberra's unique sense of place that has evolved from the Griffins' planning principles maintaining the Garden City and City Beautiful values which underpin Canberra's quality of life continuing to give expression to the principles of the 1918 Griffin Plan – its visual geometry, built form, landscape spaces and cultural vitality – in order to maintain its integrity as a work of cultural significance which is internationally recognised continuing to reinforce and, where possible, express the integrity of the Griffins' visual structure by strengthening the geometry and form of Main Avenues, vistas and public spaces 	<p>The Project maintains the Griffin Plan as the primary organising framework of Canberra's urban form. The works contribute to creating a unique sense of place and connecting areas of the city.</p> <p>The Project gives expression to the Griffin Plan through its integration with the urban geometry in the City and towards Commonwealth Park, improving the public realm and experience of moving through the centre of Canberra.</p> <p>The geometry and form of London Circuit, Commonwealth Avenue and Northbourne Avenue is strengthened and public spaces enhanced by the Project, with key vistas retained.</p>

Control	Response
<ul style="list-style-type: none"> refocusing the symbolic framework of the 1918 Griffin Plan by consolidating development of national symbols and spaces for commemoration and celebration on the land and water axes, and within the National Triangle 	The Project facilitates access to national symbols and spaces on the land and water axes of the National Triangle.
<ul style="list-style-type: none"> maintaining the geometry and where practicable the fine-grain pattern of the streets and blocks of the 1918 Griffin Plan 	The Project retains the fine-grain pattern of streets and blocks under the Griffin Plan.
<ul style="list-style-type: none"> strengthening the landscape framework from the natural setting of the hills, water courses and parks to the character of its streets as generously-scaled corridors for formal plantings of broad-canopy trees 	The Project strengthens the landscape framework from the City to Commonwealth Park, providing formal plantings along Main Avenues that complement and frame these corridors.
<ul style="list-style-type: none"> maintaining the metropolitan structure principles of Canberra's planning legacy of environmentally balanced urban extensions: design with nature; undeveloped hills and valleys; landscape containment and greenbelts; low traffic congestion; long-term public transport reservations; provision for walking and cycling; and protection of the Central National Area 	The Project fulfils the objective of utilising existing road corridors to deliver an expanded public transport network within the Central National Area and through its public realm works facilitates safer and more convenient pedestrian and cyclist movement.
<ul style="list-style-type: none"> maintaining a mix of tree species which enriches the landscape by providing beauty, shade, shelter and wildlife habitats and enhances the built environment. 	The landscaping strategy for the Project includes a mix of tree species that complement the existing formal character of the Central National Area, affording shade, beauty and wildlife habitat.
Revitalise the vision with growth in the Central National Area by:	
<ul style="list-style-type: none"> reinstating the Griffins' intended unity between the Central National Area, its setting and the everyday life of the city 	The Project contributes to reinstating unity in the Central National Area, connecting the City to Commonwealth Park and Lake Burley Griffin.
<ul style="list-style-type: none"> delivering the richness and vitality of the Griffins' vision by ensuring that City and surrounding neighbourhood precincts are strongly connected with the Central National Area, especially with Lake Burley Griffin and its surrounding parks 	
<ul style="list-style-type: none"> accommodating growth in Canberra Central to contribute to a compact, sustainable city that fosters a healthy community, and offers: increased housing, employment and recreation choices; ease of movement; integrated transport and land-use; and respect for the natural environment 	The Project facilitates a compact and sustainable city, providing public transport infrastructure and public realm upgrades to encourage ease of movement, integrated transport and land use. EBPC approval has been sought for the Project and has been designed to respect the natural environment.

Control	Response
<ul style="list-style-type: none"> developing the central areas of Canberra, such as City and Constitution Avenue, to the urban scale and diversity intended to consolidate the central areas of Canberra. 	The Project through its enhancement of the public realm assists the future development of sites along the project alignment to achieve the urban scale and diversity envisaged for the City precinct.
<ul style="list-style-type: none"> managing change – particularly in terms of traffic and development – to preserve the historic landscapes, Garden City and City Beautiful values, and the dignity of the Central National Area 	The Project seeks to manage change in the city including alterations to traffic arrangements to accommodate the inclusion of the Canberra Light Rail. The proposed works has been designed to preserve historic landscape and maintain the dignity of the Central national Area.
<ul style="list-style-type: none"> using public investment in infrastructure to guide private investment, to enhance the vitality, accessibility and national significance of the public domain of the 1918 Griffin Plan, and to generate economic growth 	The Project represents a significant investment in public infrastructure that enhances the vitality, accessibility and national significance of the public domain. The City to Commonwealth Park will generate economic growth through increased tourism, employment opportunities.
<ul style="list-style-type: none"> fostering a greater level of activity, choice, connectivity and accessibility in the central areas of Canberra. 	The Project fosters greater activity, choice, connectivity and accessibility in central Canberra by providing public transport infrastructure to connect the City to Commonwealth Park and broader Canberra through the Stage 1 Canberra Light Rail, further enhanced by public realm upgrades that improve the pedestrian and cyclist experience in the Central National Area.
Link the city to the Central National Area by:	
<ul style="list-style-type: none"> reducing the physical barriers between the Central National Area, City Centre and surrounding neighbourhood precincts 	The Project reduces physical barriers between the City and Central National Area by providing a safe, convenient and direct route from the City to Commonwealth Park for light rail users, pedestrians and cyclists.

Control	Response
<ul style="list-style-type: none"> fostering exchange between local and national activities harnessing the cultural and economic links between the City Centre and surrounding neighbourhood precincts 	<p>The Project facilitates exchange between local and national activities and harnesses cultural and economic links between the City and surrounding precincts by building on the City to Gungahlin light rail network to connect broader Canberra to the City and Central National Area.</p>
<ul style="list-style-type: none"> facilitating the development of physical connections and urban form to enable greater interaction and exchange between the Australian National University, the Central National Area and City Centre. 	<p>The extension of the Canberra Light Rail from City to Commonwealth Park will provide greater connection to the Australian National University through the project alignment extending along London Circuit, including the Edinburgh Avenue Stop, within close proximity to the ANU campus.</p>
Extend the City to the Lake by:	
<ul style="list-style-type: none"> developing a variety of waterfront activities on the Lake which are diverse in urban, recreational and ceremonial character and are accessible to the public along the waterfront enhancing lake-based tourist facilities and experiences maintaining and enhancing the ecological integrity of the lake shore through environmental management requirements for any new development adjacent to or on the lake developing natural drainage corridors as linear parks and pedestrian/cycle paths to connect with the lake parklands. 	<p>The Project facilitates waterfront activities at Lake Burley Griffin through the inclusion of the Commonwealth Park Stop that provides convenient and direct access to the Lake, its parklands and the Acton Waterfront. Public realm upgrades further enhance pedestrian and cyclist connectivity to the Lake. Environmental management measures for the project maintain the ecological integrity of the lake and surrounds as detailed in the Environmental Assessment.</p>
Reinforce the Main Avenues by:	
<ul style="list-style-type: none"> realising the identified Main Avenues of Constitution, Northbourne, Commonwealth, Kings, University, Sydney, Brisbane, and part of Canberra Avenue as multi-use boulevards providing corridors of higher-density mixed-use development, public transport, broad tree-lined footpaths with potential for outdoor dining and street parking 	<p>The Project acknowledges Northbourne, Commonwealth and University Avenues as multi-use boulevards and public realm and landscaping works contribute to the streetscape character of these areas.</p>
<ul style="list-style-type: none"> preventing the Central National Area from being overwhelmed by through traffic 	<p>The Project seeks to effectively manage traffic along Main Avenues managing different road users through the provision of safe, accessible and equitable travel routes through the City Centre.</p>

Control	Response
<ul style="list-style-type: none"> providing flexible, efficient and sustainable public transport and pedestrian and bicycle systems that reduce car dependency 	The Project delivers sustainable public transport and enhanced pedestrian and bicycle systems from the City to Commonwealth Park.
<ul style="list-style-type: none"> developing a sufficient density and mix of land uses to support public transport 	The Project supports future development opportunities within the City Centre and Acton Waterfront to achieve a density and mix of land uses.
<ul style="list-style-type: none"> improving the urban design and streetscape qualities of the Main Avenues as approaches to the Central National Area 	The Project delivers an improved urban design and streetscape along Northbourne Avenue, London Circuit and Commonwealth Avenue on the approach to the Central National Area.
<ul style="list-style-type: none"> maintaining the ease and comfort of movement around the city to cater for a diversity of pedestrian, cycle, vehicular and public transport modes 	The Project caters for a diversity of pedestrian, cycle and public transport modes to facilitate ease and comfort of movement around the city.
<ul style="list-style-type: none"> providing streets with a quality architecture and landscape character that fosters a compact, connective and pedestrian-friendly environment for central city living 	The Project delivers an improved landscape character along Main Avenues that is pedestrian friendly and consistent with the formal character envisaged for the Central National Area.
<ul style="list-style-type: none"> reducing the barriers of major roads to make it easier for people to access the public spaces of the city, particularly in the Central National Area 	The Project reduces the barrier of major roads including Parkes Way to facilitate ease of access to Commonwealth Park and the Lake.
Link national attractions by:	
<ul style="list-style-type: none"> maintaining the Central National Area as the appropriate setting for the presentation of events, ceremonies and celebrations of national and international significance, so that Australians might better understand their culture and history – and showcase them to the world consolidating national and international tourism activity in the Central National Area to enhance the visitor experience and appreciation of the symbolic role of Canberra as the National Capital 	The Project enhances the connectivity of Canberra to the Central National Area to facilitate access to events, ceremonies and celebrations to support the symbolic role of Canberra as the National Capital.

Control	Response
<ul style="list-style-type: none"> developing existing and new national cultural attractions to complement the settings of existing memorials and national symbols, and to enhance economic benefits for the Australian Capital Territory community 	Not relevant to this proposal.
<ul style="list-style-type: none"> developing network concepts to link national attractions in the Central National Area, improving legibility and way finding for visitors, and linking existing public domain and transport networks 	The Project assists in linking national attractions through providing improved public transport, pedestrian and cyclist connectivity from the City to Commonwealth Park.
<ul style="list-style-type: none"> engaging new cultural and government buildings with the daily life of the city by connecting them to diverse and mixed-use districts that support a range of public activities, including shopping, dining and entertainment 	Not relevant to this proposal.
<ul style="list-style-type: none"> reinforcing corridors of tourist activity with additional attractions and supportive land uses such as retail, restaurant and hotel developments 	The Project facilitates tourist activity and supports the future development of mixed uses along the project alignment in the City and Acton Waterfront.
<ul style="list-style-type: none"> protecting and enhancing ecological values of the Central National Area as a site for eco-tourism 	The Project protects and enhances the ecological values of the Central National Area as detailed in the Environmental Assessment.
<ul style="list-style-type: none"> identifying opportunities for developing eco-tourism activities in the Central National Area, provide connections to the National Capital Open Space System, and reinforce Canberra's identity and environmental integrity as the 'Bush Capital' 	Not relevant to this proposal.
<ul style="list-style-type: none"> enhancing the provision of lake and land-based recreational and tourism opportunities within a predominantly public open space setting 	The provision of improved public transport, pedestrian and cyclist infrastructure between the city and Lake Burley Griffin enhances the opportunities for lake and land-based recreation and tourism.
<ul style="list-style-type: none"> enhancing the sense of arrival for visitors to the National Capital by improving the quality of the approach routes and by progressively formalising the gateway experiences at key city thresholds, culminating in arrival at the Central National Area enhancing the vistas to the national attractions and icons. 	The Project enhances the sense of arrival for visitors to the National Capital through improvements to the public realm along the approach to the City and the vista towards Parliament House, providing a formalised gateway that is commensurate with the character of the Central National Area.

6.8 The Parliamentary Zone and its Setting

The City Hill, West Basin, Lake Burley Griffin and Foreshores and Constitution Avenue and Anzac Parade Precincts within which the Project is located are identified as precincts that form part of the Parliamentary Zone and Its Setting.

Development in the Parliamentary Zone and its Setting is to be guided by the following principles and policies as outlined under the National Capital Plan.

Table 9 - Assessment against the Detailed Conditions of Planning, Design and Development for the Parliamentary Zone and its Setting

Control	Response
4.2.2.1 Principles for the Parliamentary Zone and its Setting	
1. Canberra's role as Australia's capital is of continuing and paramount importance. National functions, organisations and activities are actively encouraged to locate in Canberra. They should be housed and located in prominent positions where they serve, individually and collectively, as effective symbols of the nation and its capital.	The Project facilitates Canberra's continued role as Australia's capital and will support the delivery of functions, organisations and activities in the Parliamentary Zone.
2. Opportunities should be taken progressively to enhance the international role of Canberra as Australia's capital. Diplomatic representation, the establishment in Canberra of international organisations, and the holding of international events in Canberra are all encouraged as means of enhancing the National Capital's international role.	Not relevant to this proposal.
3. The planning and development of the National Capital will seek to respect and enhance the main principles of the Griffins' formally adopted plan for Canberra.	The Project respects and enhances the main principles of the Griffin Plan through retaining and strengthening the urban geometry of the City centre and improving the public realm along the project alignment.
4. The Parliamentary Zone and its setting remain the heart of the National Capital. In this area, priority will be given to the development of buildings and associated structures which have activities and functions that symbolise the Capital and through it the nation. Other developments in the area should be sited and designed to support the prominence of these national functions and reinforce the character of the area.	The Project supports the future development of sites along the project alignment that contribute to the symbolic function of the Capital.

Control	Response
5. Planning and development of the Territory beyond the Parliamentary Zone and its setting should enhance the national significance of both Canberra and the Territory.	The Project contributes to the formal character of the Parliamentary Zone through the provision of a public transport infrastructure network that enhances the national significance of Canberra and the Territory.

4.2.2.2 Policies for the Parliamentary Zone and its Setting

1. Major national functions and activities that are closely connected with workings of Parliament or are of major national significance should be located in or adjacent to the National Triangle formed by Commonwealth, Kings and Constitution Avenues, to provide a strong physical and functional structure which symbolises the role of Canberra as the National Capital.	The Project contributes to supporting national functions and activities along Commonwealth Avenue by providing public transport infrastructure to this precinct.
2. The preferred uses in the Parliamentary Zone are those that arise from its role as the physical manifestation of Australian democratic government and as the home of the nation's most important cultural and judicial institutions and symbols. The highest standards of architecture will be sought for buildings located in the Parliamentary Zone.	Not relevant to this proposal as no buildings are proposed.
3. Diplomatic activities should be established in places which are prestigious, have good access to Parliament House and other designated diplomatic precincts, and meet security requirements. They should be planned and designed to establish a distinct character and setting for each area reflecting their national and international significance.	Not relevant to this proposal.
4. National and international associations and institutions will be encouraged to locate in Canberra, and whenever practicable the District of Canberra Central will be the preferred location for them.	Not relevant to this proposal.

6.9 National Capital Plan Precinct Codes

As depicted in Figure 10 below, the works that form part of this application are located across five precincts under the National Capital Plan:

- City Hill Precinct
- West Basin Precinct
- Constitution Avenue and ANZAC Parade Precinct
- Lake Burley Griffin and Foreshores Precinct
- the Main Avenues Precinct, which includes parts of Northbourne Avenue within which works are proposed.

Each of these Precinct Codes is addressed below.

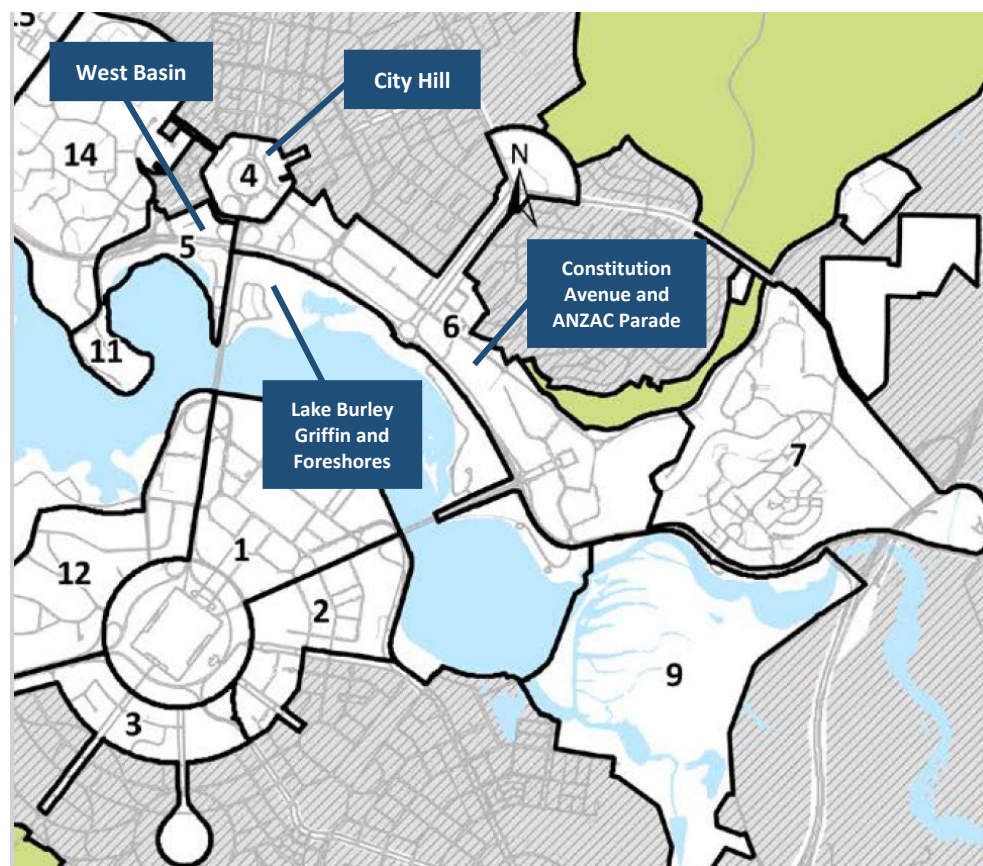


Figure 10 National Capital Plan Central National Area Precincts

6.9.1 City Hill Precinct Code

Part of the lands within the delivery phase area are located within the Central National Area in the City Hill Precinct. Development within this area is guided by general principles as provided in the NCP, while detailed conditions for planning are provided in the Precinct Code.

The area covered by the Precinct is shown in Figure 11 below.

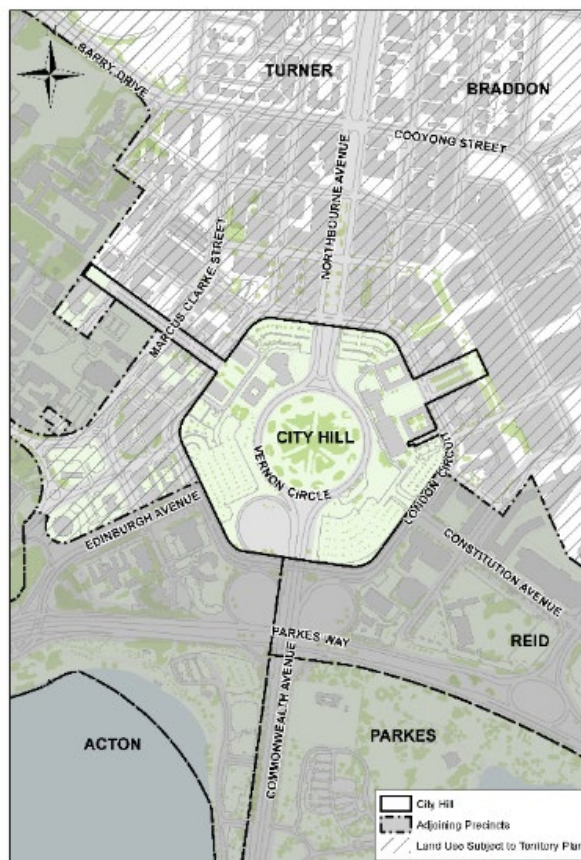


Figure 11 City Hill Precinct (Figure 38 of National Capital Plan) (NCA, 2016)

The City Hill Precinct Code states:

The City Centre has a multi-faceted role as Canberra's most important metropolitan centre. The City Hill Precinct within the City Centre is located at the apex of the National Triangle in a location astride an important entrance route to the Parliamentary Zone, and forms a significant element in the physical structure of central Canberra.

City Hill Precinct is the municipal heart of central Canberra. The City Hill Precinct forms the Griffin's symbolic and geographical centre for the City – a corner completing the National Triangle as a gateway to the Central National Area and a hub connecting significant main avenues and vistas.

There is a National Capital interest in ensuring that:

- Sites within the City Hill Precinct are developed in accordance with their national importance, at the apex of the National Triangle.*
- The symbolic importance of the Main Avenues radiating from City Hill (Northbourne, Ainslie, Constitution, Commonwealth, Edinburgh and University Avenues) is protected and supported through the design and development of the adjacent blocks and the landscaping and design of the avenues*

The proposed development is intended to facilitate development to achieve these objectives as described below.

Table 12 - Assessment against the City Hill Precinct Code

Control	Response
4.6.2 Background	
<p>The City Centre has a multi-faceted role as Canberra's most important metropolitan centre. The City Hill Precinct within the City Centre is located at the apex of the National Triangle in a location astride an important entrance route to the Parliamentary Zone, and forms a significant element in the physical structure of central Canberra.</p> <p>City Hill Precinct is the municipal heart of central Canberra. The City Hill Precinct forms the Griffin's symbolic and geographical centre for the City – a corner completing the National Triangle as a gateway to the Central National Area and a hub connecting significant main avenues and vistas.</p> <p>There is a National Capital interest in ensuring that:</p> <ul style="list-style-type: none">• Sites within the City Hill Precinct are developed in accordance with their national importance, at the apex of the National Triangle.• The symbolic importance of the Main Avenues radiating from City Hill (Northbourne, Ainslie, Constitution, Commonwealth, Edinburgh and University Avenues) is protected and supported through the design and development of the adjacent blocks and the landscaping and design of the avenues.	<p>The Project retains the geometry and symbolic importance of Northbourne, University, Edinburgh and University Avenues radiating from City Hill and public realm works contribute to the formal landscape character and facilitate the future development of blocks within the City Hill precinct.</p>

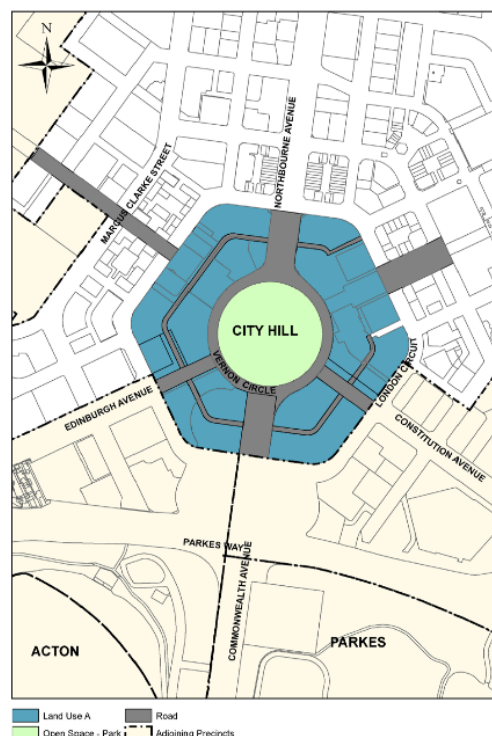
Control	Response
4.6.3 Objectives for City Hill Precinct	
1. Maintain and promote the City Centre as the main commercial centre of Canberra and the region – with the City Hill Precinct as the preeminent heart of City.	The Project promotes the City Centre as the main commercial centre of Canberra and maintains the City Hill Precinct as the heart of the City.
2. The design of buildings and the amenity and environmental quality of the main public spaces should result in an accessible, attractive, high quality and distinctive centre, consistent with the City's role as the major metropolitan centre and its location at one point of the National Triangle, the major organising element of the Central National Area.	The Project enhances the environmental quality of main public spaces to create an accessible, attractive high quality and distinctive centre that meets the needs of a growing contemporary City.
3. That the City Hill Precinct provides a vibrant, interesting and lively centre with high levels of human activity.	The Project facilitates a vibrant, interesting and lively centre through increasing opportunities for access and connectivity, and will draw high levels of human activity to the City.
4. Development must command the highest standards of urban design, sustainability, exemplary architecture and social inclusion, reflecting the character of the National Capital.	The Project reflects high standards of urban design and sustainability as demonstrated in the Environmental Assessment prepared for this submission, and facilitates social inclusion through enhancing the connectivity of the City centre.
5. The City Hill Precinct must complement and actively relate to, and integrate with, the existing and future structure of the rest of City.	The Project complements the urban form of the City and integrates into the City context, continuing the City to Gungahlin light rail network and integrating into the Intertown Public Transport System.
6. Encourage a mix of land uses, including residential uses, which contribute to a diverse and active character.	The Project facilitates new future development and redevelopment in the City Centre through improved accessibility and connectivity provided by the Canberra Light Rail and public realm upgrades that enhance the character of the City.
Major buildings of municipal or cultural significance should be located adjacent to City Hill Park, with their main address to Vernon Circle.	

Control

Response

4.6.4 Land Use for City Hill Precinct

Land use for the City Hill Precinct should be in accordance with Figure 39.



Permitted land uses for Land Use A are:

- | | |
|---------------------------------|----------------------------------|
| • Administrative Use | • Indoor Recreation Facility |
| • Car Park | • Office |
| • Café, Bar Restaurant | • Park |
| • Casino | • Personal Service Establishment |
| • Community Protection Facility | • Place of Assembly |
| • Cultural Facility | • Public Utility |
| • Diplomatic Mission | • Residential |
| • Education Establishment | • Retail |

The proposed works within the City Hill precinct comprising site compound areas fall partly within the Land Use A land use area and areas identified as road at the University Avenue and Edinburgh Avenue intersections, as well as works within the area between London Circuit and Vernon Circle.

Proposed works within the road reserve include both road and public utility works within the definitions of the National Capital Plan.

The site compound works are temporary in nature however related to the proposed road and public utility works under which the Project is defined.

The Land Use A area permits use of the land for public utility.

Use of land within areas identified as 'Road' to accommodate proposed works is considered to be appropriate as it forms part of the broader project which has been demonstrated to be consistent with the policies and principles of the National Capital Plan as addressed in Section 6 of this report.

Control	Response
<ul style="list-style-type: none"> • Hotel • Health Centre • Motel 	<ul style="list-style-type: none"> • Scientific Research Establishment • Social/Community facility • Tourist facility.

Any buildings located within City Hill Precinct must be subsidiary to the permitted use as a park and must be designed, sited and of a scale that complements the landscape character.

General

New or altered buildings must ensure that:

- Sunlight access to open space within the City Hill Precinct and major pedestrian areas is maintained.
- The vista to City Hill Park is framed and enhanced by new development.
- Predominantly active frontages are provided at ground floor level for building elements fronting London Circuit and the Main Avenues that radiate from City Hill.
- Subdivision patterns should be designed to minimise amalgamation of land and achieve a mix of development scales including fine urban grain.
- New buildings are encouraged to be delivered through design competitions in order to encourage innovation and design excellence.
- The symbolic importance of the City Hill Precinct should be reinforced in the design treatment of the streetscape and public places.
- Public art and art spaces in new development should be encouraged.
- Landscape and streetscape treatments are to be of a high quality emphasising the geometry and formality of the Main Avenues.
- New development should exemplify sustainability principles and demonstrate excellence in urban design, landscaping and architecture.

Not relevant to this proposal as no buildings are proposed.

Control	Response
City Hill Park as a central open space	
City Hill Park should be retained and enhanced as an enclosed central park serving a functional role within an urban built form.	The proposed works do not impact on the continuing function of City Hill Park in its role as a central open space.
The topography of City Hill Park may need to be modified to create an urban park, accommodate pedestrian desire lines and integrate with Vernon Circle.	
City Hill Park is the primary public place for the Precinct. Any buildings located on City Hill them Park must be ancillary to this purpose and be designed, sited and of a scale that complements the landscape character.	
New public spaces created within the Precinct must complement and not diminish the pre-eminence of City Hill Park.	
Open space- Building Height	
Building heights of up to 25 metres (generally six to eight storeys) above adjacent kerb levels of London Circuit, Vernon Circle and Northbourne, Edinburgh, Constitution and Commonwealth Avenues are permissible in all areas of City Hill Precinct.	Not relevant to this proposal as no buildings are proposed.
Landmark buildings up to RL617 (generally 14 to 18 storeys) will be restricted to the locations identified in Figure 42, generally being the corners of the main avenues intersecting with London Circuit.	
Buildings more than 25 metres in height are to be the subject of wind testing, including down draught conditions and turbulence, to ensure development does not have adverse impacts on building entrances and the public domain.	
Buildings fronting Vernon Circle should have a minimum height of 16 metres (equivalent to four storeys) to create a sense of enclosure around City Hill Park.	
Minor building elements that extend building height above 25 metres will be considered where this enhances the architectural quality of the building and fosters energy efficiency, indoor amenity and appropriate urban scale.	

Control	Response
Active frontages	
Street level frontages should, where possible, be active. Primary retail activities should be off London Circuit with secondary food and beverage activities occurring along north-south laneways so as to optimise sunlight access during peak periods. Buildings on the avenues must have predominantly active frontages at ground floor.	The Project has been designed to interface with adjoining blocks so as to retain opportunity for existing buildings and sites proposed for future development to achieve street level active frontages along the London Circuit Light Rail route.
Avenue connections and vistas	
<ul style="list-style-type: none"> • New road connections to Vernon Circle from Constitution and Edinburgh Avenues should facilitate access for local traffic and pedestrians. • View corridors must be retained from radiating avenues to City Hill Park. No buildings should bridge these avenues. • A limited palette of high-quality pedestrian pavement materials, street furniture and lighting will be used. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues. 	<p>No new road connections to Vernon Circle are proposed in this application.</p> <p>The Project retains view corridors from Northbourne Avenue through to City Hill Park.</p> <p>High quality pedestrian pavement materials, street furniture and lighting are proposed for the City Hill precinct which reflects an elegant, simple and bold design that reflects the formality of main avenues and integrates with the City Centre.</p>
Heritage	
The heritage values of the Sydney and Melbourne Buildings are to be considered and addressed by new buildings adjacent to these sites.	The heritage values of the Sydney and Melbourne Buildings have been considered and addressed by the proposal, including the development of Northbourne Place, as outlined in the plans for Northbourne Place and supported in the heritage report included in this submission.
Traffic	
<ul style="list-style-type: none"> • Major modifications to the existing traffic management arrangements are dependent upon the continuing implementation of peripheral parkways and city bypass routes including Gungahlin Drive, Majura Parkway, Clunies Ross Street, Fairbairn Avenue, Marcus Clarke Street and Cooyong/Ballumbir Streets and the removal of the Parkes Way cloverleaves. 	The removal of cloverleaves was approved as part of the Raising London Circuit Works Approval application. The continued operation of city bypass routes is not to be impacted by the Project.

Control	Response
<ul style="list-style-type: none"> Traffic engineering devices (e.g. slip lanes) should be designed to promote pedestrian amenity, safety and access and bicycle movements. 	Traffic engineering devices have been included in the Project to promote pedestrian amenity, safety and access and bicycle movement as detailed in the Civil Package included in this submission.
Parking	
<ul style="list-style-type: none"> Replacement of existing surface car parks and public car parking should be provided for as identified in the ACT Government Parking Strategy. Development of existing surface car parks will need to demonstrate that an adequate public car parking provision (on street or in appropriately designed structures) will meet the needs of City Hill Precinct. 	This proposal does not include the redevelopment of existing surface car parks. Impacts from this proposal on all carparks within the City Hill precinct, including Block 23 Section 63 City are being addressed with relevant stakeholders as noted section 1.5 of this report.
<ul style="list-style-type: none"> Car parking for new development is to be accommodated in basements or in above ground structures that do not dominate the public domain. 	It is intended to include part of the Section 116 City public surface car park as a Site Compound for the delivery of the works for the duration of the Project, and thereafter the land is to be reinstated for use by the land custodian.
Public transport	
London Circuit should operate as the main public transport circuit for Canberra City.	The Project reinforces London Circuit as the main public transport circuit for the City.
Redevelopment of the City Hill Precinct should take place in the context of an integrated public transport plan.	The Project is part of a coordinated and holistic delivery of a series of major projects in the City and surrounds, to realise the strategic planning and development for the City presented in the <i>National Capital Plan</i> (NCP), the <i>Territory Plan 2008</i> , and the <i>ACT Transport Strategy</i> .
Mechanisms should be introduced to give priority to public transport.	The Project has been designed to provide priority to public transport in the City Centre.

Control	Response
Laneways	
Existing laneways should be retained and new laneways created to provide permeability and create service access. Opportunities should be identified to create laneways with active frontages, particularly in relation to heritage and public buildings and at intersections.	Not relevant to this proposal as no laneways are proposed.
Pedestrian and bicycle links	
New development, including public spaces, will facilitate pedestrian connectivity and bicycle movements within the City Hill Precinct and between the City Hill Precinct and Canberra Central.	The Project facilitates improved pedestrian connectivity and bicycle movements within the City Hill precinct and beyond to Central Canberra through the improvement of pedestrian and cycle infrastructure including widened paths, segregated cycle ways and upgraded safety and accessibility performance of pedestrian and cyclist routes within the City Centre.

6.9.2 West Basin Precinct Code

The Project includes works located within the West Basin Precinct. The area covered by the Precinct is shown in Figure 13 below.



Figure 13 West Basin Precinct (Figure 54 of National Capital Plan) (NCA, 2016)

The West Basin Precinct Code states:

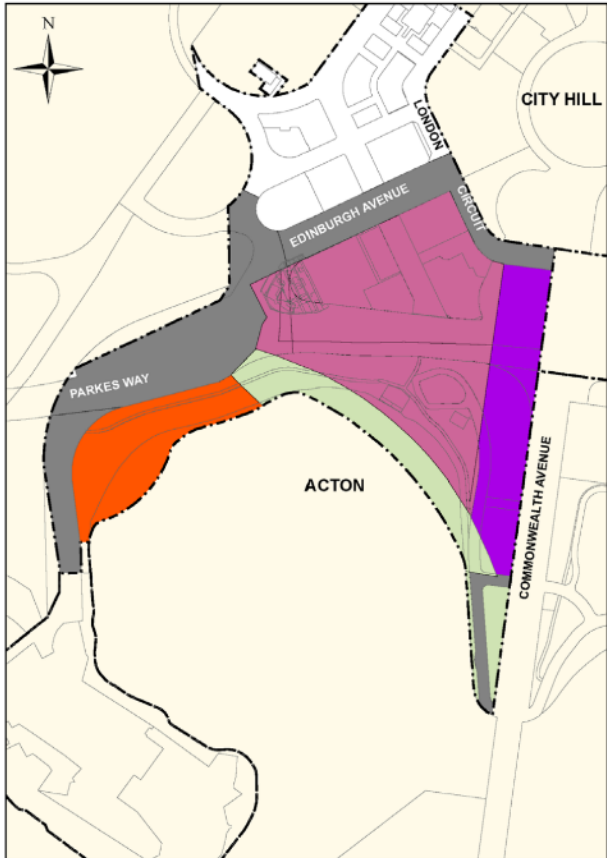
West Basin will be a vibrant cultural and entertainment precinct on a waterfront promenade. The area will create a new city neighbourhood, extending the city to the lake with a cosmopolitan mixture of shops, businesses, cafés, recreation, tourist activities and accommodation.

Objectives for the West Basin Precinct include:

- 1. Create a legible network of paths and streets by extending the city grid of streets and paths to enhance connectivity and accessibility to the lake.*
- 2. Create a vibrant public waterfront promenade in the Central National Area.*
- 3. Enhance the range of tourism and recreation experiences available on Lake Burley Griffin.*
- 4. Develop a built environment which demonstrates design excellence.*
- 5. Develop West Basin precinct with a mix of uses and create a public domain which demonstrates urban design excellence.*
- 6. Provide continuous public access around West Basin with links to the surrounding national attractions.*
- 7. Contribute to the visitor and recreation experience of the Lake Burley Griffin parklands with an active waterfront promenade that permits a high level of tourist, entertainment, accommodation and leisure uses.*
- 8. Enhance Commonwealth and Edinburgh Avenues as important physical, visual and symbolic links of Canberra.*
- 9. Reinforce Commonwealth Avenue, a significant approach route and vista to Parliament House, as a corridor of activity, leading pedestrians from the city into the Parliamentary Zone.*
- 10. Develop a significant public building, cultural attraction or landscape space on the water axis on the western shore of West Basin.*
- 11. Ensure new development meets leading practice for environmental sustainability including energy efficiency and water sensitive urban design measures.*

The proposed Raising of London Circuit is intended to facilitate future light rail development to achieve these objectives and importantly in their design and continue to retain Commonwealth and Edinburgh Avenues as key physical, visual and symbolic links of Canberra.

Table 14 - Assessment against the West Basin Precinct Code

Control	Response
4.7.4 Land Use for West Basin Precinct	
<p>Land use for the West Basin Precinct should be in accordance with Figure 55.</p>  <p>Legend:</p> <ul style="list-style-type: none"> Land Use A (pink) Land Use B (purple) Land Use C (orange) Open Space (green) Road (grey) Adjoining Precincts (dashed line) 	<p>The proposed works within the West Basin precinct comprise:</p> <ul style="list-style-type: none"> – Works within the London Circuit and Edinburgh Avenue road reserve identified as ‘Road’ in Figure 55 – Site compound areas that fall partly within the Land Use B and Open Space land use areas. <p>These works relate to the proposed road and public utility works under which the Project is defined. Site compound areas will be temporary works for the duration of the Project.</p> <p>Both the Land Use B and Open Space areas permit use of the land for public utility.</p> <p>Use of land within areas identified as ‘Road’ to accommodate proposed works is considered to be appropriate as it forms part of the broader project which has been demonstrated to be consistent with the policies and principles of the National Capital Plan as addressed in Section 6 of this report.</p>

Permitted land uses for ‘Land Use A’ are:

Control	Response
<ul style="list-style-type: none"> • Bank and Cooperative Society • Café, Bar, Restaurant • Car Park • Club • Commercial Accommodation (Hotel, Motel or Serviced Apartment only) • Cultural Facility • Diplomatic Mission • Indoor Recreation Facility • Office 	<ul style="list-style-type: none"> • Park • Personal Service Establishment • Place of Assembly • Public utility • Residential • Retail • Road • Social/Community Facility • Tourist Facility
Permitted land uses for 'Land Use B' are:	
<ul style="list-style-type: none"> • Bank and Cooperative Society • Café, Bar, Restaurant • Car Park • Club • Commercial Accommodation (Hotel, Motel or Serviced Apartment only) • Cultural Facility • Diplomatic Mission • Indoor Recreation Facility • Office 	<ul style="list-style-type: none"> • Park • Personal Service Establishment • Place of Assembly • Public utility • Residential • Road • Social/Community Facility • Tourist Facility <p>Ancillary land uses permitted are: Retail</p>
Permitted land uses for 'Open Space' are:	
<ul style="list-style-type: none"> • Aquatic Recreation Facility • Café, Bar, Restaurant • Car Park • Cultural Facility • Indoor Recreation Facility • Park 	<ul style="list-style-type: none"> • Pathway Corridor • Public utility • Recreation • Road • Tourist facility (not including a service station)

Control	Response
Building Height and Form	
<p>Building height will generally be medium rise up to 25 metres. Taller building elements may be considered on sites north of Parkes Way having regard to:</p> <ul style="list-style-type: none"> • access to sunlight • visual and environmental amenity • microclimate • Building height on the waterfront promenade will be limited to 8 metres (maximum two storeys). <p>The parapet height of buildings fronting the promenade will be a maximum of 16 metres.</p> <p>Taller building elements to a maximum of 25 metres, and not exceeding 30 per cent of the site area, may be considered.</p>	<p>Not relevant to this proposal as no buildings are proposed within this area of the Project.</p>
Land reclamation and land bridge	
<p>Replace the clover leaf intersection of Parkes Way and Commonwealth Avenue with a signalised grade-separated intersection. Create a land bridge over a section of Parkes Way for streets to extend to the lake. Reclaim land from the lake to establish a public waterfront promenade, reflecting the geometry of the 1918 Griffin Plan.</p>	<p>The signalised grade-separated intersection was approved as part of the Raising London Circuit Works Approval.</p> <p>Land reclamation and land bridge works are not part of this application.</p>
Heritage	
<ul style="list-style-type: none"> • Provide public access to local heritage places around West Basin. 	<p>The proposed works continue to maintain access to heritage places around West Basin.</p>
<ul style="list-style-type: none"> • Create a public waterfront promenade reflecting the geometry and intent of the 1918 Griffin Plan. 	<p>The area within which the proposed Site Compound works are located does not impact the provision of the public waterfront promenade.</p>

Control	Response
Landscape/Streetscape	
<ul style="list-style-type: none"> Landscape planting should reinforce the urban structure of West Basin and its integration with the setting of the Central National Area and the Lake Burley Griffin parklands. 	<p>Proposed landscape planting to Commonwealth Avenue continues the formal planting arrangement along this Avenue and integrates with the setting of the Central National Area and Lake Burley Griffin parklands as detailed in the Commonwealth Avenue Master Plan.</p>
<ul style="list-style-type: none"> A formal treatment should be applied to the main avenues, major streets and the waterfront promenade, and continuous street trees should define the pattern of city streets extending to the lake. The visual impact of parking on the public domain should be minimized by integrating parking layouts with street tree plantings and pavement design. 	<p>Formal landscape treatments are to be applied to Commonwealth Avenue including continuous street trees to extend towards the Lake. Permanent parking is not proposed within the West Basin precinct.</p>
<ul style="list-style-type: none"> A limited palette of high quality pedestrian pavement materials, street furniture and lighting should be used. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues. 	<p>High quality pedestrian pavement materials, street furniture and lighting are proposed along Commonwealth Avenue that achieve an elegant, simple and bold design that complements the formality and the geometry of this key avenue; as detailed in the Commonwealth Avenue Master Plan.</p>
<ul style="list-style-type: none"> A range of soft and hard landscape treatments are to be incorporated into the waterfront promenade and foreshore. Streetscapes must be well lit for pedestrians and made safe for night time use. 	<p>The Project does not include works along the promenade or foreshore.</p>
<ul style="list-style-type: none"> Footpath areas should be wide enough to cater for pedestrians and specific land use requirements and allow for seating areas, outdoor cafés, planting and urban art. 	<p>Footpath areas to Commonwealth Avenue cater for high pedestrian activity, plantings and urban art. Café seating areas are not intended in this location.</p>
<ul style="list-style-type: none"> Public art should be included as an integral component of development proposals and the public domain. 	<p>Opportunities for public art are to be integrated into the public domain through proposed stops.</p>

Control	Response
Waterfront Promenade	
<ul style="list-style-type: none"> Maintain a continuous public pedestrian network with access to the foreshore with high quality pedestrian amenities including lighting, furniture, signage and landscape materials. Provide well lit public areas and close-by on-street parking. Link national attractions with a continuous pedestrian network. Incorporate recreation and tourist activities along the waterfront promenade. Provide for a shared pathway network along the waterfront promenade designed for all users. Provide a minimum width of 55 metres for footpaths. 	Not applicable to this proposal as no works are proposed to the promenade area.
Cycle ways and Ferry	
<ul style="list-style-type: none"> Provide a network of cycle ways catering to recreation and commuter needs, separated spatially and by visual character where appropriate to prevent pedestrian conflicts. 	The proposal incorporates improvements to the cycle network to cater for recreation and commuter needs along Commonwealth Avenue, appropriately separated to prevent pedestrian conflicts.
<ul style="list-style-type: none"> Provide ferry landings at key nodes around West Basin which incorporate lake based recreation and tourist activities. 	Ferry landing points are not applicable to this proposal.
Active Frontage	
<ul style="list-style-type: none"> Individual buildings will contribute to the definition of blocks and streets, with the greatest levels of public activity, shops and building entrances on main avenues, major streets and public spaces. Identified active frontages are to present an attractive pedestrian-oriented frontage providing active uses and are to have a minimum of 80 percent active uses. All other streets are to have a minimum of 50 percent active frontages. Residential uses should generally be avoided at street level. Blank walls are strongly discouraged. Pedestrian entries should be clearly visible from the public domain. 	Not applicable to this proposal as no buildings are proposed in the West Basin precinct.

Control	Response
Road Hierarchy	
<ul style="list-style-type: none"> • Maximise connections into the site from surrounding main avenues. 	Public realm works along Commonwealth Avenue maximise connections to the West Basin Precinct through improvements to pedestrian infrastructure.
<ul style="list-style-type: none"> • Provide a hierarchy of streets being main avenues, major streets and minor streets. • Provide a flexible road network that can accommodate temporary closures of minor streets to vehicles for significant pedestrian events. • Ensure that minor streets are low-speed urban streets which give priority to pedestrians. 	The Project does not propose any changes to the existing road hierarchy.
<ul style="list-style-type: none"> • Design traffic engineering devices to promote pedestrian amenity, safety and access. 	Traffic engineering devices have been developed to promote pedestrian amenity, safety and access at detailed in this submission.

6.9.3 Constitution Avenue and ANZAC Parade Precinct Code

The Project includes works within the Constitution Avenue and ANZAC Parade Precinct. Development within this area is guided by general principles as provided in the NCP, while detailed conditions for planning are provided in the Precinct Code.

The area covered by the Precinct is shown in Figure 15 below.



Figure 15 Constitution Avenue and ANZAC Parade Precinct (Figure 70 of National Capital Plan) (NCA, 2016)

The Constitution Avenue and ANZAC Parade Precinct Code states:

Constitution Avenue is central to the implementation of the Griffin Legacy. Constitution Avenue will become an elegant and vibrant mixed use grand boulevard linking London Circuit to Russell, increasing the vitality of the Central National Area and completing the National Triangle. This will be supported by an integrated transport system, broad tree-lined footpaths and outdoor dining and street parking.

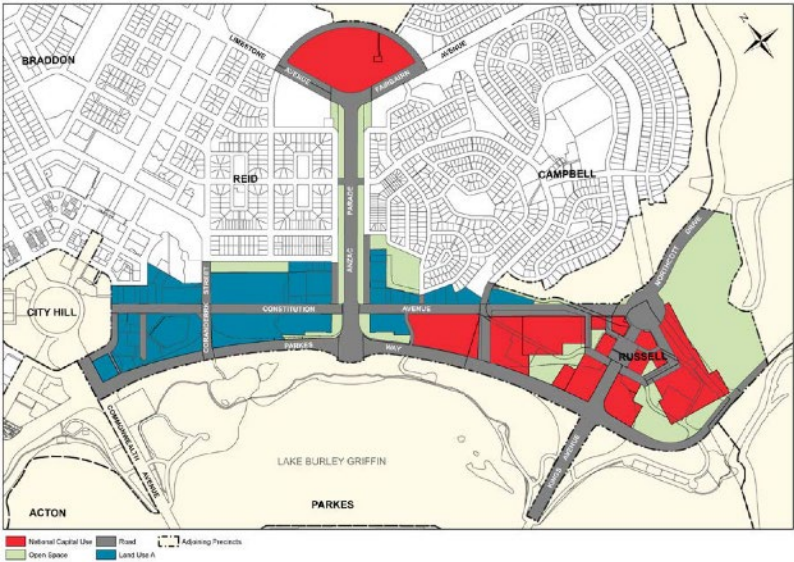
Objectives for the Constitution Avenue and ANZAC Parade Precinct include:

1. *Establish Constitution Avenue as a diverse and active grand boulevard lined with shops, cafés and a mix of commercial, entertainment and residential uses.*
2. *Establish Constitution Avenue as a prestigious address for National Capital Uses.*
3. *Link education and high-tech employment clusters located in the corridor between the Australian National University and the Canberra International Airport.*
4. *Complete the base of the National Triangle.*
5. *Support Constitution Avenue with an integrated transport system and mix of land uses contributing to the life of the National Triangle.*
6. *Establish Constitution Avenue with higher density development, public transport, broad tree-lined footpaths and outdoor dining and street parking.*
7. *Develop a built environment which demonstrates design excellence.*
8. *Achieve leading practice environmentally sustainable development.*

The proposed development is intended to facilitate development to achieve these objectives.

An assessment of the relevant parts of the proposal located within this Precinct against the requirements of the Code is included below.

Table 16 - Assessment against the Constitution Avenue and ANZAC Parade Precinct Code

Control	Response
<p>4.8.4 Land use for Constitution Avenue and ANZAC Parade Precinct</p> <p>Land use for the Constitution Avenue and ANZAC Parade Precinct should be in accordance with Figure 71.</p>  <p>Permitted land uses for 'Land Use A' are:</p> <ul style="list-style-type: none"> • Administrative Use • Aquatic recreation facility • Bank and cooperative society • Café, bar, restaurant • Car park • Club • Commercial Accommodation (Served Apartment only) • Consulting Rooms • Cultural facility • Motel • Office • Park • Personal service establishment • Place of assembly • Public utility • Residential • Retail (ground floor of buildings only) • Road 	<p>The proposed works within the Constitution Avenue and ANZAC Parade precinct comprise:</p> <ul style="list-style-type: none"> – Works within the Commonwealth Avenue road reserve identified as 'Road' in Figure 71. <p>Use of land within areas identified as 'Road' to accommodate proposed works is considered to be appropriate as it forms part of the broader project which has been demonstrated to be consistent with the policies and principles of the National Capital Plan as addressed in Section 6 of this report.</p>

Control	Response
<ul style="list-style-type: none"> • Diplomatic Mission • Education establishment • Health Centre • Hotel • Indoor recreation facility 	<ul style="list-style-type: none"> • Social/Community facility • Tourist facility <p>Ancillary land uses for 'Land Use A' are:</p> <ul style="list-style-type: none"> • Child Care Centre • Retail (either ground floor or above)
Urban Structure	
Reinforce Constitution Avenue as the base of the National Triangle and the Russell apex with appropriate urban form.	Not applicable to this proposal.
Create a street grid, sympathetic to Griffin's intended pattern of streets and city blocks that provides a high level of integration with the street and path network of City, Reid and Campbell and link these areas with Lake Burley Griffin and Kings and Commonwealth Parks.	The Project includes the integration of the street and pedestrian path network in the City Centre to link the Constitution Avenue and ANZAC Parade precinct with the City and to Commonwealth Park.
Landscape Structure	
Landscape planting should reinforce the urban structure of Constitution Avenue and its integration with the setting of the Central National Area and the Lake Burley Griffin parklands.	The proposed landscape plantings include appropriate species and planting arrangements that reinforce the urban structure of the Central National Area and Lake Burley Griffin Parklands.
A formal treatment should be applied to the main avenues including Constitution, Kings and Commonwealth Avenues, as well as Parkes Way. Continuous street trees should define the pattern of major and minor streets.	The landscaping strategy adopts a formal treatment to Commonwealth Avenue. Within the parts of the Project subject to this code a formal planting strategy is proposed for Commonwealth Avenue as detailed in the plans included in this submission.
The visual impact of parking on the public domain should be minimised by integrating parking layouts with street tree plantings and pavement design.	No parking is proposed in the areas of the Project subject to this code.

Control	Response
Public transport, access and circulation	
Allow for an integrated public transport system with Constitution, Kings and Commonwealth Avenues and London Circuit as the principal public transport route.	The Project establishes London Circuit as a principal public transport route for Light Rail from the City to Commonwealth Park.
Provide a hierarchy of pedestrian routes ranging from Constitution, Commonwealth and Kings Avenues and London Circuit as urban boulevards, major streets (including Coranderrk Street and Blamey Crescent and Sellheim Avenue), minor streets, laneways and arcades.	The proposed works integrate pedestrian infrastructure along the Light Rail alignment and into existing pedestrian network in the City Centre and Commonwealth Avenue surrounds that is consistent with the road hierarchy.
Ensure safety and comfort for pedestrians, with intersections designed to minimise slip lanes for fast turning traffic.	Pedestrian infrastructure upgrades have been designed to achieve safety performance and pedestrian comfort including increased path widths, and improvements to meet accessibility standards. No new vehicle slip lanes are proposed within the delivery phase area.
Road hierarchy	
<p>The road hierarchy provides a legible and connective framework for moving throughout the area with:</p> <ul style="list-style-type: none"> – Constitution, Commonwealth and Kings Avenues and Parkes Way having the role of principal routes for through traffic and pedestrians connecting other parts of the city to the area 	The Project continues the support the road hierarchy to provide a legible and connective framework for moving through the City by retaining and enhancing Constitution Avenue, Commonwealth Avenue and Parkes Way as principal traffic and pedestrian routes connecting the City to Commonwealth Park and Lake Burley Griffin.
Cycle ways	
Provide an attractive and direct network for pedestrians and cyclists catering to recreation and commuter needs, separated spatially and by visual character where appropriate to prevent pedestrian conflicts.	Upgrades to the cycle network to Commonwealth Avenue Parkes Way Bridge are proposed that are designed to prevent pedestrian conflicts. A segregated cycle way is proposed along Commonwealth Avenue to support safety and amenity for both pedestrians and cyclists.

Control	Response
Streetscape Design	
Provide a complementary hierarchy of streetscape elements that relates to the road hierarchy giving primacy to the main avenues, emphasising continuity along their length through avenues of appropriately scaled street trees, consistent pedestrian pavement materials, street furniture and lighting.	The Project public realm design is appropriate to the streetscape hierarchy reinforcing the primacy of Commonwealth and Northbourne Avenues and adopting a consistent palette of pavement materials, street furniture and lighting.
Development should generally be constructed to the street boundary to define and enclose streets and create continuous street frontage while allowing variations in individual buildings and uses.	The Project does not include building works.
Use a limited palette of high quality pedestrian pavement materials, street furniture and lighting. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues.	The public realm design elements are high quality in design and the lighting strategy is appropriate for the Central National Area, as detailed in the response to the NCA Outdoor Lighting Policy addressed in Section 6.12 this report.
Ensure streetscapes are well lit for pedestrians and optimise security and safety for night time use. Footpath areas should be wide enough to cater for pedestrians and specific land use requirements and allow for seating areas, outdoor cafés, planting and urban art.	Streetscape lighting for Commonwealth Avenue has been developed to achieve pedestrian safety standards and security in the public realm as addressed in the NCA Outdoor Lighting Policy response. Footpath areas cater for pedestrian requirements and are not intended to provide for outdoor café seating in this part of the delivery phase area.
Wider pavements for outdoor cafés and public amenity are to be located on the sunny southern side of the avenue.	Not applicable to this proposal.
Active Frontages	
	Not relevant to this proposal as no buildings are proposed.

Control	Response
Building height and form	
	Not relevant to this proposal as no buildings are proposed.
Parking	
	Not applicable as no changes to parking areas in this Precinct area are proposed.

6.9.4 Lake Burley Griffin and Foreshores Precinct Code

Part of the lands within the delivery phase area are located within the Lake Burley Griffin and Foreshores Precinct. The area covered by the Precinct is shown in Figure 17 below.

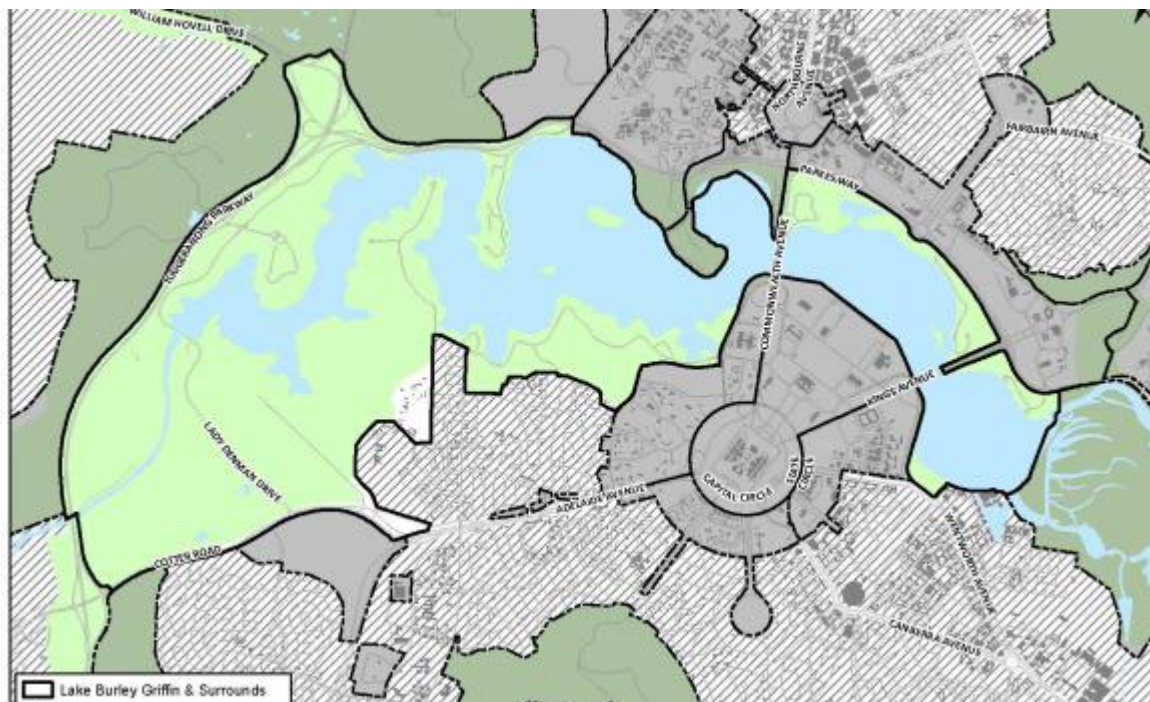


Figure 17 Lake Burley Griffin and Foreshores Precinct (Figure 113 of National Capital Plan) (NCA, 2016)

The Lake Burley Griffin and Foreshores Precinct Code states:

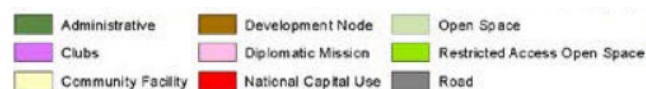
The National Capital Authority will support the development of recreational, tourist and National Capital uses of the Lake and its foreshores. A well defined system of lakeside drives, park access roads and public transport access should be maintained so that residents and visitors can get to the lake and its parks without disturbing nearby areas unduly.

Objectives for the Lake Burley Griffin and Foreshores Precinct include:

Table 18 - Assessment against the Lake Burley Griffin and Foreshores Precinct Code

Control	Response
4.12.3 Background	
4.12.3 Objectives for Lake Burley Griffin and Foreshores	
	The Project is consistent with the objectives for Lake Burley Griffin and Foreshores.
1. To conserve and develop Lake Burley Griffin and Foreshores as the major landscape feature unifying the National Capital's central precincts and the surrounding inner hills and to provide for National Capital uses and a diversity of recreational opportunities.	The Project contributes to conserving and developing Lake Burley Griffin and its foreshores as a major landscape feature through the proposed landscape treatments to the Commonwealth Avenue corridor, and would facilitate improved connections to the Lake to enhance opportunities for recreation in this precinct.
2. Lake Burley Griffin and Foreshores should remain predominantly as open space parklands while providing for existing and additional National Capital and community uses in a manner consistent with the areas' national symbolism and role as the city's key visual and landscape element.	The Project retains Lake Burley Griffin and foreshores as a predominant open space parkland and as a key visual and landscape element.
3. Lake Burley Griffin and Foreshores are intended to provide a range of recreational, educational and symbolic experiences of the National Capital in both formal and informal parkland settings with particular landscape characters or themes. These should be maintained and further developed to create a diversity of landscape and use zones which are integrated into the landscape form of the city and reflect the urban design principles for the National Capital.	The Project continues to permit the Lake and its foreshores to perform its educational, recreational and symbolic functions. The proposed formal landscaping works are to integrate with the landscape form of the city and enhance the character of open space areas approaching the Lake and its parklands.
4. The water quality and hydraulic operation of the lake should be maintained in a manner designed to protect Lake Burley Griffin and Foreshore's visual and symbolic role.	The Project does not interfere with the hydraulic operation of the lake. A separate Works Approval is proposed to be submitted for water resources associated with the Project.
4.12.4 Land use for Lake Burley Griffin and Foreshores	
Land use for the West Basin Precinct should be in accordance with Figure 114.	

Control



Response

The proposed works within the Lake Burley Griffin and Foreshore precinct comprise:

- Works within the Commonwealth Avenue road reserve identified as ‘Road’ and ‘Open Space’ in Figure 114

Use of land within areas identified as ‘Road’ and ‘Open Space’ to accommodate proposed works is considered to be appropriate as it forms part of the broader Project which has been demonstrated to be consistent with the policies and principles of the National Capital Plan as addressed in Section 6 of this report.

Permitted land uses include:

- Aquatic Recreation Facility
- Club (related to lake use only)
- Community Facility
- Landscape Buffer
- National Capital Use
- Outdoor Education Establishment
- Park
- Pathway Corridor
- Public Utility
- Reserve
- Restaurant
- Restricted Access Open Space
- Road
- Single Dwelling Housing (Block 6 Section 4 Yarralumla only)
- Scientific Research Establishment
- Tourist Facility (not including a service station)

Detailed Conditions of Design and Development relating to Commonwealth Park are not applicable to the area within which works are proposed.

6.10 Main Avenues and Approach Routes Precinct Code

Part of the proposed works are located within the Main Avenues and Approach Routes Precinct (as identified in Figure 7 of this report). Development within this area is guided by general principles as provided in the NCP, while detailed conditions for planning are provided in the Precinct Code.

Table 19 - Assessment against the Main Avenues and Approach Routes Precinct Code

Control	Response
4.15.3 Objectives for Main Avenues and Approach Routes	
	The Project is consistent with the objectives for the Main Avenues and Approach Routes Precinct.
1. Establish and enhance the identity of the approaches to the Central National Area as roads of national significance and, where relevant, as frontage roads for buildings which enhance the National Capital function and as corridors for a possible future inter-town public transport system.	The identity of Northbourne and Commonwealth Avenue as roads of significance is enhanced by the Project through improving the character of these important roads and augmenting the inter-town public transport system.
2. Ensure that works within the road reservations are carried out to the highest standards, by maintaining and enhancing landscaping, and by facilitating the flow of traffic as far as possible.	The Project comprises works primarily proposed within road reservations, and have been designed to the highest standards including a comprehensive landscaping strategy. The works are intended to accommodate the expansion of the Light Rail network whilst facilitate the flow of traffic as far as possible.
3. Reinforce and, where possible, express the integrity of the Griffin Plan's visual structure by strengthening the geometry and form of main avenues, vistas and public spaces.	The Project reinforces the integrity of the Griffin Plan's visual structure and strengthens the geometry of Commonwealth and Northbourne Avenues and the vista to City Hill and from City Hill to Parliament House as expressed through the Commonwealth Avenue Master Plan, incorporating formal plantings and public realm treatments that respond to the geometry of the Main Avenues.

Control	Response
4. Improve the urban design and streetscape qualities of the Main Avenues as approaches to the Central National Area.	The Project improves the urban design and streetscape quality of Main Avenues through improvements to the public realm including landscaping that continues the formal planting of Main Avenues as expressed in the Commonwealth Avenue Master Plan, and public realm design elements that are commensurate with the character and quality befitting of the Central National Area.
4.15.4 Detailed conditions of planning, design and development	
General	
Traffic is to be managed to ensure the continued effective function of the Main Avenues and Approach Routes. The Main Avenues will provide access to fronting buildings where practicable, and where traffic safety and flows are not adversely affected.	Traffic throughout the construction of the Project is proposed to be managed to address traffic disruptions during each stage of development , as detailed in the Temporary Traffic Management Plans included in this submission. The project has been designed to ensure the safe and efficient flow of traffic through the City on completion of the works.
Landscaping	
The Main Avenues and Approach Routes will be developed and maintained as high quality landscaped corridors. In built-up areas, the established design theme of verges and medians and formal tree plantings will be maintained. In areas of intensive pedestrian use, high quality paving is to be used.	The Project proposes a high quality landscaped corridor for the Main Avenues of Commonwealth Avenue and Northbourne Avenue, including a Master Plan proposing formal tree plantings that continue the existing pattern and type of plantings along Commonwealth Avenue. Northbourne Place is proposed to Northbourne Avenue at the intersection with London Circuit which is to include a landscaped public realm that complements the site context between the historic Sydney and Melbourne Buildings.

Control	Response
	High pedestrian use is expected throughout the delivery phase area and high quality paving is proposed that achieves the performance requirements of high use areas and design requirements for the City Centre and Commonwealth Avenue
Signs	
Signs will generally comprise traffic, directional and visitor information signs, and unnecessary repetition will be avoided. Commercial roadside signs are not permitted in road reservations, except on bus shelters. Non-commercial signs may be permitted where they comply with the requirements for signs set out in the Signs General Code.	Project signage is proposed that includes traffic and directional signage, and Light Rail stop signs and wayfinding signage that has been designed to respond to the requirements of the Signs General Code as addressed in Section 6.11.1 of this report.
Streetscape design	
A streetscape hierarchy, that complements the road hierarchy, should be established. This hierarchy should give primacy to main avenues, emphasise continuity along their length through avenues of appropriately scaled trees, consistent pedestrian pavement materials, street furniture and lighting.	The Project public realm design is appropriate to the streetscape hierarchy reinforcing the primary of Commonwealth and Northbourne Avenues and adopting a consistent palette of pavement materials, street furniture and lighting.
Development should generally be constructed to the street boundary to define and enclose streets and create continuous street frontage while allowing variations in individual buildings and uses.	The Project does not include building works.
A limited palette of high quality pedestrian pavement materials, street furniture and lighting will be used. Pavement and landscape design should have an elegant, simple and bold design emphasising the geometry and formality of the main avenues.	The public realm design elements are high quality in design and the lighting strategy is appropriate for the Central National Area, as detailed in the response to the NCA Outdoor Lighting Policy addressed in Section 6.12 this report.
Streetscapes are to be well lit for pedestrians and optimise security and safety for night time use.	Streetscape lighting has been developed to achieve pedestrian safety standards and security in the public realm as addressed in the NCA Outdoor Lighting Policy response.

6.11 General Codes and Policies

The following General Codes of the National Capital Plan are applicable to the Project:

- Signs General Code
- Telecommunications General Code

The NCA Outdoor Lighting Policy also applies to the Project. These elements are addressed below.

6.11.1 Signs General Code

The Signs General Code applies to the Project as the following signage types are proposed:

- Temporary and traffic control device signage
- Permanent signage

Project signage is to primarily comprise temporary project signage and traffic devices and associated regulated signage that meet the requirements to be exempt under the Signs General Code. Refer to the Signage and Wayfinding Package included in this submission.

Permanent signage that is required to meet the Signs General Code includes the following:

- Wayfinding signage, which comprises tourist destination signs within the meaning of the National Capital Plan
- Light Rail stop signage, which comprises site identification signs within the meaning of the National Capital Plan

A response addressing how tourist destination and site identification signage meets the requirements of the Code is provided in Table 21 below.

Table 20 – Assessment against the Signs General Code (NCP)

Condition	Response
General Conditions	
1. The type, position, size, appearance, illumination, animation, content or other characteristics of any proposed sign must ensure a quality and character of appearance both by day and night which, in the opinion of the National Capital Authority, befits the National Capital.	<p>Proposed signs include:</p> <ul style="list-style-type: none"> • Light Rail stop signage • Wayfinding signage <p>The type, position, size, appearance, illumination and content of proposed signage is commensurate with the quality and character befitting of the National Capital, refer to Architectural Plans included in this submission illustrating the proposed signage design.</p>

Condition	Response
<p>2. The National Capital Authority will refuse to approve any sign where it is of the opinion that the type, position, size, appearance, illumination, animation, content or other characteristics of the sign may adversely affect:</p> <ul style="list-style-type: none"> i. the amenity of the locality or neighbourhood with particular regard to nearby residential development ii. the architectural character or appearance of a building iii. traffic safety iv. a 'place' within the meaning of and subject to the provisions of the relevant Commonwealth heritage legislation. 	<p>Proposed signage does not create significant adverse impacts on the surrounding locality or nearby residential development within the City Centre.</p> <p>Proposed signs are not intended to distract drivers along London Circuit or Commonwealth Avenue, and do not contain flashing or animated elements.</p> <p>Signage does not adversely impact items of Commonwealth heritage significance within or adjacent to the project area.</p>
<p>3. The National Capital Authority will refuse to approve any sign which it considers offensive</p>	<p>Sign content would comprise the name of the Light Rail stop or provide wayfinding information and would not be of an offensive nature.</p>
<p>4. The National Capital Authority will not grant approval of an application with the respect to the external design and siting of any structure or sign unless such structure or sign would comply with all other relevant policies or conditions of this Plan.</p>	<p>Refer to responses against other applicable policies and codes of the National Capital Plan demonstrating that the proposed signage would be consistent with other policies and conditions of the Plan.</p>
<p>5. The National Capital Authority may, either unconditionally or subject to such terms and conditions as it deems necessary, modify or waive the provisions of the sections that follow, where it is of the opinion that the application of the same to or in respect of any particular sign would be impracticable or unreasonable and provided that the requirements of the 'General conditions' herein are satisfied.</p>	<p>This condition is noted.</p>
<p>6. Any application for the use, construction or erection on or above the roof or top of any building of any device, advertisement, sky sign, sign, signal or structure of the nature of a sign or signal, excepting flags and flag poles, will not be approved where the proposal would alter any silhouette of the building by extension beyond or above the walls, parapet or roof of the building, lift tower or plant room.</p>	<p>No signage is proposed above the roofline of Light Rail stop structures except pylon flags which do not alter the silhouette of a building.</p>
<p>7. Animated or flashing signs and signs illuminated by exposed lamps or neon tubes as distinct from backlighting or floodlighting, will generally not be approved.</p>	<p>Wayfinding and light rail stop signage would not be animated or flashing.</p>

Condition	Response
<p>Site identification signs</p> <p>Signs erected in public places to identify the name of the places such as parks, squares, walks, historic sites, open spaces and the like should comply with the following:</p> <ul style="list-style-type: none"> signs in the National Capital Open Space System should be consistent in design in terms of style, size and materials used and should be part of a hierarchy of signs which reinforces the significance of the Open Space System. The hierarchy of such signs should be for primary signs at the site entry and secondary signs comprising: <ul style="list-style-type: none"> directional signs destination indicators place name signs interpretive signs sponsorship signs or sponsorship names on signs are not permitted on Main Avenues or Approach Routes, in the National Capital Open Space System, in the Parliamentary Zone (except where such signs comply with a comprehensive Project or Precinct Signage Plan approved by the National Capital Authority), near the Prime Minister's Lodge or the Governor General's residence markers or signs identifying places may include dedication information or historic information about the place on or near where the sign is located site identification signs are to be erected by, and remain the property of, the Australian Government (on National Land) or the ACT Government on (Territory Land). 	<p>Proposed site identification signage is to include wayfinding signs to be erected on vertical surfaces on new and existing poles within the vicinity of light rail stops.</p> <p>Signage materiality, sizing and style is consistent with existing wayfinding signage provided in the Central National Area and includes directional signs.</p> <p>The proposed signage is consistent with the requirements of this signage type.</p>

Condition	Response
Tourist destination signs	
Signs, which direct the public to major tourist sites and places, should generally comply with the following:	Proposed wayfinding signage is to include stop identification signage for the Commonwealth Park Stop.
<ul style="list-style-type: none"> • tourist drives may be identified by a system of numbers and colours on standard signs placed along the drives with detailed information of attractions along the route available for visitors in published form at visitor information centres • tourist drive numbers should be incorporated in new tourist destination signs or may be fixed as a separate sign beneath destination signs or traffic signs • groups of attractions, located at a single destination, may be identified by displaying the group destination name on a series of signs which lead up to that destination • tourist destination signs, other than tourist route signs, are to be at the last major turn-off to the venue • individual attractions may be identified as features of this centre on a single sign on arrival at the centre • sponsorship will not be permitted on tourist destination signs other than those which have naming rights for the destination • the signs should conform to the Australian Standard 1742.6 – 1990: Service and tourist signs for motorists • the main entry points to the Parliamentary Zone may be signalled by distinctive signs such as banners or place signs located in the verges of the Main Avenues • the signs are to be erected by, and remain the property of, the ACT Government • excessive repetition of tourist destination signs should be avoided • signs are to be painted metal and all single-sided signs are to be painted on the visible reverse side • a system of standard symbols, lettering and colour schemes should be followed in directing the travelling public to tourist venues. 	The proposed signage comprises the name of the stop which is integrated into structures on stop platforms and is consistent with the requirements of this signage type.

6.11.2 Telecommunications General Code

The following works proposed as part of this application are subject to the Telecommunications General Code requirements for facilities subject to the *Telecommunications Act 1997* which include:

- ground based towers, antenna masts and headframes
- underground and aerial cabling
- any equipment structures (buildings and fenced enclosures) associated with the above.

Refer to Utilities Package included in this submission.

Provided below is a response against the requirements of the Code.

Table 21 - Assessment against the Telecommunications General Code

Condition	Response
4.21.3 Objectives	
The objectives of the Telecommunications General Code are to:	
<ol style="list-style-type: none"> 1. ensure that the operation of a functional telecommunications service meets community expectations and does not adversely affect the character of Canberra as the National Capital, including the landscape setting of the city and the national significance of land specified in this Plan as Designated Areas. 2. minimise environmental and visual impacts arising from the construction, operation, maintenance, decommissioning and removal, and site rehabilitation of telecommunications infrastructure. 	<p>To minimise the visual impact on Canberra's landscape setting and the character of the Designated Areas, proposed telecommunications infrastructure relocations and upgrades where required are to be located predominantly underground with the exception of necessary service enclosures and access pits.</p> <p>Details of management measures to minimise construction and ongoing maintenance impacts of telecommunications infrastructure are included in the Utilities Package provided in this submission.</p>

Condition	Response
4.21.4 Detailed conditions of planning, design and development	
General	
Erection of Telecommunications Structures	
<ol style="list-style-type: none"> 1. Site Selection – Sites where a tower, mast or antenna will be visually incongruous should be avoided wherever possible. Where a choice of site exists, low rise, small scale residential areas should be avoided and commercial, industrial or transport related land with existing utility structures such as lighting columns or other vertical structures should be selected. Where practicable, sites having environmental, nature conservation or heritage significance, and sites of community concern such as schools, childcare centres or where a facility may interfere with existing emergency or safety equipment, should be avoided. 2. Choice of antenna location and mast sharing – The mounting of antennas on a building or an existing mast is the preferred way of accommodating a new facility. Where there are several antenna mounting and locational options, care is to be taken to choose the most appropriate option that has the least visual impact on the community and surrounds. 3. Electromagnetic Energy (EME) Standard – all telecommunication facilities must comply with current industry standards in respect to EME emissions and their impact on surrounding land uses. 4. Ameliorative Actions – Wherever possible, sites should be either screened from the most prominent views or have a backdrop of trees, buildings or high ground. Ideally sites should have both a well-screened foreground and background keeping to a minimum the height of mast and antenna exposed to view. Where parts of an antenna or mast are exposed, they are to be finished in a colour that is not highly reflective and that minimises their intrusiveness. 5. Decommissioning and Restoration – When a facility is no longer required, or is to be superseded by a replacement facility, the facility is to be removed from a site within a period of three months and the site is to be left in a condition satisfactory to the National Capital Authority. A site remediation plan may be required to ensure that the site is restored appropriately. 	<ol style="list-style-type: none"> 1. Radio masts are proposed within the Project that are visually congruent with the surrounding area. 2. Radio masts are proposed to be mounted to proposed or existing structures and care has been taken to limit visual impact of these installations. 3. Proposed telecommunications utilities will comply with current industry standards in respect to EME emissions and their impact on surrounding land uses. 4. Screening is not required for telecommunication works included in this application. 5. Not relevant to this application.

Condition	Response
<p>Rollout of Cable</p> <ol style="list-style-type: none"> 1. Method of rollout dependent on site sensitivity – For any proposal to rollout telecommunications cable, the method of rollout should be considered in relation to the sensitivity of the site. Underground cabling is the preferred method given the importance of Designated Areas. 2. Co-location to minimise impacts – For any proposal to rollout telecommunications cables in areas where an existing public utility is in place, the method of rollout should be considered in relation to the existing utility infrastructure. In new subdivisions, or areas where underground infrastructure already exists, the rollout of telecommunications cable should be co-located with existing cable or undertaken in a similar manner. 3. Avoiding duplication – As far as practicable and where the technology permits, cable rollout should be carried out in a coordinated fashion to avoid duplication. A proliferation of overhead telecommunications cables should be avoided in situations where a single cable is capable of delivering the proposed telecommunications service. In cases where more than one cable is proposed, carriers should demonstrate that the use of a single cable is not practical for technical, environmental or economic reasons. 	<p>All cables will be underground and to the extent practicable located in shared trenches to minimise the extent of area of impact resulting from proposed works. In accordance with technical requirements, some isolated cables associated with the wireless access points enabling communication between the moving Light Rail Vehicles, and the Operational Control Centre will be partially visible.</p>

6.12 NCA Outdoor Lighting Policy

This Policy is applicable to proposed external lighting within the Central National Area.

Refer to Lighting Plans included in this submission.

Table 22 - Assessment against the Outdoor Lighting Policy

Condition	Response
Part one: urban context - Strategies	
1a) Express the key geometric elements of the Griffins' formally adopted plan for the city through lighting design and distribution.	
<ol style="list-style-type: none"> 1 Emphasise the three node points of the Griffins' National Triangle by creating and maintaining strong visual 'anchors' at Parliament House, City Hill and Russell. 2 Create a unique identity for the roads that form the Griffins' National Triangle, being Commonwealth, Kings and Constitution Avenues, through careful selection and installation of an integrated suite of street furniture and lighting. Achieve a high degree of uniformity in lighting performance on these three main avenues. 3 Illuminate the Griffins' Land Axis by retaining the existing ANZAC Parade street lighting and illumination of Federation Mall. 4 Reinforce the Griffins' Water Axis by illuminating the promenade along the southern foreshore, Commonwealth Place and the International Flag Display. 5 Use full cut-off light fittings in all landscape areas, roads, paths and car parks within the Central National Area (except where noted in this policy). 6 Use full cut-off street and pedestrian lighting on all main avenues that contributes to their development as high quality landscape boulevards. 7 Align lighting hardware to strengthen the framing of the National Triangle, main avenues and formally landscaped open spaces. 	<p>The Project lighting strategy facilitates the expression of the Griffin Plan during darker hours through achieving uniformity of illumination and consistency with the landscape setting and public realm and complementing the formal character of Main Avenues and open spaces within the Central National Area.</p>

Condition	Response
1b) Create a clear hierarchy of built environment illumination in central Canberra.	
<ol style="list-style-type: none"> 1 Illuminate the exterior of key built elements to reflect their relationship to Griffin's National Triangle and their symbolic function, according to the following comparative luminance values in candela per square metre (cd/m²): Level Four- all other buildings adjacent to Constitution Avenue = (5cd/m²) 2 Create a dramatic backdrop by restricting the use of external lighting for other buildings within City Hill Precinct, Parkes, Reid, Campbell and Russell to entrances, window displays and signage. Consideration will be given to additional building lighting where it contributes to identity, legibility, silhouette, architectural expression, façade articulation and Canberra's unique skyline at night. 3 Use full cut-off light fittings for new building façade lighting installations, that are carefully integrated into the building's structure. 4 Minimise any sources of light spill or glare throughout Commonwealth Park, Kings Park, Rond Terrace, Black Mountain Peninsula, Yarralumla Bay, Weston Park, Grevillea Park, Yarramundi Reach, Acton Peninsula and Kingston Foreshore. 5 Minimise any sources of light spill or glare beyond the intended area to be lit. 	<p>The lighting strategy for the Project has considered the illumination requirements of the National Triangle and is located to minimise glare and provide the necessary illumination to achieve required standards.</p> <p>Proposed lighting retains the city backdrop within the City Hill precinct.</p>
1c) Maintain subtle illumination of the city's topography.	
<ol style="list-style-type: none"> 1 Consider identification of Red Hill and Mount Pleasant through the installation of a single light source, such as a navigational lighting beacon. 2 Use full cut-off lighting of pedestrian pathways and landscape areas in proximity to the edge of Lake Burley Griffin around West, Central and East Basin, that effectively manages the unwanted effects of light spill on the lake ecosystem (unless otherwise noted in this policy). 3 Use full cut-off lighting in all areas of the Inner Hills to control the effects of light spill. 	<p>Lighting is not proposed to the Inner Hills or edge of Lake Burley Griffin.</p>

Condition	Response
1d) Conserve significant heritage lighting fabric and design elements.	
<ol style="list-style-type: none"> 1 Consider all relevant Heritage Management Plans in developing lighting designs. 2 Retain the essential character and lighting performance characteristics of any existing lighting installation with identified heritage value, in any proposed maintenance or replacement activity. 3 Preserve the appearance, location and layout of lighting installations with heritage value. 4 Do not replicate or extend poor performing heritage lighting hardware into new areas or in new installations. 	<p>Lighting impacts on heritage assets have been mitigated in the Project as detailed in section 10.3 of the Environmental Assessment.</p>
Part two: Place-making - Strategies	
2a) Ensure the scale and character of lighting is appropriate to the location.	
<ul style="list-style-type: none"> • Use lighting standards and categories of a lighting type and quality that is appropriate to the application and location. • Light public art installations with individual designs according to the intentions of the artist, where it is not contrary to the objectives or strategy of this policy. • Manage the inter-relationship of lighting intensity and character between all structures, landscape elements and buildings. • Ensure that the colour and finish of light poles and fittings in landscape areas integrates with and visually complements their surroundings. Lighting installations in proximity to the edge of Lake Burley Griffin must mitigate the visual impact of poles or fittings on the landscape during the day. • Add visual interest to public spaces through engaging, interactive lighting designs where appropriate. • Locate light sources and poles to highlight the repetition and rhythm of their form, spacing and pattern, giving consideration to the definition of space and their role as sculptural elements in the urban landscape. 	<p>Lighting types and luminaires have been selected to achieve required performance standards for the relevant road or public realm environment as detailed in the Lighting Package.</p> <p>The siting of luminaires has been designed to complement the surrounding context and is consistent with the City to Commonwealth Park urban design context.</p>

Condition	Response
<p>2b) Ensure the form, material and finish of lighting hardware is appropriate to the location and co-ordinated with other street and park furniture so as to form an integrated, cohesive palette of materials and fittings.</p> <ul style="list-style-type: none"> • Use high quality light fittings and hardware with a high standard of detail and finish. • Locate lighting hardware outside key desire or movement lines, to optimise accessibility and safety. • Locate lighting hardware around trees, signs, and street furniture to achieve a spacing, pattern and alignment that complements these and other urban elements. • Consider opportunities for integration of lighting into street furniture, built form or road/bridge structures. • Co-ordinate the colour and finish of light poles and fittings and with other lighting hardware and street furniture. • Develop lighting plans in advance of any wide-scale installation or replacement of poles or fittings within the Parliament House Vista and Lake Burley Griffin and adjacent parklands. Address the context and the character of the landscape setting and its elements including street furniture in the lighting plans. 	<p>High quality light fittings have been selected for the Project as detailed in the Lighting Package included in this submission.</p> <p>Finishes and materiality of lighting hardware are detailed in the Lighting Package.</p>
<p>2c) Ensure the colour and form of the physical environment is accurately rendered.</p> <ul style="list-style-type: none"> • Use lamps that offer a colour temperature close to the appearance of daylight (approximately 4500-6500 degrees Kelvin). • Select lamps that offer good colour rendering ability, of 80 or greater on the Colour Rendering Index. • Select lamps and fittings that provide the most accurate colour rendition of landscape possible throughout the parklands surrounding Lake Burley Griffin, along the main avenues, and in the Parliamentary Zone. 	<p>A luminaire schedule is provided in the Lighting Package included in this submission that provides details of luminaire types and performance.</p>

Condition	Response
Part three: Safety - Strategies	
3a) Maintain a well-connected movement network of public paths, roads and spaces. <ul style="list-style-type: none"> Install and maintain lighting throughout the network of pedestrian and cycling paths and formally-recognised public spaces in the Central National Area. Install and maintain lighting on all public roads and car parks in accordance with the volumes and patterns of activity and their role within Canberra's transport network. Select light poles and locations that minimise the risk of injury for people travelling on paths or roads. 	<p>Lighting responds to the needs of diverse public space users and luminaires are located to minimise risk of injury for road and path users.</p>
3b) Ensure Australian Standards for illumination are met as a minimum. <ul style="list-style-type: none"> Demonstrate compliance of lighting design proposals with the Australian Standard AS/NZS 1158 - Lighting for Roads and Public Spaces and the suitability of the proposed lighting category for the intended application. Demonstrate compliance of lighting design with other relevant Australian Standards relating to the installation and operation of outdoor lighting. Where an inconsistency arises between this policy and any Australian Standard, this policy prevails. 	<p>Details of compliance with relevant standards is outlined in the General Notes of the Lighting Package included in this submission.</p>
3c) Effectively manage glare. <ul style="list-style-type: none"> Select lamps of the lowest required intensity. Select light fittings and optical systems that shield light from being directed sideways or upwards. Locate light sources beyond the typical field of view for people in any given area, through the location and scale of light poles and fittings. Minimise any sources of light spill or glare beyond the intended area to be lit. 	<p>Proposed light fittings has been selected to shield light from being directed sideways or upwards, refer to section 13.4 of the Environmental Assessment.</p>
3d) Create integrated lighting designs that enable the human eye to adapt to changes in light levels. <ul style="list-style-type: none"> Achieve a high degree of uniformity in illumination levels along pathways and roads. Install transitional lighting treatments between areas of contrasting illumination that accommodate the human eye's capacity to adapt to changes in light levels. 	<p>Luminaires are located to achieve consistency in lighting levels throughout the delivery phase area. Refer to the Lighting Package included in this submission.</p>

Condition	Response
Part four: Environment and sustainability - Strategies	
4a) Manage light pollution through the selection and placement of lighting hardware.	
<ul style="list-style-type: none"> • Use full cut-off light fittings, lens diffusers, or light sources that provide indirect or reflected light (unless otherwise noted in this policy). • Select optical systems and shielding designs for artificial light sources that effectively manage glare and light distribution behind and above the light source. • Install and operate lighting only where it responds to a demonstrated need or requirement. Consider the removal of lighting where it does not fit this criteria. • Co-ordinate the removal or replacement of existing light fittings in proximity to any proposed lighting works to reduce variances in lighting hardware and effect. • Minimise the distribution of artificial light beyond the intended area to be lit. 	Proposed lighting has been designed to manage the effects of light pollution, refer to section 13.4 of the Environmental Assessment.
4b) Minimise energy use.	
<ul style="list-style-type: none"> • Select lighting hardware components that offer a long service life, feature an enduring aesthetic appeal, be of a high quality construction and offer reliable, low maintenance performance. • Consider energy use and value for money in any lighting upgrade or new installation. • Install efficient lighting control systems that can adjust illumination to suit activity levels, saving energy whilst maintaining safety when required. • Use co-ordinated lighting management systems to reduce energy and maintenance and improve uniformity and safety. 	The lighting strategy has been designed to reduce energy consumption as detailed in section 4.1.4 of the Environmental Assessment.
4c) Ensure the installation and maintenance of lighting infrastructure does not have a detrimental effect on landscape.	
<ul style="list-style-type: none"> • Design light poles and outreach arms around the long-term form of trees to maintain light performance and minimise tree maintenance. • Locate light poles and power cables around established tree and root locations. 	The lighting strategy for the Project has been developed to ensure consistency with the landscaping strategy to coordinate with planting and hardscape features.

Condition	Response
<p>4d) Minimise the impact of lighting operation on wildlife health.</p> <ul style="list-style-type: none">• Use full cut-off light fittings within landscape areas to reduce impact on wildlife.• Reduce the intensity or turn off lighting at times it is not needed in landscape areas, to reduce impact on wildlife.• Reduce the intensity and duration of external building lighting operation during migration periods of the Bogong moth in October and between February and April. Shut off lights that are not needed during the second half of the night at times of peak moth migration.• Ensure that the design and operation of lighting does not cause wildlife or avifauna disorientation, injury or death.	<p>Light fittings have been selected to provide required illumination to meet relevant standards and limit the need for unnecessary lighting.</p>

7

Other Matters

7.1 City Renewal Authority

The subject site is located within the City Renewal Precinct and includes works that are located on land under the custodianship of the City Renewal Authority. The proposal is required to address the design principles of the City Renewal Authority who are a referral agency for this application.

Table 23 - City Renewal Authority Design Quality Principles (effective 21 June 2022)

Number	Principle	Response
1	<p>Context and Neighbourhood Character</p> <p>For the consideration of context and character, good design will:</p> <ul style="list-style-type: none"> Respond and contribute to its context, distinctive characteristics of a local area and a sense of place. Context is the key natural and built features of an area, their relationship and the character created when combined. It also includes social, economic, health and environmental conditions. Responding to context involves identifying the desirable elements of an area's existing or future character. Recognise the pre-eminence of the role of Canberra and the Territory as Australia's National Capital, that respects the geometry and intent of Walter Burley Griffin's formally adopted plan for Canberra and emphasises the national significance of the main approach routes and avenues. Respond to and enhance the qualities and identity of the surrounding areas including adjacent sites, landscape, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for future change. Place planning is considered an appropriate form of demonstrating neighbourhood character and place intent. Proposals with clearly defined place propositions and place plans are required to be submitted in support of Principal 1. 	<p>The Project responds to, and contributes to, its context to achieve the desired future character of the City Centre by improving opportunities for connectivity and streetscape activation, encouraging active travel and positively contributing to the landscape character.</p> <p>Recognising the pre-eminence of the role of Canberra and the Territory, the Project retains the intent of the Griffin Plan particularly along Main Avenues and reinforces the geometry of these important corridors.</p> <p>The Master Planning and Place Planning undertaken for the Project responds to and enhances the qualities and identity of surrounding areas, integrating with and improving landscape, streetscape and neighbourhood character. The Urban Design vision is outlined in the Environmental Assessment included in this submission.</p>

2 Built Form and Scale

For the consideration of landscape, good design will:

- Recognise that together landscape and the built form operate as an integrated and sustainable system, within a broader ecological context that results in attractive development with good amenity.
- Maintain and enhance the landscape character of Canberra and the Territory as the setting for the National Capital and protect the undeveloped hill tops and the open spaces which divide and give form to Canberra's urban areas.
- Enhance the development's environmental performance by retaining valued natural features which contribute to the local context, co-ordinating water and soil management, reducing urban heat island effect and allowing good solar access, microclimate, tree canopy, habitat values and preserving important green networks.
- Optimise the landscape's amenity, useability and privacy to provide opportunities for social interaction. This includes creating engaging places that contribute to the local identity and character, ensuring equitable access and respect for the public and neighbours' amenity and provides for practical establishment, long term management and maintenance.

The ecological context of the development has been considered in design, as outlined in the Environmental Assessment included in this submission.

The Project maintains and enhances the landscape character of Canberra with consideration made to the visual impact of the development.

The Environmental Assessment details measures for water and soil management, urban heat island effects, tree canopy and habitat values within the project area.

The Project contributes to creating amenity and opportunities for interaction, contributing through its design to local identity and character and providing equitable access both to the Light Rail and improving pedestrian and cyclist networks. The project has been developed with consideration to long term management and amenity impacts as outlined in the Environmental Assessment.

3 Sustainability

For the consideration of sustainability, good design will:

- Optimise the sustainability of the built environment to deliver on-going positive environmental, social and economic outcomes through an integrated holistic approach. This includes seeking measures to mitigate against and adapt to the impacts of climate change over time to ensure development is resilient over its life cycle.
- Adhere to established principles for water-sensitive urban design to minimise negative impacts on existing natural features, ecological processes and connectivity for natural habitat. It will facilitate living infrastructure in all projects at all scales, with water sensitive urban design; deep soil zones for ground water recharge, large canopy trees and vegetation.
- Reduce greenhouse gas emissions in both construction and operational phases of development, by optimising passive thermal design to achieve amenity and liveability through orientation, sunlight, shade, heating and cooling and use of cross ventilation, designing in renewable energy generation, storage and use, and maximising energy efficiency. Good design reduces resource consumption and operational costs and generation of waste. It builds-in materials that are recycled and reused.

The Project has been developed to achieve sustainability outcomes through an integrated and holistic approach, incorporating measures to address the impacts of climate change to ensure the resilience of the development, as outlined in the Environmental Assessment included in this submission.

Water sensitive urban design principles have been adopted throughout the project together with the incorporation of tree plantings. The project has been developed to retain landscape functions and ecological values within the project area.

The Project has embedded measures to reduce greenhouse gas emissions during construction and operation that are to be achieved through responsible material sourcing and waste management as detailed in the Environmental Assessment.

4 Density and Connectivity

For the consideration of density and connectivity, good design will:

- Achieve a high level of amenity for the users of the development by employing a density appropriate to the site and its context.
- Ensure that appropriate densities are consistent with the area's existing or projected population and that the densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment. This includes along transit corridors and in retail centres.
- Establish connections within the site and consider midblock connections for public access to the surrounding area. This includes connections from the site to the surrounding public transport, vehicular, pedestrian and cycle network to support the residents or users of the development and those passing through the area.

The Project facilitates potential density for development sites in the vicinity of the Light Rail corridor, providing infrastructure that fosters connectivity within the City and affords access to public transport.

5 Built Form and Scale

For the consideration of built form and scale, good design will:

- Achieve a scale, massing and height appropriate to the existing or desired future character of the street, surrounding buildings and landscape setting to mitigate negative impacts on the amenity of neighbouring properties and the public domain.
- Achieve an appropriate built form for the site and the building's purpose in terms of building alignments, proportions, building type, and the articulation of building elements in an innovative manner. This includes that the spaces between buildings should be of a scale and character that is defined and suited to purpose.
- Ensure that the appropriate built form defines the public domain, provides a well-designed pedestrian experience at ground level, contributes to the character of streetscapes and parks including their views and vistas and provides internal amenity and outlook.

The form and scale of the Project is appropriate for its functional requirements and works have been designed to integrate into the surrounding context. The Project makes a positive contribution to the public domain through improvements to movement networks, streetscape interface and landscape character.

6 Functionality and Build Quality

For the consideration of functionality and build quality, good design will:

- Meet the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performance over the full lifecycle of the development.
- Create functional environments where the proposed design is suitable for the intended purpose and arranged to facilitate ease of use and good relationships to other spaces. It will also provide flexible and adaptable spaces to maximise utilisation and accommodate appropriate future requirements without the need for major modifications.
- Ensure that build quality is achieved by using good quality, robust, sustainable and complimentary materials, finishes, elements and systems. Projects should be well-detailed, resilient to the wear and tear expected from their intended use, and easy to upgrade and maintain. It will also accommodate the required services and infrastructure in an integrated manner, without detriment to the overall design outcome.

The Project has been designed to meet the needs of its users to deliver benefits and performance over the lifecycle of the development.

The proposal facilitates good relationships to other spaces through the consideration of functional interfaces with existing development and areas proposed for development that have been designed to accommodate future requirements.

The material selection for the Project including proposed public realm improvements have been selected for sustainability performance, complementarity to the streetscape and character of the City and for durability and maintenance.

7 Legibility and Safety

For the consideration of legibility and safety, good design will:

- Optimise safety and security within the development and the surrounding public domain to minimise the risk of personal harm and support safe behaviour and use. It will also provide for quality public and private spaces that are clearly defined and fit for the intended purpose. This includes maximising passive surveillance of public spaces, connections and communal areas with appropriate lighting and signage.
- Ensure that places are easy to navigate with recognisable routes, intersections and landmarks while being well-connected to the surrounding movement networks. It will also improve legibility and benefit from a clear hierarchy of spaces with identifiable entries and logical wayfinding. Externally, buildings and spaces should allow their purpose to be easily understood including the provision of environments that are logical and intuitive at the scale of the building, site and precinct.

Crime prevention principles have informed the design of the Project including strategies for passive surveillance, wayfinding and lighting, as detailed in the Crime Prevention Through Environmental Design Assessment included in this submission.

A wayfinding strategy has been developed for the Project that assists users to navigate through the City. Safety features are proposed to be incorporated into the public realm that are strategically located and provide clear messaging, both for vehicular traffic and pedestrian safety and for pedestrians seeking to utilise Light Rail.

8 Diversity and Amenity

For the consideration of diversity and amenity, good design will:

- Achieve a mix of dwelling types and sizes, providing housing choice for different demographics, living needs and household budgets. Well-designed developments respond to social context by providing housing and facilities that support social and demographic diversity.
- It also will provide practical and flexible features, including different types of communal spaces for a broad range of people and providing opportunities for social interaction.
- Positively influence internal and external amenity for users of the development and neighbours, contributing to positive living and working environments and well-being. It will combine appropriate room dimensions and shapes, access to sunlight for all habitable rooms, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility. Good design is flexible and able to facilitate ageing in place.
- Mitigate negative impacts on surrounding buildings and places. It should also have well-designed external spaces that provide protection from unwanted sun, wind, rain, traffic and noise.

This element is not relevant to this proposal.

9 Community and Public Domain

For the consideration of community and public domain, good design will:

- Respond to local community needs as well as the wider social context, providing buildings and spaces that are inclusive, can be accessed by everyone and support a diverse range of people and facilitate social interaction.
- Encourage engagement with the community to collaborate in the design of the public domain including the physical, cultural, and social elements that create a sense of place and support its ongoing evolution.
- Encourage social engagement and physical activity in an inclusive manner, encouraging resilient communities and improved social outcomes.

The Project has been designed to deliver inclusive and accessible spaces that can be accessed by everyone and that support a diverse range of people. Social interaction is facilitated through improved movement networks and interface opportunities created through public realm improvements.

Community engagement has been ongoing throughout the design of the Project and a Consultation Report details the outcomes of this engagement in the Environmental Assessment. The Project encourages physical activity through promotion of active travel and encourages resilient communities by enhancing access to and around the City.

10 Visual Appearance (Aesthetics)

For the consideration of visual appearance, good design will:

- Inform all scales, from the articulation of building form through to materiality and detail, enabling sophisticated, integrated responses to the complexities of local built form and landscape character.

This includes achieving a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a balanced variety of materials, colours and textures that considers the streetscape and broader precinct context.

- Assess design quality with the consideration that aesthetics should not be limited to style and appearance alone and that it should also account for design integrity, creativity, innovation, conceptual coherence and cultural relevance in a proposal.

Master Planning results in an integrated response to the built form context and landscape character within the Project area.

The Project adopts a palette of materials that is complementary to, and enhances, the character of the City.

The Project has been informed by advice from the National Capital Design Review Panel to create a development that reflects design integrity, and demonstrates creativity and innovation in its considered integration within an existing urban setting. Recognising the importance of the Griffin Plan and the project's contribution to the broader Canberra context, the development represents a design solution that is conceptually coherent, contextually appropriate and culturally relevant.

7.2 ACT Government Agencies

Engagement with ACT government agencies on the Project is outlined in Chapter 7.0 of the Environmental Assessment.

7.3 Heritage

The Heritage Impact Assessment identified 11 historic heritage places located within or immediately adjacent to the delivery phase area including:

Commonwealth or National Heritage List

- Lake Burley Griffin and Adjacent Lands
- Australian Academy of Science Building (National Heritage List)
- Parliament House Vista
- Reserve Bank of Australia

ACT Heritage Register

- City Hill
- Sydney and Melbourne Buildings
- ANZ Bank Building (former ES&A Bank)
- Civic Square Precinct
- Law Courts Precinct
- Hotel Acton (Acton House)
- Ian Potter House (Beauchamp House)

Heritage impacts are address in Chapter 10.0 of the Environmental Assessment included in this submission.

7.4 Moral Rights

The National Capital Authority requires projects that may impact established buildings, artworks or designed landscape areas seek the consent of the original moral rights holder under the *Copyright Amendment (Moral Rights) Act 2002* as part of progressing a Works Approval application.

Details of items that involve moral rights holders impacted by the Project are included in section 13.4 of the Environmental Assessment.

8

Conclusion

This comprehensive Works Approval application submission comprising this Planning Report and supporting plans and documents has been compiled to address the provisions of the PALM Act and National Capital Plan.

This report has demonstrated that works proposed for the Canberra Light Rail Stage 2A are consistent with the applicable policies, objectives, guidelines and development controls of the National Capital Plan.

With reference to the plans and documents included in this submission, it is concluded through the assessment contained in this Report that the Project will achieve key strategic policy outcomes for Canberra, and that the works do not create adverse planning impacts.

Having regard to the requirements of the National Capital Plan and other applicable statutory planning and environment considerations, we reiterate that the Project be considered for granting of a Works Approval for the following reasons:

- The Project is consistent with the National Capital Plan Statement of Planning Principles
- The Project is consistent with the National Capital Plan General Policy Plans, and in particular maintains and enhances the character of the Central National Area as intended under the original 1918 Griffin Plan
- The Project has been assessed against the National Capital Plan Precinct Codes and the works are considered to be consistent with the requirements of the applicable Precinct Codes
- The Project has been assessed against the National Capital Plan General Codes and Policies and the works are considered to be consistent with applicable requirements
- The Project is consistent with the requirements of the EPBC Act 1999 given the Project has received EPBC Approval (EPBC 2019/8582), as detailed in the Environmental Assessment that accompanies this submission.

Accordingly, the proposal warrants the support of the NCA through a positive determination of the Works Approval application.

